



COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET

[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

Andy Beshear  
GOVERNOR

Jim Gray  
SECRETARY

January 18, 2022

CALL NO. 100  
CONTRACT ID NO. 221302  
ADDENDUM # 1

Subject: Hardin County, NHPPIM 0654 (041)  
Letting January 27, 2022

- (1) Revised - Special Note for CPM - Pages 19-26 of 195
- (2) Revised - Utilities and Rail Certification Note - Pages 100-103 of 195
- (3) Revised - Proposal Bid Items - Pages 188-195(a) of 195
- (4) Revised - Plan Sheets - R2B, R2C, R2H, R2N, R2O, R2P, R2S, R2T, R39, R40, R97, R101, R133, and R134

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

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

Sincerely,

Rachel Mills,

A handwritten signature in black ink that reads "Rachel Mills".

Rachel Mills, P.E.  
Director  
Division of Construction Procurement

RM:mr  
Enclosures

## Special Note for CPM Scheduling

### **A. General.**

Contrary to Kentucky Standard Specifications 108.07.04, additional contract time will only be added when the Engineer deems the critical path of the project has been affected. Create the progress schedule required for this project using the critical path method (CPM). The Contractor shall designate a Schedule Representative who shall be responsible for coordinating with the Engineer during the preparation and maintenance of the schedule. The contractor shall submit an interim schedule followed by a baseline schedule, or only a baseline schedule, depending on when the contractor starts work as described below.

### ***B. Interim Schedule.***

If the Contractor starts work within **30** days of the Notice to Begin Work, they shall submit an interim schedule. The interim schedule will be in CPM schedule format. The interim schedule shall include detailed activities for the work to be accomplished during the first **45** days of the Contract, and summary activities for the balance of the work. The interim schedule, if required, shall be submitted at the Preconstruction Conference. No work shall begin without the submission of an interim schedule.

### ***C. Baseline Schedule.***

The Contractor shall submit a baseline schedule as outlined in the submission requirements section (C.2) within **30** days of the Notice to Begin Work. No pay estimates will be processed after 15 days without the submission of the baseline schedule. The baseline schedule will be in CPM schedule format and as described below. The Engineer will review the baseline schedule and will “accept”, “accept as noted” or “reject” the schedule within **10** days of receipt. If the Engineer does not provide written notification regarding the disposition of the baseline schedule within **10** days, the submission will be considered “accepted.”

For baseline schedules that are “accepted as noted”, the Contractor shall make the necessary revisions and resubmit the revised schedule within **10** days. The Engineer will only “reject” baseline schedules that are not in compliance with contract requirements.

For baseline schedules that are “rejected”, the Engineer shall indicate in writing portions of the schedule that are not in compliance with the contract requirements. The Project Engineer shall conduct a mandatory meeting with the Contractor and the Contractor’s Schedule Representative within **10** days of the Engineer’s written notice. The purpose of this meeting is to resolve disputes with the baseline schedule so that it may be resubmitted. The Contractor shall provide clarification and all additional information necessary for the Engineer within **10** days of this meeting. The Contractor shall submit the revised Baseline Schedule to the Engineer for review and acceptance within **10** days of this meeting.

No pay estimates will be generated until the baseline schedule is “accepted” or “accepted

as noted.” In the event the baseline schedule is not “accepted” within 90 days of the Notice to Begin Work, all work shall cease on the project until the baseline schedule is “accepted”. The incurred delays from the “cease work order” will be the contractor’s responsibility and will not be considered for time extension. Any claims associated with time impacts for work performed or delay experienced prior to the baseline schedule being “accepted” or “accepted as noted” will be evaluated at the sole discretion of the Engineer. “Acceptance” by the Engineer will not relieve the Contractor of their responsibilities for compliance with specifications and contract requirements or for the accuracy or feasibility of the schedule.

“Acceptance” of the baseline schedule does not revise the Contract Documents. The baseline schedule must be “accepted” or “accepted as noted” by the Engineer prior to the Engineer evaluating any contractor claims associated with time impacts.

The Engineer’s review of the baseline schedule will be for compliance with the specifications and contract requirements. “Acceptance” by the Engineer will not relieve the Contractor of any of their responsibilities for the accuracy or feasibility of the schedule.

### **1. Schedule Requirements.**

Generate and submit an electronic copy of the baseline schedule using Primavera Contractor 5.0 Deluxe by Primavera Systems Inc., Bala Cynwyd, PA, or equivalent electronically transferable software. The Contractor’s costs associated with these provisions should be incorporated into the bid item for the progress schedule.

Provide a calendar day schedule that shows the various activities of work in sufficient detail to demonstrate a reasonable and workable plan to complete the Project by the Original Contract Completion Date. Show the order and interdependence of activities and the sequence for accomplishing the work. Describe all activities in sufficient detail so that the Engineer can readily identify the work and measure the progress of each activity. The baseline schedule must reflect the scope of work, required phasing, maintenance of traffic requirements, interim completion dates, the Completion Date, and other project milestones established in the Contract Documents. Include activities for submittals, working drawings, shop drawing preparation, submittal review time for the Department shop drawings, material procurement and fabrication, and the delivery of materials, plant, and equipment, and other similar activities.

The Contractor shall be responsible for assuring all work, including all subcontractor’s work, is included in the schedule. The Contractor shall be responsible for assuring that all work sequences are logical and that the schedule indicates a coordinated plan.

Failure by the Contractor to include any element of work required for performance of the Contract shall not excuse the Contractor from completing all work within the required time. Omissions and errors will be corrected as described in Section F or H in this note and will not affect contract time.

*a) Administrative Identifier Information.*

1. Project Number
2. County
3. Route Number
4. Item Number
5. CID Number
6. Award Date
7. Date of Notice to Begin Work
8. Completion Date
9. Contractor's Name
10. Contractor's Dated Signature
11. KYTC's Dated Accepted Signature

*b) Project Activities.*

- i. Activity Identification (ID): Assign each activity a unique identification number. Activity ID length shall not exceed 10 characters. Assign baseline Activity ID's in sequences of 10 (e.g.; A1000, A1010, A1020). This will allow modifications and additional items to be placed into the Identification scheme easily. Once accepted, the Activity ID shall be used for the duration of the project.
- ii. Activity Description: Each activity shall have a narrative description consisting of a verb or work function (e.g.; form, pour, excavate, pier #2) and an object (e.g.; slab, footing, underdrain).
- iii. Activity Original Duration: Assign planned duration in calendar days for each activity. Do not exceed a duration of 20 calendar days for any construction activity unless approved by the Engineer. Do not represent the maintenance of traffic, erosion control, and other similar items as single activities extending to the Completion Date. Break these Contract Items into component activities in order to meet the duration requirements of this paragraph.
- iv. Activity Relationships:
  - All activities, except the first activity, shall have a predecessor(s). All activities, except the final activity, shall have a successor(s).
  - Use only finish-to-start relationships with no leads or lags to link activities, or use start-to-start relationships with lags no greater than the predecessor duration to link activities.
  - Use of finish-to-finish relationship is permitted when both activities are already linked with a start-to-start relationship.

*c) Project Milestones.*

- i. Start Project: The Contractor shall include as the first milestone in the schedule, a milestone named "Start Project". The date used for this milestone is the date the contract is executed and signed by the Department.
- ii. End Project Milestone: The Contractor shall include as the last activity in the project schedule, a milestone named "End Project". The date used for this milestone is considered the project completion date.
- iii. Start Phase Milestone: The Contractor shall include as the first activity for a project phase, an activity named "Start Phase X", where "X" identifies the phase

of work. The Contractor may include additional milestones but, as a minimum, must include all contractual milestones.

- iv. End Phase Milestone: The Contractor shall include as the last activity in a project phase, an activity named "End Phase X" where "X" identifies the phase of work. The Contractor may include additional milestones, but at a minimum contractual milestones.

*d) Schedule Options.*

The schedule may only be calculated using retained logic. Show open ends as non-critical. Schedule durations are to be contiguous. The project calendar will be based on the Contractor's plan for completing the project. However, the scheduling increment (hours or days) will be stipulated during the Preconstruction Conference. All days must remain active unless the Contractor is instructed not to work by contract documents. Total float shall be calculated as finish float.

## **2. Submission Requirements.**

Submit all schedules within the time frames specified. Submit the schedule and information in electronic file format via email, and compact disc (CD) compatible with the Engineer's computer. Submit the following information along with the electronic baseline schedule:

- a) A baseline schedule in a bar chart format including the Administrative Identifier Information discussed in Section C.1.a on the first page of the schedule. For each activity on the chart, indicate the Activity ID, Activity Description, Original Duration, Remaining Duration, Total Float, Early Start Date, Early Finish Date, and Percent Complete. Use arrows to show the relationships among activities.
- b) A baseline schedule in a bar chart format, on paper. Identify the critical path of the project on the bar chart in red. The critical path is defined as; the longest path of activities in the project that determines the project completion date. The activities that make-up the critical path of activities are the "Critical Activities."

## **3. Submittal Cover Memo.**

All submittals shall be accompanied with a brief cover memo containing:

- Identification of the submission as the Baseline Schedule
- Administrative Identifier Information (see section C.1.a)
- Any critical notes as determined by the Contractor

An example Cover Memo is provided in this note.

## ***D. Float.***

Use of float suppression techniques, such as; preferential sequencing (arranging critical path through activities more susceptible to Department caused delay), lag logic restraints, unrealistic activity durations, zero total or free float constraints, extending activity times, or imposing constraint dates other than as required by the contract, shall be cause for rejection of the project schedule or its updates. Schedules with negative float will also not be accepted.

### 1. Definitions of Float.

Total Float is the length of time along a given network path that the actual start and finish of activity(s) can be delayed without delaying the project completion date. Project Float is the length of time between the End Project Milestone and the Contract Completion Date.

### 2. Ownership of Float.

Float available in the schedule, at any time shall not be considered for the exclusive use of either the Department or the Contractor. During the course of contract execution, any float generated due to the efficiencies of either party is not for the sole use of the party generating the float; rather it is a shared commodity to be reasonably used by either party. Efficiencies gained as a result of favorable weather within a Bi-monthly period, where the number of days of normally anticipated weather is less than expected, will also contribute to the Project Float. A schedule showing work completing in less time than the contract time, and accepted by the Department, will be considered to have Project Float. Project Float will be a resource available to both the Department and the Contractor. No time extensions will be granted nor delay damages paid unless a delay occurs which impacts the project's critical path, consumes all available float and extends the work beyond the Contract Completion Date.

### 3. Negative Float.

Negative float is not allowed. Schedules with negative float will not be accepted. Negative float will not be a basis for requesting time extensions. Any extension of time will be addressed in accordance with the Section F. Scheduled completion date(s) that extend beyond the contract (or phase) completion date(s) may be used in computations for assessment of liquidated damages. The use of this computation is not to be construed as an order by the Department to accelerate the project.

#### ***E. Bi-monthly (once every two months) Update Schedule.***

A bi-monthly update schedule is a schedule in which only progress is updated from the prior data date to the current data date. Work added and/or excusable delays encountered since the prior data date must be represented as a schedule revision as described in Section E.

#### **1. Update Requirements.**

Bi-monthly on a date set at the Preconstruction Conference and until Formal Acceptance, submit an updated schedule and all required information with a data date of the last day of the preceding bi-monthly submittal. The date for submission and data date may be adjusted to accommodate regularly scheduled progress meetings. Submit the Bi-monthly updated bar chart on paper and a copy of the updated schedule in electronic format in Section C.2. The Engineer shall "accept" or "reject" the schedule update within 10 days of receipt of the updated CPM schedule. The Engineer may withhold estimates if the updated schedule is not submitted as required by this section. For each updated schedule, identify the actual start and finish dates for all completed activities and the actual start date and remaining duration for all activities in progress. Provide a written narrative that identifies any changes or shifts in the critical path and submit reasons for the changes or shifts in the critical path.

Submit the following with each updated schedule:

- a) CPM Schedule in Bar Chart Format
- b) Electronic files (formatted as described above)

## 2. Submittal Cover Memo.

All update submittals shall be accompanied with a brief cover memo containing all the information require in the Baseline Submittal Cover Memo per section C.3 with the addition of:

- Baseline Report
  - Narrative of baseline expectations
  - Project completion status per baseline expectations
- Logic Report
  - Logic Modification Report per section F
  - Narrative of all logic changes and reasoning
  - Two separate CPM submissions; one reflecting the schedule without changes in logic, the other reflecting the proposed logic and the effects.
  - Description of fragnet required per section F
- Progress Report
  - Narrative of all schedule changes since last update
  - Details of each change including impact of change on the schedule, float consumption or addition, and reason causing change when float is consumed

### ***F. Revisions.***

The Work may require and/or the Contractor may make revisions to the CPM schedule. Addition of new activities (fragnets required) or new calendars or changes to existing activities, calendars or logic constitute a revision. All revisions must be reported in a Logic Modification Report. The Logic Modification Report is a separate CPM update which includes all the changes recommended by the contractor within the current bi-monthly update schedule. It shall include a Narrative explanation of the necessary changes accompanying the bi-monthly update schedule. Any revision which modifies the critical path or impacts an interim date or project completion date is considered a Logic Modification. A fragnet is defined as the sequence of new activities that are proposed to be added to the existing schedule. The fragnet shall identify the predecessors to the new activities and demonstrate the impacts to successor activities. If submitted as a fragnet, the Contractor shall compute two Finish Dates. The first Finish Date shall be computed without consideration of any impact by the fragnet. The second Finish Date shall be computed with consideration of any impact by the fragnet. The Contractor shall also submit a written narrative stating the reason for the proposed revisions. The Engineer shall “accept” or “reject” proposed revisions within ten days of receipt of appropriate schedules and narrative. All approved revisions will be incorporated into the Bi-monthly Update Schedule which will become the Revised Bi-monthly Update Schedule.

### ***G. Time Extensions.***

The Work may require and/or the Contractor may request an extension of the Completion Date. Perform the following analysis to compute the duration of the time extension. Submit two paper copies and two electronic copies of each analysis performed.

1. Determine project progress prior to circumstance(s) necessitating the time extension. Unless the Engineer requests an interim schedule updated to the date of the circumstance alleging to have caused delay, the previous accepted Bi-monthly update shall be used to display the prior progress of the project. This schedule is referred to as the Un-impacted Schedule
2. Prepare a fragmentary network (fragnet) depicting the circumstance that is believed to have delayed the project.
3. Insert the fragnet into the Un-impacted Schedule, run the schedule calculations and determine the finish date. This schedule is referred to as the Impacted Schedule.
4. Compare the Impacted Schedule finish date with the Un-impacted Schedule finish date in order to determine the duration of any warranted time extension.

Submit the impacted schedule with the request for time extension. Include a narrative report describing the effects of new activities and relationships to interim and contract completion dates. All time extensions approved by the Engineer will be incorporated into the Bi-monthly update with the fragnet used to determine impacts incorporated into the schedule.

### ***H. Recovery Schedule.***

If the Bi-monthly Update Schedule or Revised Bi-monthly Update Schedule projects a finish date for the Project more than 14 calendar days later than the Contract Completion Date, submit a recovery schedule showing a plan to finish by the current Completion Date. The acceptance of any schedule projecting a completion date for the Project beyond the Current Contract Completion Date does not constitute approval of a time extension or an order to accelerate. All changes to completion dates and orders to accelerate must be made via Change Order. The Department will withhold Estimates until the Engineer “accepts” the recovery schedule. The Engineer will use the schedule to evaluate time extensions and associated costs requested by the Contractor. In the event the current Completion Date is in dispute, the recovery schedule will need to be submitted once the dispute has been resolved.

### ***I. Basis of Payment.***

The Department will make partial payments according to Section 109.05 of the standard specifications and as modified by the following schedule:

1. The Department will release 50 percent of the lump sum amount bid for Project CPM Schedule to the Contractor with the first regular estimate payable after the Engineer has “accepted” the CPM Baseline schedule submission and the Department has received the scheduling software.
2. The Department will release an additional 25 percent of the lump sum amount bid for Project CPM Schedule to the Contractor with the first regular estimate payable after 50 percent of the original contract amount is complete.

3. The Department will release the remaining 25 percent of the lump sum amount bid for Project CPM Schedule to the Contractor with the first regular estimate payable after project completion.

The Department will pay for the accepted quantities at the contract price as follows:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
-----	Project CPM Schedule	Lump Sum

The Department will consider payment as full compensation for all work required in this provision.

## UTILITIES AND RAIL CERTIFICATION NOTE

**Hardin County**  
**000NH0654041**  
**FD52 047 7698301U**  
**Mile point: 85.313 TO 86.064**  
**IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON**  
**EXISTING AND FUTURE NEEDS OF THE AREA. (2006BOPC)(08CCR)(10CCR)(14CCR) (2020CCR)**  
**ITEM NUMBER: 04-20.01**

### PROJECT NOTES ON 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.

### NOTE: DO NOT DISTURB THE FOLLOWING FACILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

Kentucky Wired - Communication  
East Kentucky Power Cooperative, Inc. - Electric  
Brandenburg Telephone Co. - Telephone  
Comcast Communications - CATV  
Windstream Holdings II, LLC - Telephone  
Nolin RECC – Electric  
AT&T Legacy – Communication  
Hardin County Water District # 2 – Water & Sanitary Sewer  
LG&E - Gas

## UTILITIES AND RAIL CERTIFICATION NOTE

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**000NH0654041**  
**FD52 047 7698301U**  
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**IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON**  
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**\*The Contractor is fully responsible for protection of all utilities listed above\***

**THE FOLLOWING FACILITY OWNERS ARE RELOCATING/ADJUSTING THEIR FACILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION**

**Nolin RECC** –Relocation & As-built plans available via Supplemental information files. Coordinate with Nolin RECC & KYTC D4 Traffic Engineer (Justin Wallace – 270-505-5837) for removal of existing caution light at US 31W & Ky 222.

**Hardin Co Water District # 2** – Water - Relocation Plans Available via Supplemental information files. Sanitary Sewer Plans available via supplemental information files.

**THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE OWNER OR THEIR SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT**

**AT&T Legacy** – Relocation Plans Available via Supplemental information files. Phase 1 complete. Partial Phase 2 underground complete along detour ramp 5 from approx. Sta 1000+00 – 1010+00 rt. . AT&T Legacy underground facilities located along the east side of I65 throughout project corridor. Temporary overhead along proposed KY 222 approx. Sta 175+00 – 181+50 Rt., crossing proposed KY 222 at approx. Sta 181+50 continuing north along the west side of connector to Pilot Travel Center. Use extreme caution when working under temporary overhead facilities. Remaining Phase 2 to relocate temporary overhead to underground planned for completion post-roadway-construction.

**Windstream** – Relocation Plans Available via Supplemental Information files. Existing Overhead & Underground Located along existing KY 222 corridor from Mud Splash Rd to West side of I65 Interchange. Existing Overhead Located along existing US 31W west side from approx. Proposed Ky 222 Sta 197+00 – 185+00 and east side of US 31W South of existing Ky 222 from approx. Sta. 9000+00 – 9012+00. **Anticipated relocation completion 6/1/2022.**

**Brandenburg Telecom** – Existing Overhead & Underground Located along existing KY 222 corridor from Mud Splash Rd to West side of I65 Interchange. Existing underground located along existing US 31W

## UTILITIES AND RAIL CERTIFICATION NOTE

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**000NH0654041**  
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**ITEM NUMBER: 04-20.01**

west side from approx. Proposed Ky 222 Sta 197+00 – 185+00 and east side of US 31W South of existing Ky 222 from approx. Sta. 9000+00 – 9012+00. **Anticipated relocation completion 8/1/2022.**

**Comcast** – Existing Overhead & Underground Located along existing KY 222 corridor from Mud Splash Rd to West side of I65 Interchange. Overhead Located along existing US 31W east & west side from approx. Proposed Ky 222 Sta 197+00 – 185+00 and east side of US 31W South of existing Ky 222 from approx. Sta. 9000+00 – 9012+00. . **Anticipated relocation completion 8/1/2022.**

**East Kentucky Power Cooperative** – Transmission poles located at ramp 5a approx. Sta 5+60 Lt., detour ramp 5 approx. Sta 1008+50 Rt., ramp 7a approx. Sta 16+60 rt , and detour ramp 7 approx. Sta 2012+00 Lt. **Anticipated relocation completion 3/1/2023**

**KY Wired** – Located along the east side of existing US 31W from northern tie in approx. Proposed KY 222 Sta 197+00 Rt extending south along existing east side of US 31W throughout the project corridor. **Anticipated relocation completion 8/1/2022**

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

Not Applicable

**RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED**

**No Rail Involvement**    **Rail Involved**    **Rail Adjacent**

## UTILITIES AND RAIL CERTIFICATION NOTE

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### AREA FACILITY OWNER CONTACT LIST

Facility Owner	Address	Contact Name	Phone	Email
AT&T Legacy - Communication	4500 Johnston Pkwy Cleveland, OH 44128	Don Garr	5027418374	DRGarr@Hughes.net
Brandenburg Telephone Co. - Telephone	502 West Dixie Ave Elizabethtown KY 42702	Kyle Dalton	2709824466	kyle.dalton@brandenburgtel.com
Comcast Communications - CATV	2919 Ring Rd. Elizabethtown KY 42701	Steve Gaddie	2704011543	stephen_gaddie@comcast.com
East Kentucky Power Cooperative, Inc. - Electric	P.O. Box 707 Winchester KY 40392	Rob Young	8597459601	Rob.young@ekpc.coop
Hardin County Water District #2 - Water	360 Ring Road Elizabethtown KY 42701	Forrest Pollock	2703079744	fpollock@hcwd2.org
Kentucky Wired - Communication	200 Mercer Rd. 2nd Floor Lexington KY 40511	Roger Castle	8592295403	roger.castle@ledcor.com
Nolin Rural Electric Cooperative Corp - Electric	411 Ring Road Elizabethtown KY 42701	Jeremy Jones	2702680505	jjones@nolinrecc.com
Windstream Holdings II, LLC - Telephone	130 W New Circle Rd Lexington KY 40505	Steve Johnson	8593576209	steve.johnson@windstream.com
LG&E - Gas	10300 Ballardsville Rd Louisville KY 40241	Caroline Justice	5026273708	Caroline.justice@lge-ku.com

**PROPOSAL BID ITEMS**

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Report Date 1/18/22

**Section: 0001 - PAVING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	4,251.00	TON		\$	
0020	00003		CRUSHED STONE BASE (REVISED 1-18-2022)	81,635.00	TON		\$	
0030	00003		CRUSHED STONE BASE FOR STAMPED CONCRETE MEDIAN	1,170.00	TON		\$	
0040	00008		CEMENT STABILIZED ROADBED	11,292.00	SQYD		\$	
0050	00013		LIME STABILIZED ROADBED (REVISED 1-18-2022)	130,421.00	SQYD		\$	
0060	00014		LIME (REVISED 1-18-2022)	2,257.00	TON		\$	
0070	00018		DRAINAGE BLANKET-TYPE II-ASPH	6,557.00	TON		\$	
0080	00100		ASPHALT SEAL AGGREGATE	318.00	TON		\$	
0090	00103		ASPHALT SEAL COAT	56.00	TON		\$	
0100	00212		CL2 ASPH BASE 1.00D PG64-22 (REVISED 1-18-2022)	4,577.00	TON		\$	
0110	00214		CL3 ASPH BASE 1.00D PG64-22	1,553.00	TON		\$	
0120	00217		CL4 ASPH BASE 1.00D PG64-22 (REVISED 1-18-2022)	41,715.00	TON		\$	
0130	00219		CL4 ASPH BASE 1.00D PG76-22 (REVISED 1-18-2022)	20,408.00	TON		\$	
0140	00301		CL2 ASPH SURF 0.38D PG64-22 (REVISED 1-18-2022)	1,278.00	TON		\$	
0150	00339		CL3 ASPH SURF 0.38D PG64-22 (REVISED 1-18-2022)	1,559.00	TON		\$	
0160	00342		CL4 ASPH SURF 0.38A PG76-22 (REVISED 1-18-2022)	9,274.00	TON		\$	
0170	00358		ASPHALT CURING SEAL (REVISED 1-18-2022)	213.00	TON		\$	
0180	02101		CEM CONC ENT PAVEMENT-8 IN	637.00	SQYD		\$	
0190	02542		CEMENT	220.00	TON		\$	
0200	02702		SAND FOR BLOTTER (REVISED 1-18-2022)	326.00	TON		\$	
0210	20071EC		JOINT ADHESIVE (REVISED 1-18-2022)	43,686.00	LF		\$	
0220	24970EC		ASPHALT MATERIAL FOR TACK NON- TRACKING (REVISED 1-18-2022)	157.00	TON		\$	

**Section: 0002 - ROADWAY**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0230	00078		CRUSHED AGGREGATE SIZE NO 2	38,360.00	TON		\$	
0240	01000		PERFORATED PIPE-4 IN	7,580.00	LF		\$	
0250	01010		NON-PERFORATED PIPE-4 IN	360.00	LF		\$	
0260	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		\$	
0270	01024		PERF PIPE HEADWALL TY 2-4 IN	3.00	EACH		\$	
0280	01028		PERF PIPE HEADWALL TY 3-4 IN	30.00	EACH		\$	
0290	01032		PERF PIPE HEADWALL TY 4-4 IN	5.00	EACH		\$	
0300	01310		REMOVE PIPE	72.00	LF		\$	
0310	01762		MANHOLE TYPE B MOD	1.00	EACH		\$	

**PROPOSAL BID ITEMS**

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0320	01810		STANDARD CURB AND GUTTER	2,937.00	LF		\$	
0330	01875		STANDARD HEADER CURB	182.00	LF		\$	
0340	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	94.00	EACH		\$	
0350	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	4.00	EACH		\$	
0360	01984		DELINEATOR FOR BARRIER - WHITE	40.00	EACH		\$	
0370	01985		DELINEATOR FOR BARRIER - YELLOW	8.00	EACH		\$	
0380	01986		DELINEATOR FOR BARRIER WALL-B/Y	4.00	EACH		\$	
0390	02002		REMOVE TEMP CONC BARRIER WALL	18,140.00	LF		\$	
0400	02003		RELOCATE TEMP CONC BARRIER	2,350.00	LF		\$	
0410	02081		JPC PAVEMENT-8 IN SHLD	88.00	SQYD		\$	
0420	02091		REMOVE PAVEMENT	49,098.00	SQYD		\$	
0430	02159		TEMP DITCH	29,211.00	LF		\$	
0440	02160		CLEAN TEMP DITCH	26,048.00	LF		\$	
0450	02220		FLOWABLE FILL	102.00	CUYD		\$	
0460	02223		GRANULAR EMBANKMENT	3,567.00	CUYD		\$	
0470	02230		EMBANKMENT IN PLACE (REVISED 1-18-2022)	391,552.00	CUYD		\$	
0480	02237		DITCHING	1,000.00	LF		\$	
0490	02242		WATER	479.00	MGAL		\$	
0500	02262		FENCE-WOVEN WIRE TYPE 1	15,090.00	LF		\$	
0510	02265		REMOVE FENCE	6,353.00	LF		\$	
0520	02367		GUARDRAIL END TREATMENT TYPE 1	5.00	EACH		\$	
0530	02369		GUARDRAIL END TREATMENT TYPE 2A	11.00	EACH		\$	
0540	02373		GUARDRAIL END TREATMENT TYPE 3	1.00	EACH		\$	
0550	02381		REMOVE GUARDRAIL	6,409.00	LF		\$	
0560	02391		GUARDRAIL END TREATMENT TYPE 4A	7.00	EACH		\$	
0570	02397		TEMP GUARDRAIL	3,200.00	LF		\$	
0580	02429		RIGHT-OF-WAY MONUMENT TYPE 1	67.00	EACH		\$	
0590	02432		WITNESS POST	9.00	EACH		\$	
0600	02483		CHANNEL LINING CLASS II	4,263.00	TON		\$	
0610	02484		CHANNEL LINING CLASS III	266.00	TON		\$	
0620	02545		CLEARING AND GRUBBING (80 ACRES)	1.00	LS		\$	
0630	02555		CONCRETE-CLASS B	15.00	CUYD		\$	
0640	02562		TEMPORARY SIGNS	1,494.00	SQFT		\$	
0650	02570		PROJECT CPM SCHEDULE	1.00	LS		\$	
0660	02585		EDGE KEY (REVISED 1-18-2022)	864.00	LF		\$	
0670	02602		FABRIC-GEOTEXTILE CLASS 1	2,638.00	SQYD		\$	
0680	02603		FABRIC-GEOTEXTILE CLASS 2	127,000.00	SQYD		\$	
0690	02607		FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	10,150.00	SQYD	\$2.00	\$	\$20,300.00
0700	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0710	02651		DIVERSIONS (BY-PASS DETOURS) M.O.T. TEMP RAMP 5 DIVERSION	1.00	LS		\$	
0720	02651		DIVERSIONS (BY-PASS DETOURS) M.O.T. TEMP RAMP 7 DIVERSION	1.00	LS		\$	
0730	02651		DIVERSIONS (BY-PASS DETOURS) M.O.T. TEMP RAMP 7A DIVERSION	1.00	LS		\$	
0740	02653		LANE CLOSURE	4.00	EACH		\$	
0750	02671		PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH		\$	

