



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 14, 2012

CALL NO. 313
CONTRACT ID NO. 121372
ADDENDUM # 1

Subject: Floyd County, JL04 036 0680 NEW LOC
Letting November 16, 2012

- (1) Revised - Plan Sheets - R2E & S2
- (2) Added - Special Note - Pages 10(a)-10(h) of 60
- (3) Revised - Special Notes - Pages 12-15 of 60
- (4) Revised - Bid Items - Pages 57-60 of 60

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in blue ink that reads "Ryan Griffith".

Ryan Griffith
Director
Division of Construction Procurement

RG:ks
Enclosures



An Equal Opportunity Employer M/F/D

PAVING AREAS

ITEM	S		Q		U		A		R		E		Y		A		R		D		TOTAL PROJECT
	MAINLINE	SHOULDER	SHOULDER	APPROACH	KY 122 SHOULDERS	KY 122 SHOULDERS	APPR @ ML STA. 76+50	APPR @ ML STA. 86+00	APPR @ ML STA. 92+00	APPR @ ML STA. 101+00	APPR @ ML STA. 109+00	DIVERSIONS	ENTRANCES	TOTAL							
1/4" CL3 ASPH SURF 0.38B PG64-22	30811	12060	6548		2708	1145	2594	1671	950	1651		2073	37359								
1/4" CL2 ASPH SURF 0.38B PG64-22													24852								
3/2" CL3 ASPH BASE 1.0D PG64-22	30987		6587										37574								
4" CL3 ASPH BASE 1.0D PG64-22	31479		6697								2406		40582								
3" CL2 ASPH BASE 0.75D PG64-22						1158		1688	962	1669			5477								
3/2" CL2 ASPH BASE 0.75D PG64-22							2618						2618								
3/2" CL2 ASPH BASE 1.0D PG64-22		12060			2708		2686						14768								
4" CL2 ASPH BASE 0.75D PG64-22												2094	2686								
2/4" CL2 ASPH BASE 0.75D PG64-22													2094								
4" CRUSHED STONE BASE							2763				2406	2131	7300								
8" CRUSHED STONE BASE	32041		6823		1189		1730		990	1713			44486								
12" CRUSHED STONE BASE		12060			2708						5967	5821	14768								
5" TRAFFIC BOUND BASE													11788								
ASPHALT SEAL		4848			669								5517								

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	MAINLINE	SHOULDER	APPROACH	KY 122 SHOULDERS	APPR @ ML STA. 76+50	APPR @ ML STA. 86+00	APPR @ ML STA. 92+00	APPR @ ML STA. 101+00	APPR @ ML STA. 109+00	DIVERSIONS	ENTRANCES	TOTAL PROJECT
388	CL3 ASPH SURF 0.38B PG64-22	TON	2118	450									143	2568
307	CL2 ASPH SURF 0.38B PG64-22	TON	829	186	79	178	114	65	115	114				1709
214	CL3 ASPH BASE 1.0D PG64-22	TON	12890	2741								530		16161
221	CL2 ASPH BASE 0.75D PG64-22	TON			191	1095	279	159	275				259	2258
212	CL2 ASPH BASE 1.0D PG64-22	TON	2322	521										2843
3	CRUSHED STONE BASE	TON	15476	8599	3295	1931	827	478	836	478	827	554	490	33759
20	TRAFFIC BOUND BASE	TON										1493	1456	2949
100	ASPHALT SEAL AGGREGATE	TON	97	14										111
103	ASPHALT SEAL COAT	TON	12	2										14
2677	ASPHALT PAVEMENT MILL & TEXT	TON	9											9
2676	MOBILIZATION FOR MILL & TEXT	LS	1											1

NOTES

ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.

① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.

② ESTIMATED AT 100 LBS. PER SQ. YD. PER INCH OF DEPTH.

③ BOTTOM 4 INCHES OF CRUSHED STONE BASE HAS BEEN INCREASED 10% BY WEIGHT FOR ROCK ROADBED CONSTRUCTION.

 REVISED 11-14-2012

PAVING AREAS

ITEM	S		Q		U		A		R		E		Y		A		R		D		TOTAL PROJECT
	MAINLINE	SHOULDER	SHOULDER	APPROACH	KY 122 SHOULDER	KY 122 SHOULDER	APPR @ ML STA. 76+50	APPR @ ML STA. 86+00	APPR @ ML STA. 92+00	APPR @ ML STA. 101+00	APPR @ ML STA. 109+00	APPR @ ML STA. 129+00	DIVERSIONS	ENTRANCES	TOTAL						
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1/4" CL2 ASPH SURF 0.38B PG64-22															24852						
3/2" CL3 ASPH BASE 1.0D PG64-22	30987		6587												37574						
4" CL3 ASPH BASE 1.0D PG64-22	31479		6697									2406			40582						
3" CL2 ASPH BASE 0.75D PG64-22						1158		1688	962	1669					5477						
3/2" CL2 ASPH BASE 0.75D PG64-22							2618								2618						
3/2" CL2 ASPH BASE 1.0D PG64-22		12060			2708		2686								14768						
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20	TRAFFIC BOUND BASE	TON											1493	1456	2949
100	ASPHALT SEAL AGGREGATE	TON			97	14									111
103	ASPHALT SEAL COAT	TON			12	2									14
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NOTES

ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.

- ① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ② ESTIMATED AT 100 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ③ BOTTOM 4 INCHES OF CRUSHED STONE BASE HAS BEEN INCREASED 10% BY WEIGHT FOR ROCK ROADBED CONSTRUCTION.

PAVING SUMMARY

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE 2004 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE 17TH EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

DESIGN LOAD AND METHOD

THIS BRIDGE IS DESIGNED FOR HS25 LIVE LOAD OR ALTERNATE MILITARY LOADING, WHICHEVER PRODUCES THE GREATER STRESS. THE HS25 LIVE LOAD IS ARRIVED AT BY INCREASING THE STANDARD HS20-44 TRUCK AND LANE LOADS AS SPECIFIED IN THE AASHTO SPECIFICATIONS BY 25%. ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

DESIGN WIND LOAD

THIS BRIDGE IS DESIGNED FOR A WIND LOAD BASED ON A WIND VELOCITY OF 100 mph.

SEISMIC

THIS BRIDGE IS DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO SEISMIC SPECIFICATIONS FOR SPC-A.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS 'A' REINFORCED CONCRETE
F'C = 3500 psi.
FOR CLASS 'AA' REINFORCED CONCRETE
F'C = 4000 psi.
FOR STEEL REINFORCEMENT
FY = 60,000 psi.

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BARS UNLESS OTHERWISE SHOWN. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS. CLEAR DISTANCE TO FACE OF CONCRETE IS 2 INCHES, UNLESS OTHERWISE NOTED. EPOXY COAT BARS DESIGNATED BY THE SUFFIX (E) IN ACCORDANCE WITH SECTION 811.10 OF THE STANDARD SPECIFICATIONS. USE STIRRUP BEND DIAMETERS FOR BARS DESIGNATED BY SUFFIX (S) IN ANY BILL OF REINFORCEMENT.

SLOPE PROTECTION

USE 24' CYCLOPEAN STONE RIPRAP SLOPE PROTECTION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

GEOTEXTILE FABRIC (TYPE 1)

THIS FABRIC SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND BE PLACED BETWEEN THE EMBANKMENT AND SLOPE PROTECTION AT END BENTS.

BEVELED EDGES

BEVEL ALL EXPOSED EDGES 1/8' UNLESS OTHERWISE NOTED.

INCIDENTAL MATERIALS

THE STRUCTURE IS TO BE COMPLETE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. MATERIALS OR LABOR, NOT OTHERWISE SPECIFIED, ARE TO BE CONSIDERED INCIDENTAL TO THE CONTRACT.

DIMENSIONS

DIMENSIONS ARE FOR A NORMAL TEMPERATURE OF 60 DEGREES FAHRENHEIT. LAYOUT DIMENSIONS ARE HORIZONTAL DIMENSIONS.

TEMPORARY SUPPORTS

TEMPORARY SUPPORTS OR SHORING WILL NOT BE PERMITTED UNDER THE GIRDERS WHEN POURING THE CONCRETE FLOOR SLAB OR WHEN TAKING 'TOP OF BEAM' ELEVATIONS.

SLAB POURING SEQUENCE

THE POURING SEQUENCE OF THE SLAB MAY NOT BE CHANGED WITHOUT THE WRITTEN APPROVAL OF THE DESIGN ENGINEER.

SHOP DRAWINGS

SUBMIT SHOP DRAWINGS THAT ARE REQUIRED BY THE PLANS AND SPECIFICATIONS DIRECTLY TO THE CONSULTANT. IF ANY CHANGES IN THE DESIGN PLANS ARE PROPOSED BY A FABRICATOR OR SUPPLIER, SUBMIT THOSE CHANGES TO THE CONSULTANT THROUGH THE CONTRACTOR. THE CONSULTANT SHALL PROVIDE THE DIVISION OF BRIDGE DESIGN WITH ONE COPY OF THE APPROVED SHOP PLANS.

