



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

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

Matthew G. Bevin
Governor

Greg Thomas
Secretary

December 1, 2017

CALL NO. 100
CONTRACT ID NO. 171049
ADDENDUM # 1

Subject: Perry County, NHPP 0151(086)
Letting December 8, 2017

- (1) Revised - Special Note - Page 316 of 514
- (2) Revised - Special Note - Page 356 of 514
- (3) Revised - Special Note - Pages 442-443 of 514
- (4) Revised - Proposal Bid Items - Pages 503-514 of 514
- (5) Added - Special Notes - Pages 1-25 of 25
- (6) Revised - Plans

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

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

Sincerely,

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

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

RM:ws
Enclosures



An Equal Opportunity Employer M/F/D

SPECIAL NOTE

Perry Park Road Closure

One planned 5-day closure at Perry Park Road is proposed in the plans. Variable message boards shall be placed a minimum of one week prior to its closure, and remain in place through its duration. Planning and coordination for the closure with representatives of local government, emergency response teams (Police, Fire, and Ambulance), postal service, school board, as well as affected residents and businesses and other entities as designated by the Engineer must occur before the closure is allowed. ~~Closure will not be allowed on days in which schools are in session.~~ Signing plans for the detour route must be submitted to and approved by the Engineer. Alternate routes and plans should address pedestrian as well as vehicular traffic. If the closure of Perry Park Road lasts longer than 5 days then damages will be assessed at the rate of \$4,750 per day or any portion of a day until the road is reopened. *If an alternative plan is proposed by the contractor, it must be reviewed and approved by the Perry County Fiscal Court and the KYTC Engineer.*

REVISED 11-29-17
~~Removed Language~~
New Language

SPECIAL NOTE

Excavation South of the North Fork of Kentucky River

To minimize impacts to traffic on KY 15, a limit of ~~200~~ 225 calendar days has been set for the completion of all earthwork operations south of the river. The time period shall begin at the initiation of earthwork or excavation activities. *Calendar days will not be counted on days in which excavation activities are not occurring.* Any work extending past the ~~200~~ 225 calendar days limit will be assessed damages at the rate of \$4,750 per day.

REVISED 11/29/2017
Removed Language
New Language

SPECIAL NOTE FOR EXCESS MATERIAL SITES

PERRY COUNTY RECONSTRUCT KY 15 ITEM 10-158.00

The construction activities of this project may result in a considerable amount of excess material. It is the contractor's responsibility to dispose of any material in compliance with the United States Army Corps of Engineers (USACE) and Kentucky Division of Water (DOW) rules and regulations pertaining to discharges into Waters of the U.S. The contractor is also responsible to ensure material disposal actions are also in compliance with the US Fish and Wildlife Service (USFWS) rules and regulations pertaining to the Endangered Species Act, Section 106 of the National Historic Preservation Act, Floodplains, as well as any other pertinent regulations.

The Kentucky Transportation Cabinet (KYTC) has acquired Section 404 (USACE) & 401 (DOW) permits for three (3) excess material sites (A, B, and C) that the contractor can use for this KYTC project. It is the contractor's responsibility to review the Clean Water Act 404 & 401 permits and maintain compliance with the 401 & 404 permits throughout the duration of the project.

Mitigation requirements resulting from the use of these excess material sites will be in the form of in-lieu fees and will be paid by the KYTC prior to stream/wetland impacts occurring in the excess material sites.

~~**The KYTC has not acquired fee simple ownership or purchased an easement to Excess Material Sites B and C.** The contractor is responsible for negotiations/agreements with the property owner(s) of the sites. The KYTC has not secured access rights to these proposed excess material sites. The contractor must secure any haul roads or accesses through other properties by agreements with property owners or other governmental agencies (i.e. County roads, private roads, etc.).~~

The KYTC has purchased an easement to Excess Material Site A. The only access rights that KYTC has secured is within the temporary easement boundaries. The contractor must secure any haul roads or accesses through other properties by agreements with property owners or other governmental agencies (i.e. County roads, private roads, etc.).

The KYTC has purchased easements to Excess Material Site B & C. *The only access rights that KYTC has secured is within the temporary easement boundaries. The contractor must secure any haul roads or accesses through other properties by agreements with property owners or other governmental agencies (i.e. County roads, private roads, etc.).*

The KYTC is not responsible for damages or repairs to sites or accesses to sites located outside of state right of way. The contractor must notify the KYTC prior to tree clearing in the excess material sites. The location of the excess material sites are identified in the attached map.

Any work associated with the excess material site will be incidental to the excavation cost including but not limited to the following items: Erosion Control Devices, Clearing and Grubbing, Seeding and Protection, Temporary and Permanent Drainage Ditches, and Structures (including pipes, culverts, etc.). Please refer to the CAP Report for agreements made with each respective excess material site owners.

The contractor shall abide by Section 205.04 in the Standard Specifications for Road and Bridge Construction Manual for excess material disposal.

Property Owner Information for Excess Material Sites listed below:

Excess Material Sites B & C:

Gene & Margaret Rice
(606)439-1066 (Home)

Excess Material Site A:

Combs Heirs
Robert Combs 420 Avondale Drive, Sterling, VA
Nancy Combs 1330 Bedford Road, Grosse Pointe Perk, MI
Mindy Barfield and Mark Barfield 917 Albany Circle, Lexington, KY
Francis Gute and Sara Gute Crest Street, Ashland, KY
Rebecca Lyon and James Lyon 778 Glendover Road, Lexington, KY
Molly Toler and Don Toler 333 Kentucky Boulevard, Hazard, KY
Donald Combs and Leslie Combs P.O. Drawer 31, Pikeville, KY
Steven Combs and Terese Combs 114 East Cedar Drive, Pikeville, KY
Robert Combs and Afif Allown-Combs 29 Baynard Park Road, Hilton Head, SC

If the contractor chooses to use other excess material site(s) (rather than or in addition to) the KYTC's identified excess material sites, or modify the identified excess material sites, it will be the responsibility of the contractor to acquire the necessary permits and certifications. The contractor will be responsible for any fees associated with these sites including but not limited to: USFWS fees for tree cutting, in-lieu fees additional to what KYTC has previously agreed to pay .When applying for new or modified permits the Contractor must coordinate with KYTC Central Office Department of Environmental Analysis prior to beginning permitting work. No additional contract time will be allowed for this process.

Questions concerning any potential impacts to "Waters of the United States" should be brought to the attention of the appropriate District Office for the Corps of Engineers for determination, prior to disturbance. Any fees associated with obtaining new or modified permit approvals for the disposal of excess material from the USFWS, USACE or other appropriate regulatory agencies are the responsibility of the contractor.

Revised 12-1-17

~~Removed Language~~
New Language

PROPOSAL BID ITEMS

REVISED ADDENDUM #1: 12-1-17

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Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE (REVISED: 12-1-17)	64,542.00	TON		\$	
0020	00020		TRAFFIC BOUND BASE	30.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	260.10	TON		\$	
0040	00103		ASPHALT SEAL COAT	31.21	TON		\$	
0050	00190		LEVELING & WEDGING PG64-22	3,221.00	TON		\$	
0060	00194		LEVELING & WEDGING PG76-22	6,368.00	TON		\$	
0070	00212		CL2 ASPH BASE 1.00D PG64-22	17,159.00	TON		\$	
0080	00214		CL3 ASPH BASE 1.00D PG64-22	16,922.00	TON		\$	
0090	00216		CL3 ASPH BASE 1.00D PG76-22	12,061.00	TON		\$	
0100	00301		CL2 ASPH SURF 0.38D PG64-22	1,966.00	TON		\$	
0110	00336		CL3 ASPH SURF 0.38A PG76-22	5,010.00	TON		\$	
0115	02101		CEM CONC ENT PAVEMENT-8 IN (ADDED: 12-1-17)	40.00	SQYD		\$	
0120	02677		ASPHALT PAVE MILLING & TEXTURING	311.00	TON		\$	
0130	24685EC		CL2 ASPH SURF 0.38A PG64-22	2,135.00	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0990	00078		CRUSHED AGGREGATE SIZE NO 2	200.00	TON		\$	
1000	01002		PERFORATED PIPE-8 IN	3,240.00	LF		\$	
1010	01012		NON-PERFORATED PIPE-8 IN	150.00	LF		\$	
1020	01022		PERF PIPE HEADWALL TY 1-8 IN	7.00	EACH		\$	
1030	01030		PERF PIPE HEADWALL TY 3-8 IN	1.00	EACH		\$	
1040	01034		PERF PIPE HEADWALL TY 4-8 IN	1.00	EACH		\$	
1050	01310		REMOVE PIPE	119.00	LF		\$	
1060	01585		REMOVE DROP BOX INLET	1.00	EACH		\$	
1070	01691		FLUME INLET TYPE 2	4.00	EACH		\$	
1080	01810		STANDARD CURB AND GUTTER	1,315.00	LF		\$	
1090	01811		STANDARD CURB AND GUTTER MOD	1,286.00	LF		\$	
1100	01825		ISLAND CURB AND GUTTER	460.00	LF		\$	
1110	01875		STANDARD HEADER CURB	689.00	LF		\$	
1120	01891		ISLAND HEADER CURB TYPE 2	130.00	LF		\$	
1130	01917		STANDARD BARRIER MEDIAN TYPE 2	752.00	SQYD		\$	
1140	01923		STANDARD BARRIER MEDIAN TYPE 5	728.00	SQYD		\$	
1150	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	56.00	EACH		\$	
1160	01986		DELINEATOR FOR BARRIER WALL-B/Y	138.00	EACH		\$	
1170	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	75.00	EACH		\$	
1180	01990		DELINEATOR FOR BARRIER WALL-B/W	200.00	EACH		\$	
1190	02000		CONCRETE BARRIER WALL MOD TYPE 8C	5,475.00	LF		\$	
1200	02000		CONCRETE BARRIER WALL MOD TYPE 8E	1,373.00	LF		\$	
1210	02003		RELOCATE TEMP CONC BARRIER	8,280.00	LF		\$	
1220	02014		BARRICADE-TYPE III	24.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1230	02015		CEMENT CONCRETE ISLAND	827.00	SQYD		\$	
1240	02091		REMOVE PAVEMENT	8,294.00	SQYD		\$	
1250	02155		PAVED DITCH TYPE 1 MOD	36.00	SQYD		\$	
1260	02157		PAVED DITCH TYPE 1	58.00	SQYD		\$	
1270	02159		TEMP DITCH	4,504.00	LF		\$	
1280	02160		CLEAN TEMP DITCH	2,252.00	LF		\$	
1290	02165		REMOVE PAVED DITCH	55.00	SQYD		\$	
1300	02200		ROADWAY EXCAVATION	1,115,180.00	CUYD		\$	
1310	02223		GRANULAR EMBANKMENT	30,000.00	CUYD		\$	
1320	02242		WATER	272.00	MGAL		\$	
1330	02351		GUARDRAIL-STEEL W BEAM-S FACE	7,962.50	LF		\$	
1340	02360		GUARDRAIL TERMINAL SECTION NO 1	7.00	EACH		\$	
1350	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	6.00	EACH		\$	
1360	02367		GUARDRAIL END TREATMENT TYPE 1	15.00	EACH		\$	
1370	02369		GUARDRAIL END TREATMENT TYPE 2A	16.00	EACH		\$	
1380	02371		GUARDRAIL END TREATMENT TYPE 7	3.00	EACH		\$	
1390	02381		REMOVE GUARDRAIL	6,785.00	LF		\$	
1400	02383		REMOVE & RESET GUARDRAIL	865.00	LF		\$	
1410	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	3.00	EACH		\$	
1420	02397		TEMP GUARDRAIL	200.00	LF		\$	
1430	02429		RIGHT-OF-WAY MONUMENT TYPE 1	76.00	EACH		\$	
1440	02430		RIGHT-OF-WAY MONUMENT TYPE 1A	2.00	EACH		\$	
1450	02432		WITNESS POST	12.00	EACH		\$	
1460	02482		CHANNEL LINING CLASS IA	193.00	TON		\$	
1470	02483		CHANNEL LINING CLASS II	2,746.00	TON		\$	
1480	02488		CHANNEL LINING CLASS IV	3,640.00	CUYD		\$	
1490	02542		CEMENT	29.00	TON		\$	
1500	02545		CLEARING AND GRUBBING 112.5 ACRES	1.00	LS		\$	
1510	02562		TEMPORARY SIGNS	750.00	SQFT		\$	
1520	02585		EDGE KEY	401.00	LF		\$	
1530	02596		FABRIC-GEOTEXTILE TYPE I	7,644.00	SQYD		\$	
1540	02598		FABRIC-GEOTEXTILE TYPE III	7,500.00	SQYD		\$	
1550	02599		FABRIC-GEOTEXTILE TYPE IV	87,000.00	SQYD		\$	
1560	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	26,210.00	SQYD	\$2.00	\$	\$52,420.00
1570	02610		RETAINING WALL-GABION	1,717.00	CUYD		\$	
1580	02625		REMOVE HEADWALL	4.00	EACH		\$	
1590	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
1600	02671		PORTABLE CHANGEABLE MESSAGE SIGN	7.00	EACH		\$	
1610	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
1620	02690		SAFELoading	300.50	CUYD		\$	
1630	02696		SHOULDER RUMBLE STRIPS	41,132.00	LF		\$	
1640	02701		TEMP SILT FENCE	4,504.00	LF		\$	
1650	02703		SILT TRAP TYPE A	113.00	EACH		\$	
1660	02704		SILT TRAP TYPE B	113.00	EACH		\$	
1670	02705		SILT TRAP TYPE C	113.00	EACH		\$	
1680	02706		CLEAN SILT TRAP TYPE A	113.00	EACH		\$	
1690	02707		CLEAN SILT TRAP TYPE B	113.00	EACH		\$	
1700	02708		CLEAN SILT TRAP TYPE C	113.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1710	02726		STAKING	1.00	LS		\$	
1720	02731		REMOVE STRUCTURE CONCRETE MEDIAN BARRIER END	1.00	LS		\$	
1730	02731		REMOVE STRUCTURE EXISTING 3-SPAN STEEL BEAM BRIDGE OVER THE NORTH FORK KENTUCKY RIVER	1.00	LS		\$	
1740	02898		RELOCATE CRASH CUSHION	18.00	EACH		\$	
1750	02929		CRASH CUSHION TYPE IX	1.00	EACH		\$	
1760	03171		CONCRETE BARRIER WALL TYPE 9T	10,000.00	LF		\$	
1770	03262		CLEAN PIPE STRUCTURE	12.00	EACH		\$	
1780	04934		TEMP SIGNAL MULTI PHASE	3.00	EACH		\$	
1800	05950		EROSION CONTROL BLANKET	1,375.00	SQYD		\$	
1810	05952		TEMP MULCH	363,117.00	SQYD		\$	
1820	05953		TEMP SEEDING AND PROTECTION	272,338.00	SQYD		\$	
1830	05963		INITIAL FERTILIZER	10.00	TON		\$	
1840	05964		20-10-10 FERTILIZER	17.00	TON		\$	
1850	05985		SEEDING AND PROTECTION	318,218.00	SQYD		\$	
1860	05992		AGRICULTURAL LIMESTONE	198.00	TON		\$	
1870	06401		FLEXIBLE DELINEATOR POST-M/W	174.00	EACH		\$	
1880	06404		FLEXIBLE DELINEATOR POST-M/Y	19.00	EACH		\$	
1890	06510		PAVE STRIPING-TEMP PAINT-4 IN	72,000.00	LF		\$	
1900	06514		PAVE STRIPING-PERM PAINT-4 IN	76,389.00	LF		\$	
1910	06515		PAVE STRIPING-PERM PAINT-6 IN	4,415.00	LF		\$	
1912	06530		PAVE STRIPING REMOVAL-4 IN (ADDED: 12-1-17)	7,000.00	LF		\$	
1914	06533		PAVE STRIPING REMOVAL-12 IN (ADDED: 12-1-17)	1,000.00	LF		\$	
1920	06545		PAVE STRIPING-THERMO-8 IN Y	148.00	LF		\$	
1930	06567		PAVE MARKING-THERMO STOP BAR-12IN	136.00	LF		\$	
1940	06568		PAVE MARKING-THERMO STOP BAR-24IN	381.00	LF		\$	
1950	06573		PAVE MARKING-THERMO STR ARROW	3.00	EACH		\$	
1960	06574		PAVE MARKING-THERMO CURV ARROW	55.00	EACH		\$	
1970	06575		PAVE MARKING-THERMO COMB ARROW	4.00	EACH		\$	
1980	06576		PAVE MARKING-THERMO ONLY	11.00	EACH		\$	
1990	06578		PAVE MARKING-THERMO MERGE ARROW	3.00	EACH		\$	
2000	08100		CONCRETE-CLASS A	14.53	CUYD		\$	
2010	08150		STEEL REINFORCEMENT	9.09	LB		\$	
2020	08900		CRASH CUSHION TY VI CLASS B TL2	1.00	EACH		\$	
2030	10020NS		FUEL ADJUSTMENT	327,807.00	DOLL	\$1.00	\$	\$327,807.00
2040	10030NS		ASPHALT ADJUSTMENT	253,506.00	DOLL	\$1.00	\$	\$253,506.00
2050	20000ES724		TREE REDBUD	95.00	EACH		\$	
2060	20071EC		JOINT ADHESIVE	101,304.00	LF		\$	
2070	20411ED		LAW ENFORCEMENT OFFICER	400.00	HOUR		\$	
2080	20432ES112		REMOVE CRASH CUSHION	2.00	EACH		\$	
2090	20465EC		CLEAN CULVERT	1.00	LS		\$	
2100	20550ND		SAWCUT PAVEMENT (REVISED: 12-1-17)	10,446.00	LF		\$	
2110	20667ED		PNEUMATIC BACKSTOWING	3,360.00	TON		\$	
2120	20738NS112		TEMP CRASH CUSHION	16.00	EACH		\$	
2130	20911ED		HIGH SLUMP 3000 PSI GROUT	209.00	CUYD		\$	
2140	21289ED		LONGITUDINAL EDGE KEY	2,885.00	LF		\$	