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0760	02690		SAFELOADING	86.00	CUYD		\$	
0770	02692		SETTLEMENT PLATFORM	2.00	EACH		\$	
0780	02696		SHOULDER RUMBLE STRIPS	34,494.00	LF		\$	
0790	02701		TEMP SILT FENCE (REVISED 1-18-2022)	30,961.00	LF		\$	
0800	02703		SILT TRAP TYPE A	120.00	EACH		\$	
0810	02704		SILT TRAP TYPE B	120.00	EACH		\$	
0820	02705		SILT TRAP TYPE C	69.00	EACH		\$	
0830	02706		CLEAN SILT TRAP TYPE A	465.00	EACH		\$	
0840	02707		CLEAN SILT TRAP TYPE B	465.00	EACH		\$	
0850	02708		CLEAN SILT TRAP TYPE C	159.00	EACH		\$	
0860	02726		STAKING	1.00	LS		\$	
0870	02731		REMOVE STRUCTURE EX. 6' X 5' RCBC @ I-65 STA. 664+84, 142' LT.	1.00	LS		\$	
0880	02731		REMOVE STRUCTURE EX. 6' X 6' RCBC @ I-65 STA. 665+07, 122+50 LT.	1.00	LS		\$	
0890	02731		REMOVE STRUCTURE EX. 8' X 5' RCBC @ I-65 STA. 665+07, 148' LT.	1.00	LS		\$	
0900	02731		REMOVE STRUCTURE EX. KY 222 BRIDGE @ I-65 (STA. 664+60)	1.00	LS		\$	
0910	02775		ARROW PANEL	2.00	EACH		\$	
0920	02898		RELOCATE CRASH CUSHION	2.00	EACH		\$	
0930	02900		INSTALL TEMP CRASH CUSHION	6.00	EACH		\$	
0940	02929		CRASH CUSHION TYPE IX	2.00	EACH		\$	
0950	03171		CONCRETE BARRIER WALL TYPE 9T	18,140.00	LF		\$	
0960	05950		EROSION CONTROL BLANKET (REVISED 1-18-2022)	23,828.00	SQYD		\$	
0970	05952		TEMP MULCH	494,339.00	SQYD		\$	
0980	05953		TEMP SEEDING AND PROTECTION	381,976.00	SQYD		\$	
0990	05963		INITIAL FERTILIZER (REVISED 1-18-2022)	27.00	TON		\$	
1000	05964		MAINTENANCE FERTILIZER	15.90	TON		\$	
1010	05985		SEEDING AND PROTECTION (REVISED 1-18-2022)	469,321.00	SQYD		\$	
1020	05989		SPECIAL SEEDING CROWN VETCH	35,266.00	SQYD		\$	
1030	05992		AGRICULTURAL LIMESTONE (REVISED 1-18-2022)	169.00	TON		\$	
1040	06401		FLEXIBLE DELINEATOR POST-M/W	80.00	EACH		\$	
1050	06404		FLEXIBLE DELINEATOR POST-M/Y	40.00	EACH		\$	
1060	06412		STEEL POST MILE MARKERS	4.00	EACH		\$	
1070	06511		PAVE STRIPING-TEMP PAINT-6 IN	8,000.00	LF		\$	
1080	06514		PAVE STRIPING-PERM PAINT-4 IN (REVISED 1-18-2022)	7,796.00	LF		\$	
1090	06541		PAVE STRIPING-THERMO-4 IN Y	5,688.00	LF		\$	
1100	06542		PAVE STRIPING-THERMO-6 IN W	39,065.00	LF		\$	
1110	06543		PAVE STRIPING-THERMO-6 IN Y (REVISED 1-18-2022)	31,591.00	LF		\$	
1120	06546		PAVE STRIPING-THERMO-12 IN W	5,216.00	LF		\$	
1130	06568		PAVE MARKING-THERMO STOP BAR-24IN	463.00	LF		\$	
1140	06572		PAVE MARKING-DOTTED LANE EXTEN (REVISED 1-18-2022)	4,053.00	LF		\$	
1150	06573		PAVE MARKING-THERMO STR ARROW	7.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1160	06574		PAVE MARKING-THERMO CURV ARROW (REVISED 1-18-2022)	80.00	EACH		\$	
1170	06575		PAVE MARKING-THERMO COMB ARROW	10.00	EACH		\$	
1175	06576		PAVE MARKING-THERMO ONLY (ADDED 1-18-2022)	4.00	EACH		\$	
1180	06585		PAVEMENT MARKER TY IVA-MW TEMP	251.00	EACH		\$	
1190	06586		PAVEMENT MARKER TY IVA-MY TEMP	1,004.00	EACH		\$	
1200	06588		PAVEMENT MARKER TY IVA-BY TEMP	110.00	EACH		\$	
1210	06610		INLAID PAVEMENT MARKER-MW	256.00	EACH		\$	
1220	06612		INLAID PAVEMENT MARKER-BY	76.00	EACH		\$	
1230	06613		INLAID PAVEMENT MARKER-B W/R	229.00	EACH		\$	
1240	06614		INLAID PAVEMENT MARKER-B Y/R	116.00	EACH		\$	
1250	10020NS		FUEL ADJUSTMENT	250,479.00	DOLL	\$1.00	\$	\$250,479.00
1260	10030NS		ASPHALT ADJUSTMENT	297,478.00	DOLL	\$1.00	\$	\$297,478.00
1270	20072ES805		GRANULAR EMBANKMENT FOR POND STABILIZATION	135.00	TON		\$	
1280	20099ES842		PAVE MARK TEMP PAINT STOP BAR	30.00	LF		\$	
1290	20191ED		OBJECT MARKER TY 3	11.00	EACH		\$	
1300	21289ED		LONGITUDINAL EDGE KEY (REVISED 1-18-2022)	5,960.00	LF		\$	
1310	21370ED		LONGITUDINAL SAW CUT- 6 IN	7,665.00	LF		\$	
1320	21430ES508		CONC MEDIAN BARRIER TYPE 12C(50)	145.00	LF		\$	
1330	21597EN		REMOVE PERF PIPE HEADWALL	19.00	EACH		\$	
1340	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	5,675.00	LF		\$	
1350	21935EN		REMOVE CONC MEDIAN BARRIER	321.00	LF		\$	
1360	22692NS714		PAVEMENT MARKING-THERMO LETTERS FOR CAR	19.00	EACH		\$	
1370	22692NS714		PAVEMENT MARKING-THERMO LETTERS FOR TRUCK	15.00	EACH		\$	
1375	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL (ADDED 1-18-2022)	1.00	LS		\$	
1380	23274EN11F		TURF REINFORCEMENT MAT 1	26,977.00	SQYD		\$	
1390	23276EN11F		TURF REINFORCEMENT MAT 3	59.00	SQYD		\$	
1400	23379EC		STAMPED CONCRETE RED	2,543.00	SQYD		\$	
1410	23649EC		DRAIN POND	1.00	LS		\$	
1420	24679ED		PAVE MARK THERMO CHEVRON	7,902.00	SQFT		\$	
1430	24814EC		PIPELINE INSPECTION	5,817.00	LF		\$	
1440	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	4.00	EACH		\$	
1450	25116EC		BORE AND JACK PIPE-54 IN	175.00	LF		\$	
1460	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	27.00	MONT		\$	
1470	26137EC		QUEUE WARNING PCMS	108.00	MONT		\$	
1480	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS	108.00	MONT		\$	

**Section: 0003 - DRAINAGE**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1490	00440		ENTRANCE PIPE-15 IN (REVISED 1-18-2022)	1,098.00	LF		\$	
1500	00441		ENTRANCE PIPE-18 IN (REVISED 1-18-2022)	163.00	LF		\$	
1510	00460		CULVERT PIPE-12 IN	56.00	LF		\$	
1520	00461		CULVERT PIPE-15 IN	50.00	LF		\$	
1530	00462		CULVERT PIPE-18 IN	1,099.00	LF		\$	
1540	00464		CULVERT PIPE-24 IN	349.00	LF		\$	
1550	00466		CULVERT PIPE-30 IN	150.00	LF		\$	
1560	00468		CULVERT PIPE-36 IN	105.00	LF		\$	
1570	00469		CULVERT PIPE-42 IN	135.00	LF		\$	
1580	00470		CULVERT PIPE-48 IN	248.00	LF		\$	
1590	00471		CULVERT PIPE-54 IN	550.00	LF		\$	
1600	00474		CULVERT PIPE-72 IN	319.00	LF		\$	
1610	00521		STORM SEWER PIPE-15 IN	229.00	LF		\$	
1620	00522		STORM SEWER PIPE-18 IN	1,212.00	LF		\$	
1630	00528		STORM SEWER PIPE-36 IN	134.00	LF		\$	
1640	00531		STORM SEWER PIPE-54 IN	269.00	LF		\$	
1650	00982		SLOTTED DRAIN PIPE-18 IN	532.00	LF		\$	
1660	01204		PIPE CULVERT HEADWALL-18 IN	2.00	EACH		\$	
1670	01210		PIPE CULVERT HEADWALL-30 IN	1.00	EACH		\$	
1680	01214		PIPE CULVERT HEADWALL-42 IN	1.00	EACH		\$	
1690	01216		PIPE CULVERT HEADWALL-48 IN	2.00	EACH		\$	
1700	01220		PIPE CULVERT HEADWALL-60 IN	1.00	EACH		\$	
1710	01390		METAL END SECTION TY 3-15 IN	24.00	EACH		\$	
1720	01391		METAL END SECTION TY 3-18 IN	7.00	EACH		\$	
1730	01433		SLOPED BOX OUTLET TYPE 1-18 IN	4.00	EACH		\$	
1740	01450		S & F BOX INLET-OUTLET-18 IN SLOPED & FLARED HEADWALL -18"	8.00	EACH		\$	
1750	01451		S & F BOX INLET-OUTLET-24 IN SLOPED & FLARED HEADWALL - 24"	8.00	EACH		\$	
1760	01480		CURB BOX INLET TYPE B	6.00	EACH		\$	
1770	01487		CURB BOX INLET TYPE F	1.00	EACH		\$	
1780	01490		DROP BOX INLET TYPE 1	3.00	EACH		\$	
1790	01493		DROP BOX INLET TYPE 2	1.00	EACH		\$	
1800	01496		DROP BOX INLET TYPE 3	3.00	EACH		\$	
1810	01517		DROP BOX INLET TYPE 5F	4.00	EACH		\$	
1820	01538		DROP BOX INLET TYPE 7	2.00	EACH		\$	
1825	01642		JUNCTION BOX-18 IN (ADDED 1-18-2022)	1.00	EACH		\$	
1830	01643		JUNCTION BOX-24 IN	1.00	EACH		\$	
1840	01644		JUNCTION BOX-30 IN	1.00	EACH		\$	
1850	01645		JUNCTION BOX-36 IN	2.00	EACH		\$	
1860	01648		JUNCTION BOX-54 IN	1.00	EACH		\$	
1870	02607		FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	4,673.00	SQYD	\$2.00	\$	\$9,346.00
1880	02625		REMOVE HEADWALL	8.00	EACH		\$	
1890	02690		SAFELoading	5.00	CUYD		\$	
1900	20211ES706		BORE & JACK PIPE	169.00	LF		\$	
1910	24026EC		PIPE CULVERT HEADWALL-54 IN	3.00	EACH		\$	

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**Section: 0004 - BRIDGE - #26569**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1920	02223		GRANULAR EMBANKMENT	12,770.00	CUYD		\$	
1930	02231		STRUCTURE GRANULAR BACKFILL	827.00	CUYD		\$	
1940	03299		ARMORED EDGE FOR CONCRETE	367.60	LF		\$	
1950	08003		FOUNDATION PREPARATION BRIDGE OVER I-65	1.00	LS		\$	
1960	08018		RETAINING WALL	16,223.00	SQFT		\$	
1970	08033		TEST PILES	207.00	LF		\$	
1980	08039		PRE-DRILLING FOR PILES	9,796.00	LF		\$	
1990	08046		PILES-STEEL HP12X53	3,908.00	LF		\$	
2000	08051		PILES-STEEL HP14X89	5,682.00	LF		\$	
2010	08094		PILE POINTS-12 IN	90.00	EACH		\$	
2020	08095		PILE POINTS-14 IN	80.00	EACH		\$	
2030	08100		CONCRETE-CLASS A	921.50	CUYD		\$	
2040	08104		CONCRETE-CLASS AA	1,244.50	CUYD		\$	
2050	08150		STEEL REINFORCEMENT	103,424.00	LB		\$	
2060	08151		STEEL REINFORCEMENT-EPOXY COATED	426,291.00	LB		\$	
2070	08634		PRECAST PC I BEAM TYPE 4	3,826.00	LF		\$	
2080	23378EC		CONCRETE SEALING	56,479.00	SQFT		\$	
2090	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	388.00	LF		\$	
2100	26160EC		INTERMEDIATE FOUNDATION IMPROVEMENTS	1.00	LS		\$	
2110	26161EC		INT FDN IMPROVEMENT VERIFICATION TESTING	1.00	LS		\$	

**Section: 0005 - BRIDGE - CULVERT #27218**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2120	02403		REMOVE CONCRETE MASONRY	5.20	CUYD		\$	
2130	08003		FOUNDATION PREPARATION (27218)	1.00	LS		\$	
2140	08100		CONCRETE-CLASS A	46.60	CUYD		\$	
2150	08150		STEEL REINFORCEMENT	3,076.00	LB		\$	

**Section: 0006 - BRIDGE - CULVERT #27219**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2160	08003		FOUNDATION PREPARATION (27219)	1.00	LS		\$	
2170	08100		CONCRETE-CLASS A	89.60	CUYD		\$	
2180	08150		STEEL REINFORCEMENT	7,485.00	LB		\$	

**Section: 0007 - BRIDGE - CULVERT #27220**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2190	08003		FOUNDATION PREPARATION (27220)	1.00	LS		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2200	08100		CONCRETE-CLASS A	82.30	CUYD		\$	
2210	08150		STEEL REINFORCEMENT	7,412.00	LB		\$	

**Section: 0008 - BRIDGE - CULVERT #27221**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2220	08003		FOUNDATION PREPARATION (27221)	1.00	LS		\$	
2230	08100		CONCRETE-CLASS A	163.10	CUYD		\$	
2240	08150		STEEL REINFORCEMENT	13,881.00	LB		\$	

**Section: 0009 - BRIDGE - CULVERT #27222**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2250	02403		REMOVE CONCRETE MASONRY	3.10	CUYD		\$	
2260	08003		FOUNDATION PREPARATION (27223)	1.00	LS		\$	
2270	08100		CONCRETE-CLASS A	58.60	CUYD		\$	
2280	08150		STEEL REINFORCEMENT	4,305.00	LB		\$	

**Section: 0010 - BRIDGE - CULVERT #27223**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2290	08003		FOUNDATION PREPARATION (27223)	1.00	LS		\$	
2300	08100		CONCRETE-CLASS A	134.20	CUYD		\$	
2310	08150		STEEL REINFORCEMENT	9,514.00	LB		\$	

**Section: 0011 - SIGNING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2320	04903		REFERENCE MARKER	4.00	EACH		\$	
2330	06405		SBM ALUMINUM PANEL SIGNS	180.00	SQFT		\$	
2340	06406		SBM ALUM SHEET SIGNS .080 IN	686.00	SQFT		\$	
2350	06407		SBM ALUM SHEET SIGNS .125 IN	412.00	SQFT		\$	
2360	06410		STEEL POST TYPE 1	1,632.00	LF		\$	
2370	06441		GMSS GALV STEEL TYPE C	3,820.00	LB		\$	
2380	06451		REMOVE SIGN SUPPORT BEAM	14.00	EACH		\$	
2390	06490		CLASS A CONCRETE FOR SIGNS	12.00	CUYD		\$	
2400	06491		STEEL REINFORCEMENT FOR SIGNS	904.00	LB		\$	
2410	20418ED		REMOVE & RELOCATE SIGNS	6.00	EACH		\$	
2420	20419ND		ROADWAY CROSS SECTION	7.00	EACH		\$	
2430	21373ND		REMOVE SIGN	1.00	EACH		\$	
2440	21596ND		GMSS TYPE D	4.00	EACH		\$	
2450	24631EC		BARCODE SIGN INVENTORY	198.00	EACH		\$	

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**Section: 0012 - SIGNALIZATION**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2460	04820		TRENCHING AND BACKFILLING	240.00	LF		\$	
2470	04845		CABLE-NO. 14/7C	7,700.00	LF		\$	
2480	04886		MESSENGER-15400 LB	1,910.00	LF		\$	
2490	04932		INSTALL STEEL STRAIN POLE	12.00	EACH		\$	
2500	06472		INSTALL SPAN MOUNTED SIGN	3.00	EACH		\$	
2510	20188NS835		INSTALL LED SIGNAL-3 SECTION	37.00	EACH		\$	
2520	20189NS835		INSTALL LED SIGNAL-5 SECTION	3.00	EACH		\$	
2530	20390NS835		INSTALL COORDINATING UNIT	3.00	EACH		\$	
2540	23157EN		TRAFFIC SIGNAL POLE BASE	48.00	CUYD		\$	
2550	24901EC		PVC CONDUIT-2 IN-SCHEDULE 80	240.00	LF		\$	
2560	24908EC		INSTALL SIGNAL CONTROLLER-TY ATC	3.00	EACH		\$	
2570	26119EC		INSTALL RADAR PRESENCE DETECTOR TYPE A	12.00	EACH		\$	
2580	26120EC		INSTALL RADAR ADVANCE DETECTOR TYPE B	2.00	EACH		\$	

**Section: 0013 - LIGHTING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2590	04714		POLE 120 FT MTG HT HIGH MAST	10.00	EACH		\$	
2600	04761		LIGHTING CONTROL EQUIPMENT	2.00	EACH		\$	
2610	04797		CONDUIT-3 IN	1,100.00	LF		\$	
2620	04800		MARKER	18.00	EACH		\$	
2630	04820		TRENCHING AND BACKFILLING	5,600.00	LF		\$	
2640	04860		CABLE-NO. 8/3C DUCTED	3,900.00	LF		\$	
2650	04873		POLE 45 FT WOODEN	2.00	EACH		\$	
2660	04940		REMOVE LIGHTING	1.00	LS		\$	
2670	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH		\$	
2680	20392NS835		ELECTRICAL JUNCTION BOX TYPE C	2.00	EACH		\$	
2690	20410ED		MAINTAIN LIGHTING	1.00	LS		\$	
2700	21543EN		BORE AND JACK CONDUIT	1,100.00	LF		\$	
2710	23161EN		POLE BASE-HIGH MAST	100.00	CUYD		\$	
2720	24749EC		HIGH MAST LED LUMINAIRE	46.00	EACH		\$	
2730	24851EC		CABLE-NO. 10/3C DUCTED	6,000.00	LF		\$	

**Section: 0014 - TRAINEES**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2740	02742		TRAINEE PAYMENT REIMBURSEMENT 1-GROUP 2, 3 OR 4 OPERATOR	1,400.00	HOURL		\$	

**Section: 0015 - DEMOBILIZATION &/OR MOBILIZATION**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
------	----------	-----	-------------	----------	------	-----------	----	--------

221302

### PROPOSAL BID ITEMS

Page 9 of 9

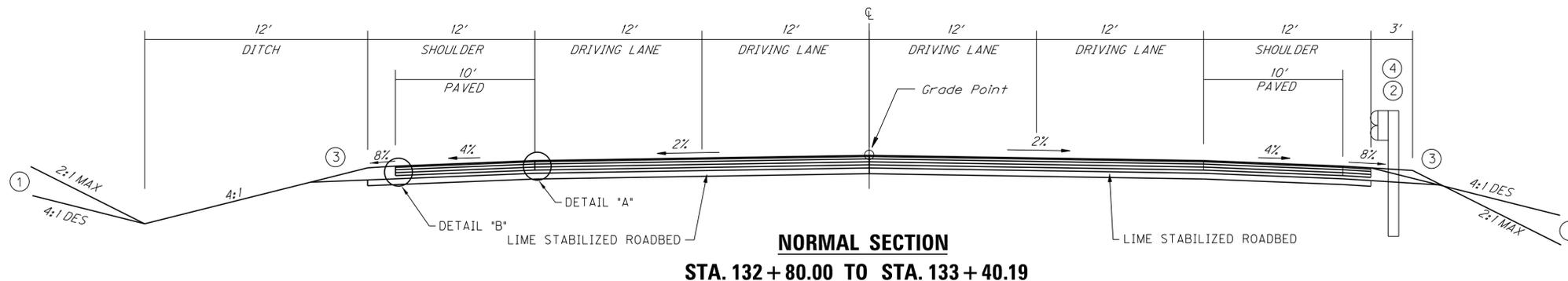
Report Date 1/18/22

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2750	02568		MOBILIZATION	1.00	LS		\$	
2760	02569		DEMOBILIZATION	1.00	LS		\$	

# TYPICAL SECTIONS KY 222

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R2B

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE SHOULDERS
- ② WIDEN SHOULDER 3' FOR GUARDRAIL  
USE 7 FOOT GUARDRAIL POSTS
- ③ ASPHALT SEAL COAT REQUIRED FROM OUTSIDE  
EDGE OF PAVED SHOULDER TO A POINT 2'  
DOWN THE DITCH OR FILL SLOPE
- ④ PAVE TO FACE OF GUARDRAIL

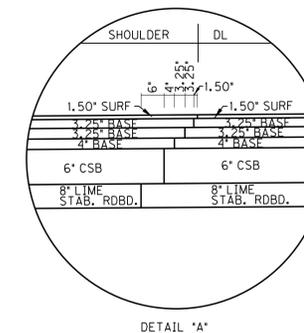
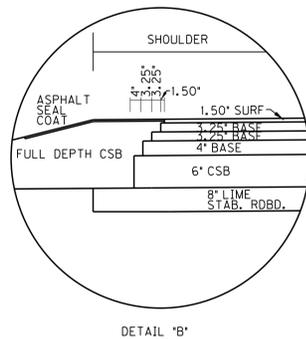


**NORMAL SECTION**  
STA. 132 + 80.00 TO STA. 133 + 40.19

LT STA 132+60.00 - LT STA 138+00.00  
TRANSITION DRIVING LANE (12'-24')

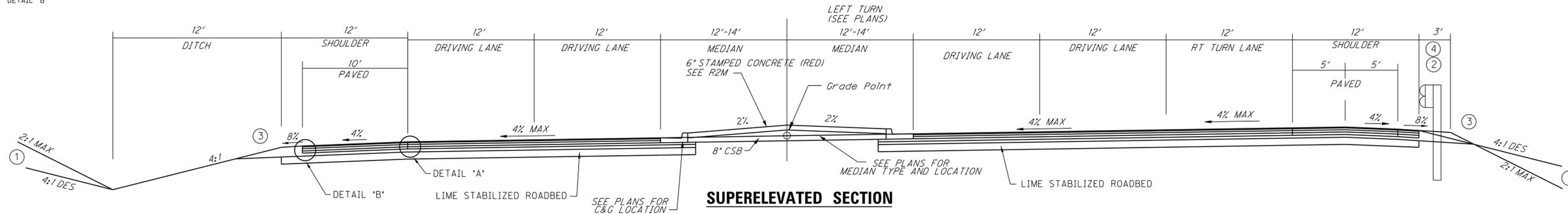
RT STA 132+30.00 - LT STA 134+10.00  
TRANSITION DRIVING LANE (12'-24')

LT/RT STA 132+30.00 - LT/RT STA 134+10.00  
TRANSITION PAVED SHOULDERS (2'-10')



DETAIL "B"

DETAIL "A"



**SUPERELEVATED SECTION**  
STA. 133 + 40.19 TO STA. 147 + 39.00

**KY222 PAVEMENT DESIGN**

1.50" SURFACE	1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
16.50" BASE	3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22
	AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00")
	AND 6.00" DEPTH CRUSHED STONE BASE

ASPHALT MATERIAL FOR TACK  
APPLIED AT A RATE OF 0.84 LBS  
PER SQ YD OR AS DIRECTED BY  
THE ENGINEER - BETWEEN EACH  
COURSE - NON TRACKING

**KY222 SHOULDER DESIGN**

1.50" SURFACE	1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
FULL DEPTH BASE	3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22
	AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00")
	AND 6" DEPTH CRUSHED STONE BASE
ASPHALT SEAL COAT (2 APPLICATIONS)	2.4 LB/SY ASPHALT SEAL COAT 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

**ROADBED PREPARATION  
(TRAFFIC LANES & SHOULDERS)**

LIME STABILIZED ROAD	SQ. YDS. (8')
LIME	TON (6% BY WT. @ 106 LB/CU. FT.)
ASPHALT CURING SEAL	2.0 LBS. / SQ. YD. (2 APPLICATIONS)
SAND FOR BLOTTER	5.0 LBS. / SQ. YD.