PAYMENT FOR STRUCTURAL STEEL

THE LUMP SUM BID FOR STRUCTURAL STEEL SHALL BE FULL PAYMENT FOR ALL STRUCTURAL STEEL, WELDING AND WELDING MATERIALS, PAINT, AND ALL LABOR AND MATERIALS NECESSARY TO ERECT THE STEEL IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE APPROXIMATE WEIGHT OF STRUCTURAL STEEL SHOWN IN THE ESTIMATE OF QUANTITIES DOES NOT INCLUDE OVERRUN OR WELD MATERIAL. THIS APPROXIMATE WEIGHT IS BASED ON STEEL THRU-DECK DRAINS ONLY.

FOUNDATION DATA

SEE FOUNDATION LAYOUT SHEETS.

PILES

A HAMMER WITH AN ENERGY RANGE OF 23 KIP-FT TO 40 KIP-FT IS REQUIRED TO DRIVE 36 KSI H-PILES TO BEDROCK WITHOUT ENCOUNTERING EXCESSIVE BLOW COUNTS OR OVER STRESSING THE H-PILES. THE CONTRACTOR SHALL SUBMIT HIS PILE DRIVING SYSTEM TO THE DEPARTMENT FOR APPROVAL PRIOR TO THE INSTALLATION OF THE FIRST PILE. APPROVAL OF THE PILE DRIVING SYSTEM BY THE ENGINEER WILL BE SUBJECT TO SATISFACTORY FIELD PERFORMANCE OF THE PILE DRIVING PROCEDURES.

PILE CORES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE KENTUCKY STANDARD DRAWING RGX-100 AND RGX-105, MEETING THE MATERIAL REQUIREMENTS OF THE CURRENT EDITION OF SPECIAL PROVISION 69, NON-ERODIBLE MATERIAL ONLY.

PIILING SHALL BE DRIVEN TO REFUSAL. TEST PILES SHALL BE DRIVEN WHERE DESIGNATED ON THE PLANS TO DETERMINE THE LENGTH OF PILE REQUIRED. ALL TEST PILES SHALL BE ACCURATELY LOCATED SO THAT THEY MAY BE USED IN THE FINISHED STRUCTURE.

WAITING PERIOD FOR DRIVING PILES AT END BENT 2

AFTER THE APPROACH EMBANKMENT AT END BENT 2 IS CONSTRUCTED TO FULL-HEIGHT, THE FOUNDATION SOILS SHALL BE ALLOWED TO CONSOLIDATE PRIOR TO INSTALLATION OF PILES AT THAT END BENT. IT IS ESTIMATED THAT 90 PERCENT CONSOLIDATION OF THE FOUNDATION SOILS WILL BE COMPLETE WITHIN APPROXIMATELY 4 MONTHS FOLLOWING CONSTRUCTION OF THE APPROACH EMBANKMENT TO ITS FULL HEIGHT.

A SETTLEMENT PLATFORM SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AT EITHER THE LEFT OR RIGHT SHOULDER, APPROXIMATELY 10 FEET BEHIND END BENT 2. THE ENGINEER AND A REPRESENTATIVE OF THE GEOTECHNICAL BRANCH WILL DETERMINE THE EXACT LOCATION. THE PLATFORM SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 730 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. IT SHALL BE LEFT IN PLACE FOR FUTURE READINGS AFTER THE PROJECT HAS BEEN COMPLETED. THE DIVISION OF MATERIALS WILL PROVIDE THE NECESSARY FORMS FOR RECORDING MEASUREMENTS, AT THE REQUEST OF THE ENGINEER. THE SETTLEMENT PLATFORM AND ASSOCIATED STEEL PIPE (2 1/2" AND 4") SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 216.05 OF THE STANDARD SPECIFICATIONS, AND FOR THE QUANTITIES SHOWN IN THE PLANS.

PILE POINTS

PROVIDE PILE POINTS FOR ALL POINT BEARING PILES. ENSURE PILE POINTS ARE IN ACCORDANCE WITH SECTION 604 OF THE SPECIFICATIONS AND OF THE TYPE AS SHOWN ON THE FOUNDATION LAYOUT SHEET.

FOOTING EXCAVATION:

ENSURE EXCAVATION FOR FOOTINGS IS IN ACCORDANCE WITH SUBSECTION 603.03.03 OF THE SPECIFICATIONS. RAISING OF THE BOTTOM OF THE FOOTINGS IS NOT ALLOWED.

FALL PROTECTION

PROVIDE FLOORING FOR WORKERS IN SITUATIONS WHERE THE DANGER FROM A FALL IS COMPOUNDED BY THE TRAFFIC AND FOR PROTECTION TO THE TRAFFIC AT SPAN 20. IF TEMPORARY FLOORING IS NECESSARY IN ADDITION TO SLAB FORMS, THE FLOORING IS TO BE DESIGNED USING THE SUM OF DEAD LOAD AND LIVE VERTICAL LOADS. INCLUDE 50 PSF OF HORIZONTAL SURFACES AND THE WEIGHT OF ANY MATERIAL OR EQUIPMENT THAT IS PLACED OR ALLOWED TO FALL DURING CONSTRUCTION OR DEMOLITION IN THE LIVE LOAD COMPUTATION. SUBMIT THE FLOORING DESIGN ALONG WITH THE FALSEWORK DESIGN TO THE ENGINEER FOR APPROVAL. EXTEND TEMPORARY FLOORING ACROSS TRAFFIC LANES, RAMPS, AND USABLE SHOULDERS OF HIGHWAYS AND 8 (EIGHT) FEET BEYOND THE OUTER RAILS OF TRACKS FOR RAILWAYS. CONSIDER ALL PHASES OF FURNISHING AND REMOVING THE FLOORING AS INCIDENTAL TO THE CONTRACT. THIS ITEM MAY BE CONSIDERED IN ADDITION TO ANY REQUIREMENT SET FORTH IN SUBSECTION 107.01.01 OF THE SPECIFICATIONS.

FOUNDATION PREPARATION

THE LUMP SUM BID FOR 'FOUNDATION PREPARATION' INCLUDES ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PROVIDE COMMON EXCAVATION, COFFERDAMS, SHORING, DEWATERING, OR BACKFILLING FOR THE ENTIRE STRUCTURE EXCEPT AT PIERS 19 AND 20.

SPIRAL COLUMN TIES

SPLICES FOR SPIRALS WHERE DESIRED BY THE CONTRACTOR SHALL BE MADE WITH A MINIMUM OF ONE AND ONE-HALF TURNS OF SPIRAL. NO ADDITIONAL PAYMENT WILL BE MADE FOR THESE SPLICES, AND THE COST WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE DEVELOPED-LENGTH OF SPIRAL SHOWN ON THE PLANS. SPIRAL REINFORCEMENT SHALL MEET THE REQUIREMENTS OF SUB-SECTION 811.02(C) OF THE SPECIFICATIONS.

DIMENSION 'A' SHOWN IN THE BILL OF REINFORCEMENT FOR SPIRALS IS THE DISTANCE FROM TOP OF FOOTING TO BOTTOM LAYER OF REINFORCEMENT IN THE PIER CAP. THE NUMBER OF TURNS SHOWN IS THE LENGTH DIVIDED BY PITCH, PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED TO THE NEAREST WHOLE NUMBER. ONE AND ONE-HALF CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT. FOUR CHANNEL, TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.8 LB PER LINEAR FOOT OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. WEIGHT OF SPIRAL REINFORCEMENT IS INCLUDED IN THE ESTIMATE OF QUANTITIES FOR EACH PIER. COST OF SPACERS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF STEEL REINFORCEMENT.

PIILING

PIILING SHALL BE DRIVEN TO REFUSAL. TEST PILES SHALL BE DRIVEN WHERE DESIGNATED ON THE PLANS TO DETERMINE THE LENGTH OF PILE REQUIRED. ALL TEST PILES SHALL BE ACCURATELY LOCATED SO THAT THEY MAY BE USED IN THE FINISHED STRUCTURE.

STYROFOAM FORM FOR DIAPHRAGM KEYS

A STYROFOAM PAD SHALL BE PLACED OVER THE SHEAR KEYS AT PIERS 6, 8, 13, 17, AND END BENT 2 WHEN FORMING THE DIAPHRAGMS. WHEN THE CONCRETE IN THE DIAPHRAGM HAS SET, THE STYROFOAM SHALL BE REMOVED.

CONSTRUCTION NOTE

ARRANGE THE WORK IN ACCORDANCE WITH THE SPECIAL PROVISION FOR PROTECTION OF RAILWAY INTEREST CONCERNING CSXT TRACKS DURING CONSTRUCTION.

ARRANGE THE WORK IN ACCORDANCE WITH THE SPECIAL NOTES RELATIVE TO FLAGGING AND OTHER PROTECTION TO THE CSXT RAILROAD COMPANY'S TRACKS DURING CONSTRUCTION.

THE CONTRACTOR SHALL SUBMIT A DETAILED PROCEDURE FOR ERECTING THE SPANS OVER RAILROAD TRACKS. THE PROCEDURE SHALL INDICATE THE CAPACITY OF CRANES, LOCATION OF CRANES WITH RESPECT TO THE TRACKS AND ESTIMATED LIFTING LOADS. THE ERECTION PROCEDURE MUST BE APPROVED BY THE DISTRICT PROJECT ENGINEER. SUBMITTALS FOR ALL PROCEDURES, INCLUDING SHORING DESIGN AT PIERS 19 & 20, WILL REQUIRE A MINIMUM OF 30 DAYS FOR REVIEW BY THE DISTRICT PROJECT ENGINEER OR HIS DESIGNATE.