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2150	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	212.50	LF		\$	
2160	22665EN		REMOVE NON-MOUNTABLE MEDIAN	593.00	SQYD		\$	
2170	22880ED		BARRIER WALL TRANSITION ITEM 20880ED BARRIER WALL TRANSITION (LF)	80.00	LF		\$	
2180	23010EN		PAVE MARK TEMP PAINT STOP BAR-24 IN	300.00	LF		\$	
2190	23791EC		PAVE STRIPING-CHEVRON MARKINGS	105.00	SQFT		\$	
2200	23979EC		CRASH CUSHION TY VI CLASS C TL3	2.00	EACH		\$	
2210	24489EC		INLAID PAVEMENT MARKER	612.00	EACH		\$	
2220	24780EC		INTELLIGENT COMPACTION FOR AGGREGATE (REVISED: 12-1-17)	64,542.00	TON		\$	
2230	24781EC		INTELLIGENT COMPACTION FOR ASPHALT	64,842.00	TON		\$	
2240	24814EC		PIPELINE INSPECTION	7,131.00	LF		\$	
2250	24845EC		UTILITY COORDINATION	1.00	LS		\$	
2260	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	2,119,716.00	SF		\$	
2270	24955ED		REMOVE SIGNAL EQUIPMENT (REVISED: 12-1-17)	3.00	EACH		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2280	00078		CRUSHED AGGREGATE SIZE NO 2	24.00	TON		\$	
2290	00461		CULVERT PIPE-15 IN	159.00	LF		\$	
2300	00462		CULVERT PIPE-18 IN	164.00	LF		\$	
2310	00468		CULVERT PIPE-36 IN	76.00	LF		\$	
2350	00494		CULVERT PIPE-30 IN EQUIV	70.00	LF		\$	
2360	00498		CULVERT PIPE-42 IN EQUIV	62.00	LF		\$	
2370	00499		CULVERT PIPE-48 IN EQUIV	78.00	LF		\$	
2380	00520		STORM SEWER PIPE-12 IN	33.00	LF		\$	
2390	00521		STORM SEWER PIPE-15 IN	2,327.00	LF		\$	
2400	00522		STORM SEWER PIPE-18 IN	1,084.00	LF		\$	
2410	00524		STORM SEWER PIPE-24 IN	1,953.00	LF		\$	
2420	00526		STORM SEWER PIPE-30 IN	31.00	LF		\$	
2430	00528		STORM SEWER PIPE-36 IN	4.00	LF		\$	
2440	00529		STORM SEWER PIPE-42 IN	30.00	LF		\$	
2450	00530		STORM SEWER PIPE-48 IN	661.00	LF		\$	
2460	01000		PERFORATED PIPE-4 IN (REVISED: 12-1-17)	1,418.00	LF		\$	
2470	01001		PERFORATED PIPE-6 IN	9,715.00	LF		\$	
2480	01010		NON-PERFORATED PIPE-4 IN (REVISED: 12-1-17)	400.00	LF		\$	
2490	01011		NON-PERFORATED PIPE-6 IN	441.00	LF		\$	
2500	01020		PERF PIPE HEADWALL TY 1-4 IN	10.00	EACH		\$	
2510	01021		PERF PIPE HEADWALL TY 1-6 IN	2.00	EACH		\$	
2520	01024		PERF PIPE HEADWALL TY 2-4 IN	1.00	EACH		\$	
2530	01028		PERF PIPE HEADWALL TY 3-4 IN	2.00	EACH		\$	
2540	01029		PERF PIPE HEADWALL TY 3-6 IN	6.00	EACH		\$	
2550	01033		PERF PIPE HEADWALL TY 4-6 IN	3.00	EACH		\$	
2560	01202		PIPE CULVERT HEADWALL-15 IN	2.00	EACH		\$	
2570	01204		PIPE CULVERT HEADWALL-18 IN	7.00	EACH		\$	

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2580	01208		PIPE CULVERT HEADWALL-24 IN	1.00	EACH		\$	
2590	01212		PIPE CULVERT HEADWALL-36 IN	1.00	EACH		\$	
2600	01214		PIPE CULVERT HEADWALL-42 IN	1.00	EACH		\$	
2610	01215		PIPE CULVERT HEADWALL-42 IN EQUIV	2.00	EACH		\$	
2620	01216		PIPE CULVERT HEADWALL-48 IN	1.00	EACH		\$	
2630	01217		PIPE CULVERT HEADWALL-48 IN EQUIV	2.00	EACH		\$	
2640	01221		PIPE CULVERT HEADWALL-60 IN EQUIV	1.00	EACH		\$	
2650	01222		PIPE CULVERT HEADWALL-66 IN	2.00	EACH		\$	
2660	01374		METAL END SECTION TY 1-30 IN	1.00	EACH		\$	
2670	01432		SLOPED BOX OUTLET TYPE 1-15 IN	2.00	EACH		\$	
2680	01433		SLOPED BOX OUTLET TYPE 1-18 IN	1.00	EACH		\$	
2690	01434		SLOPED BOX OUTLET TYPE 1-24 IN	2.00	EACH		\$	
2700	01450		S & F BOX INLET-OUTLET-18 IN	5.00	EACH		\$	
2710	01451		S & F BOX INLET-OUTLET-24 IN	2.00	EACH		\$	
2720	01453		S & F BOX INLET-OUTLET-36 IN	4.00	EACH		\$	
2730	01456		CURB BOX INLET TYPE A	5.00	EACH		\$	
2740	01480		CURB BOX INLET TYPE B	7.00	EACH		\$	
2750	01490		DROP BOX INLET TYPE 1	10.00	EACH		\$	
2760	01511		DROP BOX INLET TYPE 5D	2.00	EACH		\$	
2770	01538		DROP BOX INLET TYPE 7	3.00	EACH		\$	
2780	01544		DROP BOX INLET TYPE 11	1.00	EACH		\$	
2790	01550		DROP BOX INLET TYPE 12A	30.00	LF		\$	
2800	01559		DROP BOX INLET TYPE 13G	10.00	EACH		\$	
2810	01641		JUNCTION BOX-15 IN	3.00	EACH		\$	
2820	01642		JUNCTION BOX-18 IN	1.00	EACH		\$	
2830	01643		JUNCTION BOX-24 IN	1.00	EACH		\$	
2840	01644		JUNCTION BOX-30 IN	1.00	EACH		\$	
2850	01645		JUNCTION BOX-36 IN	1.00	EACH		\$	
2860	01720		RECONSTRUCT INLET	4.00	EACH		\$	
2870	01756		MANHOLE TYPE A	2.00	EACH		\$	
2880	01767		MANHOLE TYPE C	1.00	EACH		\$	
2890	02610		RETAINING WALL-GABION	102.00	CUYD		\$	
2900	08100		CONCRETE-CLASS A	11.86	CUYD		\$	
2910	08150		STEEL REINFORCEMENT	256.00	LB		\$	
2915	21661ES706		BORE AND JACK PIPE (66 INCH) (ADDED: 12-1-17)	116.00	LF		\$	
2920	22628NN		DROP BOX INLET-MOD	1.00	EACH		\$	
2922	23127EN		BORE AND JACK PIPE-72 IN (ADDED: 12-1-17)	147.00	LF		\$	
2924	23332EC		BORE AND JACK PIPE-42 IN (ADDED: 12-1-17)	153.00	LF		\$	
2930	24025EC		PIPE CULVERT HEADWALL-72 IN	2.00	EACH		\$	
2940	24944ED		CONC MED BARRIER BOX INLET-TY 8A1	1.00	EACH		\$	
2950	24945ED		CONC MED BARRIER BOX INLET-TY 8B1	24.00	EACH		\$	

Section: 0004 - BRIDGE- 27595

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2960	02231		STRUCTURE GRANULAR BACKFILL	2,689.00	CUYD		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2970	02599		FABRIC-GEOTEXTILE TYPE IV	1,978.00	SQYD		\$	
2980	02998		MASONRY COATING	6,168.00	SQYD		\$	
2990	03299		ARMORED EDGE FOR CONCRETE	245.00	LF		\$	
3000	08001		STRUCTURE EXCAVATION-COMMON	1,727.00	CUYD		\$	
3010	08002		STRUCTURE EXCAV-SOLID ROCK	950.00	CUYD		\$	
3020	08020		CRUSHED AGGREGATE SLOPE PROT	650.00	TON		\$	
3030	08033		TEST PILES	40.00	LF		\$	
3040	08046		PILES-STEEL HP12X53	588.00	LF		\$	
3050	08094		PILE POINTS-12 IN	32.00	EACH		\$	
3060	08100		CONCRETE-CLASS A KY 15 BRIDGE OVER NORTH FORK KENTUCKY RIVER	2,322.00	CUYD		\$	
3070	08104		CONCRETE-CLASS AA	2,746.00	CUYD		\$	
3080	08150		STEEL REINFORCEMENT	448,631.00	LB		\$	
3090	08151		STEEL REINFORCEMENT-EPOXY COATED	843,646.00	LB		\$	
3100	08471		EXPANSION DAM-2.5 IN NEOPRENE	245.00	LF		\$	
3110	20745ED		ROCK SOUNDINGS	534.00	LF		\$	
3120	20746ED		ROCK CORINGS	824.00	LF		\$	
3130	21532ED		RAIL SYSTEM TYPE III	1,463.00	LF		\$	
3140	22861EN		HIGH STRENGTH GEOTEXTILE FABRIC TY V	8,850.00	SQYD		\$	
3150	22885EN		DRILLED SHAFT-72 IN-ROCK	372.00	LF		\$	
3160	24001EC		DRILLED SHAFT-78 IN COMMON	534.00	LF		\$	
3170	24582EN		PRECAST PC I BEAM-HN 72-49	6,140.00	LF		\$	
3180	24595EN		ELASTICIZED EPS 27595	421.00	SQYD		\$	

Section: 0005 - BRIDGE-27596

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3185	02200		ROADWAY EXCAVATION (ADDED: 12-1-17)	730.00	CUYD		\$	
3190	02223		GRANULAR EMBANKMENT (REVISED: 12-1-17)	1,150.00	CUYD		\$	
3200	02231		STRUCTURE GRANULAR BACKFILL	434.00	CUYD		\$	
3210	02599		FABRIC-GEOTEXTILE TYPE IV	1,566.00	SQYD		\$	
3220	02998		MASONRY COATING	981.00	SQYD		\$	
3230	03299		ARMORED EDGE FOR CONCRETE	114.00	LF		\$	
3240	08033		TEST PILES	161.00	LF		\$	
3250	08039		PRE-DRILLING FOR PILES	14.00	LF		\$	
3260	08046		PILES-STEEL HP12X53	818.00	LF		\$	
3270	08094		PILE POINTS-12 IN	20.00	EACH		\$	
3280	08100		CONCRETE-CLASS A	123.00	CUYD		\$	
3290	08104		CONCRETE-CLASS AA	442.00	CUYD		\$	
3300	08150		STEEL REINFORCEMENT	31,577.00	LB		\$	
3310	08151		STEEL REINFORCEMENT-EPOXY COATED	101,178.00	LB		\$	
3320	20743ED		DRILLED SHAFT 54 IN-SOLID ROCK	27.00	LF		\$	
3330	20744ED		DRILLED SHAFT 60 IN-COMMON	112.00	LF		\$	
3340	20745ED		ROCK SOUNDINGS	112.00	LF		\$	
3350	20746ED		ROCK CORINGS	68.00	LF		\$	
3360	21532ED		RAIL SYSTEM TYPE III	296.00	LF		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3370	22861EN		HIGH STRENGTH GEOTEXTILE FABRIC TY V	1,412.00	SQYD		\$	
3380	23963EC		PPC I-BEAM TYPE HN 36-49	869.00	LF		\$	
3390	24595EN		ELASTICIZED EPS 27596	88.00	SQYD		\$	

Section: 0006 - BRIDGE-BOX CULVERT

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3400	02403		REMOVE CONCRETE MASONRY	3.00	CUYD		\$	
3410	08001		STRUCTURE EXCAVATION-COMMON	1,541.00	CUYD		\$	
3420	08002		STRUCTURE EXCAV-SOLID ROCK	5.00	CUYD		\$	
3430	08100		CONCRETE-CLASS A	265.00	CUYD		\$	
3440	08150		STEEL REINFORCEMENT	21,950.00	LB		\$	

Section: 0007 - BRIDGE-RETAINING WALL

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3450	08001		STRUCTURE EXCAVATION-COMMON	939.00	CUYD		\$	
3460	08100		CONCRETE-CLASS A	201.00	CUYD		\$	
3470	08150		STEEL REINFORCEMENT	24,316.00	LB		\$	