NOT TO SCALE

I-65 / KY 222 INTERCHANGE  
KY 222 - TYPICAL SECTIONS

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USER: stephen  
DATE PLOTTED: January 5, 2022

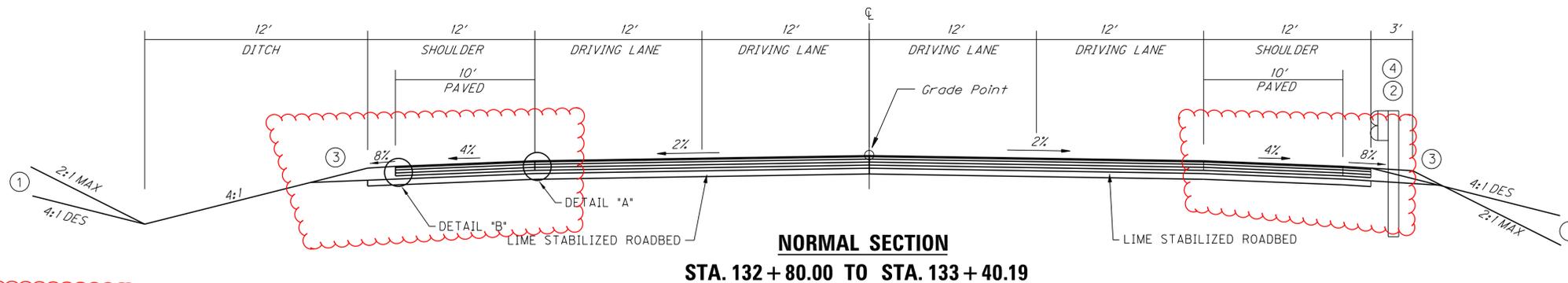
E-SHEET NAME:

Power InRoads v8.11.9.397

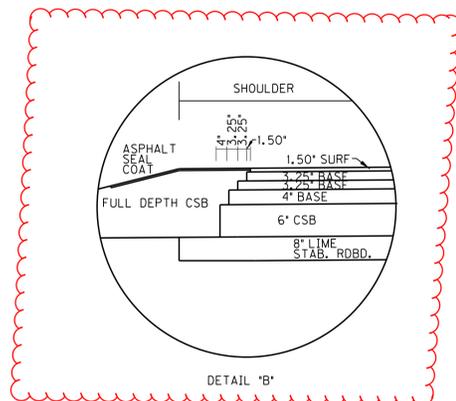
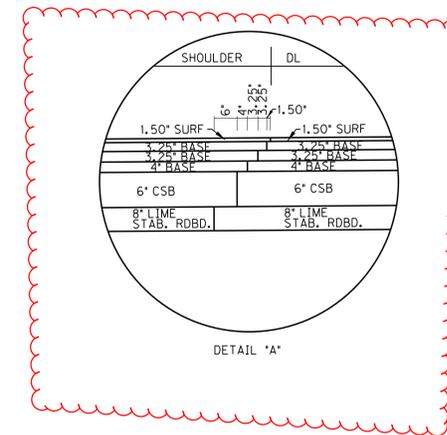
# TYPICAL SECTIONS KY 222

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R2B

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE SHOULDERS
- ② WIDEN SHOULDER 3' FOR GUARDRAIL  
USE 7 FOOT GUARDRAIL POSTS
- ③ ASPHALT SEAL COAT REQUIRED FROM OUTSIDE  
EDGE OF PAVED SHOULDER TO A POINT 2'  
DOWN THE DITCH OR FILL SLOPE
- ④ PAVE TO FACE OF GUARDRAIL



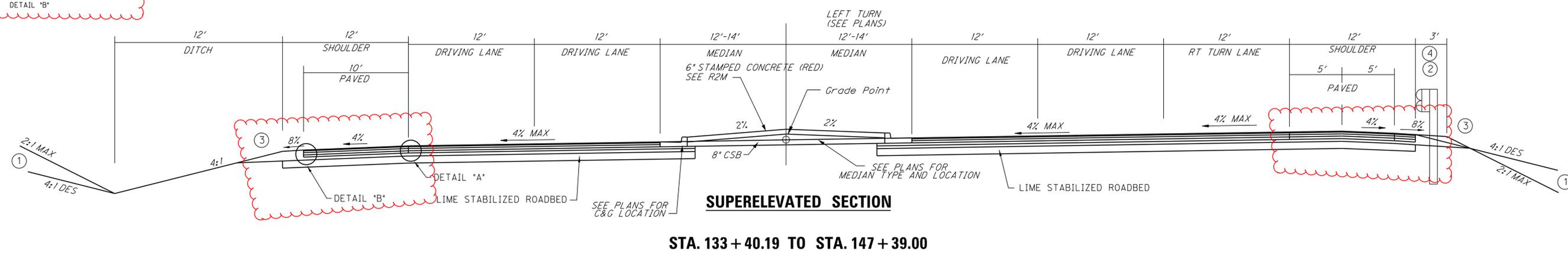
**NORMAL SECTION**  
STA. 132 + 80.00 TO STA. 133 + 40.19



LT STA 132+60.00 - LT STA 138+00.00  
TRANSITION DRIVING LANE (12'-24')

RT STA 132+30.00 - LT STA 134+10.00  
TRANSITION DRIVING LANE (12'-24')

LT/RT STA 132+30.00 - LT/RT STA 134+10.00  
TRANSITION PAVED SHOULDERS (2'-10')



**SUPERELEVATED SECTION**  
STA. 133 + 40.19 TO STA. 147 + 39.00

KY222 PAVEMENT DESIGN

1.50" SURFACE	1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
16.50" BASE	3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22
	AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00")
	AND 6.00" DEPTH CRUSHED STONE BASE

ASPHALT MATERIAL FOR TACK  
APPLIED AT A RATE OF 0.84 LBS  
PER SQ YD OR AS DIRECTED BY  
THE ENGINEER - BETWEEN EACH  
COURSE - NON TRACKING

KY222 SHOULDER DESIGN

1.50" SURFACE	1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
FULL DEPTH BASE	3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22
	AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00")
	AND 6" DEPTH CRUSHED STONE BASE
ASPHALT SEAL COAT (2 APPLICATIONS)	2.4 LB/SY ASPHALT SEAL COAT 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

ROADBED PREPARATION  
(TRAFFIC LANES & SHOULDERS)

LIME STABILIZED ROAD	50. YDS. (8')
LIME	TON (6% BY WT. @ 106 LB/CU. FT.)
ASPHALT CURING SEAL	2.0 LBS. / SQ. YD. (2 APPLICATIONS)
SAND FOR BLOTTER	5.0 LBS. / SQ. YD.

FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM.R020BTS.DGN  
 USER: stephen  
 DATE PLOTTED: January 5, 2022  
 E-SHEET NAME:  
 Power InRoads v8.11.9.397

NOT TO SCALE

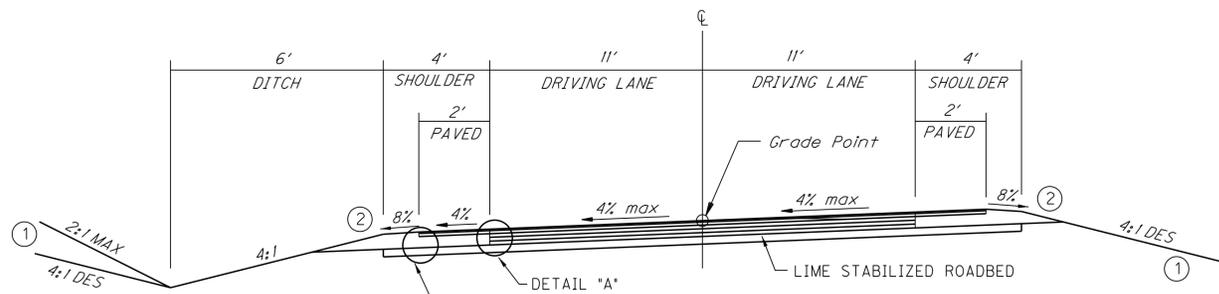
I-65 / KY 222 INTERCHANGE  
KY 222 - TYPICAL SECTIONS

# TYPICAL SECTIONS APPROACH

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE SHOULDERS
- ② ASPHALT SEAL COAT REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R2G

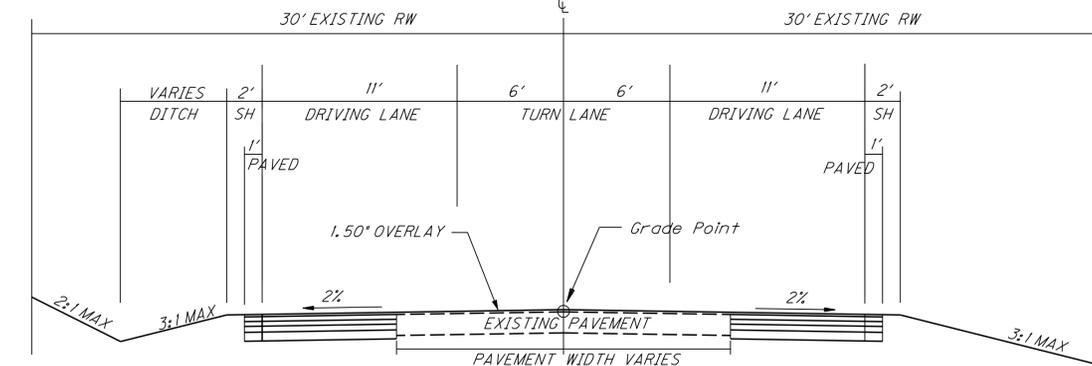
## APPROACH 1 LT. KY222 STA. 126 + 75.00



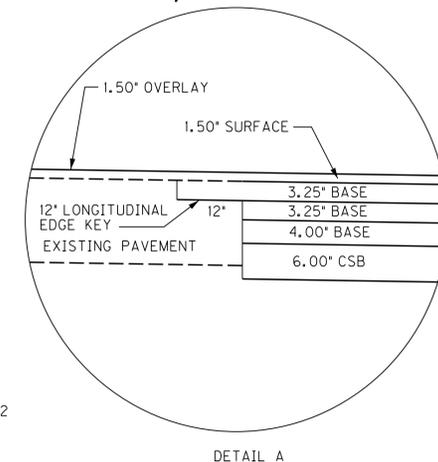
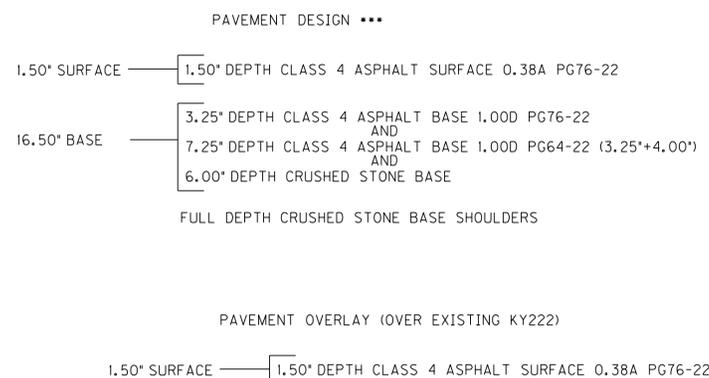
## SUPERELEVATED SECTION STA. 696 + 15.00 – STA. 700 + 00.00

APPROACH 1 SHOULDER DESIGN

## 3 LANE SECTION EXISTING KY222 AT APPROACH 2 / 2A



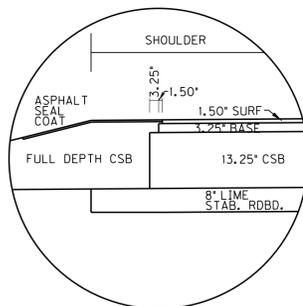
## NORMAL SECTION (BEG 18' EAST EXIST 4.5'X5' RCBC TO POE 1180' EAST)



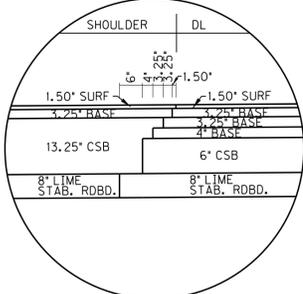
ASPHALT MATERIAL FOR TACK - APPLIED AT A RATE OF 0.84 LB PER SQ YD OR AS DIRECTED BY THE ENGINEER - BETWEEN EACH COURSE - NON TRACKING

I-65 / KY 222 INTERCHANGE  
APPROACH - TYPICAL SECTIONS

NOT TO SCALE



DETAIL "B"



DETAIL "A"

### APPROACH 1 PAVEMENT DESIGN

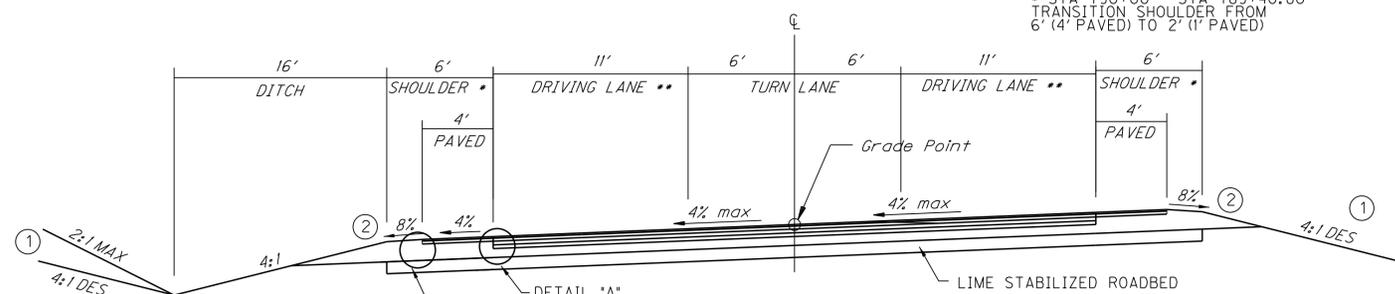
- 1.50" SURFACE — 1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- 16.50" BASE — 3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND 6.00" DEPTH CRUSHED STONE BASE

- 1.50" SURFACE — 1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
- FULL DEPTH BASE — 3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22 AND 13.25" DEPTH CRUSHED STONE BASE AND FULL DEPTH CRUSHED STONE BASE
- ASPHALT SEAL COAT (2 APPLICATIONS) — 2.4 LB/SY ASPHALT SEAL COAT AND 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

### ROADBED PREPARATION (TRAFFIC LANES & SHOULDERS)

- LIME STABILIZED ROAD — 50. YDS. (8') TON (6% BY WT. @ 106 LB/CU. FT.)
- LIME ASPHALT CURING SEAL — 2.0 LBS. / SQ. YD. (2 APPLICATIONS)
- SAND FOR BLOTTER — 5.0 LBS. / SQ. YD.

## APPROACH 2 LT. KY222 STA. 800 + 00.00

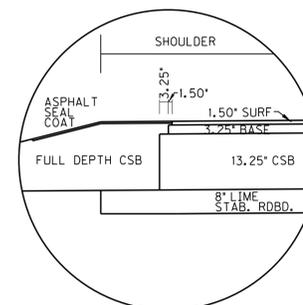


## SUPERELEVATED SECTION STA. 789 + 40.80 – STA. 793 + 01.75

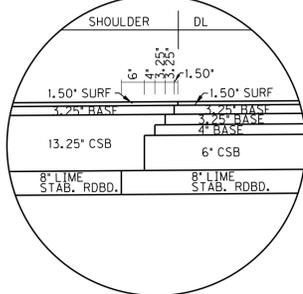
APPROACH 2 SHOULDER DESIGN

\* STA 790+00 - STA 789+40.80  
TRANSITION SHOULDER FROM 6' (4' PAVED) TO 2' (1' PAVED)

\*\* STA 792+80 - STA 793+80  
TRANSITION DRIVING LANES (11'-12')



DETAIL "B"



DETAIL "A"

### APPROACH 2 PAVEMENT DESIGN

- 1.50" SURFACE — 1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- 16.50" BASE — 3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND 6.00" DEPTH CRUSHED STONE BASE

- 1.50" SURFACE — 1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
- FULL DEPTH BASE — 3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22 AND 13.25" DEPTH CRUSHED STONE BASE AND FULL DEPTH CRUSHED STONE BASE
- ASPHALT SEAL COAT (2 APPLICATIONS) — 2.4 LB/SY ASPHALT SEAL COAT AND 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

### ROADBED PREPARATION (TRAFFIC LANES & SHOULDERS)

- LIME STABILIZED ROAD — 50. YDS. (8') TON (6% BY WT. @ 106 LB/CU. FT.)
- LIME ASPHALT CURING SEAL — 2.0 LBS. / SQ. YD. (2 APPLICATIONS)
- SAND FOR BLOTTER — 5.0 LBS. / SQ. YD.

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USER: stephen  
DATE PLOTTED: January 5, 2022

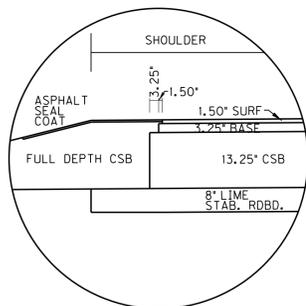
E-SHEET NAME:

Power InRoads v8.11.19.397

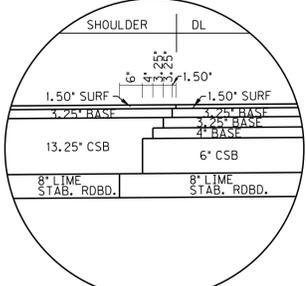
# TYPICAL SECTIONS APPROACH

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE SHOULDERS
- ② ASPHALT SEAL COAT REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R2G

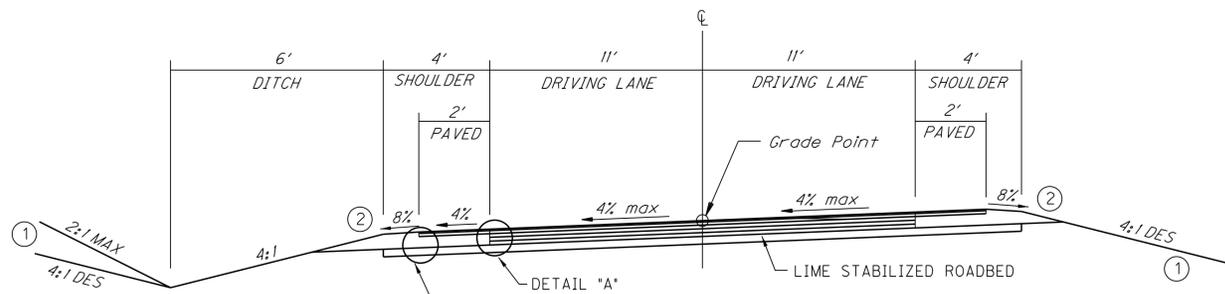


DETAIL "B"



DETAIL "A"

## APPROACH 1 LT. KY222 STA. 126 + 75.00



### SUPERELEVATED SECTION STA. 696 + 15.00 - STA. 700 + 00.00

APPROACH 1 SHOULDER DESIGN

#### APPROACH 1 PAVEMENT DESIGN

- 1.50" SURFACE — 1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- 16.50" BASE — 3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND 6.00" DEPTH CRUSHED STONE BASE

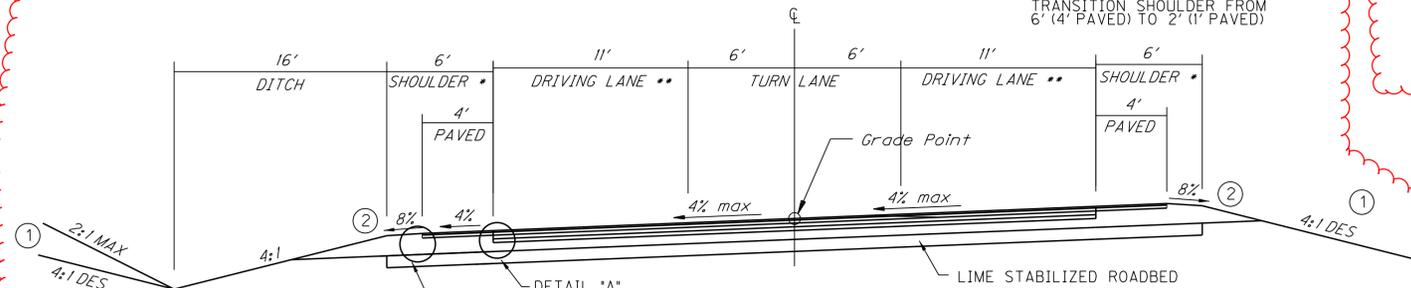
- 1.50" SURFACE — 1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
- FULL DEPTH BASE — 3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22 AND 13.25" DEPTH CRUSHED STONE BASE AND FULL DEPTH CRUSHED STONE BASE
- ASPHALT SEAL COAT (2 APPLICATIONS) — 2.4 LB/SY ASPHALT SEAL COAT AND 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

#### ROADBED PREPARATION (TRAFFIC LANES & SHOULDERS)

- LIME STABILIZED ROAD — 50. YDS. (8')
- LIME — TON (6% BY WT. @ 106 LB/CU. FT.)
- ASPHALT CURING SEAL — 2.0 LBS. / SQ. YD. (2 APPLICATIONS)
- SAND FOR BLOTTER — 5.0 LBS. / SQ. YD.

## APPROACH 2 LT. KY222 STA. 800 + 00.00

\* STA 790+00 - STA 789+40.80  
TRANSITION SHOULDER FROM 6' (4' PAVED) TO 2' (1' PAVED)



### SUPERELEVATED SECTION STA. 789 + 40.80 - STA. 793 + 01.75

APPROACH 2 SHOULDER DESIGN

#### APPROACH 2 PAVEMENT DESIGN

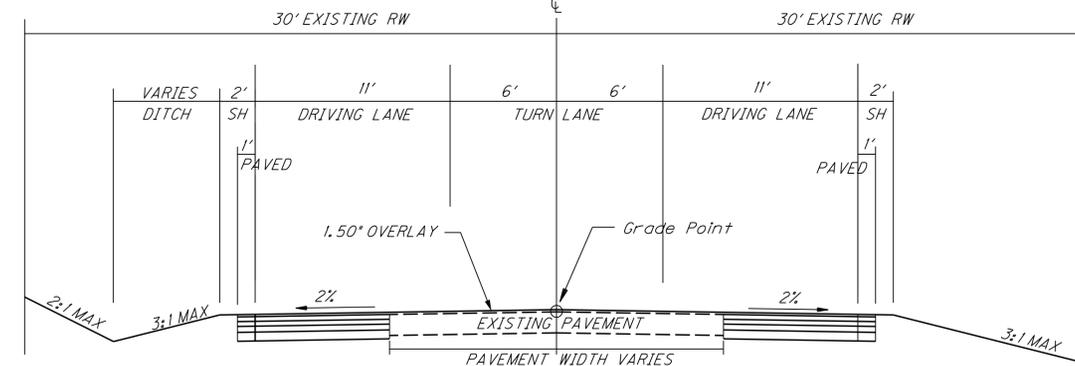
- 1.50" SURFACE — 1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- 16.50" BASE — 3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND 6.00" DEPTH CRUSHED STONE BASE

- 1.50" SURFACE — 1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
- FULL DEPTH BASE — 3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22 AND 13.25" DEPTH CRUSHED STONE BASE AND FULL DEPTH CRUSHED STONE BASE
- ASPHALT SEAL COAT (2 APPLICATIONS) — 2.4 LB/SY ASPHALT SEAL COAT AND 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

#### ROADBED PREPARATION (TRAFFIC LANES & SHOULDERS)

- LIME STABILIZED ROAD — 50. YDS. (8')
- LIME — TON (6% BY WT. @ 106 LB/CU. FT.)
- ASPHALT CURING SEAL — 2.0 LBS. / SQ. YD. (2 APPLICATIONS)
- SAND FOR BLOTTER — 5.0 LBS. / SQ. YD.

## 3 LANE SECTION EXISTING KY222 AT APPROACH 2 /2A



### NORMAL SECTION (BEG 18' EAST EXIST 4.5'X5' RCBC TO POE 1180' EAST)

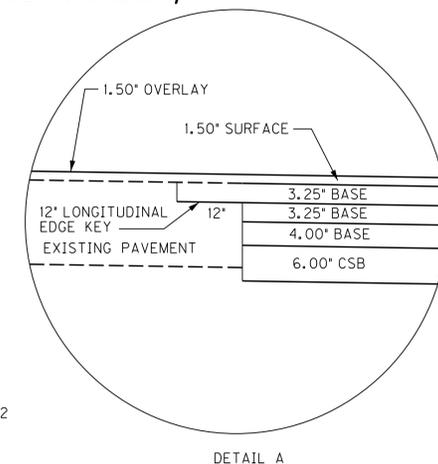
#### PAVEMENT DESIGN \*\*\*

- 1.50" SURFACE — 1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- 16.50" BASE — 3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND 6.00" DEPTH CRUSHED STONE BASE

#### FULL DEPTH CRUSHED STONE BASE SHOULDERS

- 1.50" SURFACE — 1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22

#### PAVEMENT OVERLAY (OVER EXISTING KY222)



DETAIL A

ASPHALT MATERIAL FOR TACK - APPLIED AT A RATE OF 0.84 LB PER SQ YD OR AS DIRECTED BY THE ENGINEER - BETWEEN EACH COURSE - NON TRACKING

I-65 / KY 222 INTERCHANGE  
APPROACH - TYPICAL SECTIONS

NOT TO SCALE

FILE NAME: J:\KDOT\GLENDALE\165-KY222\PLAN CHANGES\ADDENDUM\ROAD20GTS.DGN

USER: stephen  
DATE PLOTTED: January 5, 2022

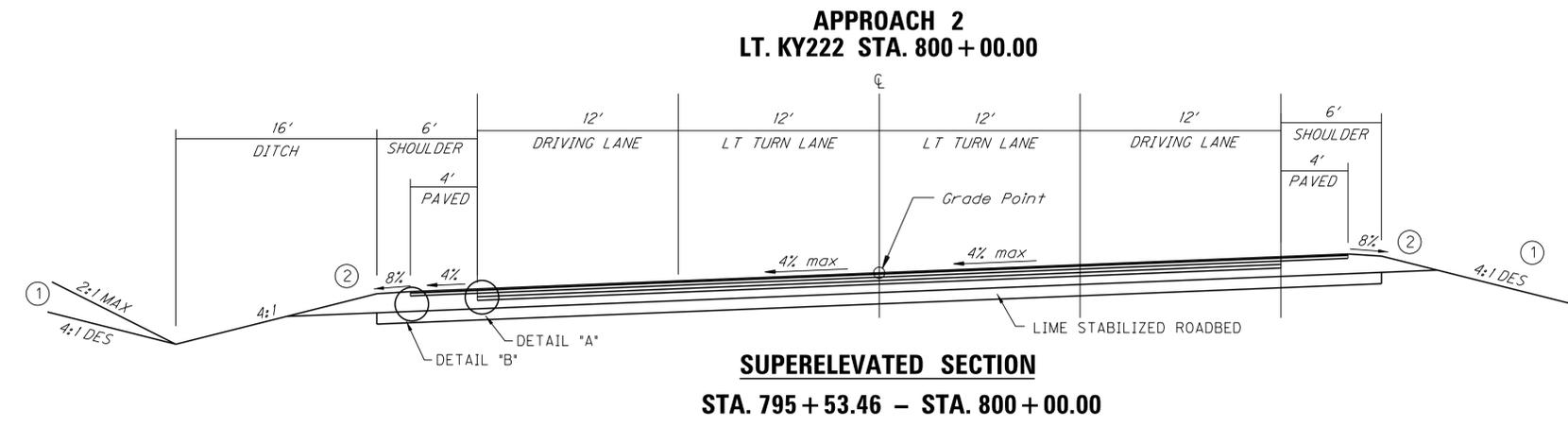
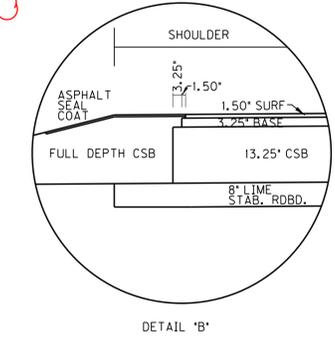
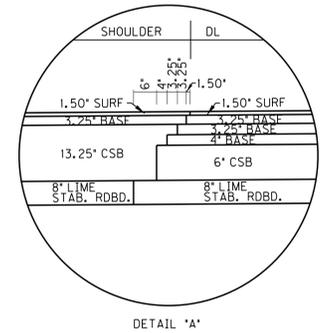
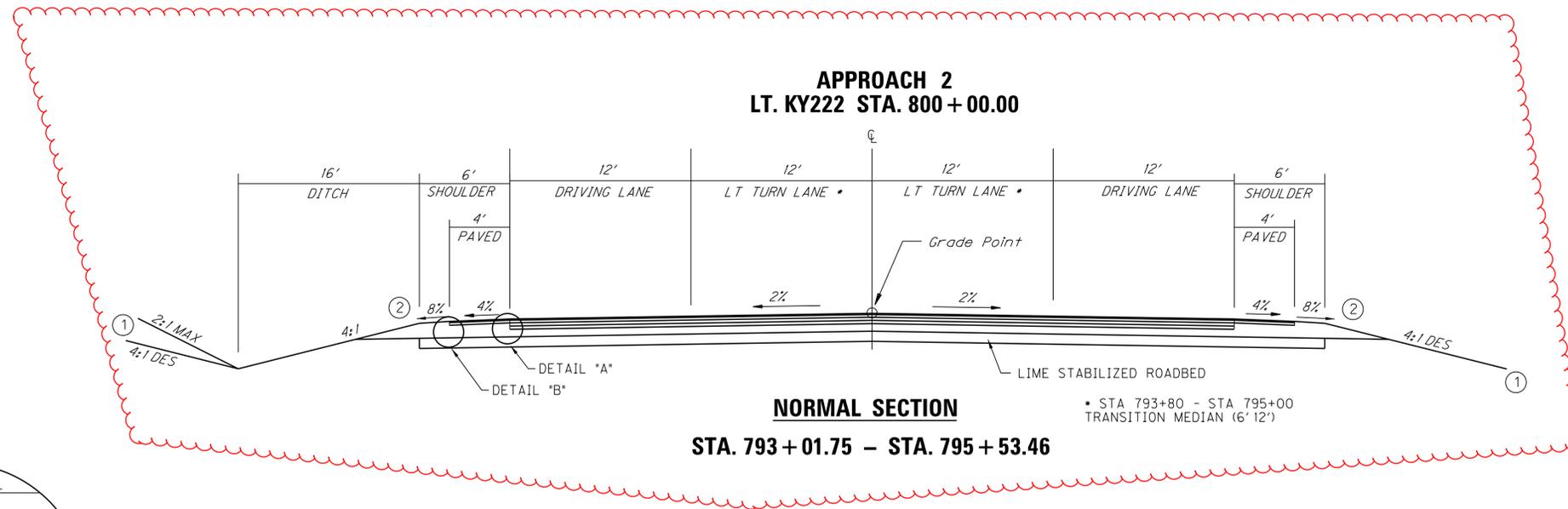
E-SHEET NAME:

Power InRoads v8.11.19.397

# TYPICAL SECTIONS APPROACH

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R2H

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE SHOULDERS
- ② ASPHALT SEAL COAT REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE



ASPHALT MATERIAL FOR TACK - APPLIED AT A RATE OF 0.84 LB PER SQ YD OR AS DIRECTED BY THE ENGINEER - BETWEEN EACH COURSE - NON TRACKING

APPROACH 2 PAVEMENT DESIGN

1.50" SURFACE	1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
16.50" BASE	3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND
	7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND
	6.00" DEPTH CRUSHED STONE BASE

APPROACH 2 SHOULDER DESIGN

1.50" SURFACE	1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
FULL DEPTH BASE	3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22 AND
	13.25" DEPTH CRUSHED STONE BASE AND
	FULL DEPTH CRUSHED STONE BASE
ASPHALT SEAL COAT (2 APPLICATIONS)	2.4 LB/SY ASPHALT SEAL COAT AND 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

ROADBED PREPARATION (TRAFFIC LANES & SHOULDERS)

LIME STABILIZED ROAD	50. YDS. (8")
LIME	TON (6% BY WT. @ 106 LB/CU. FT.)
ASPHALT CURING SEAL	2.0 LBS. / SQ. YD. (2 APPLICATIONS)
SAND FOR BLOTTER	5.0 LBS. / SQ. YD.