RAILROAD NOTES

A) REFER TO THE SPECIAL PROVISIONS FOR PROTECTION OF CSXT INTEREST FOR ADDITIONAL REQUIREMENTS REGARDING WORK ON OR ABOVE RAILROAD PROPERTY, SCHEDULING, INSURANCE NEEDS, ETC.

B) THE CONTRACTOR SHALL SUBMIT TO CSXT, A DETAILED PROGRESS OF WORK SCHEDULE FOR WORK IN THE SPANS) OVER THE RAILROAD.

C) THE CONTRACTOR SHALL OBTAIN RAILROAD PROTECTIVE INSURANCE REQUIRED BY CSXT AND NOTED IN THE SPECIAL PROVISIONS.

D) CSXT MAY REQUIRE THE CONTRACTOR TO INSTALL FILTER FABRIC OVER THE TRACK AND BALLAST TO PREVENT ANY CONCRETE DUST OR OTHER CONSTRUCTION DEBRIS FROM FOULING THE BALLAST. THIS WILL BE DETERMINED DURING ACTUAL CONSTRUCTION ACTIVITIES BY CSXT OR ITS REPRESENTATIVE. FABRIC SHOULD EXTEND AT LEAST 25 FEET BEYOND THE OUTSIDE EDGES OF THE BRIDGE. FABRIC WILL REMAIN IN PLACE UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETE.

E) TEMPORARY CONSTRUCTION CLEARANCE: ENSURE ALL FALSEWORK, BRACING OR FORMS HAVE A MINIMUM VERTICAL CLEARANCE OF 23 FEET ABOVE THE TOP OF HIGHEST RAIL AND A MINIMUM HORIZONTAL CLEARANCE OF 12 FEET MEASURED PERPENDICULAR TO THE CENTERLINE OF THE NEAREST TRACK.

F) COFFERDAMS/SHORING ADJACENT TO RAILROAD TRACKS: THE CONTRACTOR SHALL PROTECT RAILROAD EMBANKMENT AND TRACKS WITH COFFERDAMS OR SHEETING WHEN EXCAVATING ADJACENT TO ANY ACTIVE TRACKS. CONTRACTOR SHALL FOLLOW CSXT'S 'CONSTRUCTION SUBMISSION CRITERIA', ISSUED APRIL 3, 2009, SECTION IV - EXCAVATION AND SHORING. CONTRACTOR WILL BE REQUIRED TO PREPARE A SUBMITTAL PACKAGE THAT INCLUDES, BUT NOT LIMITED TO: PLANS SHEETS, SHORING SYSTEMS, STRUCTURAL MEMBERS, DETAILS OF CONNECTIONS, LATERAL PRESSURE CALCULATIONS, ALLOWABLE STRESSES IN MATERIALS, CONSTRUCTION PROCEDURES, SAFETY RAILINGS, ETC., ALL IN ACCORDANCE TO CSXT SPECIFICATIONS. DRAWINGS AND CALCULATIONS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BEAR HIS SEAL AND SIGNATURE. THE PROCEDURE MUST BE APPROVED BY CSXT'S ENGINEERING DEPARTMENT OR ITS REPRESENTATIVE. CSXT REQUIRES UP TO 30 DAYS TO REVIEW SUBMITTALS IN ORDER TO PROVIDE COMMENTS AND/OR APPROVALS.

G) BEAM ERECTION: THE CONTRACTOR SHALL FOLLOW CSXT'S 'CONSTRUCTION SUBMISSION CRITERIA', ISSUED APRIL 3, 2009, SECTION III - ERECTION PROCEDURE. CONTRACTOR WILL BE REQUIRED TO PREPARE A SUBMITTAL PACKAGE THAT INCLUDES, BUT NOT LIMITED TO: PLANS SHEETS, LOCATION OF CRANES, PICK LOCATIONS, OPERATING RADII, CRANE CHARTS, BOOM PLANS, DATA SHEETS, WEIGHTS OF PICKS, ETC., ALL IN ACCORDANCE TO CSXT SPECIFICATIONS. ALL LIFTING EQUIPMENT AND CONNECTION DEVICES SHALL HAVE A CAPACITY FOR 150% OF THE ACTUAL LIFTING LOAD. THE FACTOR OF SAFETY PROVIDED BY THE MANUFACTURER IN THE LIFTING CAPACITY DATA SHALL NOT BE CONSIDERED IN THE 150% REQUIREMENTS. DRAWINGS AND CALCULATIONS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BEAR HIS SEAL AND SIGNATURE. THE BEAM ERECTION PROCEDURE MUST BE APPROVED BY CSXT'S ENGINEERING DEPARTMENT OR ITS REPRESENTATIVE. CSXT REQUIRES UP TO 30 DAYS TO REVIEW SUBMITTALS IN ORDER TO PROVIDE COMMENTS AND/OR APPROVALS.



PROTECTIVE FENCE

UNLESS NOTED OTHERWISE, VINYL COAT ALL MATERIALS USED IN THE FABRICATION OF THE CHAIN LINK FENCE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATION M181.

POSTS SHALL BE NPS DESIGNATION 2-INCH DIAMETER, 3.66 LBS/FT, GRADE 1. RAILS SHALL BE NPS DESIGNATION 1 1/4-INCH DIAMETER, 2.28 LBS/FT, GRADE 1.

CHAIN LINK FABRIC SHALL BE 0.148-INCH NOMINAL DIAMETER 2-INCH MESH POLYVINYL CHLORIDE (PVC) COATED STEEL FENCE TYPE IV. COLOR OF PVC COATING TO BE BLACK. TOP SELVAGES SHALL BE KNUCKLED. BOTTOM SELVAGES SHALL BE EITHER KNUCKLED OR TWISTED AND BARBED. TIE FABRIC TO POSTS AND RAILS AT 2 FOOT CENTERS MAXIMUM.

PLACE ANCHOR PLATES PRIOR TO POURING BARRIER CONCRETE. DRILLING OF CONCRETE TO PLACE ANCHOR PLATES IS NOT PERMITTED. ANCHOR PLATES AND U-SHAPED RODS SHALL BE AASHTO M183 OR SAE M 1020 AND GALVANIZED IN ACCORDANCE WITH AASHTO A153. APPLY A VINYL FINISH COAT ON ALL EXPOSED SURFACES OF THE ANCHOR PLATES AFTER THE POSTS ARE IN PLACE.

AFTER INSTALLATION OF THE CHAIN LINK FABRIC, CLEAN ANY DAMAGED AREAS OF THE FENCE COMPONENTS BY WASHING WITH A MINERAL SPIRIT SOLVENT SUFFICIENT TO REMOVE ANY CONTAMINANTS. AFTER CLEANING, APPLY A VINYL WASHING PRIMER TO THE SURFACES WITH DRY FILM THICKNESS OF 0.3 TO 0.5 MIL BEFORE FINAL FINISH COAT APPLICATION.

PAYMENT WILL BE MADE UNDER THE ITEM TITLED 'PROTECTIVE FENCE', PER LINEAR FOOT, MEASURED FROM CENTERLINE TO CENTERLINE OF END POSTS. THIS SHALL INCLUDE THE FABRICATION, INSTALLATION AND ALL LABOR, TOOLS, MATERIALS AND INCIDENTALS REQUIRED TO INSTALL THE FENCE IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.

		REMOVED NOTES	11/2012
		PROTECTIVE FENCE; RAILROAD NOTES	08/2012
		REVISION	DATE:
DATE:	10/2005	CHECKED BY:	
DESIGNED BY:	HLW	JAC	
DETAILED BY:	SF	HLW	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY FLOYD			
ROUTE KY 979	CROSSING LEFT FORK BEAVER CREEK /CSX R.R.		
GENERAL NOTES			
PREPARED BY			SHEET NO.
			52
			DRAWING NO.
Consulting Engineers (Kentucky), Inc.			25495

ITEM NO.
12-301.10

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE 2004 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE 17TH EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

DESIGN LOAD AND METHOD

THIS BRIDGE IS DESIGNED FOR HS25 LIVE LOAD OR ALTERNATE MILITARY LOADING, WHICHEVER PRODUCES THE GREATER STRESS. THE HS25 LIVE LOAD IS ARRIVED AT BY INCREASING THE STANDARD HS20-44 TRUCK AND LANE LOADS AS SPECIFIED IN THE AASHTO SPECIFICATIONS BY 25%. ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

DESIGN WIND LOAD

THIS BRIDGE IS DESIGNED FOR A WIND LOAD BASED ON A WIND VELOCITY OF 100 mph.

SEISMIC

THIS BRIDGE IS DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO SEISMIC SPECIFICATIONS FOR SPC-A.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS 'A' REINFORCED CONCRETE
F'C = 3500 psi.
FOR CLASS 'AA' REINFORCED CONCRETE
F'C = 4000 psi.
FOR STEEL REINFORCEMENT
FY = 60,000 psi.

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BARS UNLESS OTHERWISE SHOWN. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS. CLEAR DISTANCE TO FACE OF CONCRETE IS 2 INCHES, UNLESS OTHERWISE NOTED. EPOXY COAT BARS DESIGNATED BY THE SUFFIX (E) IN ACCORDANCE WITH SECTION 811.10 OF THE STANDARD SPECIFICATIONS. USE STIRRUP BEND DIAMETERS FOR BARS DESIGNATED BY SUFFIX (S) IN ANY BILL OF REINFORCEMENT.