Section: 0008 - UTILITY- CITY OF HAZARD-WASTEWATER

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3480	02555		CONCRETE-CLASS B (DETAIL CONCRETE)	18.00	CUYD		\$	
3490	15010		S CONCRETE PIPE ANCHOR	25.00	EACH		\$	
3500	15016		S ENCASMENT STEEL BORED RANGE 3	220.00	LF		\$	
3510	15017		S ENCASMENT STEEL BORED RANGE 4	505.00	LF		\$	
3520	15021		S ENCASMENT STEEL OPEN CUT RANGE 2	30.00	LF		\$	
3530	15022		S ENCASMENT STEEL OPEN CUT RANGE 3	90.00	LF		\$	
3540	15023		S ENCASMENT STEEL OPEN CUT RANGE 4	650.00	LF		\$	
3550	15026		S FORCE MAIN AIR RLS/VAC VLV 02 IN	2.00	EACH		\$	
3560	15035		S FORCE MAIN DUCTILE IRON 10 INCH	410.00	LF		\$	
3570	15052		S FORCE MAIN PE/PLASTIC 06 INCH	570.00	LF		\$	
3580	15053		S FORCE MAIN PE/PLASTIC 08 INCH	570.00	LF		\$	
3590	15059		S FORCE MAIN PVC 04 INCH	110.00	LF		\$	
3600	15062		S FORCE MAIN PVC 10 INCH	2,230.00	LF		\$	
3610	15070		S FORCE MAIN TAP SLEEVE/VALVE RNG 2	1.00	EACH		\$	
3620	15073		S FORCE MAIN TIE-IN 04 INCH	2.00	EACH		\$	
3630	15074		S FORCE MAIN TIE-IN 06 INCH	1.00	EACH		\$	
3640	15075		S FORCE MAIN TIE-IN 08 INCH	1.00	EACH		\$	
3650	15076		S FORCE MAIN TIE-IN 10 INCH	1.00	EACH		\$	
3660	15084		S FORCE MAIN VALVE GATE	4.00	EACH		\$	
3670	15088		S LATERAL LONG SIDE 06 INCH	4.00	EACH		\$	
3680	15090		S LATERAL SHORT SIDE 06 INCH	2.00	EACH		\$	
3690	15092		S MANHOLE	7.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3700	15092		S MANHOLE (TYPE I & DROP)	2.00	EACH		\$	
3710	15092		S MANHOLE (TYPE I)	1.00	EACH		\$	
3720	15093		S MANHOLE ABANDON/REMOVE	30.00	EACH		\$	
3730	15098		S MANHOLE SPECIAL (5' I.D. MANHOLE)	1.00	EACH		\$	
3740	15098		S MANHOLE SPECIAL (MANHOLE W/LINING ON EX. 10" GRAVITY LINE)	1.00	EACH		\$	
3750	15099		S MANHOLE TAP EXISTING	1.00	EACH		\$	
3760	15102		S MANHOLE WITH LINING	5.00	EACH		\$	
3770	15102		S MANHOLE WITH LINING (DROP)	2.00	EACH		\$	
3780	15102		S MANHOLE WITH LINING (TYPE A)	7.00	EACH		\$	
3790	15102		S MANHOLE WITH LINING (TYPE B & DROP)	1.00	EACH		\$	
3800	15102		S MANHOLE WITH LINING (TYPE B)	6.00	EACH		\$	
3810	15102		S MANHOLE WITH LINING (TYPE I)	3.00	EACH		\$	
3820	15112		S PIPE PVC 08 INCH	1,560.00	LF		\$	
3830	15112		S PIPE PVC 08 INCH (ACTUALLY 6" PVC)	40.00	LF		\$	
3840	15113		S PIPE PVC 10 INCH	660.00	LF		\$	
3850	15114		S PIPE PVC 12 INCH	4,280.00	LF		\$	
3860	15118		S PIPE SPECIAL (14" DIPS PE HDD)	400.00	LF		\$	
3870	15120		S SPECIAL ITEM (10" FORCE MAIN CAP)	1.00	EACH		\$	
3880	15120		S SPECIAL ITEM (DOUBLE CLEANOUT)	1.00	EACH		\$	
3890	15120		S SPECIAL ITEM (R/R AIR PUMP)	1.00	EACH		\$	
3900	15120		S SPECIAL ITEM (TIE AT EXIS. WETWELL)	1.00	EACH		\$	
3910	15120		S SPECIAL ITEM (TIE NEW 8" GRAVITY TO EXIS. 6" GRAVITY)	1.00	EACH		\$	
3920	15120		S SPECIAL ITEM (TYPE I S.S. BLOWOFF)	1.00	EACH		\$	
3930	15120		S SPECIAL ITEM (VORTEX DROP DEVICE INSTALLED IN MANHOLE)	1.00	EACH		\$	
3940	15123		S LINE MARKER	37.00	EACH		\$	
3950	23300ED		CRUSHED STONE	180.00	TON		\$	
3960	23341EC		GENERAL CONCRETE	40.00	CUYD		\$	

Section: 0009 - UTILITY-CITY OF HAZARD-WATERLINE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3970	14003		W CAP EXISTING MAIN	10.00	EACH		\$	
3980	14004		W DIRECTIONAL BORE (20" D.I.P.S. PE HDD)	345.00	LF		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3990	14008		W ENCASMENT STEEL BORED RANGE 3	150.00	LF		\$	
4000	14010		W ENCASMENT STEEL BORED RANGE 5	275.00	LF		\$	
4010	14013		W ENCASMENT STEEL OPEN CUT RANGE 2	30.00	LF		\$	
4020	14014		W ENCASMENT STEEL OPEN CUT RANGE 3	305.00	LF		\$	
4030	14016		W ENCASMENT STEEL OPEN CUT RANGE 5	295.00	LF		\$	
4040	14019		W FIRE HYDRANT ASSEMBLY	4.00	EACH		\$	
4050	14023		W FLUSHING ASSEMBLY	7.00	EACH		\$	
4060	14030		W METER RELOCATE	5.00	EACH		\$	
4070	14034		W PIPE DUCTILE IRON 03 INCH	30.00	LF		\$	
4080	14036		W PIPE DUCTILE IRON 06 INCH	2,320.00	LF		\$	
4090	14037		W PIPE DUCTILE IRON 08 INCH	580.00	LF		\$	
4100	14040		W PIPE DUCTILE IRON 16 INCH	4,080.00	LF		\$	
4110	14072		W PIPE POLYETHYLENE/PLASTIC 12 INCH (2" HEAVY DUTY)	230.00	LF		\$	
4120	14073		W PIPE POLYETHYLENE/PLASTIC SPECIAL (20" D.I.P.S. PE)	60.00	LF		\$	
4130	14082		W SERV PE/PLST SHORT SIDE 1 IN	1.00	EACH		\$	
4140	14085		W SERV PE/PLST SHORT SIDE 3/4 IN	12.00	EACH		\$	
4150	14089		W TAPPING SLEEVE AND VALVE SIZE 1	5.00	EACH		\$	
4160	14090		W TAPPING SLEEVE AND VALVE SIZE 2	5.00	EACH		\$	
4170	14091		W TIE-IN 02 INCH	1.00	EACH		\$	
4180	14102		W VALVE 02 INCH	3.00	EACH		\$	
4190	14103		W VALVE 03 INCH	6.00	EACH		\$	
4200	14105		W VALVE 06 INCH	6.00	EACH		\$	
4210	14106		W VALVE 08 INCH	4.00	EACH		\$	
4220	14109		W VALVE 16 INCH	4.00	EACH		\$	
4230	14125		W VAULT SPECIAL (8" CHECK VALVE)	1.00	EACH		\$	
4240	14144		W LINE MARKER	65.00	EACH		\$	
4250	14153		W LEAK DETECTION METER (RIVER TEST STA.)	1.00	EACH		\$	
4260	14154		W SPECIAL ITEM (TEMP. PIPE SUPPORT)	1.00	EACH		\$	
4270	23300ED		CRUSHED STONE	10.00	TON		\$	
4280	23340EC		PAVEMENT REPLACEMENT	10.00	TON		\$	
4290	23341EC		GENERAL CONCRETE	210.00	CUYD		\$	

Section: 0010 - UTILITY-CITY OF HAZARD-GAS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0140	02545		CLEARING AND GRUBBING 0.1 ACRES	1.00	LS		\$	
0150	16003		G ENCASMENT STEEL BORED RANGE 2	275.00	LF		\$	
0160	16009		G ENCASMENT STEEL OPEN CUT RANGE 2	120.00	LF		\$	
0170	16015		G PIPE POLYETHYLENE/PLASTIC 02 INCH	20.00	LF		\$	
0180	16017		G PIPE POLYETHYLENE/PLASTIC 04 INCH	7,350.00	LF		\$	
0190	16034		G SERVICE LONG SIDE 3/4 INCH	3.00	EACH		\$	
0200	16041		G TIE-IN POLYETHYLENE/PLASTIC 02 INCH	1.00	EACH		\$	
0210	16043		G TIE-IN POLYETHYLENE/PLASTIC 04 INCH	4.00	EACH		\$	
0220	16049		G VALVE POLYETHYLENE/PLASTIC 02 INCH	1.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0230	16051		G VALVE POLYETHYLENE/PLASTIC 04 INCH	6.00	EACH		\$	
0240	16065		G LINE MARKER	58.00	EACH		\$	
0250	16076		G SPECIAL ITEM (4" PE CAP)	2.00	EACH		\$	
0260	16076		G SPECIAL ITEM (TEMP. PIPE SUPPORT)	1.00	EACH		\$	
0270	23340EC		PAVEMENT REPLACEMENT	20.00	TON		\$	

Section: 0011 - UTILITY-PERRY COUNTY-WATER AND WASTEWATER

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0280	01799		SANITARY SEWER MANHOLE 4' DIA. PRE-CAST MANHOLES W/LIDS	7.00	EACH		\$	
0290	14002		W AIR RELEASE VALVE SPECIAL 6" COMBINATION AIR RELEASE VALVE ASSEMBLY	1.00	EACH		\$	
0300	14003		W CAP EXISTING MAIN CAP EXISTING MAIN	4.00	EACH		\$	
0310	14008		W ENCASEMENT STEEL BORED RANGE 3 14" SCH. 40 STEEL CASING PIPE/BORE & JACK	540.00	LF		\$	
0320	14015		W ENCASEMENT STEEL OPEN CUT RANGE 4 16" SCH. 40 STEEL CASING PIPE/OPEN CUT	140.00	LF		\$	
0330	14036		W PIPE DUCTILE IRON 06 INCH 6" DIP J PIPE	1,531.00	LF		\$	
0340	15000		S BYPASS PUMPING BYPASS PUMPING	1.00	EACH		\$	
0350	15051		S FORCE MAIN PE/PLASTIC 04 INCH	285.00	LF		\$	
0360	15112		S PIPE PVC 08 INCH 8" SDR 26 PVC PIPE	1,097.00	LF		\$	
0370	15118		S PIPE SPECIAL 1.5" SDR 26 PVC PIPE	446.00	LF		\$	
0380	15119		S PUMP STATION SEWER PUMPS	6.00	EACH		\$	
0390	15120		S SPECIAL ITEM MYERS PUMPS WGX75H SERIES TWO- STAGE 7.5 HP SUBMERSIBLE GRINDER PUMP OR APPROVED	1.00	EACH		\$	
0400	23126EN		BORE AND JACK PIPE-18 IN 16" SCH. 40 STEEL CASING PIPE/BORE & JACK	80.00	LF		\$	

Section: 0012 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	04904		BARRIER MOUNTING BRACKET	6.00	EACH		\$	
0420	06400		GMSS GALV STEEL TYPE A	4,184.00	LB		\$	
0430	06405		SBM ALUMINUM PANEL SIGNS	1,583.00	SQFT		\$	
0440	06406		SBM ALUM SHEET SIGNS .080 IN	1,187.00	SQFT		\$	
0450	06407		SBM ALUM SHEET SIGNS .125 IN	580.00	SQFT		\$	
0460	06410		STEEL POST TYPE 1	3,193.00	LF		\$	
0470	06412		STEEL POST MILE MARKERS	2.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0480	06441		GMSS GALV STEEL TYPE C	4,656.00	LB		\$	
0490	06448		SIGN BRIDGE ATTACHMENT BRACKET	1.00	EACH		\$	
0500	06490		CLASS A CONCRETE FOR SIGNS	21.00	CUYD		\$	
0510	06491		STEEL REINFORCEMENT FOR SIGNS	1,140.00	LB		\$	
0520	20419ND		ROADWAY CROSS SECTION	15.00	EACH		\$	
0530	20912ND		BARRIER WALL POST	6.00	EACH		\$	
0540	21596ND		GMSS TYPE D	4.00	EACH		\$	
0550	24631EC		BARCODE SIGN INVENTORY	347.00	EACH		\$	

Section: 0013 - SIGNALIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0560	04792		CONDUIT-1 IN	120.00	LF		\$	
0570	04793		CONDUIT-1 1/4 IN	1,390.00	LF		\$	
0580	04795		CONDUIT-2 IN	715.00	LF		\$	
0590	04811		ELECTRICAL JUNCTION BOX TYPE B	24.00	EACH		\$	
0600	04820		TRENCHING AND BACKFILLING	715.00	LF		\$	
0610	04821		OPEN CUT ROADWAY	50.00	LF		\$	
0620	04829		PIEZOELECTRIC SENSOR	5.00	EACH		\$	
0630	04830		LOOP WIRE	8,560.00	LF		\$	
0640	04844		CABLE-NO. 14/5C	3,425.00	LF		\$	
0650	04850		CABLE-NO. 14/1 PAIR	7,935.00	LF		\$	
0660	04885		MESSENGER-10800 LB	1,975.00	LF		\$	
0670	04895		LOOP SAW SLOT AND FILL	2,815.00	LF		\$	
0680	04931		INSTALL CONTROLLER TYPE 170	4.00	EACH		\$	
0690	04932		INSTALL STEEL STRAIN POLE	16.00	EACH		\$	
0700	20094ES835		TEMP RELOCATION OF SIGNAL HEAD	26.00	EACH		\$	
0710	20188NS835		INSTALL LED SIGNAL-3 SECTION	30.00	EACH		\$	
0720	20266ES835		INSTALL LED SIGNAL- 4 SECTION	5.00	EACH		\$	
0730	20275EC		VIDEO DETECTION-INSTALL	1.00	EACH		\$	
0740	20359NN		GALVANIZED STEEL CABINET	1.00	EACH		\$	
0750	20360ES818		WOOD POST	2.00	EACH		\$	
0760	20390NS835		INSTALL COORDINATING UNIT	4.00	EACH		\$	
0770	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	4.00	EACH		\$	
0780	23157EN		TRAFFIC SIGNAL POLE BASE	84.00	CUYD		\$	
0790	24900EC		PVC CONDUIT-1 1/4 IN-SCHEDULE 80	1,390.00	LF		\$	
0800	24901EC		PVC CONDUIT-2 IN-SCHEDULE 80	715.00	LF		\$	
0810	24955ED		REMOVE SIGNAL EQUIPMENT	2.00	EACH		\$	

Section: 0014 - LIGHTING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0820	04712		POLE 100 FT MTG HT HIGH MAST	8.00	EACH		\$	
0830	04714		POLE 120 FT MTG HT HIGH MAST	14.00	EACH		\$	
0840	04761		LIGHTING CONTROL EQUIPMENT	3.00	EACH		\$	
0850	04797		CONDUIT-3 IN	6,711.00	LF		\$	
0860	04800		MARKER	21.00	EACH		\$	
0870	04820		TRENCHING AND BACKFILLING	8,604.00	LF		\$	

PROPOSAL BID ITEMS

REVISED ADDENDUM #1: 12-1-17

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Report Date 12/1/17

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0880	04860		CABLE-NO. 8/3C DUCTED	2,597.00	LF		\$	
0890	04940		REMOVE LIGHTING	1.00	LS		\$	
0900	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	26.00	EACH		\$	
0910	20392NS835		ELECTRICAL JUNCTION BOX TYPE C	8.00	EACH		\$	
0920	21543EN		BORE AND JACK CONDUIT	3,292.00	LF		\$	
0930	23161EN		POLE BASE-HIGH MAST	204.60	CUYD		\$	
0940	24749EC		HIGH MAST LED LUMINAIRE	105.00	EACH		\$	
0950	24851EC		CABLE-NO. 10/3C DUCTED	18,522.00	LF		\$	

Section: 0015 - TRAINEE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0960	02742		TRAINEE PAYMENT REIMBURSEMENT (1 GROUP 2, 3, OR 4 OPERATOR)	1,400.00	HOUR		\$	

Section: 0016 - MOBILIZATION AND/OR DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0970	02568		MOBILIZATION	1.00	LS		\$	
0980	02569		DEMOBILIZATION	1.00	LS		\$	

SPECIAL NOTE
Contractor Coordination Required

Work on the KY 15 project at the northern end of this project will be ongoing at the time of letting, and may extend well into the lifetime of this project. No work at or near that end for any individual phase may begin until the Engineer is satisfied it will not compound traffic problems or create unacceptable delays. No excavation north of Station 360+00 may begin until the contractor on the northern segment has completed excavation from Morton Boulevard to the Hal Rogers Parkway. All work near the overlapping areas of the two projects is to be coordinated between the contractors to the satisfaction of the Engineer. No claims which result from a failure to coordinate with the adjacent contractor will be accepted.