NOT TO SCALE

I-65 / KY 222 INTERCHANGE  
APPROACH - TYPICAL SECTIONS

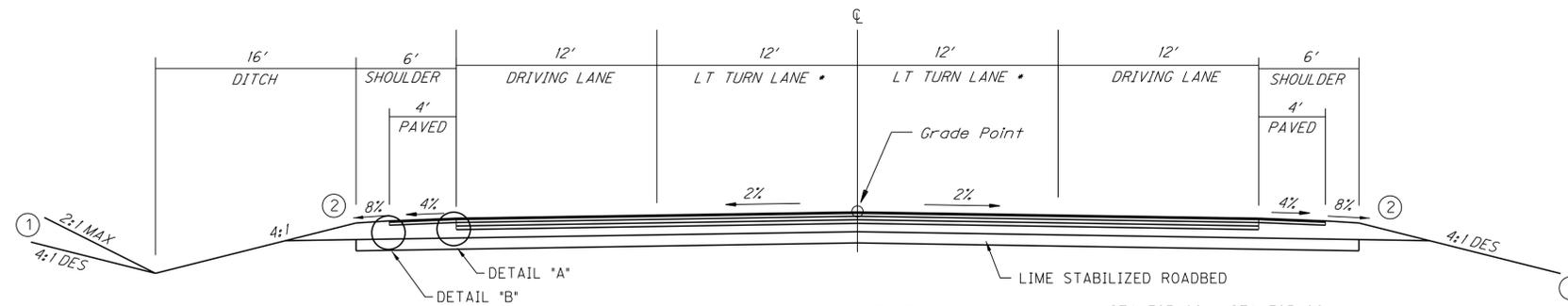
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 USER: stephen  
 DATE PLOTTED: January 5, 2022  
 E-SHEET NAME:  
 Power InRoads v8.11.9.397

# TYPICAL SECTIONS APPROACH

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R2H

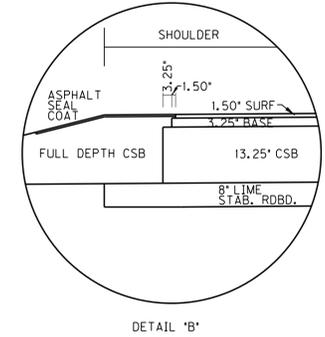
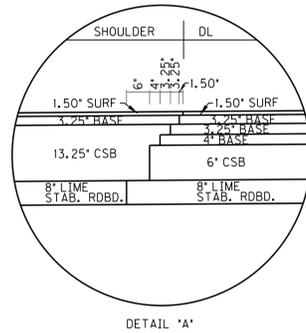
- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE SHOULDERS
- ② ASPHALT SEAL COAT REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE

## APPROACH 2 LT. KY222 STA. 800+00.00

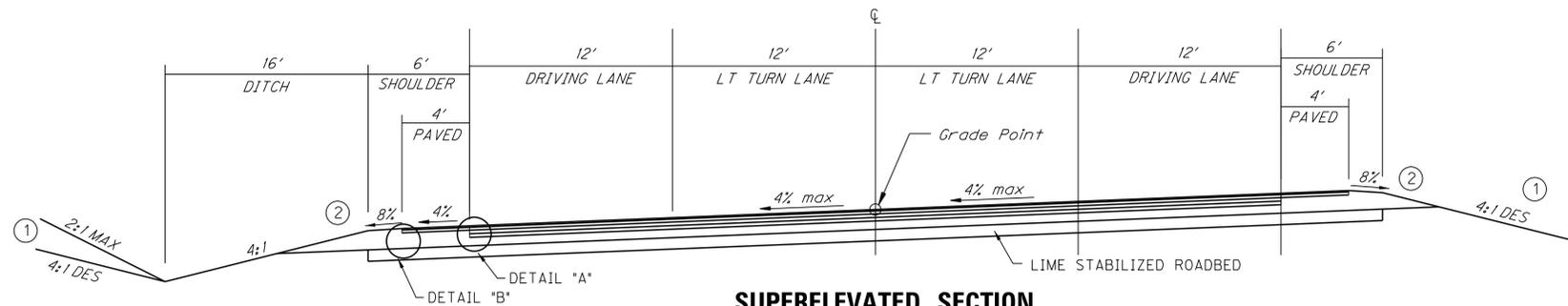


### NORMAL SECTION STA. 793+01.75 – STA. 795+53.46

• STA 793+80 - STA 795+00  
TRANSITION MEDIAN (6' 12')



## APPROACH 2 LT. KY222 STA. 800+00.00



### SUPERELEVATED SECTION STA. 795+53.46 – STA. 800+00.00

ASPHALT MATERIAL FOR TACK - APPLIED AT A RATE OF 0.84 LB PER SQ YD OR AS DIRECTED BY THE ENGINEER - BETWEEN EACH COURSE - NON TRACKING

#### APPROACH 2 SHOULDER DESIGN

1.50" SURFACE	1.50" DEPTH CLASS 4 ASPHALT SURFACE 0.38A PG76-22
16.50" BASE	3.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG76-22 AND 7.25" DEPTH CLASS 4 ASPHALT BASE 1.00D PG64-22 (3.25"+4.00") AND 6.00" DEPTH CRUSHED STONE BASE

1.50" SURFACE	1.50" DEPTH CLASS 3 ASPHALT SURFACE 0.38D PG64-22
FULL DEPTH BASE	3.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG64-22 AND 13.25" DEPTH CRUSHED STONE BASE AND FULL DEPTH CRUSHED STONE BASE
ASPHALT SEAL COAT (2 APPLICATIONS)	2.4 LB/SY ASPHALT SEAL COAT 20 LB/SY (SIZE NO. 8 OR 9) ASPHALT SEAL AGGREGATE

ROADBED PREPARATION (TRAFFIC LANES & SHOULDERS)	
LIME STABILIZED ROAD	50. YDS. (8")
LIME	TON (6% BY WT. @ 106 LB/CU. FT.)
ASPHALT CURING SEAL	2.0 LBS. / SQ. YD. (2 APPLICATIONS)
SAND FOR BLOTTER	5.0 LBS. / SQ. YD.

NOT TO SCALE

I-65 / KY 222 INTERCHANGE  
APPROACH - TYPICAL SECTIONS

FILE NAME: J:\KDOT\GLENDALE\165-KY222\PLAN CHANGES\ADDENDUM\ROAD20HTS.DGN

USER: stephen  
DATE PLOTTED: January 5, 2022

E-SHEET NAME:

Power InRoads v8.11.9.397

# GENERAL SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.01	R2N

ITEM	DESCRIPTION	UNIT	I-65 MAINLINE	RAMPS				MAINTENANCE OF TRAFFIC	KY 222	APPROACH #1	APPROACH #2	APPROACH #3A	APPROACH #3	APPROACH #4					PROJECT TOTALS
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	MONTH		27															27
78	CRUSHED AGGREGATE SIZE NO. 2	2, 18 TON	19	7					38334										38360
1000	PERFORATED PIPE - 4 IN	2 LF	6357	356					686	28	62		66	25					7580
1010	NON-PERFORATED PIPE - 4 IN	2 LF	194	70					56	8	8		16	8					360
1015	INSPECT & CERTIFY EDGE DRAIN SYSTEM	LS	1																1
26137EC	QUEUE WARNING PCMS	MONTH		108															108
1024	PERF PIPE HEADWALL TY 2 - 4 IN	2 EACH	3																3
1028	PERF PIPE HEADWALL TY 3 - 4 IN	2 EACH	11	7					7	1	1		2	1					30
1032	PERF PIPE HEADWALL TY 4 - 4 IN	2 EACH	5																5
1310	REMOVE PIPE	LF	72																72
1762	MANHOLE TYPE B MOD	5 EACH							1										1
1810	STANDARD CURB AND GUTTER	LF							2937										2937
1875	STANDARD HEADER CURB	LF							182										182
1982	DELINEATOR FOR GUARDRAIL - WHITE	EACH	94																94
1983	DELINEATOR FOR GUARDRAIL M/Y	EACH							4										4
1984	DELINEATOR FOR BARRIER WALL - W	EACH							40										40
1985	DELINEATOR FOR BARRIER WALL - Y	EACH							8										8
1986	DELINEATOR FOR BARRIER WALL-B/Y	EACH	4																4
2002	REMOVE TEMP BARRIER WALL	LF							18140										18140
2003	RELOCATED TEMPORARY CONC BARRIER WALL	LF							2350										2350
2081	JPC PAVEMENT - 8 INCH SHLD	SQYD	88																88
2091	REMOVE PAVEMENT	SQYD							28052	17715			131	3200					49098
2159	TEMP DITCH	LF		22886					4393	193	625	156	768	190					29211
2160	CLEAN TEMP DITCHES	LF		22886					2196	96	313	78	384	95					26048
2220	FLOWABLE FILL	CUYD	67	35															102
2223	GRANULAR EMBANKMENT	15 CUYD		3567															3567
2230	EMBANKMENT IN PLACE	CUYD	11919	267563					1088	103038		5957	580	1381	26				391552
2237	DITCHING	4 LF	1000																1000
2242	WATER	19 MGAL	1						332	14	48	12	58	14					479
2262	FENCE - WOVEN WIRE TYPE 1	LF	7158						6192		1326	178	236						15090
2265	REMOVE FENCE	LF	6353																6353
21597EN	REMOVE PERF PIPE HEADWALL	EACH	19																19
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	LF	5125						550										5675
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	EACH	4																4
2367	GUARDRAIL END TREATMENT TYPE 1	EACH							5										5
2369	GUARDRAIL END TREATMENT TYPE 2A	EACH		5					5	1									11
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	MONTH		108															108
2373	GUARDRAIL END TREATMENT TYPE 3	EACH		1															1
2381	REMOVE GUARDRAIL	6 LF	1543	1666					3200										6409
2391	GUARDRAIL END TREATMENT TYPE 4A	EACH		6						1									7
2397	TEMPORARY GUARDRAIL	LIN. FT.							3200										3200
2429	RIGHT-OF-WAY MONUMENT TYPE 1	EACH	18						41	2	4	2							67
2432	WITNESS POST	EACH	6						3										9
2483	CHANNEL LINING CLASS II	TON		3694					416		145		8						4263
2484	CHANNEL LINING CLASS III	TON							266										266
2545	CLEARING AND GRUBBING	1 LS	1																1
2555	CONCRETE - CLASS B	CUYD							11		2	1	1						15
2562	TEMPORARY SIGNS	7 SQFT							1494										1494
2568	MOBILIZATION	LS	1																1
2569	DEMobilIZATION	LS	1																1
2570	PROJECT CPM SCHEDULE	16 LS	1																1
2585	EDGE KEY	LF							257	30	359	18	145	55					864
2602	FABRIC - GEOTEXTILE CLASS 1	3 SQYD		2638															2638
2603	FABRIC - GEOTEXTILE CLASS 2	17, 18 SQYD	18066	53378					55556										127000
2607	FABRIC - GEOTEXTILE CLASS 2 FOR PIPE	SQYD	4493						3502	216	564		1126	249					10150
2650	MAINTAIN & CONTROL TRAFFIC	LS							1										1
2651	DIVERSIONS (BY-PASS DETOURS)	12 LS							1										1
2651	DIVERSIONS (BY-PASS DETOURS)	13 LS							1										1
2651	DIVERSIONS (BY-PASS DETOURS)	14 LS							1										1
2653	LANE CLOSURES	EACH	4																4
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH							4										4
2690	SAFE LOADING	CUYD							86										86
2692	SETTLEMENT PLATFORM	EACH	2																2
2696	SHOULDER RUMBLE STRIPS-SAWED	LF	19740						14754										34494
2731	REMOVE STRUCTURE	8 LS							1										1
2731	REMOVE STRUCTURE	9 LS		1															1
2731	REMOVE STRUCTURE	10 LS		1															1
2731	REMOVE STRUCTURE	11 LS							1										1
2775	ARROW PANEL	EACH							2										2
2898	RELOCATE CRASH CUSHION	EACH							2										2
2900	INSTALL TEMP CRASH CUSHION	EACH							6										6
2929	CRASH CUSHION TYPE IX	EACH	2																2

**EXCAVATION INCLUDES:**  
 111,468 I-65 & RAMPS  
 145,041 CY KY 222 COMMON EXCAVATION  
 6,485 CY APPROACH 1 COMMON EXCAVATION  
 7,339 CY APPROACH 2 COMMON EXCAVATION  
 1,540 CY APPROACH 2A COMMON EXCAVATION  
 15,543 CY APPROACH 3 COMMON EXCAVATION  
 2,734 CY APPROACH 4 COMMON EXCAVATION  
 338 CY MOT COMMON EXCAVATION  
 0 CY SOLID ROCK  
 3,065 CY KY 222 DITCH EXCAVATION  
 307 CY APPROACH 2 DITCH EXCAVATION  
 0 CY FROM PIPE SHEETS  
 293,860 CY TOTAL EXCAVATION

**EMBANKMENT INCLUDES:**  
 272,489 I-65 R & RAMPS  
 103,038 CY KY 222 EMBANKMENT  
 5,957 CY APPROACH 2 EMBANKMENT  
 580 CY APPROACH 2A EMBANKMENT  
 1,381 CY APPROACH 3 EMBANKMENT  
 26 CY APPROACH 4  
 1,088 CY MOT  
 4,237 CY EMBANKMENT BENCHING  
 2,756 CY TRANSVERSE BENCHING  
 391,552 CY TOTAL EMBANKMENT

- NOTES:**
- 1 APPROX. 80 ACRES (RAMPS)
  - 2 QUANTITIES CARRIED OVER FROM PAVEMENT EDGE DRAIN SUMMARY SHEETS
  - 3 QUANTITIES CARRIED OVER FROM PIPE DRAINAGE SUMMARY SHEETS
  - 4 FOR CLEANING OF EXISTING PIPES AND DROP BOXES
  - 5 OVER AT&T MANHOLE , 113 FT. RIGHT OF RAMP 5A STA. 10+80.00 (H=18' +/-)
  - 6 REMOVE EX. GUARDRAIL & TRANSPORT TO THE CENTRAL SIGN SHOP & RECYCLE CENTER AT 1224 WILKERSON BLVD. IN FRANKFORT, KY. CONTACT SECTION SUPERVISOR AT (502) 564-8187 TO SCHEDULE THE DELIVERY OF MATERIAL
  - 7 INCLUDES APPROACH ROADS, DETOURS AND BLASTING
  - 8 EX. KY 222 BRIDGE @ I-65 (STA. 664+60)
  - 9 EX. 6' X 5' RCBC @ I-65 STA. 664+84, 142' LT.
  - 10 EX. 8' X 5' RCBC @ I-65 STA. 665+07, 148' LT.
  - 11 EX. 6' X 6' RCBC @ I-65 STA. 665+07, 122+50 LT.
  - 12 M.O.T. TEMP. RAMP 5 DIVERSION
  - 13 M.O.T. TEMP. RAMP 7 DIVERSION
  - 14 M.O.T. TEMP. RAMP 7a DIVERSION
  - 15 INCLUDES BORE PIT REFILL & IN EXISTING CHANNEL
  - 16 THE PRECONSTRUCTION MEETING WILL NOT BE SCHEDULED UNTIL AFTER THE CPM SCHEDULE IS SUBMITTED
  - 17 NOMINAL QUANTITY PER GEOTECH NOTE #13 TO BE USED AS DIRECTED BY THE ENGINEER
  - 18 INCLUDES QUANTITY FOR WORKING PLATFORM WITH NO. 2's & FABRIC, 2-1 FOOT LIFTS. EST. FOR 2500' (100' WIDE).
  - 19 FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY

FOR PAVING QUANTITIES -  
SEE PAVING SUMMARY SHEET

FOR PIPE DRAINAGE QUANTITIES -  
SEE PIPE DRAINAGE SUMMARY SHEETS

FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM\R0020NSU.DGN

USER: stephen  
DATE PLOTTED: January 5, 2022

E-SHEET NAME: R0020NSU

Power InRoads v8.11.9.387

# GENERAL SUMMARY

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HARDIN	4-20.01	R2N

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2900	INSTALL TEMP CRASH CUSHION	EACH						6									6
2929	CRASH CUSHION TYPE IX	EACH	2														2

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  - M.O.T. TEMP. RAMP 7 DIVERSION
  - M.O.T. TEMP. RAMP 7a DIVERSION
  - INCLUDES BORE PIT REFILL & IN EXISTING CHANNEL
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  - NOMINAL QUANTITY PER GEOTECH NOTE #13 TO BE USED AS DIRECTED BY THE ENGINEER
  - INCLUDES QUANTITY FOR WORKING PLATFORM WITH NO. 2's & FABRIC, 2-1 FOOT LIFTS. EST. FOR 2500' (100' WIDE).
  - FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY

FOR PAVING QUANTITIES -  
 SEE PAVING SUMMARY SHEET

FOR PIPE DRAINAGE QUANTITIES -  
 SEE PIPE DRAINAGE SUMMARY SHEETS

FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM\R0020NSU.DGN

USER: stephen  
DATE PLOTTED: January 5, 2022

E-SHEET NAME: R0020NSU

Power InRoads v8.11.9.387

# GENERAL SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.01	R20

ITEM	DESCRIPTION	UNIT	I-65 MAINLINE	RAMPS					MAINTENANCE OF TRAFFIC	KY 222	APPROACH #1	APPROACH #2	APPROACH #2A	APPROACH #3	APPROACH #4					PROJECT TOTALS
2701	TEMP SILT FENCE	LF		22,886						4393	193	2375	156	768	190					30,961
2703	SILT TRAP TYPE A	EACH		69						40	1	3	1	5	1					120
2704	SILT TRAP TYPE B	EACH		69						40	1	3	1	5	1					120
2705	SILT TRAP TYPE C	EACH		18						40	1	3	1	5	1					69
2706	CLEAN SILT TRAP TYPE A	EACH		414						40	1	3	1	5	1					465
2707	CLEAN SILT TRAP TYPE B	EACH		414						40	1	3	1	5	1					465
2708	CLEAN SILT TRAP TYPE C	EACH		108						40	1	3	1	5	1					159
2726	STAKING	LS	1																	1
3171	CONCRETE BARRIER WALL TYPE 9T	LF							18,140											18,140
5950	EROSION CONTROL BLANKET	SQYD	4,834	4,133						10,836	503	903	242	1,859	518					23,828
5952	TEMP MULCH	SQYD		333,476						127,978	3,192	9,242	2,196	16,343	1,912					494,339
5953	TEMP SEEDING AND PROTECTION	SQYD		260,111						96,953	2,418	7,002	1,663	12,381	1,448					381,976
5963	INITIAL FERTILIZER	TONS		18.8						6.0	0.2	0.4	0.1	0.8	0.2					27
5964	MAINTENANCE FERTILIZER	TONS		11.3						3.6	0.1	0.1	0.1	0.5	0.2					15.9
5985	SEEDING AND PROTECTION	SQYD		333,476						106,161	2,434	7,120	1,296	14,560	4,274					469,321
5989	SPECIAL SEEDING CROWN VETCH	SQYD	3,229	18,105						11,610				720	1,602					35,266
5992	AGRICULTURAL LIMESTONE	TON								133	3	9	2	18	4					169
6412	STEEL POST MILE MARKERS	EACH	4																	4
6401	FLEXIBLE DELINEATOR POST - M/W	EACH		80																80
6404	FLEXIBLE DELINEATOR POST - M/Y	EACH		40																40
6541	PAVE STRIPING-THERMO-4 IN Y	LF	5,688																	5,688
6542	PAVE STRIPING-THERMO-6 IN W	LF	10,063							23,493		2,693		2,816						39,065
6543	PAVE STRIPING-THERMO-6 IN Y	LF	4,299							21,564		3,094		2,634						31,591
6511	PAVE STRIPING - TEMP PAINT - 6 IN	LF							8,000											8,000
6514	PAVE STRIPING - PERM PAINT - 4 IN	LF									1,272	5,310	544		670					7,796
6546	PAVE STRIPING-THERMO-12 IN W	LF	5,216																	5,216
6568	PAVE MARKING-THERMO STOP BAR-24 IN	LF		132						157	29	36	21	60	28					463
6572	PAVE MARKING-DOTTED LANE EXTEN	LF	2,783							1,270										4,053
6573	PAVE MARKING-THERMO STR ARROW	EACH								6				1						7
6574	PAVE MARKING-THERMO CURV ARROW	EACH								65		8		7						80
6575	PAVE MARKING-THERMO COMB ARROW	EACH								2		6		2						10
6576	PAVE MARKING-THERM ONLY	EACH								4										4
6585	PAVEMENT MARKER TYPE IVA-MW TEMP	EACH							251											251
6586	PAVEMENT MARKER TYPE IVA-MY TEMP	EACH							1,004											1,004
6588	PAVEMENT MARKER TYPE IVA-BY TEMP	EACH							110											110
6610	INLAID PAVEMENT MARKER - MW	EACH								256										256
6612	INLAID PAVEMENT MARKER - BY	EACH								76										76
6613	INLAID PAVEMENT MARKER -B W/R	EACH		229																229
6614	INLAID PAVEMENT MARKER -B Y/R	EACH		116																116
20191ED	OBJECT MARKER TY 3	EACH	6						4	1										11
21430ES508	CONC MEDIAN BARRIER TYPE 12C1(50)	LF	145																	145
21935EN	REMOVE CONC MEDIAN BARRIER	LF	321																	321
21289ED	LONGITUDINAL EDGE KEY	LF	3,600									2,360								5,960
21370ED	LONGITUDINAL SAW CUT - 6 INCH	LF	7,665																	7,665
20099ES842	PAVE MARK TEMP PAINT STOP BAR	LF							30											30
24814EC	PIPELINE INSPECTION	LF	3,933						371	858	73	174		408						5,817
23274EN11F	TURF REINFORCEMENT MAT TY-1	SQYD	5,313	3,962					12,391	3,633		1,410	199	69						26,977
23276EN11F	TURF REINFORCEMENT MAT TY-3	SQYD		59																59
23649EC	DRAIN POND	LS								1										1
24679ED	PAVE MARK THERMO CHEVRON	SQFT		7,902																7,902
25116EC	BORE AND JACK PIPE-54 IN	LF	175																	175
10020NS	FUEL ADJUSTMENT	DOLL	250,479																	250,479
10030NS	ASPHALT ADJUSTMENT	DOLL	297,478																	297,478
20072ES805	GRANULAR EMBANKMENT FOR POND STABILIZATION	TONS								135										135
22692NS714	PAVEMENT MARKING-THERMO LETTERS (TRUCK)	EACH								15										15
22692NS714	PAVEMENT MARKING-THERMO LETTERS (CAR)	EACH								19										19
23143ED	KPDES PERMIT AND TEMP EROSION CONTROL	LS	1,000																	1
23379EC	STAMPED CONCRETE (RED)	SQ YD								2,543										2,543

**NOTES:**

20 100% OF THE TOTAL LINEAR FEET OF ALL INSTALLED PIPE REGARDLESS OF MATERIAL TYPE & 50% OF OTHER PIPES (SEE SUPPLEMENTAL SPECIFICATIONS)

21 FOR END TREATMENT TYPE 1 & END TREATMENT TYPE 4A

22 ALL WALL USED TO BE RETAINED BY THE CONTRACTOR AT THE COMPLETION OF THE PROJECT

FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM\R00200SU.DGN  
 USER: stephen  
 DATE PLOTTED: January 11, 2022  
 E-SHEET NAME: R00200SU  
 Power InRoads v8.11.9.387