SLOPE PROTECTION

USE 24' CYCLOPEAN STONE RIPRAP SLOPE PROTECTION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

GEOTEXTILE FABRIC (TYPE 1)

THIS FABRIC SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND BE PLACED BETWEEN THE EMBANKMENT AND SLOPE PROTECTION AT END BENTS.

BEVELED EDGES

BEVEL ALL EXPOSED EDGES 1/8' UNLESS OTHERWISE NOTED.

INCIDENTAL MATERIALS

THE STRUCTURE IS TO BE COMPLETE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. MATERIALS OR LABOR, NOT OTHERWISE SPECIFIED, ARE TO BE CONSIDERED INCIDENTAL TO THE CONTRACT.

DIMENSIONS

DIMENSIONS ARE FOR A NORMAL TEMPERATURE OF 60 DEGREES FAHRENHEIT. LAYOUT DIMENSIONS ARE HORIZONTAL DIMENSIONS.

TEMPORARY SUPPORTS

TEMPORARY SUPPORTS OR SHORING WILL NOT BE PERMITTED UNDER THE GIRDERS WHEN POURING THE CONCRETE FLOOR SLAB OR WHEN TAKING 'TOP OF BEAM' ELEVATIONS.

SLAB POURING SEQUENCE

THE POURING SEQUENCE OF THE SLAB MAY NOT BE CHANGED WITHOUT THE WRITTEN APPROVAL OF THE DESIGN ENGINEER.

SHOP DRAWINGS

SUBMIT SHOP DRAWINGS THAT ARE REQUIRED BY THE PLANS AND SPECIFICATIONS DIRECTLY TO THE CONSULTANT. IF ANY CHANGES IN THE DESIGN PLANS ARE PROPOSED BY A FABRICATOR OR SUPPLIER, SUBMIT THOSE CHANGES TO THE CONSULTANT THROUGH THE CONTRACTOR. THE CONSULTANT SHALL PROVIDE THE DIVISION OF BRIDGE DESIGN WITH ONE COPY OF THE APPROVED SHOP PLANS.

PAYMENT FOR STRUCTURAL STEEL

THE LUMP SUM BID FOR STRUCTURAL STEEL SHALL BE FULL PAYMENT FOR ALL STRUCTURAL STEEL, WELDING AND WELDING MATERIALS, PAINT, AND ALL LABOR AND MATERIALS NECESSARY TO ERECT THE STEEL IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE APPROXIMATE WEIGHT OF STRUCTURAL STEEL SHOWN IN THE ESTIMATE OF QUANTITIES DOES NOT INCLUDE OVERRUN OR WELD MATERIAL. THIS APPROXIMATE WEIGHT IS BASED ON STEEL THRU-DECK DRAINS ONLY.

FOUNDATION DATA

SEE FOUNDATION LAYOUT SHEETS.

PILES

A HAMMER WITH AN ENERGY RANGE OF 23 KIP-FT TO 40 KIP-FT IS REQUIRED TO DRIVE 36 KSI H-PILES TO BEDROCK WITHOUT ENCOUNTERING EXCESSIVE BLOW COUNTS OR OVER STRESSING THE H-PILES. THE CONTRACTOR SHALL SUBMIT HIS PILE DRIVING SYSTEM TO THE DEPARTMENT FOR APPROVAL PRIOR TO THE INSTALLATION OF THE FIRST PILE. APPROVAL OF THE PILE DRIVING SYSTEM BY THE ENGINEER WILL BE SUBJECT TO SATISFACTORY FIELD PERFORMANCE OF THE PILE DRIVING PROCEDURES.

PILE CORES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE KENTUCKY STANDARD DRAWING RGX-100 AND RGX-105, MEETING THE MATERIAL REQUIREMENTS OF THE CURRENT EDITION OF SPECIAL PROVISION 69, NON-ERODIBLE MATERIAL ONLY.

PIILING SHALL BE DRIVEN TO REFUSAL. TEST PILES SHALL BE DRIVEN WHERE DESIGNATED ON THE PLANS TO DETERMINE THE LENGTH OF PILE REQUIRED. ALL TEST PILES SHALL BE ACCURATELY LOCATED SO THAT THEY MAY BE USED IN THE FINISHED STRUCTURE.

WAITING PERIOD FOR DRIVING PILES AT END BENT 2

AFTER THE APPROACH EMBANKMENT AT END BENT 2 IS CONSTRUCTED TO FULL-HEIGHT, THE FOUNDATION SOILS SHALL BE ALLOWED TO CONSOLIDATE PRIOR TO INSTALLATION OF PILES AT THAT END BENT. IT IS ESTIMATED THAT 90 PERCENT CONSOLIDATION OF THE FOUNDATION SOILS WILL BE COMPLETE WITHIN APPROXIMATELY 4 MONTHS FOLLOWING CONSTRUCTION OF THE APPROACH EMBANKMENT TO ITS FULL HEIGHT.

A SETTLEMENT PLATFORM SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AT EITHER THE LEFT OR RIGHT SHOULDER, APPROXIMATELY 10 FEET BEHIND END BENT 2. THE ENGINEER AND A REPRESENTATIVE OF THE GEOTECHNICAL BRANCH WILL DETERMINE THE EXACT LOCATION. THE PLATFORM SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 730 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. IT SHALL BE LEFT IN PLACE FOR FUTURE READINGS AFTER THE PROJECT HAS BEEN COMPLETED. THE DIVISION OF MATERIALS WILL PROVIDE THE NECESSARY FORMS FOR RECORDING MEASUREMENTS, AT THE REQUEST OF THE ENGINEER. THE SETTLEMENT PLATFORM AND ASSOCIATED STEEL PIPE (2 1/2" AND 4") SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 216.05 OF THE STANDARD SPECIFICATIONS, AND FOR THE QUANTITIES SHOWN IN THE PLANS.

PILE POINTS

PROVIDE PILE POINTS FOR ALL POINT BEARING PILES. ENSURE PILE POINTS ARE IN ACCORDANCE WITH SECTION 604 OF THE SPECIFICATIONS AND OF THE TYPE AS SHOWN ON THE FOUNDATION LAYOUT SHEET.

FOOTING EXCAVATION:

ENSURE EXCAVATION FOR FOOTINGS IS IN ACCORDANCE WITH SUBSECTION 603.03.03 OF THE SPECIFICATIONS. RAISING OF THE BOTTOM OF THE FOOTINGS IS NOT ALLOWED.

FALL PROTECTION

PROVIDE FLOORING FOR WORKERS IN SITUATIONS WHERE THE DANGER FROM A FALL IS COMPOUNDED BY THE TRAFFIC AND FOR PROTECTION TO THE TRAFFIC AT SPAN 20. IF TEMPORARY FLOORING IS NECESSARY IN ADDITION TO SLAB FORMS, THE FLOORING IS TO BE DESIGNED USING THE SUM OF DEAD LOAD AND LIVE VERTICAL LOADS. INCLUDE 50 PSF OF HORIZONTAL SURFACES AND THE WEIGHT OF ANY MATERIAL OR EQUIPMENT THAT IS PLACED OR ALLOWED TO FALL DURING CONSTRUCTION OR DEMOLITION IN THE LIVE LOAD COMPUTATION. SUBMIT THE FLOORING DESIGN ALONG WITH THE FALSEWORK DESIGN TO THE ENGINEER FOR APPROVAL. EXTEND TEMPORARY FLOORING ACROSS TRAFFIC LANES, RAMPS, AND USABLE SHOULDERS OF HIGHWAYS AND 8 (EIGHT) FEET BEYOND THE OUTER RAILS OF TRACKS FOR RAILWAYS. CONSIDER ALL PHASES OF FURNISHING AND REMOVING THE FLOORING AS INCIDENTAL TO THE CONTRACT. THIS ITEM MAY BE CONSIDERED IN ADDITION TO ANY REQUIREMENT SET FORTH IN SUBSECTION 107.01.01 OF THE SPECIFICATIONS.

FOUNDATION PREPARATION

THE LUMP SUM BID FOR 'FOUNDATION PREPARATION' INCLUDES ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PROVIDE COMMON EXCAVATION, COFFERDAMS, SHORING, DEWATERING, OR BACKFILLING FOR THE ENTIRE STRUCTURE EXCEPT AT PIERS 19 AND 20.

SPIRAL COLUMN TIES

SPLICES FOR SPIRALS WHERE DESIRED BY THE CONTRACTOR SHALL BE MADE WITH A MINIMUM OF ONE AND ONE-HALF TURNS OF SPIRAL. NO ADDITIONAL PAYMENT WILL BE MADE FOR THESE SPLICES, AND THE COST WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE DEVELOPED-LENGTH OF SPIRAL SHOWN ON THE PLANS. SPIRAL REINFORCEMENT SHALL MEET THE REQUIREMENTS OF SUB-SECTION 811.02(C) OF THE SPECIFICATIONS.