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SPECIAL NOTE FOR DRILLED SHAFTS

1.0 DESCRIPTION. Furnish all equipment, materials and labor necessary for constructing reinforced concrete drilled shafts in cylindrically excavated holes according to the details shown on the plans or as the Engineer directs. Construct the shaft to the lines and dimensions shown on the plans, or as the Engineer directs. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

2.0 MATERIALS.

2.1 Concrete. Use Class A Modified concrete unless otherwise shown on the plans. The slump at the time of placement shall be 6.5 to 9.5 inches, the coarse aggregate shall be size 67, 68, 78, 8 or 9M, and the water/cementitious material ratio shall not exceed 0.45. Include water reducing and retarding admixtures. Type F high range water reducers used in combination with retarding admixtures or Type G high range water reducers fully meeting trial batch requirements are permitted and Class F fly ash is permitted in conformance with Section 601. Design the mix such that the concrete slump exceeds 4 inches at 4 hours after batching. If the estimated concrete transport, plus time to complete placement, exceeds 4 hours, design the concrete to have a slump that exceeds 4 inches or more for the greater time after batching and demonstrate that the slump requirement can be achieved after the extended time period using a trial batch.

Perform trial batches prior to beginning drilled shaft construction in order to demonstrate the adequacy of the proposed concrete mix. Demonstrate that the mix to be used will meet the requirements for temperature, slump, air content, water/cementitious material ratio, and compressive strength. Use the ingredients, proportions and equipment (including batching, mixing, and delivery) to be used on the project. Make at least 2 independent consecutive trial batches of 3 cubic yards each using the same mix proportions and meeting all specification requirements for mix design approval. Submit a report containing these results for slump, air content, water/cement ratio, temperature, and compressive strength and mix proportions for each trial batch to the Engineer for review and approval. Failure to demonstrate the adequacy of the concrete mix, methods, or equipment to the Engineer is cause for the Engineer to require appropriate alterations in concrete mix, equipment, and/or method by the Contractor to eliminate unsatisfactory results. Perform additional trial batches required to demonstrate the adequacy of the concrete mix, method, or equipment.

2.2 Steel Reinforcement. Provide Grade 60 deformed bars conforming to Section 811 of the Standard Specifications. Rail steel is permitted for straight bars only. Place according to Section 602 of the Standard Specifications, this Special Note, and the plans. Use non-corrosive centering devices and feet to maintain the specified reinforcement clearances.

2.3 Casings. Provide casing meeting the requirements of ASTM A 252 Grade 2 or better unless otherwise specified. Ensure casing is smooth, clean, watertight, true and straight, and of ample strength to withstand handling, installation, and extraction stresses and the pressure of both concrete and the surrounding earth materials. Ensure the outside diameter of casing is not less than the specified diameter of shaft.

Use only continuous casings. Cut off the casing at the prescribed elevation and trim to within tolerances prior to acceptance. Extend casing into bedrock a sufficient distance to stabilize the shaft excavation against collapse, excessive deformation, and/or flow of water if required and/or shown on the plans.

Install from the work platform continuous casing meeting the design thickness requirements, but not less than 3/8 inch, to the elevations shown on the plans. When drilled

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shafts are located in open water areas, extend casings above the water elevation to the plan tip elevation to protect the shaft concrete from water action during concrete placement and curing. All casing is permanent unless temporary casing is specified in the contract drawings or documents. Permanent casing is incidental to the applicable drilled shaft unit bid price unless noted otherwise in the contract. Temporary casing may be required for drilled shafts not socketed into bedrock. If temporary surface casings are used, extend each casing up to the work platform. Remove all temporary surface casing prior to final acceptance unless otherwise permitted by the Central Office Construction Engineer.

Ensure casing splices have full penetration butt welds conforming to the current edition of AWS D1.1 with no exterior or interior splice plates and produce true and straight casing.

2.4 Slurry. When slurry is to be used for installation of the Drilled Shaft, submit a detailed plan for its use and disposal. The plan should include, but not be limited to the following:

- 1) Material properties
- 2) Mixing requirements and procedures
- 3) Testing requirements
- 4) Placement procedures
- 5) Disposal techniques

Obtain the Central Office Division of Construction's approval for the slurry use and disposal plan before installing drilled shafts.

2.5 Tremies. Provide tremies of sufficient length, weight, and diameter to discharge concrete at the shaft base elevation. Ensure the tremie diameter is least 6 times the maximum size coarse aggregate to be used in the concrete mix and no less than 10 inches. Provide adequate wall thickness to prevent crimping or sharp bends that restrict concrete placement. Support tremies used for depositing concrete in a dry drilled shaft excavation so that the free fall of the concrete does not cause the shaft excavation to cave or slough. Maintain a clean and smooth tremie surface to permit both flow of concrete and unimpeded withdrawal during concrete placement. Do not allow any aluminum parts to contact the concrete. Construct tremies used to deposit concrete for wet excavations so that they are watertight and will readily discharge concrete.

2.6 Concrete Pumps. Provide pump lines with a minimum diameter of 5 inches and watertight joints.

2.7 Drop Chutes. Do not use aluminum drop chutes.

3.0 CONSTRUCTION.

3.1 Preconstruction.

3.1.1 Prequalification. The Department will require prequalification by the Division of Construction Procurement before accepting a bid for the construction of Drilled Shafts.

3.1.2 Pre-Bid Inspection. Inspect both the project site and all subsurface information, including any soil or rock samples, prior to submitting a bid. Contact the Geotechnical Branch (502-564-2374) to schedule a viewing of the subsurface information. Failure to inspect the project site and view the

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subsurface information will result in the forfeiture of the right to file a claim based on site conditions and may result in disqualification from the project.

3.1.3 Drilled Shaft Installation Plan. Upon request, the Department will review a Drilled Shaft Installation Plan. Submit the plan no later than 45 calendar days prior to constructing drilled shafts. Items covered in this plan should include, but not be limited to the following:

- 1) Name and experience record of jobsite drilled shaft superintendent and foremen in charge of drilled shaft operations for each shift.
- 2) List and size of proposed equipment including cranes, drills, augers, bailing buckets, final cleaning equipment, de-sanding equipment, slurry pumps, core sampling equipment, tremies or concrete pumps, casings, etc.
- 3) Details of overall construction operation sequence and the sequence of shaft construction in the bents or groups.
- 4) Details of shaft excavation methods including methods to over-ream or roughen shaft walls, if necessary.
- 5) Details of slurry when the use of slurry is anticipated. Include methods to mix, circulate, and de-sand the proposed slurry. Provide details of proposed testing, test methods, sampling methods, and test equipment.
- 6) Details of proposed methods to clean shaft and inside of casing after initial excavation.
- 7) Details of reinforcement handling, lifting, and placement including support and method to center in shaft. Also include rebar cage support during concrete placement and temporary casing removal.
- 8) Details of concrete placement including procedures for concrete tremie or pump. Include initial placement, raising during placement, and overfilling of the shaft to expel contaminated concrete.
- 9) Required submittals including shop drawings and concrete design mixes.
- 10) Other information shown in the plans or requested by the Engineer.
- 11) Special considerations for wet construction.
- 12) Details of environmental control procedures to protect the environment from discharge of excavation spoil, slurry (natural and mineral), and concrete over-pour.

The Division of Construction will review the submitted procedure and provide comments and recommendations. The Contractor is responsible for satisfactory construction and ultimate performance of the Drilled Shaft.

3.2 General Construction. Construct drilled shafts as indicated in the plans or described in this Special Note by either the dry or wet method. When the plans describe a particular method of construction, use this method unless the Engineer permits otherwise. When the plans do not describe a particular method, propose a method on the basis of its suitability to the site conditions. Approval of this proposed method is contingent upon the satisfactory results of the technique shaft.

The construction of the first drilled shaft or technique shaft will be used to determine if the methods and equipment used by the contractor are sufficient to produce a completed shaft meeting the requirements of the plans and specifications. Ability to control dimensions and alignment of excavations within tolerances; to seal the casing into impervious materials; to prevent caving or deterioration of subsurface materials by the use of slurry or other means; to

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properly clean the completed shaft excavation; to construct excavations in open water areas when required by the plans; to establish methods for boring or over-reaming when required by the plans; to determine the elevation of ground water; to satisfactorily handle, lift, place, and support the reinforcement cage; to satisfactorily place concrete meeting the specifications within the prescribed time frame; and to satisfactorily execute any other necessary construction operations will be evaluated during construction of the first shaft(s). Revise the methods and equipment as necessary at any time during the construction of the first shaft when unable to satisfactorily carry out any of the necessary operations described above or unable to control the dimensions and alignment of the shaft excavation within tolerances. Accurately locate technique so they may be used in the finished structure unless directed otherwise in the contract document or by the Engineer.

If at any time the Contractor fails to satisfactorily demonstrate, to the satisfaction of the Engineer, the adequacy of methods or equipment and alterations are required, additional technique shafts will be required at no additional cost to the Department and with no extension of contract time. Additional technique shafts shall be located as near as possible to the proposed production shafts but in a location as not to interfere with other construction activities. Once approval has been given to construct production shafts, no changes will be permitted in the methods or equipment used to construct the satisfactory shaft without written approval of the Engineer.

Do not make a claim against the Department for costs of construction delays, or any materials, labor, or equipment that may be necessary due to the Contractor's failure to furnish drilled shafts of a length sufficient to obtain the required bearing values, or for variations in length due to subsurface conditions that may be encountered. Soundings, boring logs, soil profiles, or other subsurface data included in the Contract documents are used by the Department for design and making preliminary estimates of quantities and should be used only at the risk of the Contractor for determining equipment, materials, or labor necessary for drilling shafts as required by the contract.

When necessary, set temporary removable surface casing. Use surface casing of sufficient length to prevent caving of the surface soils and to aid in maintaining shaft position and alignment. Pre-drilling with slurry and/or over-reaming to the outside diameter of the casing may be required to install the surface casing at some sites.

Provide equipment capable of constructing shafts to the deepest shaft depth shown in the plans plus 15 feet, 20 percent greater than the longest shaft (measured from the ground or water surface to the tip of the shaft), or 3 times the shaft diameter, whichever is greater. Blasting excavation methods are not permitted.

Use permanent casing unless otherwise noted in the Contract. Place casing as shown on the plans before beginning excavation. If full penetration cannot be attained, the Engineer may direct that excavation through the casing be accomplished and the casing advanced until reaching the plan tip elevation. In some cases, over-reaming to the outside diameter of the casing may be required before placing the casing. Cut off the casing at the prescribed elevation and leave the remainder of the casing in place. Do not use vibratory hammers for casing installation within 50 feet of shafts that have been completed less than 24 hours.

3.2.1 Dry Construction Method. Use the dry construction method only at sites where the ground water table and soil conditions (generally stiff to hard clays or rock above the water table) make it feasible to construct the shaft in a relatively dry excavation and where the sides and bottom of the shaft are stable and may be visually inspected by the Engineer prior to placing the concrete. The dry construction method consists of drilling the shaft excavation, removing accumulated seepage water and loose material from the excavation, and placing the shaft concrete in a relatively dry excavation.

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3.2.2 Wet Construction Method. Use the wet construction method at all sites where it is impractical to excavate by the dry method. The wet construction method consists of drilling the shaft excavation below the water table, keeping the shaft filled with water (including natural slurry formed during the drilling process) or slurry as defined in part 2.4 of this Special Note, desanding and cleaning the slurry as required, final cleaning of the excavation by means of a bailing bucket, air lift, submersible pump or other approved devices and placing the shaft concrete (with a tremie or concrete pump beginning at the shaft bottom) which displaces the water or slurry as concrete is placed.

Where drilled shafts are located in open water areas, construct the shafts by the wet method using casings extending from above water elevation to the plan casing tip elevation to protect the shaft concrete from water action during placement and curing. Install the casing in a manner that will produce a positive seal at the bottom of the casing.

3.3 Slurry. When the Contractor elects to use slurry, adjust construction operations so that the slurry is in contact with the bottom 5 feet of the shaft for less than 4 hours unless the Engineer approves otherwise. If the 4-hour limit is exceeded, over-ream the bottom 5 feet of shaft.

3.4 Cleaning. Over-reaming, cleaning, or wire brushing the sidewalls of the shaft excavation and permanent casings may be necessary to remove the depth of softening or to remove excessive slurry cake buildup as indicated by sidewall samples or other test methods employed by the Engineer. Over-ream around the perimeter of the excavation a minimum depth of 1/2 inch and maximum depth of 3 inches.

3.5 Subsurface Exploration. Take subsurface exploration borings when shown on the plans or as the Engineer directs to determine the character of the material that the shaft extends through and the material directly below the shaft excavation. Complete subsurface exploration borings prior to beginning excavation for any drilled shaft in a group. Unless directed otherwise, extend subsurface exploration borings a minimum depth of 3 shaft diameters but not less than 10 feet below the bottom of the anticipated tip of drilled shaft excavation as shown on the plans. For subsurface exploration borings where soil sampling is required use thin-wall tube samples and perform standard penetration tests according to the Department's current Geotechnical Manual. When shafts extend into bedrock, soil samples are not required unless otherwise specified. Perform rock core drilling according to the Department's Geotechnical Manual. When the Engineer directs, perform additional subsurface exploration borings prior to drilled shaft construction. Measure soil samples and/or rock cores and visually identify and describe them on the subsurface log according to the Department's current Geotechnical Manual. Subsurface exploration borings must be performed by contractors/consultants prequalified by the Department's Division of Professional Services for Geotechnical Drilling Services at the time that field work begins.

The Engineer or geotechnical branch representative may be on-site during the subsurface exploration process to evaluate the soil and/or rock core samples. The Engineer or geotechnical branch representative will determine the need to extend the borings to depths greater than the depths previously specified. Handle, label, identify, and store soil and/or rock samples according to the Department's current Geotechnical Manual and deliver them with the subsurface logs to the geotechnical branch's rock core lab in Frankfort within 24-hours of completing the borings, unless directed otherwise.

The Engineer will inspect the soil samples and/or cores and determine the final depth of required excavation (final drilled shaft tip elevation) based on evaluation of the material's suitability. The Engineer will establish the final tip elevations for shaft locations, other than

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those for which subsurface exploration borings have been performed, based on the results of the subsurface exploration. Within 15 calendar days after completion of the subsurface exploration borings, the Engineer will notify the contractor of the final tip elevations for shaft locations.

3.6 Excavations. The plans indicate the expected depths, the top of shaft elevations, and the estimated bottom of shaft elevations between which the drilled shaft are to be constructed. Drilled shafts may be extended deeper when the Engineer determines that the material encountered while drilling the shaft excavation is unsuitable and/or is not the same as anticipated in the design of the drilled shaft. Drilled shafts may be shortened when the Engineer determines the material encountered is better than that anticipated.