# GENERAL SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.01	R20

ITEM	DESCRIPTION	UNIT	I-65 MAINLINE	RAMPS					MAINTENANCE OF TRAFFIC	KY 222	APPROACH #1	APPROACH #2	APPROACH #2A	APPROACH #3	APPROACH #4			PROJECT TOTALS
2701	TEMP SILT FENCE	LF		22,886						4393	193	2375	156	768	190			30,961
2703	SILT TRAP TYPE A	EACH		69						40	1	3	1	5	1			120
2704	SILT TRAP TYPE B	EACH		69						40	1	3	1	5	1			120
2705	SILT TRAP TYPE C	EACH		18						40	1	3	1	5	1			69
2706	CLEAN SILT TRAP TYPE A	EACH		414						40	1	3	1	5	1			465
2707	CLEAN SILT TRAP TYPE B	EACH		414						40	1	3	1	5	1			465
2708	CLEAN SILT TRAP TYPE C	EACH		108						40	1	3	1	5	1			159
2726	STAKING	LS	1															1
3171	CONCRETE BARRIER WALL TYPE 9T	22 LF						18,140										18,140
5950	EROSION CONTROL BLANKET	SQYD	4,834	4,133					10,836	503	903	242	1,859	518				23,828
5952	TEMP MULCH	SQYD		333,476					127,978	3,192	9,242	2,196	16,343	1,912				494,339
5953	TEMP SEEDING AND PROTECTION	SQYD		260,111					96,953	2,418	7,002	1,663	12,381	1,448				381,976
5963	INITIAL FERTILIZER	TONS		18.8					6.0	0.2	0.4	0.1	0.8	0.2				27
5964	MAINTENANCE FERTILIZER	TONS		11.3					3.6	0.1	0.1	0.1	0.5	0.2				16.9
5985	SEEDING AND PROTECTION	SQYD		333,476					106,161	2,434	7,120	1,296	14,560	4,274				469,321
5989	SPECIAL SEEDING CROWN VETCH	SQYD	3,229	18,105					11,610			720	1,602					36,266
5992	AGRICULTURAL LIMESTONE	TON							133	3	9	2	18	4				169
6412	STEEL POST MILE MARKERS	EACH	4															4
6401	FLEXIBLE DELINEATOR POST - M/W	EACH		80														80
6404	FLEXIBLE DELINEATOR POST - M/Y	EACH		40														40
6541	PAVE STRIPING-THERMO-4 IN Y	LF	5,688															5,688
6542	PAVE STRIPING-THERMO-6 IN W	LF	10,063						23,493		2,693		2,816					39,065
6543	PAVE STRIPING-THERMO-6 IN Y	LF	4,299						21,564		3,094		2,634					31,591
6511	PAVE STRIPING - TEMP PAINT - 6 IN	LF						8,000										8,000
6514	PAVE STRIPING - PERM PAINT - 4 IN	LF								1,272	5,310	544		670				7,796
6546	PAVE STRIPING-THERMO-12 IN W	LF	5,216															5,216
6568	PAVE MARKING-THERMO STOP BAR-24 IN	LF		132					157	29	36	21	60	28				463
6572	PAVE MARKING-DOTTED LANE EXTEN	LF	2,783						1,270									4,053
6573	PAVE MARKING-THERMO STR ARROW	EACH							6				1					7
6574	PAVE MARKING-THERMO CURV ARROW	EACH							65		8		7					80
6575	PAVE MARKING-THERMO COMB ARROW	EACH							2		6		2					10
6576	PAVE MARKING-THERM ONLY	EACH							4									4
6585	PAVEMENT MARKER TYPE IVA-MW TEMP	EACH						251										251
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6614	INLAID PAVEMENT MARKER -B Y/R	EACH		116														116
20191ED	OBJECT MARKER TY 3	21 EACH	6					4	1									11
21430ES508	CONC MEDIAN BARRIER TYPE 12C1(50)	LF	145															145
21935EN	REMOVE CONC MEDIAN BARRIER	LF	321									2,360						321
21289ED	LONGITUDINAL EDGE KEY	LF	3,600															5,960
21370ED	LONGITUDINAL SAW CUT - 6 INCH	LF	7,665															7,665
20099ES842	PAVE MARK TEMP PAINT STOP BAR	LF						30										30
24814EC	PIPELINE INSPECTION	20 LF	3,933					371	858	73	174		408					5,817
23274EN11F	TURF REINFORCEMENT MAT TY-1	SQYD	5,313	3,962				12,391	3,633		1,410	199	69					26,977
23276EN11F	TURF REINFORCEMENT MAT TY-3	SQYD		59														59
23649EC	DRAIN POND	LS							1									1
24679ED	PAVE MARK THERMO CHEVRON	SQFT		7,902														7,902
25116EC	BORE AND JACK PIPE-54 IN	LF	175															175
10020NS	FUEL ADJUSTMENT	DOLL	250,479															250,479
10030NS	ASPHALT ADJUSTMENT	DOLL	297,478															297,478
20072ES805	GRANULAR EMBANKMENT FOR POND STABILIZATION	TONS						135										135
22692NS714	PAVEMENT MARKING-THERMO LETTERS (TRUCK)	EACH						15										15
22692NS714	PAVEMENT MARKING-THERMO LETTERS (CAR)	EACH						19										19
23143ED	KPDES PERMIT AND TEMP EROSION CONTROL	LS	1,000															1
23379EC	STAMPED CONCRETE (RED)	SQ YD						2,543										2,543

- NOTES:**
- 20 100% OF THE TOTAL LINEAR FEET OF ALL INSTALLED PIPE REGARDLESS OF MATERIAL TYPE & 50% OF OTHER PIPES (SEE SUPPLEMENTAL SPECIFICATIONS)
  - 21 FOR END TREATMENT TYPE 1 & END TREATMENT TYPE 4A
  - 22 ALL WALL USED TO BE RETAINED BY THE CONTRACTOR AT THE COMPLETION OF THE PROJECT

FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM\R00200SU.DGN

USER: stephen  
DATE PLOTTED: January 11, 2022

E-SHEET NAME: R00200SU

Power InRoads v8.11.9.387



# PAVING AREAS

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.01	R2P

ITEM	S Q U A R E   Y A R D S										S Q U A R E   Y A R D S										PROJECT TOTALS				
	I-65	I-65 SHOULDERS	RAMP 1	RAMP 1A	RAMP 3	RAMP 3A	RAMP 5	RAMP 5A	RAMP 7	RAMP 7A	KY 222	KY 222 SHOULDERS	APPROACH 1	APPROACH 1 SHOULDERS	APPROACH 2	APPROACH 2 SHOULDERS	APPROACH 2A	APPROACH 2A SHOULDERS	APPROACH 3	APPROACH 3 SHOULDERS		APPROACH 4	APPROACH 4 SHOULDERS	ENTRANCES	MAINTENANCE OF TRAFFIC
1.25" CL 4 ASPH SURF 0.38A PG76-22	5,469	5,823									52,599	1,069	663		11,219		4,056		4,594		732			6,905	18,197
1.50" CL4 ASPH SURF 0.38A PG76-22			6,008	733	6,034	1,662	5,753	653	5,751	1,472															102,998
1.50" CL3 ASPH SURF 0.38D PG64-22			581	172	1,418	332	509	143	1,388	268															15,486
1.50" CL2 ASPH SURF 0.38D PG 64-22																							4,752	10,734	15,486
3.50" CL2 ASPH BASE 1.00 D PG64-22																									19,617
3.00" CL2 ASPH BASE 1.00D PG64-22																									4,851
3.00" CL4 ASPH BASE 1.00D PG76-22	5,519	5,823																							11,342
3.00" CL4 ASPH BASE 1.00D PG64-22	5,639	5,823																							11,462
4.00" CL4 ASPH BASE 1.00D PG64-22	5,759	5,823																							95,108
4.50" CL4 ASPH BASE 1.00D PG64-22	5,919	5,823	6,165	780	6,209	1,730	5,897	698	5,925	1,529	55,133	1,069	707		6,415		626		4,804		780				40,675
4.25" CL4 ASPH BASE 1.00D PG76-22			6,045	746	6,074	1,680	5,796	667	5,791	1,488															28,287
4.25" CL3 ASPH BASE 1.00D PG64-22			581	172	1,418	332	509	143	1,388	268															4,811
3.25" CL4 ASPH BASE 1.00D PG76-22											52,856	1,069	671		6,148		596		4,634		741				66,715
3.25" CL4 ASPH BASE 1.00D PG64-22											53,410	1,069	689		6,282		611		4,713		760				67,534
3.25" CL3 ASPH BASE 1.00D PG64-22													121												18,166
4.00" CL3 ASPH BASE 1.00D PG64-22																									4,107
10" DRAINAGE BLANKET - TYPE II - ASPH	6,099	5,823																							11,922
6" DENSE GRADE AGGREGATE	6,499	5,823																							12,322
4" CRUSHED STONE BASE																									5,698
6" CRUSHED STONE BASE			6,321	809	6,393	1,781	6,043	720	6,105	1,567	55,810	5,176	729		6,578		645		4,908		804				5,698
8" CSB FOR STAMPED CONC MEDIAN (RED)											2,543														2,543
10.5" CRUSHED STONE BASE			581	172	1,418	332	509	143	1,388	268															4,811
13.25" CRUSHED STONE BASE											7,610		121		826		185		1,018		192				9,952
16" CRUSHED STONE BASE																									9,100
19.5" CRUSHED STONE BASE																									2,429
FULL DEPTH COMPACTED CSB (CU YDS)											4,728		151		957		128		661		169				3,696
8" LIME STABILIZED ROADBED	6,739	5,823	7,098	1,023	8,037	2,180	6,733	895	7,717	1,887	56,838	11,530	762	151	4,940	531	673	128	5,066	661	840	169			130,421
CURING SEAL	6,739	5,823	7,098	1,023	8,037	2,180	6,733	895	7,717	1,887	56,838	11,530	762	151	4,940	531	673	128	5,066	661	840	169			130,421
SAND FOR BLOTTER	6,739	5,823	7,098	1,023	8,037	2,180	6,733	895	7,717	1,887	56,838	11,530	762	151	4,940	531	673	128	5,066	661	840	169			130,421
LIME			7,098	1,023	8,037	2,180	6,733	895	7,717	1,887	56,838	11,530	762	151	4,940	531	673	128	5,066	661	840	169			117,859
CEMENT	5,469	5,823																							11,292
ASPHALT MATERIAL FOR TACK NON-TRACKING											161,398	23,136	2,067	121	18,844	826	1,833	185	14,150	1,018	2,280	192	4,851	19,617	250,518
ASPHALT SEAL COAT											7,027		241												12,816
ASPHALT SEAL AGGREGATE											7,027		241												12,919
CEMENT CONCRETE ENTRANCE PAVEMENT																							637		637
JOINT ADHESIVE (LF)											26,596	374			3,609		295		2,119		348				33,341

# PAVING SUMMARY

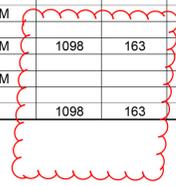
ITEM CODE	ITEM	UNIT	I-65	I-65 SHOULDERS	RAMP 1	RAMP 1A	RAMP 3	RAMP 3A	RAMP 5	RAMP 5A	RAMP 7	RAMP 7A	KY 222	KY 222 SHOULDERS	APPROACH 1	APPROACH 1 SHOULDERS	APPROACH 2	APPROACH 2 SHOULDERS	APPROACH 2A	APPROACH 2A SHOULDERS	APPROACH 3	APPROACH 3 SHOULDERS	APPROACH 4	APPROACH 4 SHOULDERS	ENTRANCES	MAINTENANCE OF TRAFFIC	PROJECT TOTALS
1	DGA	2	2,242	2,009																							4,251
3	CRUSHED STONE BASE	2, 3			2,694	467	3,243	895	2,554	419	3,125	782	19,255	17,371	251	404	2,270	2,610	222	406	1,693	2,145	277	496	1,311	18,745	81,635
3	CSB FOR STAMPED CONCRETE MEDIAN	TONS											1,170														1,170
8	CEMENT STABILIZED ROADBED	SQ YD	5,469	5,823																							11,292
13	LIME STABILIZED ROADBED	SQ YD	6,739	5,823	7,098	1,023	8,037	2,180	6,733	895	7,717	1,887	56,838	11,530	762	151	4,940	531	673	128	5,066	661	840	169			130,421
14	LIME	TONS	3,354	3,203	135	20	153	42	128	17	147	36	1,090	221	15	3	95	10	13	2	97	13	16	3			2,257
18	DRAINAGE BLANKET TY II ASPH	TONS																									6,557
100	ASPHALT SEAL AGGREGATE	TONS			38	4	1	5	1	4	1	5	1	141		5		70		16	0	21		5			318
103	ASPHALT SEAL COAT	TONS			5	4	1	5	1	4	1	5	1	17		1		8		2	0	3		1			56
24970EC	ASP MAT FOR TACK NON-TRACKING	TONS	10	10	6	1	7	2	6	1	7	2	68	10	1	0	8	0	1	0	6	0	1	0	2	8	157
212	CL2 ASPH BASE 1.00D PG 64-22	1																									4,577
214	CL3 ASPH BASE 1.00D PG 64-22	1	10		136	40	331	78	119	33	324	63		3,732		22		148		33		182		34			5,285
217	CL4 ASPH BASE 1.00D PG 64-22	1	3,662	3,683	1,496	185	1,503	416	1,435	165	1,433	368	21,676	426	279		2,534		247		1,899		307				41,715
219	CL4 ASPH BASE 1.00D PG 76-22	1	911	961	1,413	174	1,420	393	1,355	156	1,354	348	9,448	191	120		1,099		107		828		132				20,408
301	CL2 ASPH SURF 0.38D PG 64-22	1																									1,278
339	CL3 ASPH SURF 0.38D PG 64-22	1	2		48	14	117	27	42	12	115	22		967		10		68		15		84		16			1,559
342	CL 4 ASPH SURF 0.38A PG 76-22	1	376	400	496	60	498	137	475	54	474	121	4,339	88	55		926		335		379		60				9,274
358	ASPHALT CURING SEAL	TONS	7	6	7	1	8	2	7	1	8	2	114	23	2	0	10	1	1	0	10	1	2	0			213
2542	CEMENT	TONS	106	113																							220
2702	SAND FOR BLOTTER	TONS	17	15	18	3	20	5	17	2	19	5	142	29	2	1	12	1	2	0	13	2	2	0			326
20071EC	JOINT ADHESIVE	LF	4,317		820	520																					



# PIPE DRAINAGE SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.01	R2S

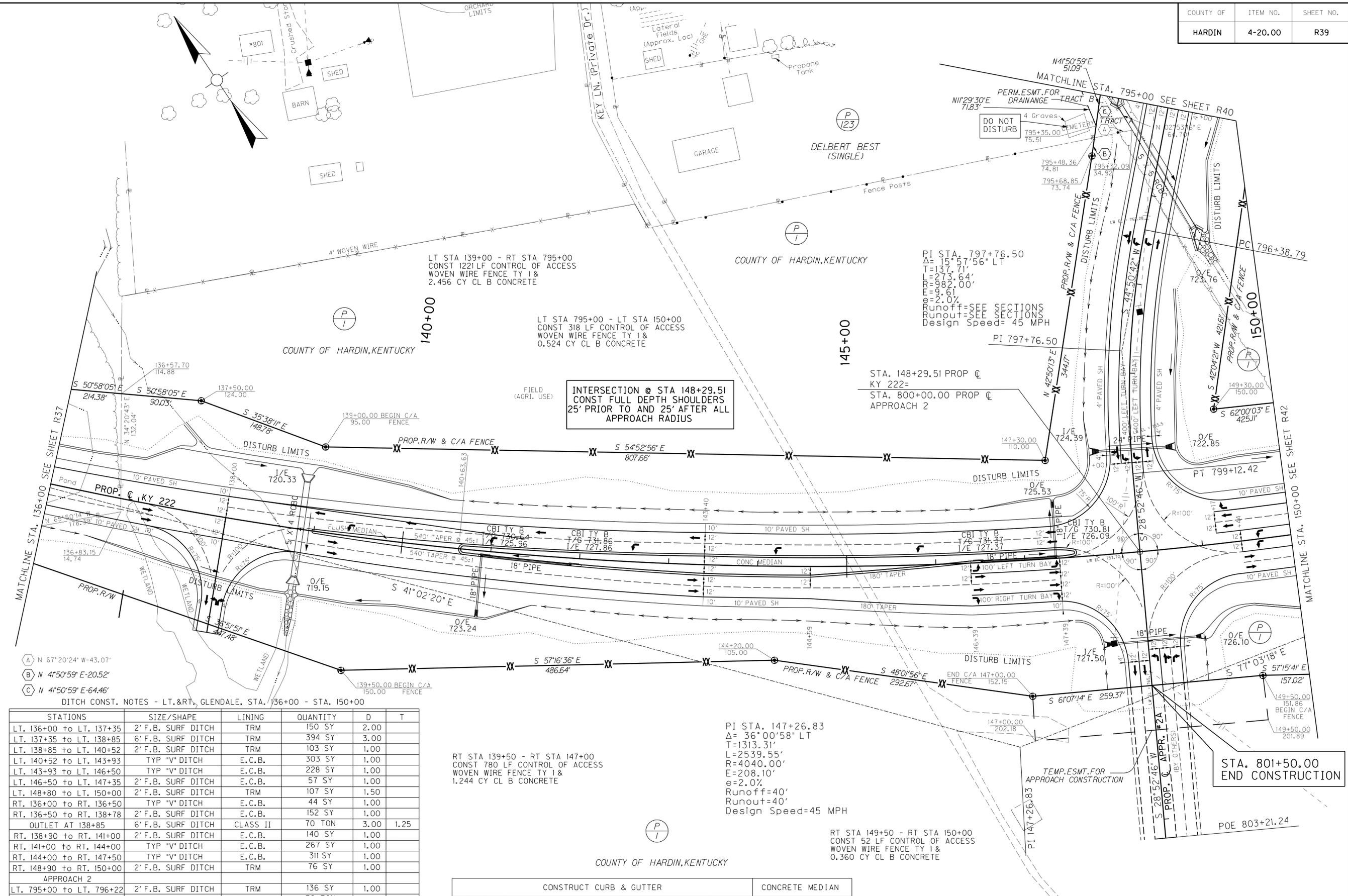
SHEET NO.	SKEW	COVER HEIGHT (FT)	DESIGN PH LEVEL	15" ENTRANCE PIPE	18" ENTRANCE PIPE	12" CULVERT PIPE	15" CULVERT PIPE	18" CULVERT PIPE	24" CULVERT PIPE	48" CULVERT PIPE	54" CULVERT PIPE	72" CULVERT PIPE	15" STORM SEWER PIPE	18" STORM SEWER PIPE	18" SLOTTED DRAIN PIPE	REMARKS
0.4	4	1	1	0.6	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
0.5	ITEM CODE			440	441	460	461	462	464	470	471	474	521	522	982	
0.4	UNIT TO BID			LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
0.4	KY 222															
0.4	110+39.75	1^12'28" RT	4	M												3.5 X 4 RCBC
0.4	122+50	0^	9	M												6 X 6 RCBC
0.4	138+85	0^	5	M												5 X 4 RCBC
0.4	140+90	0^	6	M									61			
0.4	141+90	0^	6	M										100		
0.4	146+51.68	0^	3	M										82		
0.4	147+35	0^	3	M										56		
0.4	151+12	30^0'0" LT	6	M												6 X 6 RCBC
0.4	153+00	0^	5	M										53		
0.4	156+50	0^	4	M												
0.4	165+85	0^	25	M												
0.6	173+50	0^	25	M						248						2-72" PIPE CULVERT HDWLL 1 - 48" PIPE CULVERT HDWL 0^ SK, 1 - 48" PIPE CULVERT HDWL 45^ SK
0.4	192+17.87	0^		M												
0.4	192+79.92	0^	3	M									61			
0.4	193+55.20	0^	3	M									71			
0.4	194+56.85	0^	3	M									97			
0.4	Approach 1															
0.4	699+35	0^	5	M												73
0.4	Approach 2															
0.4	795+67	48^05' RT	4	M												
0.4	798+85	0^	3	M												
0.4	801+00	0^	4	M												97
0.4	Approach 2A															
0.4	Approach 3															
0.4	896+65	25^54'54" RT		M												
0.4	897+24.2	42^52'26" RT	4	M												148
0.4	899+00	0^	6	M												
0.4	901+00	0^	3	M												111
0.4	Approach 4															
0.4	499+57.57	0^	4	M												69
0.4	ENTRANCES			M	1098	163										
0.4	MAINTENANCE OF TRAFFIC			M			56	50			550					
0.6	SHEET TOTAL				1098	163	56	50	318	349	248	550	319	229	318	182



FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM\R0020SSU.DGN  
 USER: jee  
 DATE PLOTTED: January 5, 2022  
 E-SHEET NAME: R0020SSU  
 Power InRoads v8.11.9.387







DITCH CONST. NOTES - LT.&RT., GLENDALE, STA. 136+00 - STA. 150+00

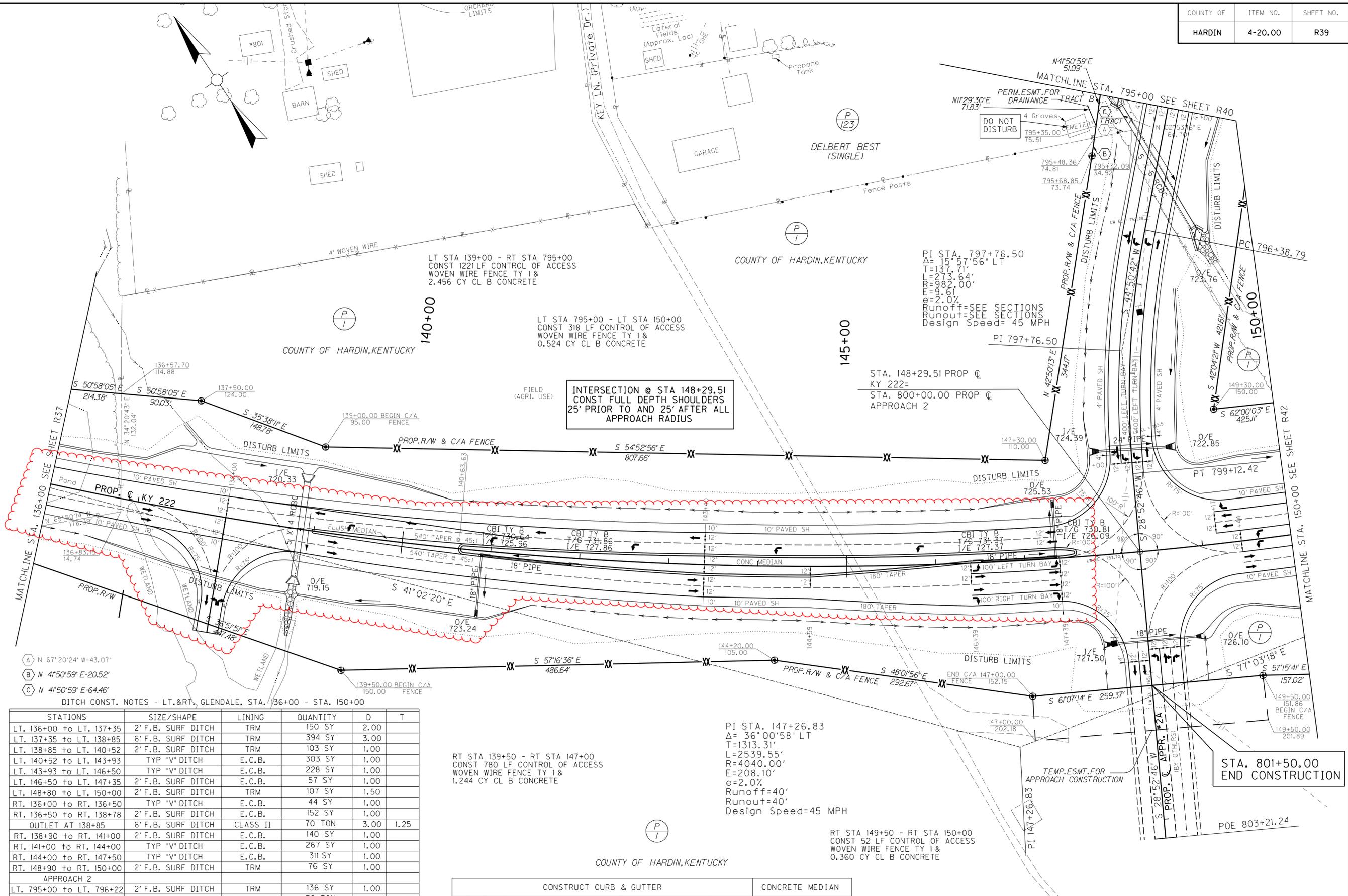
STATIONS	SIZE/SHAPE	LINING	QUANTITY	D	T
LT. 136+00 to LT. 137+35	2' F.B. SURF DITCH	TRM	150 SY	2.00	
LT. 137+35 to LT. 138+85	6' F.B. SURF DITCH	TRM	394 SY	3.00	
LT. 138+85 to LT. 140+52	2' F.B. SURF DITCH	TRM	103 SY	1.00	
LT. 140+52 to LT. 143+93	TYP "V" DITCH	E.C.B.	303 SY	1.00	
LT. 143+93 to LT. 146+50	TYP "V" DITCH	E.C.B.	228 SY	1.00	
LT. 146+50 to LT. 147+35	2' F.B. SURF DITCH	E.C.B.	57 SY	1.00	
LT. 148+80 to LT. 150+00	2' F.B. SURF DITCH	TRM	107 SY	1.50	
RT. 136+00 to RT. 136+50	TYP "V" DITCH	E.C.B.	44 SY	1.00	
RT. 136+50 to RT. 138+78	2' F.B. SURF DITCH	E.C.B.	152 SY	1.00	
OUTLET AT 138+85	6' F.B. SURF DITCH	CLASS II	70 TON	3.00	1.25
RT. 138+90 to RT. 141+00	2' F.B. SURF DITCH	E.C.B.	140 SY	1.00	
RT. 141+00 to RT. 144+00	TYP "V" DITCH	E.C.B.	267 SY	1.00	
RT. 144+00 to RT. 147+50	TYP "V" DITCH	E.C.B.	311 SY	1.00	
RT. 148+90 to RT. 150+00	2' F.B. SURF DITCH	TRM	76 SY	1.00	
APPROACH 2					
LT. 795+00 to LT. 796+22	2' F.B. SURF DITCH	TRM	136 SY	1.00	
OUTLET AT 796+37	10' F.B. SURF DITCH	CLASS II	76 TON	3.00	1.25
LT. 796+98 to LT. 798+90	2' F.B. SURF DITCH	TRM	213 SY	1.00	
RT. 795+50 to RT. 798+50	TYP "V" DITCH	TRM	400 SY	1.50	
RT. 798+50 to RT. 799+34	2' F.B. SURF DITCH	TRM	131 SY	1.50	

CONSTRUCT CURB & GUTTER						CONCRETE MEDIAN
LT	RT	MED	STA. TO STA.	TYPE	LIN. FT.	SY
		X	140+63 TO 147+58	STANDARD	1369	978



I-65 / KY 222 INTERCHANGE  
 KY 222  
 STA. 136+00 TO STA. 150+00

FILE NAME: J:\KDOT\GLENDALE\165-KY222\PLAN CHANGES\ADDENDUM\RO3900PL.DGN  
 USER: stephen  
 DATE PLOTTED: January 5, 2022  
 RO3900PL.dgn  
 E-SHEET NAME:  
 Power InRoads v8.11.9.397  
 1/5/2022



STATIONS	SIZE/SHAPE	LINING	QUANTITY	D	T
LT. 136+00 to LT. 137+35	2' F.B. SURF DITCH	TRM	150 SY	2.00	
LT. 137+35 to LT. 138+85	6' F.B. SURF DITCH	TRM	394 SY	3.00	
LT. 138+85 to LT. 140+52	2' F.B. SURF DITCH	TRM	103 SY	1.00	
LT. 140+52 to LT. 143+93	TYP "V" DITCH	E.C.B.	303 SY	1.00	
LT. 143+93 to LT. 146+50	TYP "V" DITCH	E.C.B.	228 SY	1.00	
LT. 146+50 to LT. 147+35	2' F.B. SURF DITCH	E.C.B.	57 SY	1.00	
LT. 148+80 to LT. 150+00	2' F.B. SURF DITCH	TRM	107 SY	1.50	
RT. 136+00 to RT. 136+50	TYP "V" DITCH	E.C.B.	44 SY	1.00	
RT. 136+50 to RT. 138+78	2' F.B. SURF DITCH	E.C.B.	152 SY	1.00	
OUTLET AT 138+85	6' F.B. SURF DITCH	CLASS II	70 TON	3.00	1.25
RT. 138+90 to RT. 141+00	2' F.B. SURF DITCH	E.C.B.	140 SY	1.00	
RT. 141+00 to RT. 144+00	TYP "V" DITCH	E.C.B.	267 SY	1.00	
RT. 144+00 to RT. 147+50	TYP "V" DITCH	E.C.B.	311 SY	1.00	
RT. 148+90 to RT. 150+00	2' F.B. SURF DITCH	TRM	76 SY	1.00	
APPROACH 2					
LT. 795+00 to LT. 796+22	2' F.B. SURF DITCH	TRM	136 SY	1.00	
OUTLET AT 796+37	10' F.B. SURF DITCH	CLASS II	76 TON	3.00	1.25
LT. 796+98 to LT. 798+90	2' F.B. SURF DITCH	TRM	213 SY	1.00	
RT. 795+50 to RT. 798+50	TYP "V" DITCH	TRM	400 SY	1.50	
RT. 798+50 to RT. 799+34	2' F.B. SURF DITCH	TRM	131 SY	1.50	