DIMENSION 'A' SHOWN IN THE BILL OF REINFORCEMENT FOR SPIRALS IS THE DISTANCE FROM TOP OF FOOTING TO BOTTOM LAYER OF REINFORCEMENT IN THE PIER CAP. THE NUMBER OF TURNS SHOWN IS THE LENGTH DIVIDED BY PITCH, PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED TO THE NEAREST WHOLE NUMBER. ONE AND ONE-HALF CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT. FOUR CHANNEL, TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.8 LB PER LINEAR FOOT OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. WEIGHT OF SPIRAL REINFORCEMENT IS INCLUDED IN THE ESTIMATE OF QUANTITIES FOR EACH PIER. COST OF SPACERS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF STEEL REINFORCEMENT.

PIILING

PIILING SHALL BE DRIVEN TO REFUSAL. TEST PILES SHALL BE DRIVEN WHERE DESIGNATED ON THE PLANS TO DETERMINE THE LENGTH OF PILE REQUIRED. ALL TEST PILES SHALL BE ACCURATELY LOCATED SO THAT THEY MAY BE USED IN THE FINISHED STRUCTURE.

STYROFOAM FORM FOR DIAPHRAGM KEYS

A STYROFOAM PAD SHALL BE PLACED OVER THE SHEAR KEYS AT PIERS 6, 8, 13, 17, AND END BENT 2 WHEN FORMING THE DIAPHRAGMS. WHEN THE CONCRETE IN THE DIAPHRAGM HAS SET, THE STYROFOAM SHALL BE REMOVED.

CONSTRUCTION NOTE

ARRANGE THE WORK IN ACCORDANCE WITH THE SPECIAL PROVISION FOR PROTECTION OF RAILWAY INTEREST CONCERNING CSXT TRACKS DURING CONSTRUCTION.

ARRANGE THE WORK IN ACCORDANCE WITH THE SPECIAL NOTES RELATIVE TO FLAGGING AND OTHER PROTECTION TO THE CSXT RAILROAD COMPANY'S TRACKS DURING CONSTRUCTION.

THE CONTRACTOR SHALL SUBMIT A DETAILED PROCEDURE FOR ERECTING THE SPANS OVER RAILROAD TRACKS. THE PROCEDURE SHALL INDICATE THE CAPACITY OF CRANES, LOCATION OF CRANES WITH RESPECT TO THE TRACKS AND ESTIMATED LIFTING LOADS. THE ERECTION PROCEDURE MUST BE APPROVED BY THE DISTRICT PROJECT ENGINEER. SUBMITTALS FOR ALL PROCEDURES, INCLUDING SHORING DESIGN AT PIERS 19 & 20, WILL REQUIRE A MINIMUM OF 30 DAYS FOR REVIEW BY THE DISTRICT PROJECT ENGINEER OR HIS DESIGNATE.

RAILROAD NOTES

A) REFER TO THE SPECIAL PROVISIONS FOR PROTECTION OF CSXT INTEREST FOR ADDITIONAL REQUIREMENTS REGARDING WORK ON OR ABOVE RAILROAD PROPERTY, SCHEDULING, INSURANCE NEEDS, ETC.

B) THE CONTRACTOR SHALL SUBMIT TO CSXT, A DETAILED PROGRESS OF WORK SCHEDULE FOR WORK IN THE SPANS) OVER THE RAILROAD.

C) THE CONTRACTOR SHALL OBTAIN RAILROAD PROTECTIVE INSURANCE REQUIRED BY CSXT AND NOTED IN THE SPECIAL PROVISIONS.

D) CSXT MAY REQUIRE THE CONTRACTOR TO INSTALL FILTER FABRIC OVER THE TRACK AND BALLAST TO PREVENT ANY CONCRETE DUST OR OTHER CONSTRUCTION DEBRIS FROM FOULING THE BALLAST. THIS WILL BE DETERMINED DURING ACTUAL CONSTRUCTION ACTIVITIES BY CSXT OR ITS REPRESENTATIVE. FABRIC SHOULD EXTEND AT LEAST 25 FEET BEYOND THE OUTSIDE EDGES OF THE BRIDGE. FABRIC WILL REMAIN IN PLACE UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETE.

E) TEMPORARY CONSTRUCTION CLEARANCE: ENSURE ALL FALSEWORK, BRACING OR FORMS HAVE A MINIMUM VERTICAL CLEARANCE OF 23 FEET ABOVE THE TOP OF HIGHEST RAIL AND A MINIMUM HORIZONTAL CLEARANCE OF 12 FEET MEASURED PERPENDICULAR TO THE CENTERLINE OF THE NEAREST TRACK.

F) COFFERDAMS/SHORING ADJACENT TO RAILROAD TRACKS: THE CONTRACTOR SHALL PROTECT RAILROAD EMBANKMENT AND TRACKS WITH COFFERDAMS OR SHEETING WHEN EXCAVATING ADJACENT TO ANY ACTIVE TRACKS. CONTRACTOR SHALL FOLLOW CSXT'S 'CONSTRUCTION SUBMISSION CRITERIA', ISSUED APRIL 3, 2009, SECTION IV - EXCAVATION AND SHORING. CONTRACTOR WILL BE REQUIRED TO PREPARE A SUBMITTAL PACKAGE THAT INCLUDES, BUT NOT LIMITED TO: PLANS SHEETS, SHORING SYSTEMS, STRUCTURAL MEMBERS, DETAILS OF CONNECTIONS, LATERAL PRESSURE CALCULATIONS, ALLOWABLE STRESSES IN MATERIALS, CONSTRUCTION PROCEDURES, SAFETY RAILINGS, ETC., ALL IN ACCORDANCE TO CSXT SPECIFICATIONS. DRAWINGS AND CALCULATIONS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BEAR HIS SEAL AND SIGNATURE. THE PROCEDURE MUST BE APPROVED BY CSXT'S ENGINEERING DEPARTMENT OR ITS REPRESENTATIVE. CSXT REQUIRES UP TO 30 DAYS TO REVIEW SUBMITTALS IN ORDER TO PROVIDE COMMENTS AND/OR APPROVALS.

G) BEAM ERECTION: THE CONTRACTOR SHALL FOLLOW CSXT'S 'CONSTRUCTION SUBMISSION CRITERIA', ISSUED APRIL 3, 2009, SECTION III - ERECTION PROCEDURE. CONTRACTOR WILL BE REQUIRED TO PREPARE A SUBMITTAL PACKAGE THAT INCLUDES, BUT NOT LIMITED TO: PLANS SHEETS, LOCATION OF CRANES, PICK LOCATIONS, OPERATING RADII, CRANE CHARTS, BOOM PLANS, DATA SHEETS, WEIGHTS OF PICKS, ETC., ALL IN ACCORDANCE TO CSXT SPECIFICATIONS. ALL LIFTING EQUIPMENT AND CONNECTION DEVICES SHALL HAVE A CAPACITY FOR 150% OF THE ACTUAL LIFTING LOAD. THE FACTOR OF SAFETY PROVIDED BY THE MANUFACTURER IN THE LIFTING CAPACITY DATA SHALL NOT BE CONSIDERED IN THE 150% REQUIREMENTS. DRAWINGS AND CALCULATIONS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BEAR HIS SEAL AND SIGNATURE. THE BEAM ERECTION PROCEDURE MUST BE APPROVED BY CSXT'S ENGINEERING DEPARTMENT OR ITS REPRESENTATIVE. CSXT REQUIRES UP TO 30 DAYS TO REVIEW SUBMITTALS IN ORDER TO PROVIDE COMMENTS AND/OR APPROVALS.



PROTECTIVE FENCE

UNLESS NOTED OTHERWISE, VINYL COAT ALL MATERIALS USED IN THE FABRICATION OF THE CHAIN LINK FENCE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATION M181.

POSTS SHALL BE NPS DESIGNATION 2-INCH DIAMETER, 3.66 LBS/FT, GRADE 1. RAILS SHALL BE NPS DESIGNATION 1 1/4-INCH DIAMETER, 2.28 LBS/FT, GRADE 1.

CHAIN LINK FABRIC SHALL BE 0.148-INCH NOMINAL DIAMETER 2-INCH MESH POLYVINYL CHLORIDE (PVC) COATED STEEL FENCE TYPE IV. COLOR OF PVC COATING TO BE BLACK. TOP SELVAGES SHALL BE KNUCKLED. BOTTOM SELVAGES SHALL BE EITHER KNUCKLED OR TWISTED AND BARBED. TIE FABRIC TO POSTS AND RAILS AT 2 FOOT CENTERS MAXIMUM.

PLACE ANCHOR PLATES PRIOR TO POURING BARRIER CONCRETE. DRILLING OF CONCRETE TO PLACE ANCHOR PLATES IS NOT PERMITTED. ANCHOR PLATES AND U-SHAPED RODS SHALL BE AASHTO M183 OR SAE M 1020 AND GALVANIZED IN ACCORDANCE WITH AASHTO A153. APPLY A VINYL FINISH COAT ON ALL EXPOSED SURFACES OF THE ANCHOR PLATES AFTER THE POSTS ARE IN PLACE.

AFTER INSTALLATION OF THE CHAIN LINK FABRIC, CLEAN ANY DAMAGED AREAS OF THE FENCE COMPONENTS BY WASHING WITH A MINERAL SPIRIT SOLVENT SUFFICIENT TO REMOVE ANY CONTAMINANTS. AFTER CLEANING, APPLY A VINYL WASHING PRIMER TO THE SURFACES WITH DRY FILM THICKNESS OF 0.3 TO 0.5 MIL BEFORE FINAL FINISH COAT APPLICATION.