Begin drilled shaft excavation the excavation, excavation inspection, reinforcement placement, and concrete placement can be completed as one continuous operation. Do not construct new shafts within 24 hours adjacent to recently completed shafts if the center-to-center spacing is less than 3 shaft diameters.

Dispose of excavated material removed from the shaft according to the Standard Specifications or the contract documents.

Do not allow workmen to enter the shaft excavation for any reason unless both a suitable casing has been installed and adequate safety equipment and procedures have been provided to the workmen entering the excavation. Recommended Procedures for the Entry of Drilled Shaft Foundation Excavations, prepared by ADSC: The International Association of Foundation Drilling provides guideline recommendations for down-hole entry of drilled excavations.

3.7 Obstructions. Remove subsurface obstructions at drilled shaft locations. Such obstructions may include man-made materials such as old concrete foundations or natural materials such as boulders. Blasting is not permitted.

3.8 Inspections of Excavations. Provide equipment for checking the dimensions and alignment of each shaft excavation. Determine the dimensions and alignment of the shaft excavation under the observation and direction of the Engineer. Provide equipment necessary to verify shaft cleanliness for the method of inspection selected by the Engineer.

Measure final shaft depths with a weighted tape or other approved methods after final cleaning. Ensure the base of each shaft has less than ½ inch of sediment at the time of concrete placement. For dry excavations, do not allow the depth of water to exceed 3 inches for tremie or pump methods of concrete placement. Verify shaft cleanliness to the Engineer using direct visual inspection or other method the Engineers determines acceptable. Video camera or underwater inspection procedures may be used if specified in the plans. Inspect the side surfaces of rock sockets to ensure they are rough and of such condition to ensure bond between the shaft concrete and the rock. Calipers, bent rods, or other devices may be used to inspect the diameter and roughness of rock sockets. When the Engineer directs, mechanically roughen surfaces found to be smooth.

3.9 Reinforcing Steel Cage Fabrication and Placement. Assemble the reinforcing steel cage, consisting of longitudinal bars, ties, spirals, cage stiffener bars, spacers, centering devices, and other necessary appurtenances and place as a prefabricated unit immediately after the shaft excavation is inspected and accepted, and just prior to concrete placement.

Tie the reinforcing steel with 100 percent double-wire ties and provide support so that it will remain within allowable tolerances for position. Locate splices as shown on the plans. Splice no more than 50 percent of the longitudinal reinforcing within 2-lap splice lengths of any location or within 3 feet of the splice location if approved mechanical connectors are used. All splices are to be in accordance with plan details. Use bands, temporary cross ties,

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etc. as required to provide a reinforcement cage of sufficient rigidity to prevent racking, permanent deformations, etc. during installation.

Use concrete centering devices or other approved non-corrosive centering devices at sufficient intervals along the length of the reinforcement cage to ensure concentric spacing for the entire cage length. As a minimum, provide a set of non-corrosive centering devices at intervals not exceeding 5 feet throughout the length of the shaft. When the size of the longitudinal reinforcement exceeds one inch in diameter the minimum spacing may be increased to 10 feet. As a minimum, provide a set of centering devices within 2 feet of the top and 2 feet of the bottom of the shaft. In addition provide one set of centering devices 2 feet above and 2 feet below each change in shaft diameter. Provide feet (bottom supports) at the bottom of the shaft on vertical bars. As a minimum, provide non-corrosive centering devices at 60 degree intervals around the circumference of the shaft to maintain the required reinforcement clearances. Ensure the centering devices maintain the specified annular clearance between the outside of the reinforcing cage and the side of the excavated hole or casing.

Concrete centering devices and feet will be constructed of concrete equal in quality and durability to the concrete specified for the shaft. Use epoxy coated centering devices fabricated from reinforcing steel. Use feet (bottom supports) of adequate size and number to assure the rebar cage is the proper distance above the bottom as determined by part 3.11 3) of this Special Note. The feet are not intended to support the weight of the cage. In the event that the shaft has been excavated below the anticipated tip elevation, extend the reinforcing cage at the tip (low) end by lap splices, mechanical connectors, or welded splices conforming to the Standard Specifications. In this instance, splices need not be staggered and 100 percent of the reinforcing bars may be spliced at a given location. The bottom 12 inches of the shaft may not be reinforced when below plan tip elevation.

During concrete placement, support the reinforcing cage at or near the top of shaft such that the concrete feet are positioned approximately one inch above the bottom of shaft excavation. Not sooner than 24 hours after the completion of concrete placement, remove temporary supports. Provide the needed equipment, including extra cranes if necessary, to provide this cage support.

Prior to placing the reinforcement cage, demonstrate to the satisfaction of the Engineer that the fabrication and handling methods to be used will result in a reinforcing cage placed in the proper position, with the proper clearances, and without permanent bending, squashing, or racking of the reinforcement cage. During this demonstration bring the cage to an upright position, lower into a shaft excavation, and support as if for concrete placement.

Check the elevation of the top of the reinforcing cage before and after the concrete is placed. If the reinforcing cage is not maintained within the specified tolerances, correct to the satisfaction of the Engineer. Do not construct additional shafts until the contractor has modified his reinforcing cage support to obtain the required tolerances.

3.10 Concrete Placement. Place concrete according to the applicable portions of the Standard Specifications and with the requirements set forth herein. Do not apply the provisions of the Special Note 6U for Structural Mass Concrete.

Place concrete as soon as practical after reinforcing steel placement but no later than 4 hours after completion of the shaft excavation. Place concrete continuously from the bottom to above the top elevation of the shaft. For shafts that extend above ground or water surface, place concrete continuously after the shaft is full until good quality concrete is evident at the top of the shaft. Form any portion of the shaft above ground with a removable form or other approved method to the dimensions shown on the plans.

For shafts constructed in the wet with the top of the shaft below the water surface and below top of casing, place concrete to approximately one shaft diameter but no less than 2 feet above the top of shaft elevation. Remove contaminated concrete and deleterious material, as

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determined by the Engineer, accumulated above the top of shaft elevation immediately after completing concrete placement. Deleterious material and contaminated concrete may be airlifted under a head of water or slurry provided that the head is maintained at or near the exterior water surface elevation. Carefully remove any concrete remaining above plan top of shaft after curing and excess casing removal.

Place concrete either by free fall, through a tremie, or concrete pump. Use the free fall placement method in dry holes only. The maximum height of free fall placement is 20 feet. Do not allow concrete placed by free fall to contact either the reinforcing cage or hole sidewall. Drop chutes may be used to direct concrete to the base during free fall placement.

Place concrete in the shaft in one continuous operation. Maintain a minimum slump of 4 inches or more throughout the placement for 4 hours after batching. Adjust approved admixtures in the concrete mix for the conditions encountered on the job so that the concrete remains in a workable plastic state throughout the placement. Perform slump loss tests to demonstrate that the concrete will maintain a 4-inch or greater slump for a period of time equal to the estimated transport plus the 2-hour placement time, but not less than 4 hours.

When the Engineer determines the concrete placement methods and/or equipment during construction of any technique and/or production shafts to be inadequate, make appropriate alterations to eliminate unsatisfactory results.

Drilled shafts not meeting the concrete placement requirements of this Special Note or contract plans are unacceptable. Correct all unacceptable completed shafts to the satisfaction of the Engineer.

3.10.1 Tremie Placement. Tremies may be used for concrete placement in either wet or dry holes. Extend the tremie to the shaft base elevation before starting underwater placement. Valves, bottom plates, or plugs may be used only if concrete discharge can begin approximately 2 inches above the excavation bottom. Remove plugs from the excavation unless otherwise approved by the Engineer. Maintain tremie discharge at or near the bottom of excavation as long as practical during concrete placement. Immerse tremie discharge end as deep as practical in the concrete but not less than 10 feet.

If at any time during the concrete pour the tremie line orifice is removed from the fluid concrete column and discharges concrete above the rising concrete surface, the entire drilled shaft is considered defective. In such case, remove the reinforcing cage and concrete, complete any necessary sidewall cleaning or over-reaming as directed by the Engineer, and repour the shaft.

3.10.2 Pumped Concrete. Concrete pumps and lines may be used for concrete placement in either wet or dry excavations. Do not begin concrete placement until the pump line discharge orifice is at the shaft base elevation.

For wet excavations, use a plug or similar device to separate the concrete from the fluid in the hole until pumping begins. Remove the plug unless otherwise approved by the engineer.

Ensure the discharge orifice remains at least 10 feet below the surface of the fluid concrete. When lifting the pump line during concrete placement, reduce the line pressure until the orifice has been repositioned at a higher level in the excavation.

If at any time during the concrete pour the pump line orifice is removed from the fluid concrete column and discharges concrete above the rising concrete level, the Department will consider the shaft defective. In such case, remove the reinforcing cage and concrete, complete any necessary sidewall cleaning or over-reaming as the Engineer directs, and repour the shaft.

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3.10.3 Drop Chutes. Drop chutes may be used to direct placement of free fall concrete in excavations where the maximum depth of water does not exceed one inch. Do not use the free fall method of placement in wet excavations. Concrete may be placed through either a hopper at the top of the tube or side openings as the drop chute is retrieved during concrete placement. Reduce the height of free fall and/or reduce the rate of concrete flow into the excavation if the concrete placement causes the shaft excavation to cave or slough, or if the concrete strikes the reinforcing cage or sidewall. When the Engineer determines free fall placement cannot be accomplished satisfactorily, use either tremie or pumping to accomplish the pour.

3.11 Construction Tolerances. The following construction tolerances apply to drilled shafts unless otherwise stated in the contract document:

- 1) Construct drilled shaft within 3 inches of plan position in the horizontal plane at the top of the shaft.
- 2) Do not vary the vertical alignment of a shaft excavation from the plan alignment by more than 1/4 inch per foot of depth or 6 inches total.
- 3) Maintain the top of the reinforcing steel cage no more than 6 inches above and no more than 3 inches below plan position.
- 4) All casing diameters shown on the plans refer to O.D. (outside diameter) dimensions. The casing dimensions are subject to American Pipe Institute tolerances applicable to regular steel pipe. A casing larger in diameter than shown in the plans may be used, at no additional cost, with prior approval by the Department.
- 5) Maintain the top of shaft concrete within ± 3 inches from the plan top of shaft elevation, measured after excess shaft concrete has been removed.
- 6) Design excavation equipment and methods so that the completed shaft excavation will have a planar bottom. Maintain the cutting edges of excavation equipment normal to the vertical axis of the equipment within a tolerance of $\pm 3/8$ inch per foot of diameter. The tip elevation of the shaft has a tolerance of ± 6 inches from final shaft tip elevation unless otherwise specified in the plans.

Drilled shaft excavations and completed shafts not constructed within the required tolerances are unacceptable. Correct all unacceptable shaft excavations and completed shafts to the satisfaction of the Engineer. When a shaft excavation is completed with unacceptable tolerances, present corrective measures designed by a registered Professional Engineer for approval.

4.0 MEASUREMENT.

4.1 Drilled Shafts. The Department will not measure for payment any trial batches required to demonstrate the adequacy of the concrete mix, method, or equipment; concrete required to fill an oversized casing or oversized excavation; obstruction removal; over-reaming or sidewall cleaning; inspection work or inspection equipment; materials or work necessary, including engineering analyses and redesign, to alter unacceptable work methods or to complete corrections for unacceptable work; and will consider them incidental to the Drilled Shaft. Unless noted otherwise in the contract documents, casing is incidental to the drilled shaft.

4.1.1 Drilled Shaft, Common. The Department will measure the length, in linear feet, of drilled shaft above the top of rock elevation shown on the plans. The

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Department will consider this quantity Drilled Shaft, Common regardless of the character of material actually encountered.

4.1.2 Drilled Shafts, Solid Rock. The Department will measure the length, in linear feet, of drilled shaft below the top of rock elevation shown on plans. The Department will consider this quantity Drilled Shafts, Solid Rock regardless of the character of material actually encountered during excavation.

4.2 Technique Shaft. The Department will pay for technique shaft at the contract unit price per each as detailed on the plans or as directed by the Engineer. This will constitute full compensation for all costs incurred during installation as described herein for 'Drilled Shaft' or in the contract documents. No additional compensation beyond the number of technique shafts allowed for in the plans will be permitted for additional technique shafts required because of failure to demonstrate adequacy of methods.

4.3 Rock Coring and Rock Sounding. The Department will measure Rock Sounding and Rock Coring shown on the plans, as specified in part 3.5 of this Special Note, and as the Engineer directs, in linear feet to the nearest 0.1-foot. If soil samples are specified in the contract documents they will be incidental to the unit price bid for Rock Sounding. The Department will not measure or pay for subsurface exploration performed deeper than the elevations indicated on the plans and/or in this Special Note, unless directed by the Engineer, and will consider it incidental to these items of work. Additionally, the Department will consider all mobilization, equipment, labor, incidental items, and operations necessary to complete the boring operations incidental to these items of work.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
----	Drilled Shaft, Diameter*, Common	Linear Foot
----	Drilled Shaft, Diameter*, Solid Rock	Linear Foot
----	Technique Shaft	Each
20745ED	Rock Sounding	Linear Foot
20746ED	Rock Coring	Linear Foot

* See Plan Sheets for sizes of shafts.

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

June 15, 2012



Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

County: Perry Item No.: 10-158.00

Federal Project No.: NHPP 0151 (086)

Project Description:

Improve safety, upgrade geometrics, and address capacity issues for KY 15 in Perry County from KY 15 Bypass to North of Morton Boulevard.

Roadway Classification: Urban Rural
 Local Collector Arterial Interstate

ADT (current) 30,100 AM Peak Current 3,220 PM Peak Current 3,220 % Trucks 2.7

Project Designation: Significant Other: _____

Traffic Control Plan Design:

Taper and Diversion Design Speeds 35 mph

Minimum Lane Width 10 ft. Minimum Shoulder Width 2 ft.

Minimum Bridge Width 60 ft. existing with 4 ft. wide raised median.

Minimum Radius 964 ft. Maximum Grade 7.55%

Minimum Taper Length _____ Minimum Intersection Level of Service _____

Existing Traffic Queue Lengths _____ Projected Traffic Queue Lengths _____

Comments:

This project is broken into five phases.