CONSTRUCT CURB & GUTTER				CONCRETE MEDIAN	
LT	RT	MED	STA. TO STA.	TYPE	LIN. FT.
		X	140+63 TO 147+58	STANDARD	1369
					978

- (A) N 67°20'24" W - 43.07'
- (B) N 41°50'59" E - 20.52'
- (C) N 41°50'59" E - 64.46'

DITCH CONST. NOTES - LT.&RT., GLENDALE, STA. 136+00 - STA. 150+00

RT STA 139+50 - RT STA 147+00  
 CONST 780 LF CONTROL OF ACCESS  
 WOVEN WIRE FENCE TY 1 &  
 1.244 CY CL B CONCRETE

PI STA. 147+26.83  
 $\Delta = 36^{\circ}00'58"$  LT  
 T=1313.31'  
 L=2539.55'  
 R=4040.00'  
 E=208.10'  
 e=2.0%  
 Runoff=40'  
 Runout=40'  
 Design Speed=45 MPH

RT STA 149+50 - RT STA 150+00  
 CONST 52 LF CONTROL OF ACCESS  
 WOVEN WIRE FENCE TY 1 &  
 0.360 CY CL B CONCRETE



I-65 / KY 222 INTERCHANGE  
 KY 222  
 STA. 136+00 TO STA. 150+00

FILE NAME: J:\KDOT\GLENDALE\165-KY222\PLAN CHANGES\ADDENDUM\RO3900PL.DGN  
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 1/5/2022

DITCH CONST. NOTES - LT.&RT. GLENDALE, STA. 789+00 - STA. 795+00

STATIONS	SIZE/SHAPE	LINING	QUANTITY	D	T
LT. 790+50 to LT. 791+25	TYP "V" DITCH	E.C.B.	67 SY	1.00	
LT. 791+25 to LT. 795+00	2' F.B. SURF DITCH	TRM	417 SY	1.00	
RT. 790+08 to RT. 791+35	TYP "V" DITCH	TRM	113 SY	1.00	
RT. 792+36 to RT. 793+50	TYP "V" DITCH	E.C.B.	101 SY	1.00	
RT. 793+50 to RT. 794+77	2' F.B. SURF DITCH	E.C.B.	85 SY	1.00	
INLET AT 794+97	10' F.B. SURF DITCH	CLASS II	69 TON	3.00	1.25
APPROACH 2A					
LT. 182+00 to LT. 183+50	TYP "V" DITCH	TRM	117 SY	1.00	
LT. 183+50 to LT. 184+55	TYP "V" DITCH	TRM	82 SY	1.00	
RT. 181+77 to RT. 183+00	TYP "V" DITCH	E.C.B.	109 SY	1.00	
RT. 183+00 to RT. 184+50	TYP "V" DITCH	E.C.B.	133 SY	1.00	

EDGE KEY CONSTRUCTION	
LOCATION	LENGTH
CL 789+40.80	18.70'
RT 789+80	46.81'
CL 181+88	18.33'

ENTRANCE CONSTRUCTION			
LOCATION	ASPHALT (S.Y.)	CONCRETE (S.Y.)	ENTRANCE PIPE LENGTH & SIZE
RT. 789+80	96	-	INLET OUTLET

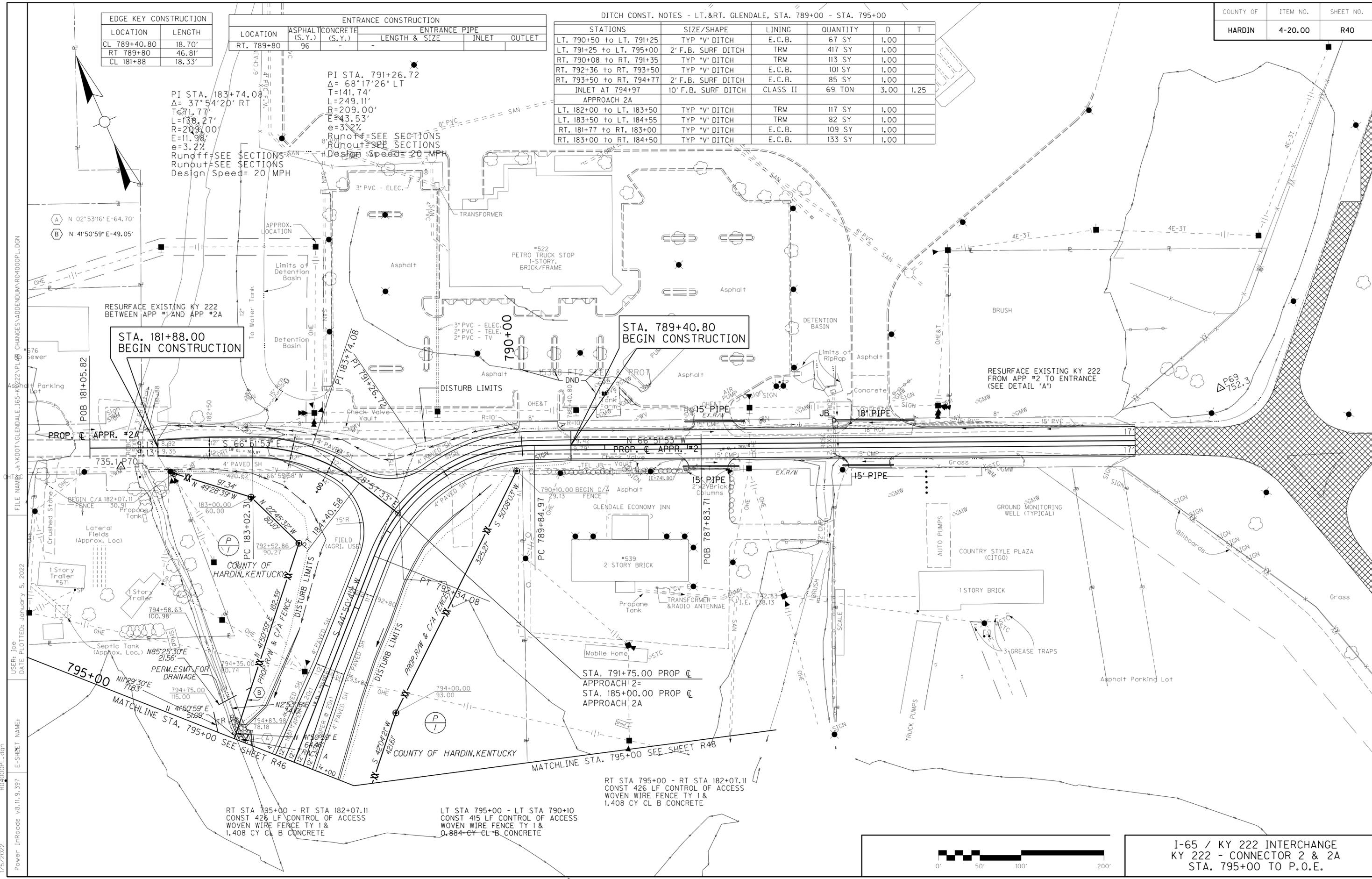
PI STA. 183+74.08  
 $\Delta = 37^{\circ}54'20''$  RT  
 $T = 71.77'$   
 $L = 138.27'$   
 $R = 209.00'$   
 $E = 11.98'$   
 $e = 3.27'$   
 Runoff=SEE SECTIONS  
 Runout=SEE SECTIONS  
 Design Speed= 20 MPH

PI STA. 791+26.72  
 $\Delta = 68^{\circ}17'26''$  LT  
 $T = 141.74'$   
 $L = 249.11'$   
 $R = 209.00'$   
 $E = 43.53'$   
 $e = 3.27'$   
 Runoff=SEE SECTIONS  
 Runout=SEE SECTIONS  
 Design Speed= 20 MPH

STA. 181+88.00  
 BEGIN CONSTRUCTION

STA. 789+40.80  
 BEGIN CONSTRUCTION

RESURFACE EXISTING KY 222  
 FROM APP #2 TO ENTRANCE  
 (SEE DETAIL "A")



1/5/2022 Power InRoads v8.11.9.397 E-SHEET NAME: R04000PL.dgn  
 USER: Joe DATE PLOTTED: January 5, 2022  
 FILE NAME: J:\KDOT\GLENDALE\165-KY222\PLANS\CHANGES\ADDENDUM\R04000PL.DGN



I-65 / KY 222 INTERCHANGE  
 KY 222 - CONNECTOR 2 & 2A  
 STA. 795+00 TO P.O.E.

DITCH CONST. NOTES - LT.&RT. GLENDALE, STA. 789+00 - STA. 795+00

STATIONS	SIZE/SHAPE	LINING	QUANTITY	D	T
LT. 790+50 to LT. 791+25	TYP "V" DITCH	E.C.B.	67 SY	1.00	
LT. 791+25 to LT. 795+00	2' F.B. SURF DITCH	TRM	417 SY	1.00	
RT. 790+08 to RT. 791+35	TYP "V" DITCH	TRM	113 SY	1.00	
RT. 792+36 to RT. 793+50	TYP "V" DITCH	E.C.B.	101 SY	1.00	
RT. 793+50 to RT. 794+77	2' F.B. SURF DITCH	E.C.B.	85 SY	1.00	
INLET AT 794+97	10' F.B. SURF DITCH	CLASS II	69 TON	3.00	1.25
APPROACH 2A					
LT. 182+00 to LT. 183+50	TYP "V" DITCH	TRM	117 SY	1.00	
LT. 183+50 to LT. 184+55	TYP "V" DITCH	TRM	82 SY	1.00	
RT. 181+77 to RT. 183+00	TYP "V" DITCH	E.C.B.	109 SY	1.00	
RT. 183+00 to RT. 184+50	TYP "V" DITCH	E.C.B.	133 SY	1.00	

EDGE KEY CONSTRUCTION	
LOCATION	LENGTH
CL 789+40.80	18.70'
RT 789+80	46.81'
CL 181+88	18.33'

ENTRANCE CONSTRUCTION			
LOCATION	ASPHALT (S.Y.)	CONCRETE (S.Y.)	ENTRANCE PIPE LENGTH & SIZE
RT. 789+80	96	-	INLET OUTLET

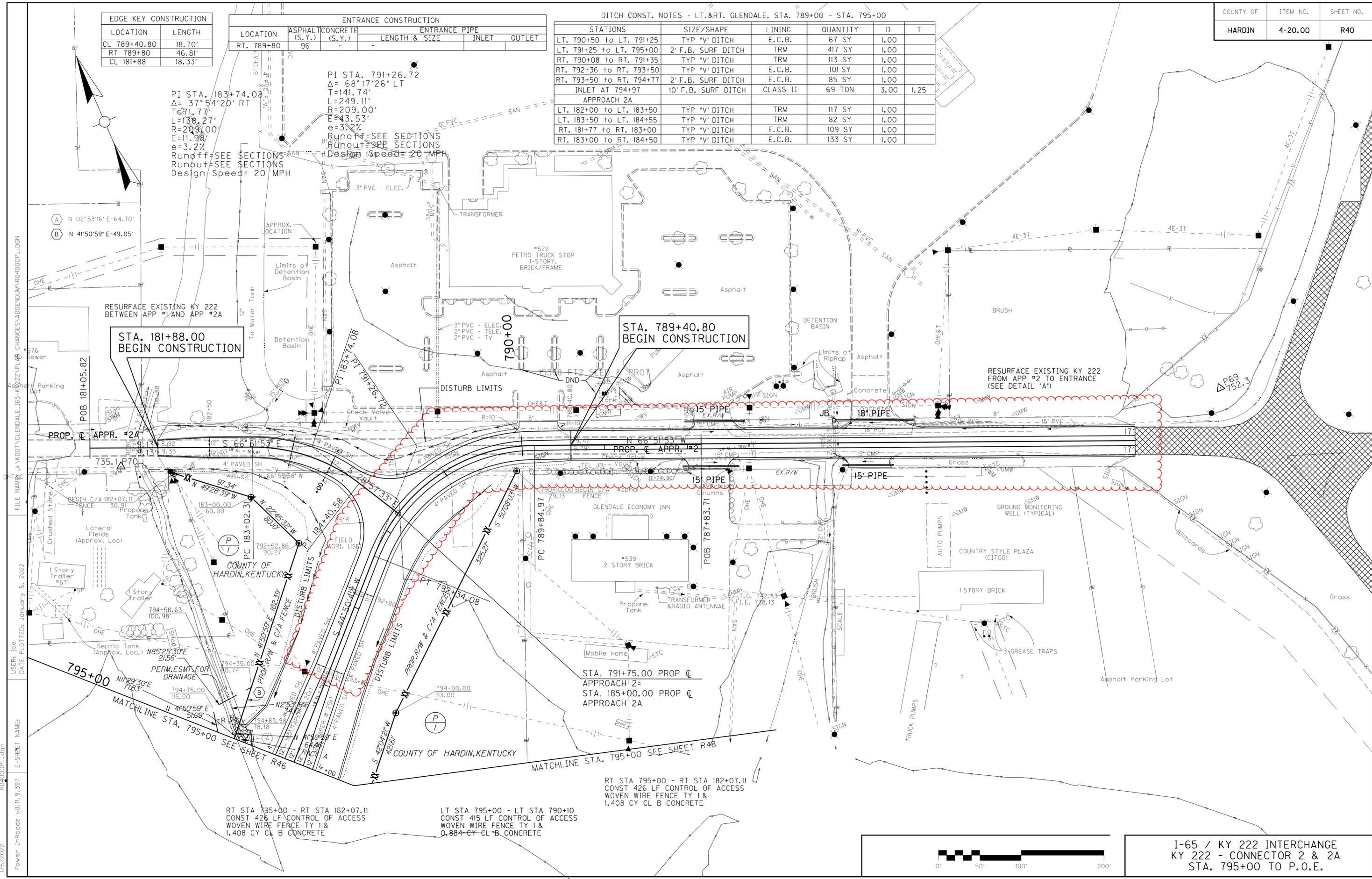
PI STA. 183+74.08  
 $\Delta = 37^{\circ}54'20"$  RT  
 $T = 71.77'$   
 $L = 138.27'$   
 $R = 209.00'$   
 $E = 43.53'$   
 $e = 3.27'$   
 Runoff=SEE SECTIONS  
 Runout=SEE SECTIONS  
 Design Speed= 20 MPH

PI STA. 791+26.72  
 $\Delta = 68^{\circ}17'26"$  LT  
 $T = 141.74'$   
 $L = 249.11'$   
 $R = 209.00'$   
 $E = 43.53'$   
 $e = 3.27'$   
 Runoff=SEE SECTIONS  
 Runout=SEE SECTIONS  
 Design Speed= 20 MPH

STA. 181+88.00  
 BEGIN CONSTRUCTION

STA. 789+40.80  
 BEGIN CONSTRUCTION

RESURFACE EXISTING KY 222  
 FROM APP #2 TO ENTRANCE  
 (SEE DETAIL "A")



1/5/2022 Power InRoads v8.11.9.397 E-SHEET NAME: R04000PL.dgn  
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RT STA 795+00 - RT STA 182+07.11  
 CONST 426 LF CONTROL OF ACCESS  
 WOVEN WIRE FENCE TY 1 &  
 1.408 CY CL B CONCRETE

LT STA 795+00 - LT STA 790+10  
 CONST 415 LF CONTROL OF ACCESS  
 WOVEN WIRE FENCE TY 1 &  
 0.884 CY CL B CONCRETE



I-65 / KY 222 INTERCHANGE  
 KY 222 - CONNECTOR 2 & 2A  
 STA. 795+00 TO P.O.E.

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R97

# MAINTENANCE OF TRAFFIC NOTES

## GENERAL

ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE CURRENT STANDARD DRAWINGS AND THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS FOR ALL PROPERTY OWNERS AT ALL TIMES.

REPAIR AND/OR UPGRADE PAVEMENT ALONG AND ACROSS EXISTING ROADS WHERE CONSTRUCTION TRAFFIC CROSSES. ACCESS TO ALL PUBLIC ROADS TO BE MAINTAINED EXCEPT AS INDICATED IN THE MAINTENANCE OF TRAFFIC NOTES.

CONSTRUCT EROSION CONTROLS AT POINTS WHERE RUNOFF LEAVES THE PROJECT SITE DURING EACH CONSTRUCTION PHASE. WHERE APPROPRIATE USE TEMPORARY DIVERSION DITCHES TO DIRECT RUNOFF TO EROSION CONTROLS.

THE TEMPORARY CONCRETE BARRIER WALLS ARE TO BE PROVIDED BY THE CONTRACTOR.

THE CONTRACTOR WILL NOT BE ALLOWED TO HAUL EQUIPMENT OR DRIVE ACROSS THE MEDIAN FROM ONE SIDE OF THE INTERSTATE TO THE OTHER. ALL EQUIPMENT MOVEMENTS FROM ONE SIDE OF THE INTERSTATE TO THE OTHER SHALL UTILIZE THE NEAREST INTERCHANGE. HAULING EQUIPMENT ON ROADWAY SHALL BE RESTRICTED TO LICENSED VEHICLES ONLY. VEHICLES SHALL NOT STOP OR PARK IN AREAS NOT DESIGNATED BY THE ENGINEER.

## LANE CLOSURES - I-65 CONSTRUCTION

TWO LANES OF TRAFFIC ON INTERSTATE 65 SHALL BE MAINTAINED IN EACH DIRECTION THROUGHOUT THE DURATION OF THE PROJECT. LANE CLOSURES SHALL FOLLOW STANDARD DRAWING TTC-120-03 AND SHALL BE PROTECTED BY TEMPORARY BARRIER WALL. ONCE CONSTRUCTION ADJACENT TO A TRAVELED WAY HAS BEGUN, THAT CONSTRUCTION SHALL BE EXPEDITED UNTIL COMPLETED.

## SHOULDER CLOSURES - I-65 AND RAMP CONSTRUCTION

IN OPEN CONSTRUCTION AREAS WITHIN 30 FEET OF THE EDGE OF A TRAVELED WAY THE SHOULDER SHALL BE CLOSED UNLESS POSITIVE SEPARATION HAS BEEN PROVIDED. USE STANDARD DRAWING TTC-135 CURRENT EDITION (SHOULDER CLOSURE) FOR DELINEATION OF OPEN CONSTRUCTION AREAS ADJACENT TO PAVEMENT. DRUMS OR BARRICADES TYPE II MAY BE REQUIRED BY THE ENGINEER REGARDLESS OF THE TIME OF SHOULDER CLOSURE.

## ROLLING ROADBLOCK

THE CONTRACTOR SHALL EMPLOY ONE VEHICLE PER LANE, INCLUDING RAMPS IF NECESSARY, IN ONE DIRECTION AT A PREDETERMINED SPEED AS DETERMINED BY THE PROJECT ENGINEER, BUT NOT LESS THAN 35 MPH. THERE SHALL BE NO STOPPING OF THE ROLLING ROADBLOCK WHILE ADVANCING TO THE CONSTRUCTION AREA. ROLLING ROADBLOCKS SHALL ONLY BE ALLOWED BETWEEN THE HOURS OF 8:00PM AND 6:00AM. PRIOR TO INITIATING THE ROLLING ROADBLOCK THE ROADWAY AHEAD SHALL BE CLEARED OF TRAFFIC AS DIRECTED BY THE PROJECT ENGINEER. THE AREA OF INFLUENCE SHALL ALSO BE SEALED OFF (ALL ON RAMPS OR ACCESS INTERSECTIONS CLOSED) BY THE USE OF FLAGPERSONS AND/OR CONTRACTOR VEHICLES. ADDITIONALLY A CONTRACTOR OR LEO VEHICLE WITH FLASHING LIGHTS SHALL MOVE WITH THE END OF THE TRAFFIC QUEUE TO WARN MOTORISTS OF SLOWING TRAFFIC. THE PROCESS CAN BE REPEATED AFTER ALL TRAFFIC HAS CLEARED THE CONSTRUCTION AREA AS DIRECTED BY THE PROJECT ENGINEER.

REFERENCE DIVISION OF MAINTENANCE - PERMITS BRANCH FORM TC99-210 FOR ADDITIONAL INFORMATION AND DETAILS. ALL LABOR, EQUIPMENTS, MATERIALS AND COSTS FOR ROLLING ROADBLOCK SHALL BE INCIDENTAL TO MAINTENANCE OF TRAFFIC LUMP SUM BID ITEM.

**HOLIDAYS AND SPECIAL EVENTS** - LISTED BELOW ARE DATES AND TIMES FOR HOLIDAYS AND SPECIAL EVENTS WHEN ROAD CLOSURES, LANE CLOSURES AND BLASTING ARE NOT ALLOWED.

2022	6:00 AM MAY 20 TO 6:00 AM MAY 23
SPRINGFEST	6:00 AM OCTOBER 15 TO 6:00 AM OCTOBER 18
GLENDALE DAYS	
2023	6:00 AM MAY 19 TO 6:00 AM MAY 22
SPRINGFEST	6:00 AM OCTOBER 13 TO 6:00 AM OCTOBER 16
GLENDALE DAYS	

FUTURE HOLIDAY DATES WHEN LANE CLOSURES WILL NOT BE ALLOWED SHALL BE CONSISTENT WITH THE LIST ABOVE UNLESS OTHERWISE MODIFIED BY THE DEPARTMENT. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS IT NECESSARY.

## PAVEMENT EDGE DROP-OFFS

A PAVEMENT EDGE THAT TRAFFIC IS EXPECTED TO CROSS IN A LANE CHANGE SITUATION SHALL NOT HAVE AN ELEVATION DIFFERENCE GREATER THAN 1 1/2 INCHES. THIS MAY BE INCREASED TO 2 INCHES FOR LOW SPEED SITUATIONS. WARNING SIGNS SHALL BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA WHEN DROP-OFFS ARE GREATER THAN 1/2 INCH. MODIFICATIONS WILL BE AS DIRECTED BY THE ENGINEER.

PAVEMENT EDGES THAT TRAFFIC IS NOT EXPECTED TO CROSS SHALL BE TREATED AS FOLLOWS; OR, AS DIRECTED BY THE ENGINEER:

LESS THAN 1/2 INCH - NO PROTECTION REQUIRED.

1/2 TO 2 INCHES - WARNING SIGNS SHALL BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA.

2 TO 4 INCHES - PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES SHALL BE PLACED EVERY 50 FEET FOR SPEEDS LESS THAN 50 MILES PER HOUR AND EVERY 100 FEET FOR SPEEDS OF 50 MILES PER HOUR AND GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, VERTICAL PANELS, AND BARRICADES DURING DAYLIGHT HOURS. SPACING FOR TAPERS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. 4 INCHES AND GREATER - POSITIVE SEPARATION NEEDED OR WEDGE WITH 3:1 OR FLATTER SLOPE. IF THERE IS 5 FEET OR MORE DISTANCE BETWEEN THE EDGE OF PAVEMENT AND DROP-OFF, PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHALL BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS 4 INCHES AND GREATER MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES FOR SHORT DISTANCES WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

PAYMENT WILL BE ALLOWED FOR CSB/DGA MATERIAL USED FOR WEDGING.

## REMOVAL OF PAVEMENT MARKINGS

PAVEMENT MARKINGS SHALL BE REMOVED BY EITHER AN ABRASIVE OR BURNING PROCESS TO THE SATISFACTION OF THE ENGINEER. IF THE ABRASIVE METHOD IS USED, THE AREA AFFECTED IS TO BE COATED WITH TRAFFIC PAINT A COLOR SIMILAR TO THAT OF THE ADJACENT PAVEMENT SURFACE. PAINTING OF EXISTING MARKINGS WITH BITUMINOUS OR OTHER MATERIALS TO OBLITERATE THE MARKINGS SHALL NOT BE ALLOWED.

## LIQUIDATED DAMAGES AND DISINCENTIVES

LIQUIDATED DAMAGES SHALL BE ASSESSED IF THE CONTRACTOR FAILS TO MAINTAIN THE FOLLOWING MINIMUM OPERATIONAL LANES:

-I-65 MAINLINE -	MAINTAIN 2 LANES IN EACH DIRECTION
-I-65 RAMPS -	MAINTAIN 1 LANE ON ALL FOUR RAMPS
-EXIST. KY222 FROM APPROACH 2 TO I65 NB RAMPS -	MAINTAIN 1 LANE IN EACH DIRECTION
-US31W AND REMAINING SECTIONS OF KY222 -	MAINTAIN A MINIMUM OF 1 BI-DIRECTIONAL LANE UNDER FLAGGING DURING WORKING HOURS. MUST BE RETURNED TO 1 LANE IN EACH DIRECTION OUTSIDE OF WORKING HOURS.

THE FOLLOWING DAMAGES SHALL BE ASSESSED IF THE CONTRACTOR FAILS TO MAINTAIN THE MINIMUM OPERATIONAL LANES NOTED ABOVE:

15 - 30 MINUTES	\$1,000
30 - 45 MINUTES	\$2,000
45 - 60 MINUTES	\$15,000
>60 MINUTES	\$15,000 FOR EACH ADDITIONAL HOUR OR FRACTION OF

IN ADDITION TO THE DAMAGES ABOVE, ANY FULL CLOSURE OF I65 MAINLINE IN ONE OR BOTH DIRECTIONS GREATER THAN 15 MINUTES SHALL BE ASSESSED AN ADDITIONAL \$15,000 DAMAGES PER HOUR OR FRACTION OF AN HOUR.

FOR ACTIVITIES THAT MAY REQUIRE WORK IN ALL LANES OF I-65 (BRIDGE DEMO, BEAM PLACEMENT, ETC) THE CONTRACTOR SHALL ORGANIZE A ROLLING ROADBLOCK, WITH APPROVAL OF THE ENGINEER. ROLLING ROADBLOCKS RESULTING IN STOPPAGE OF TRAFFIC SHALL BE ASSESSED DAMAGES AS NOTED ABOVE.

## BLASTING OPERATIONS

HOURS OF BLASTING OPERATIONS ARE LIMITED TO BETWEEN A HALF-HOUR BEFORE SUNRISE AND A HALF-HOUR AFTER SUNSET, SUBJECT TO THE FOLLOWING ADDITIONAL LIMITS.

MONDAY-THURSDAY	9:00 AM TO 11:00 AM	6:00 PM TO 9:00 PM
FRIDAY	9:00 AM TO 11:00 AM	

THE CONTRACTOR SHALL INSPECT SINKHOLES SHOWN ON THE PLANS OR DISCOVERED DURING CONSTRUCTION AFTER EACH BLAST TO ENSURE STABILITY OF THE ROADWAY HAS NOT BEEN COMPROMISED.

THE CONTRACTOR, IF BLASTING, SHALL ORGANIZE A ROLLING ROADBLOCK, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME POSSIBLE. SIGNING SHALL BE IN ACCORDANCE WITH MUTCD SECTION 6F.