PAYMENT WILL BE MADE UNDER THE ITEM TITLED 'PROTECTIVE FENCE', PER LINEAR FOOT, MEASURED FROM CENTERLINE TO CENTERLINE OF END POSTS. THIS SHALL INCLUDE THE FABRICATION, INSTALLATION AND ALL LABOR, TOOLS, MATERIALS AND INCIDENTALS REQUIRED TO INSTALL THE FENCE IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.

		REMOVED NOTES	11/2012
		PROTECTIVE FENCE; RAILROAD NOTES	08/2012
		REVISION	DATE:
DATE:	10/2005	CHECKED BY:	
DESIGNED BY:	HLW	JAC	
DETAILED BY:	SF	HLW	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY FLOYD			
ROUTE KY 979	CROSSING LEFT FORK BEAVER CREEK /CSX R.R.		
GENERAL NOTES			
PREPARED BY			SHEET NO.
			52
Consulting Engineers (Kentucky), Inc.			DRAWING NO.
			25495

ITEM NO.
12-301.10

Special Note for Pending Award and Right of Way Clearance 12-301.10 Floyd County Minnie to Harold

Upon opening of bids, the Department will make the determination to tentatively accept the apparent low bid and proceed with placing the winning bidder for this contract on the Pending Award List. Contrary to Standard Specification 103.02, the Department may hold the award up to 120 days after the November 16, 2012 letting.

There are two issues contingent on this project being awarded. The Permits must be approved and a CSX Agreement in place.

- 1) The Department will not award the contract to the lower bidder until the issuance of the permits required on the 12-301.10 project Floyd Co. It is anticipated that the permits will be approved by January 15th, 2013

US Army Corps of Engineers 404 permits. The Cabinet is currently waiting on approval of the ACOE 404 permit for this project. The project will not be awarded until this permit is received by the Kentucky Transportation Cabinet.

- 1) The Department will not award the contract to the lower bidder until the issuance of the CSX Agreement. This rail line is currently inactive, but all requirements in the CSX agreement must be met by the contractor. It is anticipated that the agreement will be approved by January 15th, 2013

A meeting will be scheduled with the contractor and the Department no later than March 16, 2013. At this meeting, the Contractor and the Department will each be allowed the opportunity to cancel the contract at no cost to either party. If both parties agree, the Pending Award List process can be extended for 30 days, at which time the Contractor and the Department will again be given the opportunity to cancel the contract at no cost to either party. This process can be repeated as long as both parties are willing to accept all original contract bid prices, with appropriate fuel and asphalt adjustments in place at the letting.

There are R/W parcels that are not clear. The anticipated clearance and relocation for all parcels and tenants is March 15th, 2013. The contractor will not have the right to access or disturb those properties until R/W has been obtained by KYTC. Therefore, all work and schedules should be developed and based on this constraint. The contractor is to work in areas that have KYTC R/W obtained.

**Floyd County – Minnie to Harold Road Section 1 (KY 979/KY 460)
Mandatory Pre-Bid Meeting Minutes
Item No. 12-301.10
November 5, 2012**

A mandatory Pre-Bid Meeting was held in the Conference Room of the District 12 office in Pikeville at 1:30 p.m. on Monday, November 5, 2012. The following contractor representatives attended the meeting:

Gary L. Taylor	Bizzack Construction, LLC
Lester Wimpy	Bizzack Construction, LLC
Richard Hertzner	Vecellio & Grogan, Inc.
Matt Farley	Vecellio & Grogan, Inc.
Mike Evans	Kanawha Stone Co.
Michael Edwards	Elmo Greer & Sons, LLC
Tom Caudel	Greer Mining, Inc.
Ken Lake	Kokosing Construction Co.
Tim Hill	Hi-View, LLC
Bret Summers	Mountain Enterprises
Kevin Wolfe	Haydon Bridge Co, Inc.
Joe Burchett	Bush & Burchett, Inc.

Copies of the sign-in sheets from the meeting are attached to the minutes and include contact information for the contractor representatives. Within the sign in sheets are the names and contact information for the KYTC personnel who attended and the CSX representative. .

John Michael Johnson, KYTC Project Manager, began the meeting with an overview of the project including the following points:

The project is Minnie to Harold Road Section 1.

It isn't expected that construction of this section will overlap with the construction of the next section.

A handout provided has a list of the parcels within the right-of-way that have not yet been cleared along with the expected dates for the Rights of Entry. Until the cabinet has a ROE for each parcel the contractor doesn't have the right to be on the property.

Parcel 110 is leased by Childers' Oil and Don Childers has indicated that the contractor can cross the property with owner notification. Once the contractor decides to how and when to cross Parcel 110, a Consent Release will be obtained by the Cabinet.

Environmental permits are expected to be cleared between middle to late January. The project will not be awarded until the environmental permits are issued.

A creek crossing is being permitted in the vicinity of the bridge.

No potential bat habitats were discovered; therefore, there will be no tree-cutting restrictions.

A map was distributed to all contractors in attendance that shows the streams that are included in the permit. If a contractor disturbs a non-permitted stream, then Corps of Engineers permitting is the contractor's responsibility.

This project is balanced, therefore excavated material is to be contained within right-of-way. If there is excess material it is acceptable to continue the fill up Boy Hollow (Right Fork of Simpson Branch) within the purchased right of way.

The award contract is expected between middle to late January 2013.

Railroad documents from CSX Railroad are expected to be completed mid-late January. According to Wayne Bolen, a CSX representative, the documents should be in-hand much sooner than that.

Because the railroad is inactive, there will be fewer submittals required and a flagman will not be required. Insurance is still required. If there is a change to the status of the tracks and flaggers are required, KYTC will pay for the flaggers.

Dave Skeens, KYTC Utilities, spoke about the expected progress of utility relocation. Currently the utilities on the project have not been moved. There will be revised dates in an addendum to the proposal.

Chesapeake Gas Lines (around bridge piers) – May 1, 2013
EQT Gathering (around bridge piers) – May 1, 2013
EQT Gathering (Simpson Branch) – August 1, 2013
Kentucky Power (Simpson Branch) – May 1, 2013
Kentucky Power (Intersection) – September 1, 2013
Intermountain Cable – September 1, 2013
AT&T – September 1, 2013
Southern Water and Sewer – May 1, 2013
Gas Lines (Simpson Branch) – August 1, 2013

Frontier gas has a line at the intersection and has decided to work with the contractor to move the line themselves.

Two steel encasements are included in the road plans for future water utility relocation.

The gas well in Simpson Branch has been purchased and is currently in the process of being plugged.

Exact location of the relocated 12" and 4" gas lines near stations 59+00, 62+00, and 70+00, will not be known until the proposals are submitted by the gas companies.

KYTC will move the flashing signals at the intersection of KY 122 and KY 680.

The foundation preparation bid item includes all excavation, backfill and dewatering for the entire bridge. The foundation preparation bid item also includes any cofferdams and/or shoring required for construction of piers other than 19 and 20. The bid items for the cofferdams at Piers 19 and 20 are for constructing and removing the cofferdams only.

KYTC personnel and design consultants then were asked questions by the contractors, with the following question answered during the meeting and shown in italics:

Question 1 On the utilities map what is the distinction between the green red, and cyan lines??

The green lines represent overhead utilities, the red lines represent gas lines, and the cyan lines represent water lines. The design consultant will add a legend to the utilities map.

The meeting adjourned at 2:00 p.m. The meeting was filmed and will be made available on the KYTC District 12 website.

Floyd County 12-301.1
CID 12-1372 Minnie to Harold
Pre-Bid Meeting
11-5-2012

Introduction: John Michael Johnson
Right-of-Way Status: John Michael Johnson
Environmental Status: John Michael Johnson
Utilities Status: Dave Skeens
Contract Award: Chuck Allen / John Michael Johnson

Questions:

Parcel #	Parcel Name	Expected ROE
P104	Stanley Allen	Nov 2012
P105	Michael McKinney, Jr	??
P110	Michael Vanderpool	??
P119	Martha McKinzie	Jan 2013
P123	Danny Lawson	Feb 2013
P124	Maxie Lawson	Feb 2013
P125	Noah Martin Heirs	Dec 2012
P128	John Hall Heirs	Mar 2013
P131	Johnnie Caudill	Dec 2012
P134	Debbie Judd	Dec 2012
P135	Karen Hall	Nov 2012
P138	Lewis & Susie Knott Heirs	Mar 2013

Pre-Bid Meeting
 Item 12-301.10
 Minnie to Harold Road - Section 1
 November 5, 2012