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Discussion:

1) Public Information Plan			
a) Prepare with assistance from <input checked="" type="checkbox"/> KYTC or <input type="checkbox"/>			
b) Identify Trip Generators	N/A	f) Railroad Involvement	N/A
c) Identify Types of Road Users	Referenced	g) Address Pedestrians, Bikes Mass Transit	N/A
d) Public Information Message	Referenced	h) Address Timing, Frequency, Updates, Effectiveness of Plan	Referenced
e) Public Information Strategies to be used	Referenced	i) Police & Other Emergency Services	Referenced

Stakeholders

- Utility Companies
 - Hazard Utilities: 606-436-3171
 - Kentucky AEP: 606-436-1322
 - Martin Gas: 1-800-771-0761
 - Windstream Communications: 606-436-2289
 - Windstream Communications: 606-439-4330
 - AT&T: 502-867-8240
 - Cut Through Hydrocarbon, LLC: 606-835-9912
- Government Agencies
 - Perry County Judge Executive: 606-439-1816
 - Perry County Board of Education: 606-439-1685
 - Perry County Sheriff: 606-439-4523
 - Perry County Ambulance Service: 606-439-4776
 - Perry County Emergency Management: 606-439-1816
 - Hazard Mayor: 606-436-3171
 - Hazard Police Department: 606-436-2222
 - Hazard Fire Department: 606-436-2345
 - Hazard Post Office: 606-436-3188
 - Hazard Community and Technical College: 606-436-5721
 - Kentucky State Police, Post 13, Hazard: 606-435-6069
- Local Businesses
 - Hometown Convenience (Double Kwik Exxon Station): 606-633-2525
 - K-VA-T (Food City): 276-608-1711 & 423-323-8017
 - Handy Dan's Convenience Store (Shell Gas Station): 606-439-1442



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- Adams Construction Company / Mountain Enterprises: 606-436-3173
- East Kentucky Rental & Supply (Rental Pro): 606-439-4887
- East Kentucky Hose & Mine Supply: 606-439-3139
- Kentucky Sleep Clinic: 606-435-1889
- Joe's Starter and Alternator Shop: 606-439-2886
- Hazard Auto & Truck Parts (NAPA Auto Parts): 606-435-2345
- JT's Gun and Pawn: 606-439-4347
- Neighborhood Hospitality, Inc. (Applebee's): 606-435-2737
- Savannah Hotel Corporation (Hampton Inn & Suites Hazard): 606-439-0902
- St. Pauls Lutheran Church: 606-436-3197
- Appalachian Animal Hospital: 606-436-1197
- Nvu Salon: 606-487-0494
- Shanna Couch Holliday, DMD: 606-439-1079
- Leslie, Knott, Letcher, Perry Victims of Crime Assistance (LKLP VOCA): 606-439-3961
- Appalachian Regional Healthcare: 606-439-6600
- Top of the Hill Liquor: 606-436-3336
- Daniel Boone Motor Inn: 606-439-5896

Local Media Outlets

- The Hazard Herald: 606-436-5771
- The Hazard Times:
- Perry County News:
- Radio Station WEKH 90.9: 800-621-8890
- Radio Station W224CV (WMKY) 92.7: 606-783-2368
- Radio Station W245CP (WZQQ-AM) 96.9: 606-436-2121
- Radio Station WZQQ 1390: 606-436-2121
- Radio Station WKIC 97.9: 606-436-2121
- Radio Station WSGS 101.1: 606-436-2121
- Radio Station WJMD 104.7: 606-439-1020
- Radio Station WLZD (LPFM) 106.1: 606-438-7758
- Radio Station W299AS (WKCB) 107.7: 606-785-3120
- Radio Station WKCB 107.1: 606-785-3120
- Radio Station WMMT 88.7: 606-633-0108
- News Station WYMT-TV 12: 606-436-5757
- News Station WKHA-TV (KET): 859-258-7244

Prior to Construction

- KYTC will issue press releases and social media updates announcing the advertisement for bids and when the project is awarded.
- The contractor will prepare and submit a detailed traffic management plan to the engineer for review and approval at least one month prior to any construction activity beginning. This plan will include, but not be limited to: a public information plan to be implemented before and during construction; maintenance of traffic procedures and signage; flagging and traffic control personnel and equipment; debris clean-up crews and equipment;



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construction equipment to be used on and around road work; passage or restriction of wide loads; and safety of traffic and construction personnel.

- Contact will be made to all stakeholders to inform them of the time the construction will begin, the expected times and dates of roadway and lane closures, and any other anticipated impacts to travel and access. This contact is to be made sufficiently ahead of time to allow each stakeholder time to adjust to the changes.
- A public information campaign, communicating by way of local radio, newspaper, TV stations, portable changeable message boards, and the District 10 social media presence on Facebook and Twitter will be made to inform the traveling public at large of the impending construction. The information should include: anticipated lane closures, roadway closures, and the dates and times they are expected.
- Anticipated times of lane restrictions and total closures should be adjusted, if necessary, to accommodate special needs of the stakeholders or public at large.

During Construction

- The public information campaign will continue, using the same methods as prior to construction. Updates to travel impacts will be made, including those times which no closures are anticipated (such as periods of construction inactivity and holidays).
- A contact name and number will be provided to all identified stakeholders to allow for individual updates and information during regular business hours. A 24-hour, 7-days a week name and number will also be made available for contact in emergency situations.
- The Engineer and contractor will regularly review both the public information campaign and maintenance of traffic plan to ensure the needs and safety of the public are being met. This would include both method and timing of traffic management procedures.
- In addition to the normal placement of signs, variable message boards should be placed well in advance of the project to forewarn long-distance travelers who may not have had advance warning through local media.



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase 1	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: Referenced	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions Referenced	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions Referenced	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers Referenced
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives Referenced	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Referenced
Work Vehicles and Equipment Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
<p>Phase 1 Maintain traffic on existing KY 15, Bypass, KY 550 and ramps, Cherokee Hills road, Perry Park Road, Willies Way, and Morton Blvd. Note that the contractor from the adjoining project on KY 15 north of this project may still be working in the area north of Morton Blvd. and west of KY 15 and may have the traffic on KY 15 shifted to the east side of existing KY 15. Coordinate with the other contractor and do not shift KY 15 traffic back to the west side of KY 15 or begin work in the area until directed by the engineer.</p> <p>Construct as much of the earthwork, drainage, and the KY 15 bridge over the North Fork Kentucky River as can be accomplished while maintaining traffic on existing roadways. The following items must be completed before advancing to Phase 2:</p>	



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KY 15

Construct the entrances to the service station at the Bypass intersection. Construct the portion of the traffic count station (see signal plans) outside of existing pavement. Construct the 72" pipe (Sta. 341+78) and 42" pipe (Sta. 354+13) by bore and jack or other method. Shift traffic away from the southbound shoulder Sta. 330+00 to 367+00 and begin cut and fill slopes along that side. After completion of the adjacent cut slope, construct temporary pavement widening on the west side of KY 15 from Sta. 332+50 to Sta. 341+00. After completion of the adjacent roadway embankment, construct the proposed pavement on the west side of KY 15 from Sta. 341+00 to Sta. 346+00 using a full depth paved shoulder from Sta. 341+00 to Sta. 342+50. Remove the existing raised median and replace with temporary flush pavement from left Sta. 325+77 to Sta. 334+19.

Perry Park Road

Construct Perry Park Road from Sta. 69+90 to Sta. 75+25 and pave to the top base course. Construct and pave temporary tie-in for Perry Park Road from existing KY 15 to Perry Park Road Sta. 69+90. Install but do not activate a temporary signal at the intersection of the Perry Park Road tie-in at KY 15.

KY 550 Interchange

Construct the RCBC extension then Ramp A and Ramp B to Sta. 2005+50, and KY 550 from Sta. 410+50 to Sta. 419+55 through the top base course.

Willies Way

Construct the guardrail above the retaining wall then construct the retaining wall.

Morton Boulevard Interchange

Construct Morton Boulevard from Sta. 5001+75 to the tie in at KY 15.

Phase 1B

Place variable message boards for the Perry Park Road closure one week in advance. Close Perry Park Road at KY 15 and detour Perry Park Road traffic over the park avenue connector bridge to KY 550. Within 5 calendar days, construct and pave (to top base course) Perry Park from the beginning Sta. 58+44.33 to Sta. 62+45 and from new Perry Park Road Sta. 75+25 to 76+25 tying in to existing Perry Park Road. Open the new portions of Perry Park Road to traffic when complete. If the closure exceeds 5 calendar days, then liquidated damages will be charged as specified in the contract. Activate the temporary signal.

Phase 1C

Shift KY 15 traffic over to the temporary pavement widening on the west side from Sta. 329+70 to Sta. 345+70. Complete construction of KY 550 Ramp B and the outside northbound lane of proposed KY 15 from Sta. 2005+50 to Sta. 345+00. Pave through the top base course. Construct a temporary off-ramp from Sta. 329+70 of KY 15 and tie to the constructed portion of Ramp A at Sta. 1001+45. Shift the northbound on and off traffic to the newly constructed Ramps And close the existing ramps to traffic.

Phase 1 Temporary Signals at Perry Park Road and Cherokee Hills

The existing signal at Cherokee Hills road will stay in place and active once the new temporary signal at Perry Park Road is activated. Its timing and phasing shall be modified so that the two shall be coordinated to control and maintain traffic at the intersections. A minimum of three lanes (or more if directed by the engineer) on KY 15 shall be provided: one through lane in each direction and one left turn lane into both side roads. Signal phasing shall be done so that left turns into the side roads are protected. They will also be coordinated in a way that KY 15 traffic which is stopped will not block the side road traffic during its movement cycle. The new signal installation shall be pole and cable mounted, actuated by loops or video cameras, and coordinated with the Bypass signal in such a way as to move traffic in the most efficient manner. Signal plans must be submitted to the engineer for review and approval by the district traffic coordinator a minimum of 30 days prior to installation, and approved before its placement.



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase 2	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: Referenced	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions N/A	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions Referenced	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers Referenced
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives Referenced	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Referenced
Work Vehicles and Equipment Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
<p>Phase 2 Maintain traffic on existing KY 15 (with widening), Bypass, KY 550, Cherokee Hills road, Willies Way, Morton Blvd., new portions of Perry Park Road, new KY 550 Ramps A and B (with temporary connections), and existing Ramps C and D. The following items must be completed before advancing to Phase 3:</p> <p>KY 15, Perry Park Road, and KY 550 Interchange Complete the construction of the KY 15 bridge over the North Fork Kentucky River and the portion of Perry Park Road underneath it. Complete the construction of the east side of proposed KY 15 from the existing pavement near the Bypass to Sta. 341+00. Install, but do not activate, a temporary signal at the proposed Perry Park intersection. Construct temporary ramps from the east side to existing Ramp C. Construct KY 550 under traffic. Shift traffic from old KY 15 to the newly constructed east side from the Bypass to Sta. 341+00. Activate the temporary signal at the Perry Park intersection, and remove the temporary signals on old KY 15. KY 550 Ramps A and B to use the proposed ramps, and Ramps C and D to share existing Ramp C with the new access points. Old Ramp D to be</p>	



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closed to traffic. Begin demolition of the old KY 15 bridge over the North Fork Kentucky River.

Phase 2 and 3 Temporary Signal at Perry Park Road

A minimum of three lanes (or more if directed by the engineer) on KY 15 shall be provided: one through lane in each direction and one left turn lane into the side road. Signal phasing shall be done so that left turns into the side road are protected. The signal installation shall be pole and cable mounted, actuated by loops or video cameras, and coordinated with the Bypass signal in such a way as to move traffic in the most efficient manner. Signal plans must be submitted to the engineer for review and approval by the district traffic coordinator a minimum of 30 days prior to installation, and approved before its placement.

KY 15, Willies Way, and Morton Boulevard

Construct the north end of Willies Way and connect to the new portion of Morton Boulevard on the east side of KY 15. Construct Morton Approach, with a temporary intersection at existing KY 15. Install, but do not activate, a temporary signal at the intersection. Construct Morton Boulevard (from the beginning to Sta. 4996+75) and the shopping center entrance under traffic, and connect to Morton Approach. Activate the temporary signal and remove the signal at the old Morton Boulevard intersection and close that portion to traffic. Construct the east abutment of the Morton Boulevard bridge.

Phase 2 Temporary Signal at Morton Boulevard

A minimum of three lanes (or more if directed by the engineer) south of the intersection shall be provided: one through lane in each direction and one left turn lane into the side road. An additional right turn lane (into Morton Boulevard) shall be provided north of the intersection. Signal phasing shall be done so that left turns into the side road are protected. The signal installation shall be pole and cable mounted and actuated by loops or video cameras. Signal timing, phasing, and signing should also be done so that traffic into and out of Willies Way (either at its north or south end) will have gaps to access northbound and southbound KY 15. The signal (or a companion signal head) must also be visible at all times, including during the period of bridge construction. Signal plans must be submitted to the engineer for review and approval by the district traffic coordinator a minimum of 30 days prior to installation, and approved before its placement.



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase 3	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: Referenced	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions N/A	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions Referenced	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers Referenced
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives Referenced	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Referenced
Work Vehicles and Equipment Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
<p>Phase 3 Maintain traffic on existing KY 15 at the Bypass intersection, the east side of new KY 15 from the intersection to Sta. 341+00, existing KY 15 to the north end of the project, Cherokee Hills Road, old KY 15 left Sta. 313+00 to Cherokee Hills Road (acting as a frontage road), new portion of Perry Park Road, shared KY 550 Ramps C and d, new KY 550 Ramps A and b, reconstructed KY 550, new portion of Willies Way and Morton Blvd. East of KY 15, and Morton Approach with Morton Blvd. West of KY 15.</p> <p>The following items must be completed before advancing to Phase 4:</p> <p>KY 15 and Morton Boulevard Interchange Complete the remaining portion of the traffic count station. Complete construction of the Morton Blvd. Bridge and adjacent slip ramp. Any temporary merge movement from the ramp to KY 15 should include sufficient sight distance so that ramp traffic can safely transition into KY 15 traffic. Insure that the signal at Morton Approach and KY 15 is</p>	



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visible at all times, during and after the placement of the superstructure. If necessary, an additional ground-mounted signal on the south KY 15 approach to the bridge may be used. Install the signal at the intersection of Morton Blvd. And Morton Approach. Shift traffic onto the new construction, activate the new signal, and remove the temporary signal at Morton Approach and KY 15.

KY 550 Interchange

Construct Ramp D with a widened, full-depth right shoulder and temporary on-ramp tie-in to southbound KY 15 traffic. Shift both on and off traffic from the shared existing Ramp C to the new shared ramp.



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase 4	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: Referenced	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions N/A	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions Referenced	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers Referenced
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives Referenced	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Referenced
Work Vehicles and Equipment Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
<p>Phase 4 Maintain traffic on existing KY 15 at the Bypass intersection, the east side of new KY 15 from the intersection to Sta. 341+00, existing KY 15 to the north end of the project, Cherokee Hills road, old KY 15 left Sta. 313+00 to Cherokee Hills road (acting as a frontage road), new portion of Perry Park Road, shared KY 550 Ramps C and d on the newly constructed Ramp D, new KY 550 Ramps A and b, reconstructed KY 550, new portion of Willies Way and Morton Blvd. East of KY 15, Morton Approach, and the newly constructed bridge and slip ramp.</p> <p>The following items must be completed before advancing to Phase 5:</p> <p>Bypass intersection Construct the Bypass intersection under traffic. Construct the west side of KY 15 from the intersection to Sta. 314+00 (end of the portion constructed in Phase 2).</p>	



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Frontage road, Perry Park, and Cherokee Hills

Construct the frontage road, Cherokee Hills, and remainder of Perry Park under traffic. Open all of Perry Park to traffic. Remove the temporary signal at the Perry Park KY 15 intersection.

KY 550 Interchange

Construct KY 550 Ramp C and the west side of KY 15 from the interchange to Sta. 341+00 (end of portion constructed in Phase 1).

Willies Way

Complete construction of Willies Way under traffic.

KY 15

Construct the west side of KY 15 from Morton Approach to the end of project, raising the Morton Approach intersection under traffic. Shift southbound traffic onto the new construction.



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase 5	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: Referenced	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions N/A	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions Referenced	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers Referenced
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives Referenced	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Referenced
Work Vehicles and Equipment Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
<p>Phase 5 Maintain two-way traffic on new ky15, and all newly constructed Ramps And approaches.</p> <p>KY 15 Construct the overlay of the northbound (east side) of KY 15 from Sta. 341+00 to the end of project. Traffic may be temporarily reduced to one-lane or shifted to portions of the southbound side at the direction of the engineer. However access to all side roads and ramps must be kept open at all times. Complete any unconstructed portions of the median barrier, barrier drainage system, barrier median, and islands.</p> <p>Project-wide Complete the surfacing, signing, and pavement markings for all roads. Insure all traffic signals are set to the final, designed timing and phasing. Complete all lighting fixtures.</p>	



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APPROVAL:

TK Cow, PE *Damen Beck* *10/3/17*
Project Manager Date

Steven Dummell *10/11/17*
Project Delivery and Preservation Manager Date

Jerry [Signature] *10/9/17*
Engineering Support Manager Date

Mona Robbins *10/17/2017*
FHWA Representative Date

Revisions to the TMP require review/approval by the signatories.