## TRAFFIC CONTROL COORDINATOR

THE CONTRACTOR SHALL SUPPLY A TRAFFIC CONTROL COORDINATOR TO MONITOR TRAFFIC CONTROL DEVICES 24 HOURS A DAY DURING CONSTRUCTION. THE TRAFFIC CONTROL COORDINATOR SHALL BE EQUIPPED WITH A TRUCK, CELLULAR PHONE, FIVE (5) GALLONS OF GAS, AND JUMPER CABLES TO ASSIST THE TRAVELING PUBLIC AND TO KEEP THE TRAFFIC LANES OPEN AT ALL TIMES. THE TRAFFIC CONTROL COORDINATOR SHALL NOT BE USED FOR ANY OTHER OPERATION ON THE PROJECT NOT RELATING TO TRAFFIC CONTROL. THE CONTRACTOR SHALL ALSO HAVE CONTINUOUSLY ON CALL A 24-HOUR WRECKER SERVICE THAT THE CONTRACTOR SHALL PROMPTLY CONTACT TO REMOVE ANY BREAKDOWNS THAT OCCUR IN THE PROJECT LIMITS. THE WRECKER MUST RESPOND TO THE EMERGENCY SITE WITHIN 30 MINUTES. THE CONTRACTOR WILL BE PENALIZED \$3,000.00 FOR EACH INCIDENCE OF NON-COMPLIANCE WITH ANY OF THE ABOVE CONDITIONS. THE TRAFFIC CONTROL COORDINATOR SHALL BE PAID FOR AT THE LUMP SUM BID FOR "MAINTAIN AND CONTROL TRAFFIC".

## PROJECT COORDINATION

THE CONTRACTOR IS ADVISED THERE WILL BE AN ACTIVE ADJACENT CONSTRUCTION PROJECT AT THE GLENDALE MEGA SITE OFF KY222. ACCESS TO THIS SITE WILL BE VIA AN EXISTING ENTRANCE OFF KY222 AT APPROXIMATELY 791+25 OF APPROACH/CONNECTOR 2. ACCESS TO THE SITE WILL BE PROVIDED VIA THE PROPOSED APPROACH/CONNECTOR 2 ONCE COMPLETED IN PHASE I (SEE PHASING NOTES FOR INTERIM COMPLETION DATE).

THE CONTRACTOR SHALL COORDINATE WORK WITH THE ADJACENT CONTRACTOR(S) AND/OR AS DIRECTED BY THE ENGINEER TO AVOID OR MINIMIZE CONFLICTS AND ENSURE AN UNINTERRUPTED FLOW OF TRAFFIC, INCLUDING ACCOMODATIONS FOR OVERWEIGHT AND OVERDIMENSIONAL LOADS, TO AND FROM THE MEGA SITE.

## SPECIAL NOTES

EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID FOR AT THE LUMP SUM BID PRICE FOR "MAINTAIN AND CONTROL TRAFFIC", AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, UNLES OTHERWISE PROVIDED FOR IN THESE NOTES.

THE CONTRACTOR'S SHALL NOT CONSTRUCT ANY NEW CROSSOVERS FOR CHANGING DIRECTIONS ON THE MAINLINE. THE CONTRACTOR'S VEHICLES SHALL UTILIZE INTERCHANGES FOR CHANGING DIRECTION OF TRAVEL ON I-65. THE CONTRACTOR'S VEHICLE SHALL ALWAYS MOVE WITH AND NOT AGAINST, THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL NOT INTERFERE WITH NORMAL TRAFFIC. VEHICLES SHALL NOT PARK OR STOP EXCEPT WITH WORK AREAS DESIGNATED BY THE ENGINEER.

THE CONTRACTOR MUST NOTIFY THE ENGINEER AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), CHRIS JESSIE, AT 270-766-5066 (OFFICE) AT LEAST FOURTEEN (14) DAYS PRIOR TO BEGINNING OF EACH CONSTRUCTION PHASE AND FIVE (5) DAYS PRIOR TO CONSTRUCTION THAT WILL AFFECT TRAFFIC PATTERNS.

CONTRACTOR MUST SUBMIT CONSTRUCTION ACCESS PLAN TO DEPARTMENT PRIOR TO CONSTRUCTION FOR APPROVAL. PLAN SHALL INCLUDE ENTRANCE AND EXIT LOCATIONS, ACCELERATION AND DECELERATION LANES, AND LANE CLOSURE LOCATION AND TIME. ALL FEATURES OF PLAN WILL BE PAID FOR AT THE LUMP SUM BID PRICE FOR "MAINTAIN AND CONTROL TRAFFIC".

## CONSTRUCTION PHASING

CONSTRUCTION PHASING AND THE SEQUENCE OF CONSTRUCTION WILL BE MAINTAINED AS SHOWN IN THE PLANS, PROPOSAL AND SPECIFICATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER. SEE CONSTRUCTION PHASING SHEET FOR DETAILS.

IF THE CONTRACTOR DECIDES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION PHASING OUTLINED IN THESE PLANS OR PROPOSAL, AN ALTERNATE PLAN SHALL BE SUBMITTED IN WRITING TO THE ENGINEER. THE ALTERNATE PLAN MAY BE USED ONLY IF APPROVED IN WRITING BY THE KENTUCKY DIVISIONS OF DESIGN, TRAFFIC, CONSTRUCTION AND THE FHWA.

## PHASE I

PHASE I CONSTRUCTION CONSIST OF CONSTRUCTING KY 222, US 31W AND APPROACHES THAT DO NOT CONFLICT WITH EXISTING ROUTES OR TRAFFIC OPERATIONS. CONSTRUCTION FOR PHASE I WILL BE TO FINAL BASE COURSE. ACCESS INTO THE MEGA-SITE WILL BE MAINTAINED VIA EXISTING ACCESS ROAD AS SHOWN ON THE PLANS. I-65 WILL MAINTAIN 2-LANES OF TRAFFIC IN EACH DIRECTION.

## PHASE I TRAFFIC CONTROL

INSTALL MAINTENANCE OF TRAFFIC CONSTRUCTION SIGNS FOR PHASE I TRAFFIC. ALL TRAFFIC SHALL BE MAINTAINED ON EXISTING KY 222 AND US 31W MAINTAINING ONE 11 FOOT LANE IN EACH DIRECTION. RAMP MOVEMENTS SHALL BE MAINTAINED AS EXISTING AND I-65 INSIDE LANE WILL BE CLOSED USING STANDARD DRAWING TTC-120-03 AND TEMP BARRIER WALL PLACED AROUND CENTER PIER CONSTRUCTION (NORTHBOUND STATION 649+00 TO 661+00 AND SOUTHBOUND STATION 655+00 TO 667+00). RESTRIPE FOR PHASE I CONSTRUCTION.

## PHASE I CONSTRUCTION

KY 222:  
 CONSTRUCT KY 222 FROM STA. 110+24 TO STA. 149+00, FROM 153+00 TO STA. 165+00, FROM STA. 174+10 TO STA. 184+50 AND FROM STA. 185+93 TO STA. 191+92.  
 CONSTRUCT 32 LF OF 3.5'X4' RCBC EXTENSION AT STA. 110+39 (RIGHT SIDE OF KY 222)  
 CONSTRUCT 91 LF OF 6'X6' RCBC AT STA. 122+50.  
 CONSTRUCT 118 LF OF 5'X4' RCBC AT STA. 138+85.  
 CONSTRUCT 60 LF OF 18" PIPE, HEADWALL, AND DBI AT STA. 140+90.  
 CONSTRUCT 52 LF OF 18" PIPE, HEADWALL, AND DBI AT STA. 147+35.  
 CONSTRUCT 178 LF OF 6'X6' RCBC AT STA. 151+12.  
 CONSTRUCT 57 LF OF 18" PIPE, CBI, AND HEADWALL AT STA. 155+50.  
 CONSTRUCT 18 LF OF 24" TEMPORARY PIPE EXTENSION AT STA. 185+46.  
 CONSTRUCT CENTER PIER OF BRIDGE

APPROACH 1:  
 CONSTRUCT APPROACH 1 FROM STA. 697+91 TO STA. 700+00.  
 CONSTRUCT 52 LF OF 18" PIPE AND HEADWALLS AT STA. 699+35.

APPROACH 2:  
 CONSTRUCT APPROACH 2 FROM STA. 791+00 TO STA. 801+50.  
 CONSTRUCT EXISTING KY 222 WIDENING TO 3 LANES.  
 CONSTRUCT 160 LF OF 5'X5' RCBC AT STA. 795+66.  
 CONSTRUCT 77 LF OF 24" PIPE AND HEADWALLS AT STA. 798+85.  
 CONSTRUCT 97 LF OF 18" PIPE AND HEADWALLS AT STA. 801+50.

## APPROACH 2 INTERIM FIXED COMPLETION DATE:

APPROACH 2 AND EXISTING KY 222 WIDENING SHALL BE CONSTRUCTED UP TO THE TOP LAYER OF ASPHALT BASE AND OPEN TO TRAFFIC FOR ACCESS TO GLENDALE MEGA SITE NO LATER THAN AUGUST 1, 2022. FAILURE TO OPEN APPROACH 2 BY THIS DATE WILL RESULT IN LIQUIDATED DAMAGES OF \$15,000 PER DAY.

ONCE APPROACH 2 IS OPEN TO TRAFFIC, THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON APPROACH #2 AT ALL TIMES, SUBJECT TO THE LIQUIDATED DAMAGES AND DISINCENTIVES SECTION OF THESE NOTES.

APPROACH 2A:  
 CONSTRUCT APPROACH APPROACH FROM STA. 184+03 TO STA. 185+00.

APPROACH 3:  
 CONSTRUCT APPROACH 3 FROM STA 896+88 TO STA. 902+56 AND STA. 904+42 TO STA. 907+17.  
 CONSTRUCT 148 LF OF 18" PIPE AND HEADWALLS AT STA. 897+24.  
 CONSTRUCT 111 LF OF 24" PIPE AND HEADWALLS AT STA. 899+00.  
 CONSTRUCT 80 LF OF 24" PIPE AND HEADWALLS AT STA. 901+00.

APPROACH 4:  
 CONSTRUCT APPROACH 4 FROM STA. 497+88 TO STA 499+87.  
 CONSTRUCT 69 LF OF 24" PIPE AND HEADWALLS AT STA. 499+35.

RAMP 7A:  
 CONSTRUCT RAMP 7A FROM STA. 7+00 TO STA. 10+00

CHANNEL CHANGE:  
 CONSTRUCT 260 LF OF 72" PIPE AND HEADWALL AT KY 222 STA. 165+85. CONSTRUCTION SHALL NOT CONFLICT WITH EXISTING RAMP OPERATIONS.

FOR MAINTENANCE OF TRAFFIC ONLY

I-65 / KY 222 INTERCHANGE MAINTENANCE OF TRAFFIC NOTES

FILE NAME: J:\KDOT\GLENDALE\I65-KY222\PLAN CHANGES\ADDENDUM\R09700MT.DGN

USER: stephen DATE PLOTTED: January 5, 2022

E-SHEET NAME:

Power InRoads v8.11.9.397

# MAINTENANCE OF TRAFFIC NOTES

## GENERAL

ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE CURRENT STANDARD DRAWINGS AND THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS FOR ALL PROPERTY OWNERS AT ALL TIMES.

REPAIR AND/OR UPGRADE PAVEMENT ALONG AND ACROSS EXISTING ROADS WHERE CONSTRUCTION TRAFFIC CROSSES. ACCESS TO ALL PUBLIC ROADS TO BE MAINTAINED EXCEPT AS INDICATED IN THE MAINTENANCE OF TRAFFIC NOTES.

CONSTRUCT EROSION CONTROLS AT POINTS WHERE RUNOFF LEAVES THE PROJECT SITE DURING EACH CONSTRUCTION PHASE. WHERE APPROPRIATE USE TEMPORARY DIVERSION DITCHES TO DIRECT RUNOFF TO EROSION CONTROLS.

THE TEMPORARY CONCRETE BARRIER WALLS ARE TO BE PROVIDED BY THE CONTRACTOR.

THE CONTRACTOR WILL NOT BE ALLOWED TO HAUL EQUIPMENT OR DRIVE ACROSS THE MEDIAN FROM ONE SIDE OF THE INTERSTATE TO THE OTHER. ALL EQUIPMENT MOVEMENTS FROM ONE SIDE OF THE INTERSTATE TO THE OTHER SHALL UTILIZE THE NEAREST INTERCHANGE. HAULING EQUIPMENT ON ROADWAY SHALL BE RESTRICTED TO LICENSED VEHICLES ONLY. VEHICLES SHALL NOT STOP OR PARK IN AREAS NOT DESIGNATED BY THE ENGINEER.

## LANE CLOSURES - I-65 CONSTRUCTION

TWO LANES OF TRAFFIC ON INTERSTATE 65 SHALL BE MAINTAINED IN EACH DIRECTION THROUGHOUT THE DURATION OF THE PROJECT. LANE CLOSURES SHALL FOLLOW STANDARD DRAWING TTC-120-03 AND SHALL BE PROTECTED BY TEMPORARY BARRIER WALL. ONCE CONSTRUCTION ADJACENT TO A TRAVELED WAY HAS BEGUN, THAT CONSTRUCTION SHALL BE EXPEDITED UNTIL COMPLETED.

## SHOULDER CLOSURES - I-65 AND RAMP CONSTRUCTION

IN OPEN CONSTRUCTION AREAS WITHIN 30 FEET OF THE EDGE OF A TRAVELED WAY THE SHOULDER SHALL BE CLOSED UNLESS POSITIVE SEPARATION HAS BEEN PROVIDED. USE STANDARD DRAWING TTC-135 CURRENT EDITION (SHOULDER CLOSURE) FOR DELINEATION OF OPEN CONSTRUCTION AREAS ADJACENT TO PAVEMENT. DRUMS OR BARRICADES TYPE II MAY BE REQUIRED BY THE ENGINEER REGARDLESS OF THE TIME OF SHOULDER CLOSURE.

## ROLLING ROADBLOCK

THE CONTRACTOR SHALL EMPLOY ONE VEHICLE PER LANE, INCLUDING RAMPS IF NECESSARY, IN ONE DIRECTION AT A PREDETERMINED SPEED AS DETERMINED BY THE PROJECT ENGINEER, BUT NOT LESS THAN 35 MPH. THERE SHALL BE NO STOPPING OF THE ROLLING ROADBLOCK WHILE ADVANCING TO THE CONSTRUCTION AREA. ROLLING ROADBLOCKS SHALL ONLY BE ALLOWED BETWEEN THE HOURS OF 8:00PM AND 6:00AM. PRIOR TO INITIATING THE ROLLING ROADBLOCK THE ROADWAY AHEAD SHALL BE CLEARED OF TRAFFIC AS DIRECTED BY THE PROJECT ENGINEER. THE AREA OF INFLUENCE SHALL ALSO BE SEALED OFF (ALL ON RAMPS OR ACCESS INTERSECTIONS CLOSED) BY THE USE OF FLAGPERSONS AND/OR CONTRACTOR VEHICLES. ADDITIONALLY A CONTRACTOR OR LEO VEHICLE WITH FLASHING LIGHTS SHALL MOVE WITH THE END OF THE TRAFFIC QUEUE TO WARN MOTORISTS OF SLOWING TRAFFIC. THE PROCESS CAN BE REPEATED AFTER ALL TRAFFIC HAS CLEARED THE CONSTRUCTION AREA AS DIRECTED BY THE PROJECT ENGINEER.

REFERENCE DIVISION OF MAINTENANCE - PERMITS BRANCH FORM TC99-210 FOR ADDITIONAL INFORMATION AND DETAILS. ALL LABOR, EQUIPMENTS, MATERIALS AND COSTS FOR ROLLING ROADBLOCK SHALL BE INCIDENTAL TO MAINTENANCE OF TRAFFIC LUMP SUM BID ITEM.

HOLIDAYS AND SPECIAL EVENTS - LISTED BELOW ARE DATES AND TIMES FOR HOLIDAYS AND SPECIAL EVENTS WHEN ROAD CLOSURES, LANE CLOSURES AND BLASTING ARE NOT ALLOWED.

2022	6:00 AM MAY 20 TO 6:00 AM MAY 23
SPRINGFEST	6:00 AM OCTOBER 15 TO 6:00 AM OCTOBER 18
GLENDALE DAYS	
2023	6:00 AM MAY 19 TO 6:00 AM MAY 22
SPRINGFEST	6:00 AM OCTOBER 13 TO 6:00 AM OCTOBER 16
GLENDALE DAYS	

FUTURE HOLIDAY DATES WHEN LANE CLOSURES WILL NOT BE ALLOWED SHALL BE CONSISTENT WITH THE LIST ABOVE UNLESS OTHERWISE MODIFIED BY THE DEPARTMENT. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS IT NECESSARY.

## PAVEMENT EDGE DROP-OFFS

A PAVEMENT EDGE THAT TRAFFIC IS EXPECTED TO CROSS IN A LANE CHANGE SITUATION SHALL NOT HAVE AN ELEVATION DIFFERENCE GREATER THAN 1 1/2 INCHES. THIS MAY BE INCREASED TO 2 INCHES FOR LOW SPEED SITUATIONS. WARNING SIGNS SHALL BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA WHEN DROP-OFFS ARE GREATER THAN 1/2 INCH. MODIFICATIONS WILL BE AS DIRECTED BY THE ENGINEER.

PAVEMENT EDGES THAT TRAFFIC IS NOT EXPECTED TO CROSS SHALL BE TREATED AS FOLLOWS; OR, AS DIRECTED BY THE ENGINEER:

LESS THAN 1/2 INCH - NO PROTECTION REQUIRED.

1/2 TO 2 INCHES - WARNING SIGNS SHALL BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA.

2 TO 4 INCHES - PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES SHALL BE PLACED EVERY 50 FEET FOR SPEEDS LESS THAN 50 MILES PER HOUR AND EVERY 100 FEET FOR SPEEDS OF 50 MILES PER HOUR AND GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, VERTICAL PANELS, AND BARRICADES DURING DAYLIGHT HOURS. SPACING FOR TAPERS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. 4 INCHES AND GREATER - POSITIVE SEPARATION NEEDED OR WEDGE WITH 3:1 OR FLATTER SLOPE. IF THERE IS 5 FEET OR MORE DISTANCE BETWEEN THE EDGE OF PAVEMENT AND DROP-OFF, PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHALL BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS 4 INCHES AND GREATER MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES FOR SHORT DISTANCES WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

PAYMENT WILL BE ALLOWED FOR CSB/DGA MATERIAL USED FOR WEDGING.

## REMOVAL OF PAVEMENT MARKINGS

PAVEMENT MARKINGS SHALL BE REMOVED BY EITHER AN ABRASIVE OR BURNING PROCESS TO THE SATISFACTION OF THE ENGINEER. IF THE ABRASIVE METHOD IS USED, THE AREA AFFECTED IS TO BE COATED WITH TRAFFIC PAINT A COLOR SIMILAR TO THAT OF THE ADJACENT PAVEMENT SURFACE. PAINTING OF EXISTING MARKINGS WITH BITUMINOUS OR OTHER MATERIALS TO OBLITERATE THE MARKINGS SHALL NOT BE ALLOWED.

## LIQUIDATED DAMAGES AND DISINCENTIVES

LIQUIDATED DAMAGES SHALL BE ASSESSED IF THE CONTRACTOR FAILS TO MAINTAIN THE FOLLOWING MINIMUM OPERATIONAL LANES:

-I-65 MAINLINE -	MAINTAIN 2 LANES IN EACH DIRECTION
-I-65 RAMPS -	MAINTAIN 1 LANE ON ALL FOUR RAMPS
-EXIST. KY222 FROM APPROACH 2 TO I65 NB RAMPS -	MAINTAIN 1 LANE IN EACH DIRECTION
-US31W AND REMAINING SECTIONS OF KY222 -	MAINTAIN A MINIMUM OF 1 BI-DIRECTIONAL LANE UNDER FLAGGING DURING WORKING HOURS. MUST BE RETURNED TO 1 LANE IN EACH DIRECTION OUTSIDE OF WORKING HOURS.

THE FOLLOWING DAMAGES SHALL BE ASSESSED IF THE CONTRACTOR FAILS TO MAINTAIN THE MINIMUM OPERATIONAL LANES NOTED ABOVE:

15 - 30 MINUTES	\$1,000
30 - 45 MINUTES	\$2,000
45 - 60 MINUTES	\$15,000
>60 MINUTES	\$15,000 FOR EACH ADDITIONAL HOUR OR FRACTION OF

IN ADDITION TO THE DAMAGES ABOVE, ANY FULL CLOSURE OF I65 MAINLINE IN ONE OR BOTH DIRECTIONS GREATER THAN 15 MINUTES SHALL BE ASSESSED AN ADDITIONAL \$15,000 DAMAGES PER HOUR OR FRACTION OF AN HOUR.

FOR ACTIVITIES THAT MAY REQUIRE WORK IN ALL LANES OF I-65 (BRIDGE DEMO, BEAM PLACEMENT, ETC) THE CONTRACTOR SHALL ORGANIZE A ROLLING ROADBLOCK, WITH APPROVAL OF THE ENGINEER. ROLLING ROADBLOCKS RESULTING IN STOPPAGE OF TRAFFIC SHALL BE ASSESSED DAMAGES AS NOTED ABOVE.

## BLASTING OPERATIONS

HOURS OF BLASTING OPERATIONS ARE LIMITED TO BETWEEN A HALF-HOUR BEFORE SUNRISE AND A HALF-HOUR AFTER SUNSET, SUBJECT TO THE FOLLOWING ADDITIONAL LIMITS.

MONDAY-THURSDAY	9:00 AM TO 11:00 AM	6:00 PM TO 9:00 PM
FRIDAY	9:00 AM TO 11:00 AM	

THE CONTRACTOR SHALL INSPECT SINKHOLES SHOWN ON THE PLANS OR DISCOVERED DURING CONSTRUCTION AFTER EACH BLAST TO ENSURE STABILITY OF THE ROADWAY HAS NOT BEEN COMPROMISED.

THE CONTRACTOR, IF BLASTING, SHALL ORGANIZE A ROLLING ROADBLOCK, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME POSSIBLE. SIGNING SHALL BE IN ACCORDANCE WITH MUTCD SECTION 6F.

## TRAFFIC CONTROL COORDINATOR

THE CONTRACTOR SHALL SUPPLY A TRAFFIC CONTROL COORDINATOR TO MONITOR TRAFFIC CONTROL DEVICES 24 HOURS A DAY DURING CONSTRUCTION. THE TRAFFIC CONTROL COORDINATOR SHALL BE EQUIPPED WITH A TRUCK, CELLULAR PHONE, FIVE (5) GALLONS OF GAS, AND JUMPER CABLES TO ASSIST THE TRAVELING PUBLIC AND TO KEEP THE TRAFFIC LANES OPEN AT ALL TIMES. THE TRAFFIC CONTROL COORDINATOR SHALL NOT BE USED FOR ANY OTHER OPERATION ON THE PROJECT NOT RELATING TO TRAFFIC CONTROL. THE CONTRACTOR SHALL ALSO HAVE CONTINUOUSLY ON CALL A 24-HOUR WRECKER SERVICE THAT THE CONTRACTOR SHALL PROMPTLY CONTACT TO REMOVE ANY BREAKDOWNS THAT OCCUR IN THE PROJECT LIMITS. THE WRECKER MUST RESPOND TO THE EMERGENCY SITE WITHIN 30 MINUTES. THE CONTRACTOR WILL BE PENALIZED \$3,000.00 FOR EACH INCIDENCE OF NON-COMPLIANCE WITH ANY OF THE ABOVE CONDITIONS. THE TRAFFIC CONTROL COORDINATOR SHALL BE PAID FOR AT THE LUMP SUM BID FOR "MAINTAIN AND CONTROL TRAFFIC".

## PROJECT COORDINATION

THE CONTRACTOR IS ADVISED THERE WILL BE AN ACTIVE ADJACENT CONSTRUCTION PROJECT AT THE GLENDALE MEGA SITE OFF KY222. ACCESS TO THIS SITE WILL BE VIA AN EXISTING ENTRANCE OFF KY222 AT APPROXIMATELY 791+25 OF APPROACH/CONNECTOR 2. ACCESS TO THE SITE WILL BE PROVIDED VIA THE PROPOSED APPROACH/CONNECTOR 2 ONCE COMPLETED IN PHASE I (SEE PHASING NOTES FOR INTERIM COMPLETION DATE).

THE CONTRACTOR SHALL COORDINATE WORK WITH THE ADJACENT CONTRACTOR(S) AND/OR AS DIRECTED BY THE ENGINEER TO AVOID OR MINIMIZE CONFLICTS AND ENSURE AN UNINTERRUPTED FLOW OF TRAFFIC, INCLUDING ACCOMODATIONS FOR OVERWEIGHT AND OVERDIMENSIONAL LOADS, TO AND FROM THE MEGA SITE.

## SPECIAL NOTES

EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID FOR AT THE LUMP SUM BID PRICE FOR "MAINTAIN AND CONTROL TRAFFIC", AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, UNLES OTHERWISE PROVIDED FOR IN THESE NOTES.

THE CONTRACTOR'S SHALL NOT CONSTRUCT ANY NEW CROSSOVERS FOR CHANGING DIRECTIONS ON THE MAINLINE. THE CONTRACTOR'S VEHICLES SHALL UTILIZE INTERCHANGES FOR CHANGING DIRECTION OF TRAVEL ON I-65. THE CONTRACTOR'S VEHICLE SHALL ALWAYS MOVE WITH AND NOT AGAINST, THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL NOT INTERFERE WITH NORMAL TRAFFIC. VEHICLES SHALL NOT PARK OR STOP EXCEPT WITH WORK AREAS DESIGNATED BY THE ENGINEER.

THE CONTRACTOR MUST NOTIFY THE ENGINEER AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), CHRIS JESSIE, AT 270-766-5066 (OFFICE) AT LEAST FOURTEEN (14) DAYS PRIOR TO BEGINNING OF EACH CONSTRUCTION PHASE AND FIVE (5) DAYS PRIOR TO CONSTRUCTION THAT WILL AFFECT TRAFFIC PATTERNS.

CONTRACTOR MUST SUBMIT CONSTRUCTION ACCESS PLAN TO DEPARTMENT PRIOR TO CONSTRUCTION FOR APPROVAL. PLAN SHALL INCLUDE ENTRANCE AND EXIT LOCATIONS, ACCELERATION AND DECELERATION LANES, AND LANE CLOSURE LOCATION AND TIME. ALL FEATURES OF PLAN WILL BE PAID FOR AT THE LUMP SUM BID PRICE FOR "MAINTAIN AND CONTROL TRAFFIC".

## CONSTRUCTION PHASING

CONSTRUCTION PHASING AND THE SEQUENCE OF CONSTRUCTION WILL BE MAINTAINED AS SHOWN IN THE PLANS, PROPOSAL AND SPECIFICATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER. SEE CONSTRUCTION PHASING SHEET FOR DETAILS.

IF THE CONTRACTOR DECIDES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION PHASING OUTLINED IN THESE PLANS OR PROPOSAL, AN ALTERNATE PLAN SHALL BE SUBMITTED IN WRITING TO THE ENGINEER. THE ALTERNATE PLAN MAY BE USED ONLY IF APPROVED IN WRITING BY THE KENTUCKY DIVISIONS OF DESIGN, TRAFFIC, CONSTRUCTION AND THE FHWA.

## PHASE 1

PHASE 1 CONSTRUCTION CONSIST OF CONSTRUCTING KY 222, US 31W AND APPROACHES THAT DO NOT CONFLICT WITH EXISTING ROUTES OR TRAFFIC OPERATIONS. CONSTRUCTION FOR PHASE 1 WILL BE TO FINAL BASE COURSE. ACCESS INTO THE MEGA-SITE WILL BE MAINTAINED VIA EXISTING ACCESS ROAD AS SHOWN ON THE PLANS. I-65 WILL MAINTAIN 2-LANES OF TRAFFIC IN EACH DIRECTION.