Name	Representing	Phone	E-mail
JOHN M. JOHNSON	KYTC	606-433-7791	JOHN.M.JOHNSON@KY.GOV
GARY L. TAYLOR	BIZZACK CONSTRUCTION LLC	859-299-8001	gtaylor@bizzackconstruction.com
Looster Wimpy	Bizzack Construction LLC	"	wimpy@bizzackconstruction.com
Richard Hertzler	Veccellio & Grogan, Inc.	(304) 282-6575	RichardHertzler@veccellioogrogan.com
MATT FARLEY	VECELLIO & GROGAN INC	304-252-6575	MATT.FARLEY@VECELLIOGROGAN.COM
SAMUEL HALE	KYTC DIZ	606-433-7791	Samuel.hale@ky.gov
MIKE EVANS	KANAWHA STONE CO	304-755-8271	MIKE.EVANS@KANAWHASTONE.COM
Michael Edwards	Elmo Greer & Sons LLC	606-843-6136	medwards@elmogreerSons.com
Tom Casedel	Greer Mummy Inc.	606-843-9631	tom.casedel@greermummy.com
Kew Lake	Kokosing Const. Co.	614-679-8328	KCI@kokosing.biz
Tim Hill	Hi-View, LLC	606-523-9670	thill@newwavecomm.net
Bret Summers	Mountain Enterprises	606-367-0010	bbs@summersmountaincompanies.com
KEVIN WOLFE	HAYDON BRIDGE CO, INC	859-336-7533	kwolfe1@haydonbridgecompany.com
Joe Burchett	Bush + Burchett Inc	606-874-9057	joe@bushandburchett.com
Vibert Forsyth	WYTC	502-564-4980	Vibert.Forsyth@ky.gov
Matthew Moore	KYTC	606-874-9561	Matthew.Moore@ky.gov
MARY WESTERLICK - HEERBROEK	KYTC	606-433-7791	Mary.w.westerlick@ky.gov
Joe Tackett	KYTC	606-433-7791	Joe.Tackett@ky.gov



H. A. SPALDING
 ENGINEERS, Inc.

**Special Note for Diversion Width and Surface
 12-301.10 Floyd County Minnie to Harold**

This project requires 6 diversions and are depicted and identified in the plans as 1 through 6. The width and surface type for each diversion is as follows:

DIVERSION	WIDTH	SURFACE	TRAFFICBOUND BASE (DEPTH)	ASPHALT BASE	CRUSHED STONE BASE
1	20'	TRAFFIC BOUND BASE	5"	-	-
2	20'	TRAFFIC BOUND BASE	5"	-	-
3	12'	TRAFFIC BOUND BASE	5"	-	-
4	15'	TRAFFIC BOUND BASE	5"	-	-
5	24'	ASPHALT	-	4"	4"
6	8' +/-	ASPHALT	-	4"	4"

SPECIAL NOTES FOR UTILITY CLEARANCE

IMPACT ON CONSTRUCTION

FLOYD COUNTY
FD04 036 63765 01 U
MINNIE – HAROLD CONNECTOR
ITEM NUMBER – 12-301.10

GENERAL PROJECT NOTE ON UTILITY PROTECTION

N/A

NOTE: DO NOT DISTURB THE FOLLOWING UTILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

N/A

The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING COMPANIES ARE RELOCATING/ADJUSTING THEIR UTILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

N/A

THE FOLLOWING COMPANIES HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE COMPANY OR THE COMPANY'S SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

KY Power Company has facilities to relocate throughout the project. Expected completion date for bridge and Simpson Branch construction is May 1, 2013. Expected completion date for remainder of project is September 1, 2013. AT & T KY has facilities to relocate throughout the project. Expected completion date is Septemeber 1, 2013, Inter-Mountain Cable has facilities to relocate throughout the project. . Expected completion date is Septemeber 1, 2013. Coalfields Telephone has facilities to relocate throughout the project. Expected completion date August 1, 2013. EQT Gathering has facilities to relocate throughout the project. Expected completion date for bridge construction is May 1, 2013. Expected completion date for remainder of project is August 1, 2013. Chesapeake Appalachia Gas Company has facilities to relocate throughout the project. Expected completion date for bridge construction is May 1, 2013. Expected completion date for remainder of project is August 1, 2013. Southern Water and Sewer has facilities to relocate throughout the project. Expected completion date May 1, 2013. Frontier Gas Company has facilities to relocate throughout the project. Expected completion date May 1, 2013. Frontier Gas Company has requested a meeting with the contractor to coordinate the relocation of their gas line. The Department will consider submission of a bid as the Contractor's agreement to not make any claims for additional compensation due to delays or other conditions created by the operations of KY Power Company, AT & T KY, Inter-Mountain Cable, Coalfields Telephone, Southern Water and Sewer District, EQT Gathering, Chesapeake Appalachia Gas Company and Frontier Gas Company. Working days will not be charged for those days on which work on KY Power Company, AT & T KY, Inter-Mountain Cable, Coalfields Telephone, Southern Water and Sewer District, EQT Gathering, Chesapeake Appalachia Gas Company and Frontier Gas Company facilities is delayed, as provided in the current edition of the KY Standard Specifications for Road and Bridge Construction. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to the project, the KYTC Resident Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department's

SPECIAL NOTES FOR UTILITY CLEARANCE
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work in general harmony and in a satisfactory manner, and his decision shall be final and binding upon the Contractor. .

THE FOLLOWING COMPANIES HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

Southern Water and Sewer District will have two encasement pipes to be relocated as part of the road contract. Pipes will be 10 inch steel encasements. First encasement will be installed at approximate station 123+50. Second location is approximate station 87+50. Exact location shall be determined during construction. Contractor shall notify resident engineer one week prior to installing the encasements to allow a meeting to be arranged with Southern Water and Sewer District. Encasements should be installed according to elevation listed on plan sheets with backfill being completed per KYTC specifications. Final water line relocation will be completed by Southern Water and Sewer District contractor in conjunction with road contractor being finished in these two locations.

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SPECIAL CAUTION NOTE – PROTECTION OF UTILITIES

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs.

The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

BEFORE YOU DIG

The contractor is instructed to call 1-800-752-6007 to reach KY 811, the one-call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that owners of underground facilities are not required to be members of the KY 811 one-call Before-U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area.

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

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AREA UTILITIES CONTACT LIST

<u>Utility Company/Agency</u>	<u>Contact Name</u>	<u>Contact Information</u>
KY POWER COMPANY	BILL JOHNSON	606-437-3823
AT & T KY	JACK SALYER	606-874-2715
INTER-MOUNTAIN CABLE	ROY HARLOW	606-478-6222
EQT GATHERING	CHRIS BAILEY	606-437-2271
EQT GATHERING	EMERGENCY NUMBER	1-800-926-1759
CHESAPEAKE APPALACHIA GAS	MIKE FLANNERY	606-298-3400
FRONTIER GAS COMPANY	LARRY RICH	606-886-2431
COALFIELDS TELEPHONE	JODY THOMPSON	606-478-9401
SOUTHERN WATER AND SEWER	HUBERT HALBERT	606-377-9296

PROPOSAL BID ITEMS

Report Date 11/14/12

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0010	00003		CRUSHED STONE BASE(REVISED: 11-14-12)	33,759.00	TON		\$	
0020	00020		TRAFFIC BOUND BASE(REVISED: 11-14-12)	2,949.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	111.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	14.00	TON		\$	
0050	00212		CL2 ASPH BASE 1.00D PG64-22	2,843.00	TON		\$	
0060	00214		CL3 ASPH BASE 1.00D PG64-22(REVISED: 11-14-12)	16,161.00	TON		\$	
0070	00221		CL2 ASPH BASE 0.75D PG64-22	2,258.00	TON		\$	
0080	00307		CL2 ASPH SURF 0.38B PG64-22	1,709.00	TON		\$	
0090	00388		CL3 ASPH SURF 0.38B PG64-22	2,568.00	TON		\$	
0100	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0110	02677		ASPHALT PAVE MILLING & TEXTURING	9.00	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0120	00078		CRUSHED AGGREGATE SIZE NO 2	8.00	TON		\$	
0130	01067		STEEL ENCASEMENT PIPE-10 IN	175.00	LF		\$	
0140	01310		REMOVE PIPE	99.00	LF		\$	
0150	01825		ISLAND CURB AND GUTTER	84.50	LF		\$	
0160	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	107.00	EACH		\$	
0170	01984		DELINEATOR FOR BARRIER - WHITE	48.00	EACH		\$	
0180	02014		BARRICADE-TYPE III	16.00	EACH		\$	
0190	02091		REMOVE PAVEMENT	1,549.00	SQYD		\$	
0200	02159		TEMP DITCH	7,400.00	LF		\$	
0210	02200		ROADWAY EXCAVATION	1,429,443.00	CUYD		\$	
0220	02242		WATER	100.00	MGAL		\$	
0230	02351		GUARDRAIL-STEEL W BEAM-S FACE	6,987.50	LF		\$	
0240	02352		GUARDRAIL-STEEL W BEAM-D FACE	87.50	LF		\$	
0250	02360		GUARDRAIL TERMINAL SECTION NO 1	11.00	EACH		\$	
0260	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	4.00	EACH		\$	
0270	02366		GUARDRAIL TERMINAL SECTION NO 3	1.00	EACH		\$	
0280	02367		GUARDRAIL END TREATMENT TYPE 1	2.00	EACH		\$	
0290	02369		GUARDRAIL END TREATMENT TYPE 2A	4.00	EACH		\$	
0300	02404		SEPTIC TANK TREATMENT	22.00	EACH		\$	
0310	02429		RIGHT-OF-WAY MONUMENT TYPE 1	85.00	EACH		\$	
0320	02430		RIGHT-OF-WAY MONUMENT TYPE 1A	12.00	EACH		\$	
0330	02431		WITNESS R/W MONUMENT TYPE 2	1.00	EACH		\$	
0340	02432		WITNESS POST	98.00	EACH		\$	
0350	02475		PLUG WATER WELL	10.00	EACH		\$	
0360	02488		CHANNEL LINING CLASS IV	13,925.00	CUYD		\$	
0370	02545		CLEARING AND GRUBBING(70 ACRES)	1.00	LS		\$	
0380	02562		SIGNS	1,545.00	SQFT		\$	
0390	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	

PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0400	02651		DIVERSIONS (BY-PASS DETOURS)(#1 SIMPSON BRIDGE ROAD AT MAINLINE STA 84+23)	1.00	LS		\$	
0410	02651		DIVERSIONS (BY-PASS DETOURS)(#4 SIMPSON BRIDGE ROAD AT MAINLINE STA. 128+88)	1.00	LS		\$	
0420	02651		DIVERSIONS (BY-PASS DETOURS)(#3 POLLY SPENCER BRIDGE ROAD MAINLINE STA. 101 +43)	1.00	LS		\$	
0430	02651		DIVERSIONS (BY-PASS DETOURS)(#2 SIMPSON BRIDGE ROAD RT OF MAINLINE STA. 90+34 TO 97+86)	1.00	LS		\$	
0440	02651		DIVERSIONS (BY-PASS DETOURS)(#6 MAINLINE STA. 29+00 - STA. 40+40)	1.00	LS		\$	
0450	02651		DIVERSIONS (BY-PASS DETOURS)(#5 KY 122 APPROACH STA. 47+00 - STA. 52+50)	1.00	LS		\$	
0460	02692		SETTLEMENT PLATFORM	1.00	EACH		\$	
0470	02696		SHOULDER RUMBLE STRIPS-SAWED	10,272.00	LF		\$	
0480	02701		TEMP SILT FENCE	7,400.00	LF		\$	
0490	02703		SILT TRAP TYPE A	70.00	EACH		\$	
0500	02704		SILT TRAP TYPE B	70.00	EACH		\$	
0510	02705		SILT TRAP TYPE C	70.00	EACH		\$	
0520	02706		CLEAN SILT TRAP TYPE A	210.00	EACH		\$	
0530	02707		CLEAN SILT TRAP TYPE B	210.00	EACH		\$	
0540	02708		CLEAN SILT TRAP TYPE C	210.00	EACH		\$	
0550	02709		CLEAN TEMP SILT FENCE	7,400.00	LF		\$	
0560	02726		STAKING	1.00	LS		\$	
0570	05950		EROSION CONTROL BLANKET	4,547.00	SQYD		\$	
0580	05952		TEMP MULCH	209,000.00	SQYD		\$	
0590	05953		TEMP SEEDING AND PROTECTION	100,000.00	SQYD		\$	
0600	05966		TOPDRESSING FERTILIZER	10.80	TON		\$	
0610	05985		SEEDING AND PROTECTION	209,000.00	SQYD		\$	
0620	06510		PAVE STRIPING-TEMP PAINT-4 IN	20,000.00	LF		\$	
0630	06514		PAVE STRIPING-PERM PAINT-4 IN	43,075.00	LF		\$	
0640	06568		PAVE MARKING-THERMO STOP BAR-24IN	153.00	LF		\$	
0650	06570		PAVE MARKING-PAINT CROSS-HATCH	12,831.00	SQFT		\$	
0660	06573		PAVE MARKING-THERMO STR ARROW	5.00	EACH		\$	
0670	06574		PAVE MARKING-THERMO CURV ARROW	31.00	EACH		\$	
0680	06589		PAVEMENT MARKER TYPE V-MW	89.00	EACH		\$	
0690	06591		PAVEMENT MARKER TYPE V-BY	267.00	EACH		\$	
0700	08820		DRAIN PIPE-6 IN	2,000.00	LF		\$	
0710	10020NS		FUEL ADJUSTMENT	298,619.00	DOLL	\$1.00	\$	\$298,619.00
0720	10030NS		ASPHALT ADJUSTMENT	97,775.00	DOLL	\$1.00	\$	\$97,775.00
0730	20458ES403		CENTERLINE RUMBLE STRIPS	5,007.00	LF		\$	
0740	20667ED		PNEUMATIC BACKSTOWING	3,500.00	TON		\$	

PROPOSAL BID ITEMS

Report Date 11/14/12

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0750	00440		ENTRANCE PIPE-15 IN	216.00	LF		\$	
0760	00441		ENTRANCE PIPE-18 IN	48.00	LF		\$	
0770	00445		ENTRANCE PIPE-30 IN	134.00	LF		\$	
0780	00461		CULVERT PIPE-15 IN	78.00	LF		\$	
0790	00462		CULVERT PIPE-18 IN	610.00	LF		\$	
0800	00464		CULVERT PIPE-24 IN	645.00	LF		\$	
0810	00466		CULVERT PIPE-30 IN	168.00	LF		\$	
0820	00469		CULVERT PIPE-42 IN	114.00	LF		\$	
0830	00474		CULVERT PIPE-72 IN	198.00	LF		\$	
0840	00526		STORM SEWER PIPE-30 IN	111.00	LF		\$	
0850	01002		PERFORATED PIPE-8 IN	514.00	LF		\$	
0860	01012		NON-PERFORATED PIPE-8 IN	265.00	LF		\$	
0870	01022		PERF PIPE HEADWALL TY 1-8 IN	8.00	EACH		\$	
0880	01370		METAL END SECTION TY 1-15 IN	7.00	EACH		\$	
0890	01371		METAL END SECTION TY 1-18 IN	2.00	EACH		\$	
0900	01374		METAL END SECTION TY 1-30 IN	3.00	EACH		\$	
0910	01450		S & F BOX INLET-OUTLET-18 IN	4.00	EACH		\$	
0920	01451		S & F BOX INLET-OUTLET-24 IN	3.00	EACH		\$	
0930	01452		S & F BOX INLET-OUTLET-30 IN	3.00	EACH		\$	
0940	01480		CURB BOX INLET TYPE B	2.00	EACH		\$	
0950	01490		DROP BOX INLET TYPE 1	5.00	EACH		\$	
0960	01493		DROP BOX INLET TYPE 2	1.00	EACH		\$	
0970	01505		DROP BOX INLET TYPE 5B	2.00	EACH		\$	
0980	08100		CONCRETE-CLASS A	63.50	CUYD		\$	
0990	08150		STEEL REINFORCEMENT	3,302.00	LB		\$	
1000	23131ER701		PIPELINE VIDEO INSPECTION	2,199.00	LF		\$	
1010	24561EN		ENTRANCE PIPE-42 IN	151.00	FT		\$	

PROPOSAL BID ITEMS

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Section: 0004 - BRIDGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
1020	02231		STRUCTURE GRANULAR BACKFILL	388.70	CUYD		\$	
1030	02596		FABRIC-GEOTEXTILE TYPE I	1,492.00	SQYD		\$	
1040	02692		SETTLEMENT PLATFORM	1.00	EACH		\$	
1050	02998		MASONRY COATING	6,131.90	SQYD		\$	
1060	03299		ARMORED EDGE FOR CONCRETE	156.60	LF		\$	
1070	03340		STEEL PIPE-2 1/2 IN	38.00	LF		\$	
1080	03343		STEEL PIPE-4 IN	38.00	LF		\$	
1090	08003		FOUNDATION PREPARATION(OVER LEFT FORK BEAVER CREEK AND CSX RR -25495)	1.00	LS		\$	
1100	08003		FOUNDATION PREPARATION(25497)	1.00	LS		\$	
1110	08003		FOUNDATION PREPARATION(25496)	1.00	LS		\$	
1120	08003		FOUNDATION PREPARATION(25498)	1.00	LS		\$	
1130	08019		CYCLOPEAN STONE RIP RAP	1,492.00	TON		\$	
1140	08033		TEST PILES	1,766.50	LF		\$	
1150	08037		COFFERDAM(25495-PIER 19)	1.00	LS		\$	
1160	08037		COFFERDAM(25495 - PIER 20)	1.00	LS		\$	
1170	08046		PILES-STEEL HP12X53	20,656.40	LF		\$	
1180	08094		PILE POINTS-12 IN	558.00	EACH		\$	
1190	08100		CONCRETE-CLASS A	3,835.00	CUYD		\$	
1200	08104		CONCRETE-CLASS AA	4,026.90	CUYD		\$	
1210	08150		STEEL REINFORCEMENT	542,203.00	LB		\$	
1220	08151		STEEL REINFORCEMENT-EPOXY COATED	1,282,562.00	LB		\$	
1230	08160		STRUCTURAL STEEL(OVER LEFT FORK BEAVER CREEK AND CSX RR - 25495)	1.00	LS		\$	
1240	08471		EXPANSION DAM-2.5 IN NEOPRENE	52.00	LF		\$	
1250	08472		EXPANSION DAM-4 IN NEOPRENE	224.10	LF		\$	
1260	08633		PRECAST PC I BEAM TYPE 3	2,559.30	LF		\$	
1270	08639		PRECAST PC I BEAM TYPE 9	10,994.70	LF		\$	
1280	21532ED		RAIL SYSTEM TYPE III	5,170.80	LF		\$	
1290	23964EC		PROTECTIVE FENCE	297.00	LF		\$	

Section: 0006 - MOBILIZATION / DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
1300	02568		MOBILIZATION	1.00	LS		\$	
1310	02569		DEMOBILIZATION	1.00	LS		\$	