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R2H

GENERAL SUMMARY

NOTES:

- ① APPROXIMATELY 112.5 ACRES
- ② INCLUDES 5570 SY OF TEMPORARY PAVEMENT FROM MAINTENANCE OF TRAFFIC
- ③ FOR MAINTENANCE OF TRAFFIC
- ④ SEE DETAIL SHEETS FOR BARRIER WALL DETAILS
- ⑤ FOR FULL-DEPTH PAVEMENT CONSTRUCTION ADJACENT TO EXISTING PAVEMENT AND SAW CUT OF ENTRANCE PAVEMENT RIGHT STA. 308+45 TO 311+10
- ⑥ THICKNESS MODIFIED TO MATCH ADJACENT PAVEMENT DESIGN
- ⑦ 3-SPAN STEEL BEAM BRIDGE OVER NORTH FORK KENTUCKY RIVER AND CONCRETE MEDIAN BARRIER END
- ⑧ SEE GEOTECHNICAL NOTES 10, 12, 13, 14, AND 17
- ⑨ WALL TRANSITION AT MORTON BOULEVARD BRIDGE PIERS (2-40' AT 40:1)
- ⑩ FOR GROUTED RIP RAP
- ⑪ FOR UNDERLYING RIP RAP CHANNEL LINING
- ⑫ FOR GRANULAR PILE CORE AND GEOTECHNICAL NOTES 14, 16, 20, AND 26
- ⑬ FOR TEMPORARY WIDENING OF EXISTING PAVEMENT FOR MAINTENANCE OF TRAFFIC ON MAINLINE AND WIDENING AND OVERLAY OF KY 550
- ⑭ FOR SAW CUT PAVEMENT AND LONGITUDINAL EDGE KEY JOINTS: 11,311 FT FOR SURFACE COURSE JOINTS: 89,993 FT
- ⑮ LOCATIONS: EXISTING KY 15 AND TEMPORARY PERRY PARK INTERSECTION; PROPOSED KY 15 AND PERRY PARK INTERSECTION; KY 15 AND MORTON APPROACH INTERSECTION
- ⑯ SEE ALSO SIGNAL PLANS
- ⑰ FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY; ESTIMATED AT 75 MGAL PER MILE
- ⑱ FOR CONCRETE BARRIER ENDS (MODIFIED TO FIT SINGLE SLOPE BARRIER WALL) AND GEOTECHNICAL NOTE 11
- ⑲ FOR DRAINAGE ABOVE RETAINING WALLS (SEE DETAIL SHEET R68A)
- ⑳ FOR DITCH LINING - SEE TYPICAL SECTION SHEET R2E
- ㉑ REDBUD TREES - FOR PLANTING IN EXCESS MATERIAL SITE BETWEEN STA. 347+00 AND 365+00. SEE SPECIAL NOTE FOR SPACING, PATTERN, AND PLANTING AREA (THREE GALLON SIZE OR LARGER)
- ㉒ REMOVAL OF EXISTING KY 15 MEDIAN TO MAINTAIN TRAFFIC; LEFT STA. 321+23 TO 334+19
- ㉓ SEE GEOTECHNICAL NOTE 12 AND 13
- ㉔ FOR USE IN ALL APPLICATIONS WHERE DURABLE SANDSTONE IS REQUIRED BUT QUANTITIES EXCEED THOSE AVAILABLE FROM THE PROJECT EXCAVATION. SEE GEOTECHNICAL NOTES 10, 12, 16, 20, 22, 26, AND 27
- ㉕ SEE GEOTECHNICAL NOTE 27
- ㉖ CLEAN 5'x4' RCBC LEFT STA. 326+70 TO RIGHT STA. 332+66

ITEM CODE	ITEM	UNIT	KY 15	MORTON BLVD	WILLIES WAY	KY 550	KY 550 RAMPS	PERRY PARK	TOTAL PROJECT
2610	RETAINING WALL - GABION ⑩	CY	1681			36			1,717
2701	TEMP SILT FENCE	LF	2,250	675	225	450	450	454	4,504
2703	SILT TRAP TYPE A	EACH	51	20	5	12	15	10	113
2704	SILT TRAP TYPE B	EACH	51	20	5	12	15	10	113
2705	SILT TRAP TYPE C	EACH	51	20	5	12	15	10	113
2706	CLEAN SILT TRAP TYPE A	EACH	51	20	5	12	15	10	113
2707	CLEAN SILT TRAP TYPE B	EACH	51	20	5	12	15	10	113
2708	CLEAN SILT TRAP TYPE C	EACH	51	20	5	12	15	10	113
2726	STAKING	LS	1						1
2731	REMOVE STRUCTURE ⑦	EACH	2						2
2898	RELOCATE CRASH CUSHION ③	EACH	18						18
20738NS112	TEMP CRASH CUSHION ③	EACH	16						16
2929	CRASH CUSHION TY IX	EACH	1						1
3171	CONCRETE BARRIER WALL TYPE 9T ③	LF	10000						10,000
3262	CLEAN PIPE STRUCTURE	EACH	5		1	5	1		12
4934	TEMPORARY SIGNAL MULTI-PHASE ⑮	EACH	1					2	3
24955ED	REMOVE SIGNAL EQUIPMENT ⑯	EACH	1	1		1			3
5950	EROSION CONTROL BLANKET	SY	226	50		368	603	128	1,375
5952	TEMP MULCH	SY	157,720	61,600	20,500	41,100	41,100	41,097	363,117
5953	TEMP SEEDING AND PROTECTION	SY	118,290	46,200	15,400	30,800	30,800	30,848	272,338
5963	INITIAL FERTILIZER	TON	4	2	1	1	1	1	10
5964	20-10-10 FERTILIZER	TON	8	2	1	2	2	2	17
5985	SEEDING AND PROTECTION	SY	123,381	58,500	19,500	39,000	39,000	38,837	318,218
5992	AGRICULTURAL LIMESTONE	TON	80	35	10	25	25	23	198
6401	FLEXIBLE DELINEATOR POST - M/W	EACH	64	28			55	27	174
6404	FLEXIBLE DELINEATOR POST - M/Y	EACH		3			16		19
6510	PAVE STRIPING-TEMP PAINT-4 IN	LF	63,000	2,000	500	3,000	1,500	2,000	72,000
6514	PAVE STRIPING-PERM PAINT-4 IN	LF	42066	6713	4123	7552	6816	9119	76,389
6515	PAVE STRIPING-PERM PAINT-6 IN	LF	4110	94		163	48		4,415
6545	PAVE STRIPING-THERMO-8 IN Y	LF	148						148
6547	PAVE STRIPING-THERMO-12 IN Y	LF		138					138
6567	PAVE MARKING-THERMO STOP BAR-12IN	LF	20		29	14		73	136
6568	PAVE MARKING-THERMO STOP BAR-24IN	LF	160	122		99			381
6573	PAVE MARKING-THERMO STR ARROW	EACH		3					3
6574	PAVE MARKING-THERMO CURV ARROW	EACH	22	14	1	10	6	2	55
6575	PAVE MARKING-THERMO COMB ARROW	EACH	1	3					4
6576	PAVE MARKING-THERMO ONLY	EACH	4	4	1			2	11
6578	PAVE MARKING-THERMO MERGE ARROW	EACH	3						3
8100	CONCRETE - CLASS A ⑱	CY	11.02	3.51					14.53
8150	STEEL REINFORCEMENT ⑱	LB	746	163					909
8900	CRASH CUSHION TY VI CLASS B TL2	EACH		1					1
10020NS	FUEL ADJUSTMENT	DOLLAR							327,606
10030NS	ASPHALT ADJUSTMENT	DOLLAR							253,506
20071EC	JOINT ADHESIVE ⑭	LF	69859	6879	2789	9747	5130	6900	101,304
20209EP69	GRANULAR PILE CORE	CY	2251						2,251
20411ED	LAW ENFORCEMENT OFFICER ③	HOUR	400						400
20432ES112	REMOVE CRASH CUSHION	EACH	2						2
20465EC	CLEAN CULVERT ⑳	LS	1						1
20550ND	SAW CUT PAVEMENT ⑤	LF	8,696			1,750			10,446
20667ED	PNEUMATIC BACKSTOWING ㉓	TON	3360						3,360
22880ED	BARRIER WALL TRANSITION ⑨	LF	80						80
20911ED	HIGH SLUMP 3000 PSI GROUT ⑩	CY	163	11	2	2	27	4	209
21289ED	LONGITUDINAL EDGE KEY ⑬	LF	1135			1,750			2,885
22665EN	REMOVE NON-MOUNTABLE MEDIAN ㉒	SY	593						593
24814EC	PIPELINE INSPECTION	LF							7,131
23791EC	PAVE MARKING-CHEVRON MARKINGS	SF		105					105
23979EC	CRASH CUSHION TY VI CLASS C TL 3	EACH	2						2
24489EC	INLAID PAVEMENT MARKER	EACH	612						612
20000ES724	TREE ㉑	EACH	95						95
23010EN	PAVE MARKING-TEMP PAINT STOP BAR-24 IN ③	LF	144	120				36	300
21802EN	GUARDRAIL-STEEL W BEAM-S FACE (7 FT POST)	LF			212.5				212.5
6530	PAVEMENT STRIPING REMOVAL - 4 IN	LF							7,000
6533	PAVEMENT STRIPING REMOVAL - 12 IN	LF							1,000
24891EC	PAVE MOUNTED INFRARED TEMP EQUIPMENT	SF							2,119,716
24780EC	INTELLIGENT COMPACTION FOR AGGREGATE	TON							64,542
24781EC	INTELLIGENT COMPACTION FOR ASPHALT	TON							64,842
24845EC	UTILITY COORDINATION	LS							1

FILE NAME: J:\Jobs\KTC\Muhlenberg US62\SUM\GENERAL Summary.dgn
 USER: David Shain
 DATE PLOTTED: January 13, 2013
 E-SHEET NAME:
 Power InRoads v8.11.9.397

GENERAL SUMMARY

NOTES:

- ① APPROXIMATELY 112.5 ACRES
- ② INCLUDES 5570 SY OF TEMPORARY PAVEMENT FROM MAINTENANCE OF TRAFFIC
- ③ FOR MAINTENANCE OF TRAFFIC
- ④ SEE DETAIL SHEETS FOR BARRIER WALL DETAILS
- ⑤ FOR FULL-DEPTH PAVEMENT CONSTRUCTION ADJACENT TO EXISTING PAVEMENT AND SAW CUT OF ENTRANCE PAVEMENT RIGHT STA. 308+45 TO 311+10
- ⑥ THICKNESS MODIFIED TO MATCH ADJACENT PAVEMENT DESIGN
- ⑦ 3-SPAN STEEL BEAM BRIDGE OVER NORTH FORK KENTUCKY RIVER AND CONCRETE MEDIAN BARRIER END
- ⑧ SEE GEOTECHNICAL NOTES 10, 12, 13, 14, AND 17
- ⑨ WALL TRANSITION AT MORTON BOULEVARD BRIDGE PIERS (2-40' AT 40:1)
- ⑩ FOR GROUTED RIP RAP
- ⑪ FOR UNDERLYING RIP RAP CHANNEL LINING
- ⑫ FOR GRANULAR PILE CORE AND GEOTECHNICAL NOTES 14, 16, 20, AND 26
- ⑬ FOR TEMPORARY WIDENING OF EXISTING PAVEMENT FOR MAINTENANCE OF TRAFFIC ON MAINLINE AND WIDENING AND OVERLAY OF KY 550
- ⑭ FOR SAW CUT PAVEMENT AND LONGITUDINAL EDGE KEY JOINTS: 11,311 FT FOR SURFACE COURSE JOINTS: 89,993 FT
- ⑮ LOCATIONS: EXISTING KY 15 AND TEMPORARY PERRY PARK INTERSECTION; PROPOSED KY 15 AND PERRY PARK INTERSECTION; KY 15 AND MORTON APPROACH INTERSECTION
- ⑯ SEE ALSO SIGNAL PLANS
- ⑰ FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY; ESTIMATED AT 75 MGAL PER MILE
- ⑱ FOR CONCRETE BARRIER ENDS (MODIFIED TO FIT SINGLE SLOPE BARRIER WALL) AND GEOTECHNICAL NOTE 11
- ⑲ FOR DRAINAGE ABOVE RETAINING WALLS (SEE DETAIL SHEET R68A)
- ⑳ FOR DITCH LINING - SEE TYPICAL SECTION SHEET R2E
- ㉑ REDBUD TREES - FOR PLANTING IN EXCESS MATERIAL SITE BETWEEN STA. 347+00 AND 365+00. SEE SPECIAL NOTE FOR SPACING, PATTERN, AND PLANTING AREA (THREE GALLON SIZE OR LARGER)
- ㉒ REMOVAL OF EXISTING KY 15 MEDIAN TO MAINTAIN TRAFFIC; LEFT STA. 321+23 TO 334+19
- ㉓ SEE GEOTECHNICAL NOTE 12 AND 13
- ㉔ FOR USE IN ALL APPLICATIONS WHERE DURABLE SANDSTONE IS REQUIRED BUT QUANTITIES EXCEED THOSE AVAILABLE FROM THE PROJECT EXCAVATION. SEE GEOTECHNICAL NOTES 10, 12, 16, 20, 22, 26, AND 27
- ㉕ SEE GEOTECHNICAL NOTE 27
- ㉖ CLEAN 5'x4' RCBC LEFT STA. 326+70 TO RIGHT STA. 332+66

**UPDATED NOTES 5 AND 16
ELIMINATED THE REMOVE LIGHTING QUANTITY
UPDATED THE REMOVE SIGNAL QUANTITIES
UPDATED THE SAW CUT PAVEMENT QUANTITIES
UPDATED PIPELINE INSPECTION ITEM NUMBER
ADDED NEW QUANTITIES FOR PAVEMENT STRIPING REMOVAL,
UTILITY COORDINATION, AND INTELLIGENT COMPACTION**