## PHASE 1 TRAFFIC CONTROL

INSTALL MAINTENANCE OF TRAFFIC CONSTRUCTION SIGNS FOR PHASE 1 TRAFFIC. ALL TRAFFIC SHALL BE MAINTAINED ON EXISTING KY 222 AND US 31W MAINTAINING ONE 11 FOOT LANE IN EACH DIRECTION. RAMP MOVEMENTS SHALL BE MAINTAINED AS EXISTING AND I-65 INSIDE LANE WILL BE CLOSED USING STANDARD DRAWING TTC-120-03 AND TEMP BARRIER WALL PLACED AROUND CENTER PIER CONSTRUCTION (NORTHBOUND STATION 649+00 TO 661+00 AND SOUTHBOUND STATION 655+00 TO 667+00). RESTRIPE FOR PHASE 1 CONSTRUCTION.

## PHASE 1 CONSTRUCTION

KY 222:  
 CONSTRUCT KY 222 FROM STA. 110+24 TO STA. 149+00, FROM 153+00 TO STA. 165+00, FROM STA. 174+10 TO STA. 184+50 AND FROM STA. 185+93 TO STA. 191+92.  
 CONSTRUCT 32 LF OF 3.5'X4' RCBC EXTENSION AT STA. 110+39 (RIGHT SIDE OF KY 222)  
 CONSTRUCT 91 LF OF 6'X6' RCBC AT STA. 122+50.  
 CONSTRUCT 118 LF 5'X4' RCBC AT STA. 138+85.  
 CONSTRUCT 60 LF OF 18" PIPE, HEADWALL, AND DBI AT STA. 140+90.  
 CONSTRUCT 52 LF OF 18" PIPE, HEADWALL, AND DBI AT STA. 147+35.  
 CONSTRUCT 178 LF 6'X6' RCBC AT STA. 151+12.  
 CONSTRUCT 57 LF OF 18" PIPE, CBI, AND HEADWALL AT STA. 155+50.  
 CONSTRUCT 18 LF OF 24" TEMPORARY PIPE EXTENSION AT STA. 185+46.  
 CONSTRUCT CENTER PIER OF BRIDGE

APPROACH 1:  
 CONSTRUCT APPROACH 1 FROM STA. 697+91 TO STA. 700+00.  
 CONSTRUCT 52 LF OF 18" PIPE AND HEADWALLS AT STA. 699+35.

APPROACH 2:  
 CONSTRUCT APPROACH 2 FROM STA. 791+00 TO STA. 801+50.  
 CONSTRUCT EXISTING KY 222 WIDENING TO 3 LANES.  
 CONSTRUCT 160 LF OF 5'X5' RCBC AT STA. 795+66.  
 CONSTRUCT 77 LF OF 24" PIPE AND HEADWALLS AT STA. 798+85.  
 CONSTRUCT 97 LF OF 18" PIPE AND HEADWALLS AT STA. 801+50.

APPROACH 2 INTERIM FIXED COMPLETION DATE:  
 APPROACH 2 AND EXISTING KY 222 WIDENING SHALL BE CONSTRUCTED UP TO THE TOP LAYER OF ASPHALT BASE AND OPEN TO TRAFFIC FOR ACCESS TO GLENDALE MEGA SITE NO LATER THAN AUGUST 1, 2022. FAILURE TO OPEN APPROACH 2 BY THIS DATE WILL RESULT IN LIQUIDATED DAMAGES OF \$15,000 PER DAY.  
 ONCE APPROACH 2 IS OPEN TO TRAFFIC, THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON APPROACH #2 AT ALL TIMES, SUBJECT TO THE LIQUIDATED DAMAGES AND DISINCENTIVES SECTION OF THESE NOTES.

APPROACH 2A:  
 CONSTRUCT APPROACH APPROACH FROM STA. 184+03 TO STA. 185+00.

APPROACH 3:  
 CONSTRUCT APPROACH 3 FROM STA 896+88 TO STA. 902+56 AND STA. 904+42 TO STA. 907+17.  
 CONSTRUCT 148 LF OF 18" PIPE AND HEADWALLS AT STA. 897+24.  
 CONSTRUCT 111 LF OF 24" PIPE AND HEADWALLS AT STA. 899+00.  
 CONSTRUCT 80 LF OF 24" PIPE AND HEADWALLS AT STA. 901+00.

APPROACH 4:  
 CONSTRUCT APPROACH 4 FROM STA. 497+88 TO STA 499+87.  
 CONSTRUCT 69 LF OF 24" PIPE AND HEADWALLS AT STA. 499+35.

RAMP 7A:  
 CONSTRUCT RAMP 7A FROM STA. 7+00 TO STA. 10+00

CHANNEL CHANGE:  
 CONSTRUCT 260 LF OF 72" PIPE AND HEADWALL AT KY 222 STA. 165+85. CONSTRUCTION SHALL NOT CONFLICT WITH EXISTING RAMP OPERATIONS.

FOR MAINTENANCE OF TRAFFIC ONLY

I-65 / KY 222 INTERCHANGE MAINTENANCE OF TRAFFIC NOTES

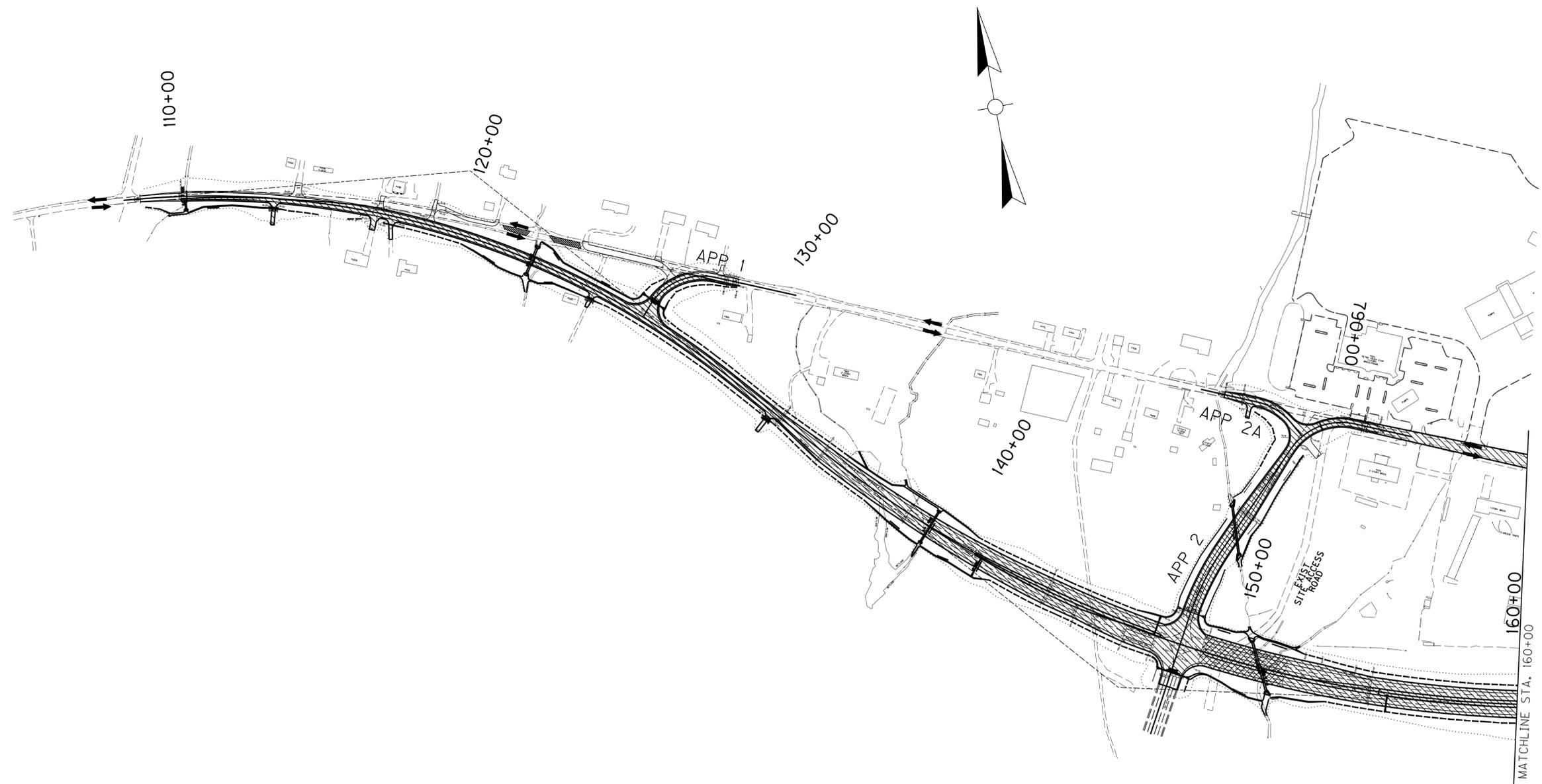
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USER: stephen DATE PLOTTED: January 5, 2022

E-SHEET NAME:

Power - InRoads v8.11.9.397

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	RI01



 CONSTRUCTION AFTER APPROACH 2 COMPLETE  
 CONSTRUCTION THIS PHASE  

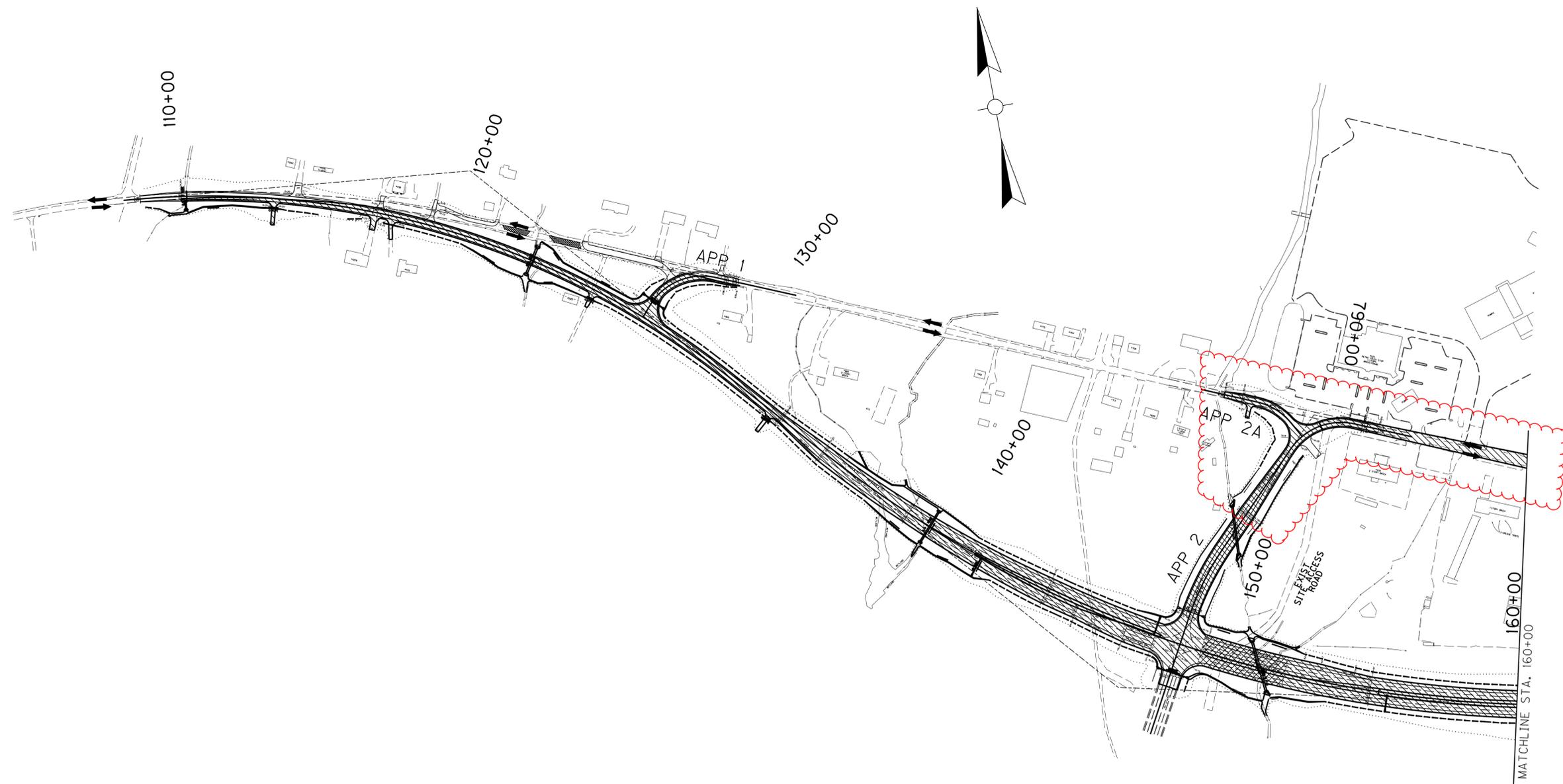
FOR MAINTENANCE OF TRAFFIC ONLY



I-65 / KY 222 INTERCHANGE  
 MOT PHASE I  
 KY 222  
 POB TO STA. 160+00

1/5/2022 Power InRoads v8.11.9.397 E-SHEET NAME: RI0100MT.dgn  
 USER: Stephen DATE PLOTTED: January 5, 2022  
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COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	R101



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 CONSTRUCTION THIS PHASE  

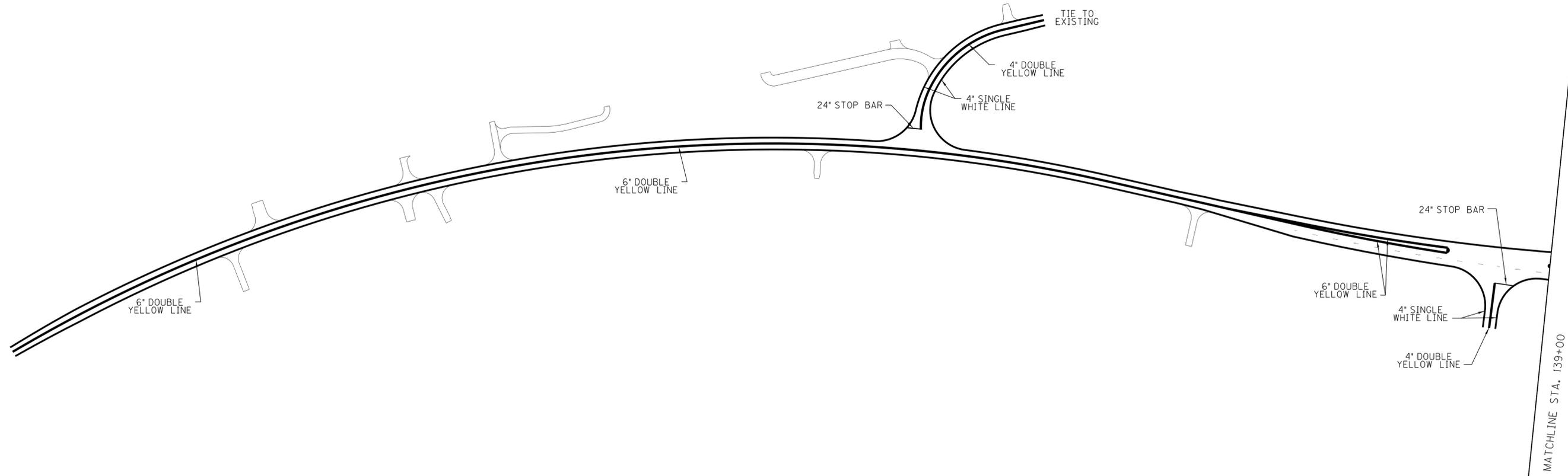
FOR MAINTENANCE OF TRAFFIC ONLY



I-65 / KY 222 INTERCHANGE  
 MOT PHASE I  
 KY 222  
 POB TO STA. 160+00

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COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	RI33



- - - - - 6" DASHED WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)  
 \_\_\_\_\_ 6" SINGLE WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)



SCALE: 1"=100'

I-65 / KY 222 INTERCHANGE  
 KY 222  
 STRIPING PLAN

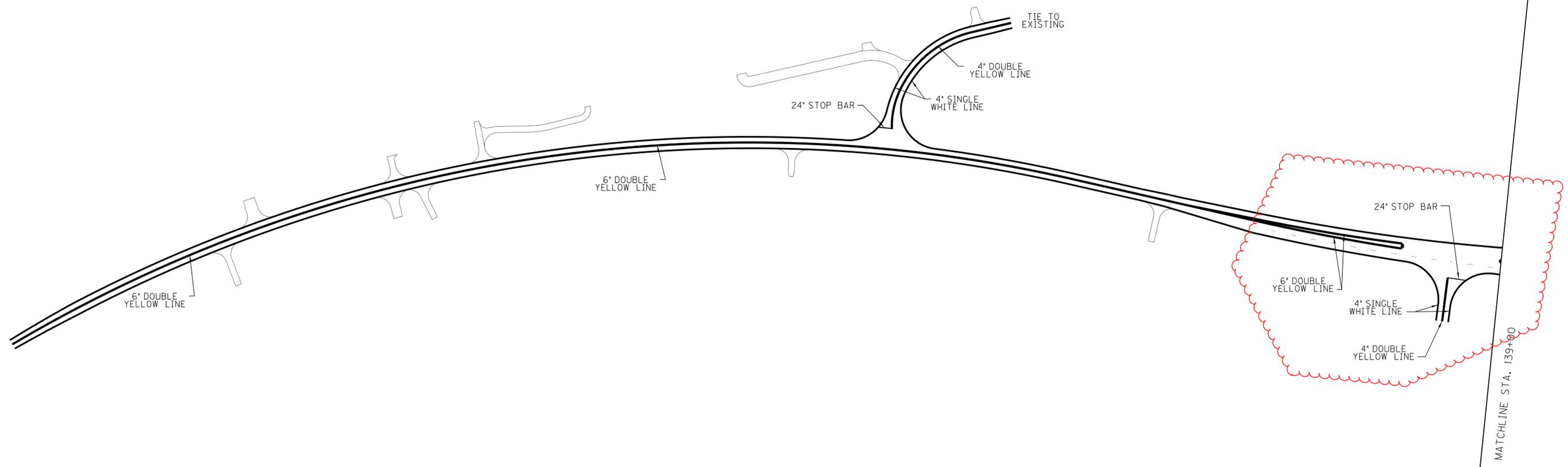
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USER: Stephen  
 DATE PLOTTED: January 5, 2022

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RI3300DS.dgn  
 Power InRoads v8.11.9.397  
 1/5/2022

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	RI33



- - - - - 6" DASHED WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)  
 \_\_\_\_\_ 6" SINGLE WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)

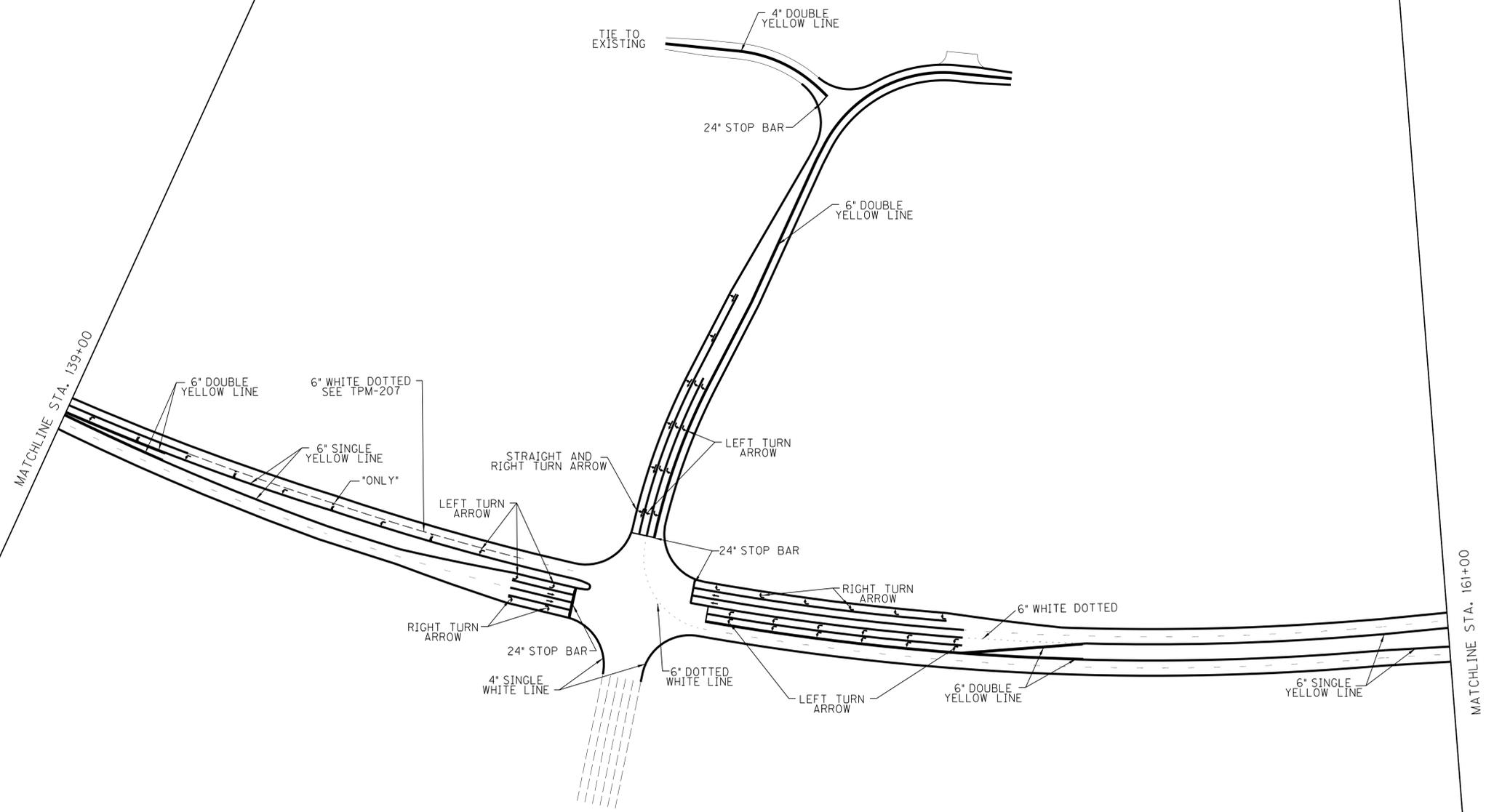


I-65 / KY 222 INTERCHANGE  
 KY 222  
 STRIPING PLAN

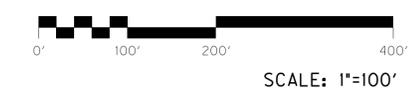
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COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	RI34

1/5/2022  
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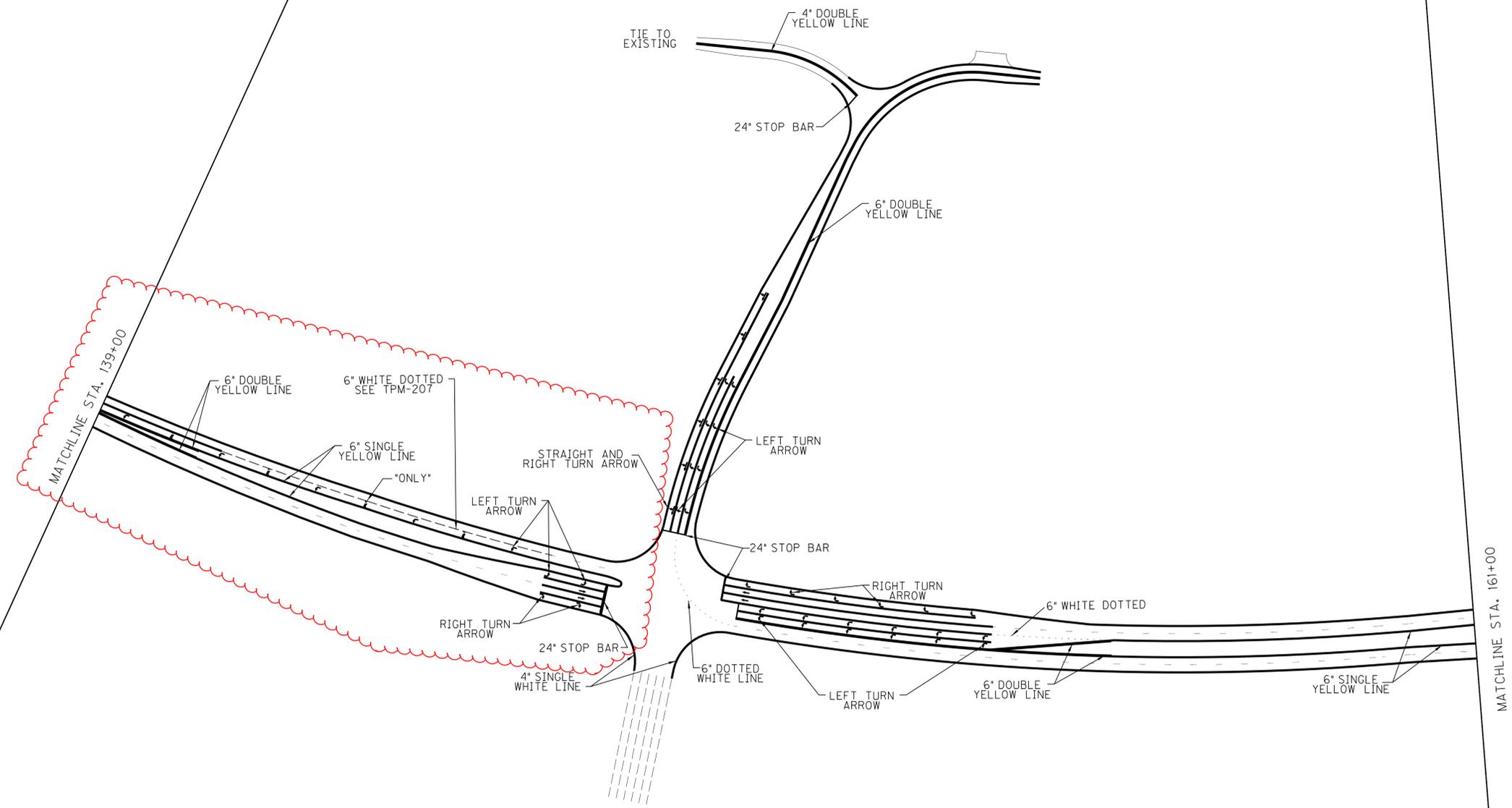


- - - - - 6" DASHED WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)  
 \_\_\_\_\_ 6" SINGLE WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)

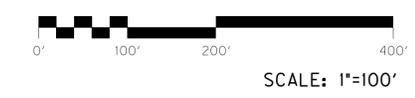


I-65 / KY 222 INTERCHANGE  
 KY 222  
 STRIPING PLAN

COUNTY OF	ITEM NO.	SHEET NO.
HARDIN	4-20.00	RI34



- - - - - 6" DASHED WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)  
 \_\_\_\_\_ 6" SINGLE WHITE LINE  
 (UNLESS LABELED DIFFERENTLY)



I-65 / KY 222 INTERCHANGE  
 KY 222  
 STRIPING PLAN

1/5/2022 Power InRoads v8.11.9.397 E-SHEET NAME: RI3400DS.dgn  
 USER: Stephen DATE PLOTTED: January 5, 2022  
 FILE NAME: J:\KDOT\GLENDALE\_165-KY222\PLAN CHANGES\ADDENDUM\RI3400DS.DGN