ITEM CODE	ITEM	UNIT	KY 15	MORTON BLVD	WILLIES WAY	KY 550	KY 550 RAMPS	PERRY PARK	TOTAL PROJECT
2610	RETAINING WALL - GABION ⑩	CY	1681			36			1,717
2701	TEMP SILT FENCE	LF	2,250	675	225	450	450	454	4,504
2703	SILT TRAP TYPE A	EACH	51	20	5	12	15	10	113
2704	SILT TRAP TYPE B	EACH	51	20	5	12	15	10	113
2705	SILT TRAP TYPE C	EACH	51	20	5	12	15	10	113
2706	CLEAN SILT TRAP TYPE A	EACH	51	20	5	12	15	10	113
2707	CLEAN SILT TRAP TYPE B	EACH	51	20	5	12	15	10	113
2708	CLEAN SILT TRAP TYPE C	EACH	51	20	5	12	15	10	113
2726	STAKING	LS	1						1
2731	REMOVE STRUCTURE ⑦	EACH	2						2
2898	RELOCATE CRASH CUSHION ③	EACH	18						18
20738NSI12	TEMP CRASH CUSHION ③	EACH	16						16
2929	CRASH CUSHION TY IX	EACH	1						1
3171	CONCRETE BARRIER WALL TYPE 9T ③	LF	10000						10,000
3262	CLEAN PIPE STRUCTURE	EACH	5		1	5	1		12
4934	TEMPORARY SIGNAL MULTI-PHASE ⑮	EACH	1					2	3
24955ED	REMOVE SIGNAL EQUIPMENT ⑯	EACH	1	1		1			3
8950	EROSION CONTROL BLANKET	SY	226	50		368	603	128	1,375
5952	TEMP MULCH	SY	157,720	61,600	20,500	41,100	41,100	41,097	363,117
5953	TEMP SEEDING AND PROTECTION	SY	118,290	46,200	15,400	30,800	30,800	30,848	272,338
5963	INITIAL FERTILIZER	TON	4	2	1	1	1	1	10
5964	20-10-10 FERTILIZER	TON	8	2	1	2	2	2	17
5985	SEEDING AND PROTECTION	SY	123,381	58,500	19,500	39,000	39,000	38,837	318,218
5992	AGRICULTURAL LIMESTONE	TON	80	35	10	25	25	23	198
6401	FLEXIBLE DELINEATOR POST - M/W	EACH	64	28			55	27	174
6404	FLEXIBLE DELINEATOR POST - M/Y	EACH		3			16		19
6510	PAVE STRIPING-TEMP PAINT-4 IN	LF	63,000	2,000	500	3,000	1,500	2,000	72,000
6514	PAVE STRIPING-PERM PAINT-4 IN	LF	42066	6713	4123	7552	6816	9119	76,389
6515	PAVE STRIPING-PERM PAINT-6 IN	LF	410	94		163	48		4,415
6545	PAVE STRIPING-THERMO-8 IN Y	LF	148						148
6547	PAVE STRIPING-THERMO-12 IN Y	LF		138					138
6567	PAVE MARKING-THERMO STOP BAR-12IN	LF	20		29	14		73	136
6568	PAVE MARKING-THERMO STOP BAR-24IN	LF	160	122		99			381
6573	PAVE MARKING-THERMO STR ARROW	EACH		3					3
6574	PAVE MARKING-THERMO CURV ARROW	EACH	22	14	1	10	6	2	55
6575	PAVE MARKING-THERMO COMB ARROW	EACH	1	3					4
6576	PAVE MARKING-THERMO ONLY	EACH	4	4	1			2	11
6578	PAVE MARKING-THERMO MERGE ARROW	EACH	3						3
8100	CONCRETE - CLASS A ⑱	CY	11.02	3.51					14.53
8150	STEEL REINFORCEMENT ⑱	LB	746	163					909
8900	CRASH CUSHION TY VI CLASS B TL2	EACH		1					1
10020NS	FUEL ADJUSTMENT	DOLLAR							327,606
10030NS	ASPHALT ADJUSTMENT	DOLLAR							253,506
20071EC	JOINT ADHESIVE ⑭	LF	69859	6879	2789	9747	5130	6900	101,304
20209EP69	GRANULAR PILE CORE	CY	2251						2,251
20411ED	LAW ENFORCEMENT OFFICER ③	HOUR	400						400
20432ES112	REMOVE CRASH CUSHION	EACH	2						2
20485EC	CLEAN CULVERT ⑳	LS							1
20550ND	SAW CUT PAVEMENT ⑤	LF	8,696			1,750			10,446
20667ED	PNEUMATIC BACKSTOPPING ㉑	TON	3360						3,360
22880ED	BARRIER WALL TRANSITION ⑨	LF	80						80
20911ED	HIGH SLUMP 3000 PSI GROUT ⑩	CY	163	11	2	2	27	4	209
21289ED	LONGITUDINAL EDGE KEY ⑬	LF	1135			1,750			2,885
22685EN	REMOVE NON-MOUNTABLE MEDIAN ㉒	SY	593						593
24814EC	PIPELINE INSPECTION	LF							7,131
23791EC	PAVE MARKING-CHEVRON MARKINGS	SF			105				105
23979EC	CRASH CUSHION TY VI CLASS C TL 3	EACH	2						2
24489EC	INLAID PAVEMENT MARKER	EACH	612						612
20000ES724	TREE ㉓	EACH	95						95
23010EN	PAVE MARKING-TEMP PAINT STOP BAR-24 IN ③	LF	144	120				36	300
21802EN	GUARDRAIL-STEEL W BEAM-S FACE (7 FT POST)	LF			212.5				212.5
6530	PAVEMENT STRIPING REMOVAL - 4 IN	LF							7,000
6533	PAVEMENT STRIPING REMOVAL - 12 IN	LF							1,000
24891EC	PAVE MOUNTED INFRARED TEMP EQUIPMENT	SF							2,119,716
24780EC	INTELLIGENT COMPACTION FOR AGGREGATE	TON							64,542
24781EC	INTELLIGENT COMPACTION FOR ASPHALT	TON							64,842
24845EC	UTILITY COORDINATION	LS							1

FILE NAME: J:\Jobs\KTC\Wuhlenberg US62\SUM\GENERAL Summary.dgn
 USER: David Shain
 DATE PLOTTED: January 13, 2013
 E-SHEET NAME:
 Power InRoads v8.11.9.397

PAVING AREAS

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R21

CODE	ITEM	KY 15 MAINLINE	KY 15 MAINLINE SHOULDERS	KY 15 OVERLAY MAINLINE	KY 15 OVERLAY MAINLINE SHOULDERS	KY 550 WIDENING	KY 550 WIDENING SHOULDERS	KY 550 OVERLAY	KY 550 OVERLAY SHOULDERS	KY 550 RAMPS	KY 550 RAMPS SHOULDERS	PERRY PARK RD	PERRY PARK RD SHOULDERS	MORTON BLVD	MORTON BLVD SHOULDERS	WILLIE'S WAY & FRONTAGE RD	WILLIE'S WAY & FRONTAGE RD SHOULDERS	WILLIE'S WAY & FRONTAGE RD OVERLAY	FOR MOT	ENTRANCES	KY 15 MAINLINE OVERLAY	KY 15 SHOULDER OVERLAY	TOTAL PROJECT	
		SQUARE YARDS																						
336	1.25" CL3 ASPH SURF 0.38A PG 76-22	38,445		29,449								4,979												72,873
301	1.25" CL2 ASPH SURF 0.38D PG 64-22		10,002		2,789						2,491		1,789		1,825	3,391	779	647		4,074				27,787
24685EC	1.25" CL2 ASPH SURF 0.38A PG 64-22					1,473	810	6,668	1,420	7,128				7,979					5,570					31,048
216	3.00" CL3 ASPH BASE 1.00D PG 76-22	38,551		29,533								5,015												73,099
214	4.25" CL3 ASPH BASE 1.00D PG 64-22	40,747										5,151									26,492			72,390
212	3.00" CL2 ASPH BASE 1.00D PG 64-22		10,002		2,798								1,825											14,625
212	4.25" CL2 ASPH BASE 1.00D PG 64-22		10,699										1,825										3,357	15,881
212	3.00" CL2 ASPH BASE 1.00D PG 64-22					1,486	810									3,424	497							6,217
212	3.25" CL2 ASPH BASE 1.00D PG 64-22					1,517																		1,517
212	3.50" CL2 ASPH BASE 1.00D PG 64-22									7,176	2,491			8,027	1,825					5,632				25,151
212	3.50" CL2 ASPH BASE 1.00D PG 64-22									7,310	654			8,136						5,807				21,907
212	3.00" CL2 ASPH BASE 1.00D PG 64-22																			4,100				4,100
2101	CEMENT CONC. ENTRANCE PAVEMENT - 8"																			40				40
194	LEVELING & WEDGING PG 76-22			④																				0
190	LEVELING & WEDGING PG 64-22				④			6,668	1,420															8,088
2677	ASPHALT PAVE MILLING & TEXTURING			④	④			6,668	1,420															8,088
3	4" COMPACTED DEPTH CRUSHED STONE BASE									7,444				8,415						5,982	688			22,529
3	6" COMPACTED DEPTH CRUSHED STONE BASE											5,244	1,825								3,552			10,621
3	7.5" COMPACTED DEPTH CRUSHED STONE BASE										2,491			1,825										4,316
3	8" COMPACTED DEPTH CRUSHED STONE BASE	④	④													3,985	497							4,482
3	15.5" COMPACTED DEPTH CRUSHED STONE BASE					1,550																		1,550
3	18.75" COMPACTED DEPTH CRUSHED STONE BASE						810																	810
3	*FULL DEPTH COMPACTED CRUSHED STONE BASE* *(THE EQUIVALENT AREA AT THE BASE THICKNESS)		④		④		2,826				3,908		3,341		2,381		3,438							15,894
103	ASPHALT SEAL COAT		6,906				1,580				1,842		1,433		1,247									13,008
100	ASPHALT SEAL AGGREGATE		6,906				1,580				1,842		1,433		1,247									13,008
20	4" TRAFFIC BOUND BASE																		0	160				160

NOTES

- ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.
- ① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
 - ② ESTIMATED AT 2.4 LB PER SQ. YD. (TWO APPLICATIONS)
 - ③ ESTIMATED AT 20 LBS. PER SQ. YD. (TWO APPLICATIONS)
 - ④ TOTAL QUANTITY CALCULATED USING THE AVERAGE END AREA METHOD - QUANTITY IN TONS
 - ⑤ FOR MAINTAINING TRAFFIC, HAUL ROADS, AND PROPERTY ACCESS; TO BE USED AT THE DISCRETION OF THE ENGINEER
 - ⑥ QUANTITY INCLUDES KY 15 BYPASS QUANTITIES
 - ⑦ QUANTITY INCLUDED IN MAINLINE QUANTITY
 - ⑧ ANY AREAS WHERE SHOULDERS WILL BE USED FOR MAINTENANCE OF TRAFFIC, THE SHOULDERS SHOULD BE PAVED TO FULL DEPTH
 - ⑨ DELIVERY OF MILLINGS TO BE MADE TO THE PERRY COUNTY MAINTENANCE GARAGE
 - ⑩ TEMPORARY PAVEMENT REQUIRED FOR MAINTAINING TRAFFIC ON MAINLINE, KY 550 RAMPS, PERRY PARK ROAD, AND MORTON BLVD.
 - ⑪ OVERLAY OF EXISTING ROADWAY FROM STA. 379+00 TO 390+50 TO RAISE GRADE TO A POINT WHERE LEVELING AND WEDGING WITH TOP BASE COURSE AND SURFACE CAN BE USED TO FINISH
 - ⑫ WHERE PLACED OVER ROCK ROADBED QUANTITY FOR BOTTOM 4" IS INCREASED BY 10%

ITEM CODE	ITEM	UNIT	KY 15	KY 15 SHOULDERS	KY 550	KY 550 SHOULDERS	KY 550 RAMPS	KY 550 RAMPS SHOULDERS	PERRY PARK RD	PERRY PARK RD SHOULDERS	MORTON BLVD	MORTON BLVD SHOULDERS	WILLIE'S WAY & FRONTAGE RD	WILLIE'S WAY & FRONTAGE RD SHOULDERS	FOR MOT	ENTRANCES	KY 15 MAINLINE OVERLAY	KY 15 SHOULDER OVERLAY	TOTAL PROJECT	
336	CL3 ASPH SURF 0.38A PG 76-22	TON	4,668						342											5,010
301	CL2 ASPH SURF 0.38D PG 64-22	TON		879			171			123		125	278	54		336				1,966
24685EC	CL2 ASPH SURF 0.38A PG 64-22	TON			560	153	490				549				383					2,135
216	CL3 ASPH BASE 1.00D PG 76-22	TON	11,234						827											12,061
214	CL3 ASPH BASE 1.00D PG 64-22	TON	9,525						1,204								6,193			16,922
212	CL2 ASPH BASE 1.00D PG 64-22	TON		4,613	516	134	2,789	606		728	3,111	351	565	82	2,202	677		785		17,159
194	LEVELING & WEDGING PG 76-22 ④	TON	6,368																	6,368
190	LEVELING & WEDGING PG 64-22 ④	TON		550	2,616								55							3,221
2677	④ ASPHALT PAVE MILLING & TEXTURING ⑨	TON	287	⑦	8								16							311
3	CRUSHED STONE BASE ①④⑫	TON	39,190	⑦	1,382	3,919	1,935	2,760	2,595	2,376	2,168	1,814	1,833	1,810	1,376	1,384				64,542
103	ASPHALT SEAL COAT ②	TON		16.57		3.79		4.42		3.44		2.99								31.21
100	ASPHALT SEAL AGGREGATE ③	TON		138.1		31.6		36.8		28.7		24.9								260.1
20	TRAFFIC BOUND BASE ⑤	TON														30				30
2101	CEMENT CONC. ENTRANCE PAVEMENT - 8"	SY														40				40

FILE NAME: D:\10-158-00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\0020\SU.DGN

USER: jeff-c
DATE PLOTTED: November 30, 2017

E-SHEET NAME:

Power InRoads v8.11.9.371

PAVING AREAS

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R21

CODE	ITEM	KY 15 MAINLINE	KY 15 MAINLINE SHOULDERS	KY 15 OVERLAY MAINLINE	KY 15 OVERLAY MAINLINE SHOULDERS	KY 550 WIDENING	KY 550 WIDENING SHOULDERS	KY 550 OVERLAY	KY 550 OVERLAY SHOULDERS	KY 550 RAMP	KY 550 RAMP SHOULDERS	PERRY PARK RD	PERRY PARK RD SHOULDERS	MORTON BLVD	MORTON BLVD SHOULDERS	WILLIE'S WAY & FRONTAGE RD	WILLIE'S WAY & FRONTAGE RD SHOULDERS	WILLIE'S WAY & FRONTAGE RD OVERLAY	⑩ FOR MOT	ENTRANCES	KY 15 MAINLINE OVERLAY	KY 15 SHOULDER OVERLAY	TOTAL PROJECT
		SQUARE YARDS																					
336	1.25" CL3 ASPH SURF 0.38A PG 76-22	38,445		29,449								4,979											72,873
301	1.25" CL2 ASPH SURF 0.38D PG 64-22		10,002		2,789						2,491		1,789		1,825	3,391	779	647		4,074			27,787
24685EC	1.25" CL2 ASPH SURF 0.38A PG 64-22					1,473	810	6,668	1,420	7,128				7,979					5,570				31,048
216	3.00" CL3 ASPH BASE 1.00D PG 76-22	38,551		29,533								5,015											73,099
214	4.25" CL3 ASPH BASE 1.00D PG 64-22	40,747										5,151									26,492		72,390
212	3.00" CL2 ASPH BASE 1.00D PG 64-22		10,002		2,798								1,825										14,625
212	4.25" CL2 ASPH BASE 1.00D PG 64-22		10,699										1,825									3,357	15,881
212	3.00" CL2 ASPH BASE 1.00D PG 64-22					1,486	810									3,424	497						6,217
212	3.25" CL2 ASPH BASE 1.00D PG 64-22					1,517																	1,517
212	3.50" CL2 ASPH BASE 1.00D PG 64-22									7,176	2,491			8,027	1,825					5,632			25,151
212	3.50" CL2 ASPH BASE 1.00D PG 64-22									7,310	654			8,136						5,807			21,907
212	3.00" CL2 ASPH BASE 1.00D PG 64-22																			4,100			4,100
2101	CEMENT CONC. ENTRANCE PAVEMENT - 8"																			40			40
194	LEVELING & WEDGING PG 76-22			④																			0
190	LEVELING & WEDGING PG 64-22				④			6,668	1,420														8,088
2677	ASPHALT PAVE MILLING & TEXTURING			④	④			6,668	1,420														8,088
3	4" COMPACTED DEPTH CRUSHED STONE BASE									7,444				8,415					5,982	688			22,529
3	6" COMPACTED DEPTH CRUSHED STONE BASE											5,244	1,825							3,952			10,621
3	7.5" COMPACTED DEPTH CRUSHED STONE BASE										2,491			1,825									4,316
3	8" COMPACTED DEPTH CRUSHED STONE BASE	④	④												3,985	497							4,482
3	15.5" COMPACTED DEPTH CRUSHED STONE BASE					1,550																	1,550
3	18.75" COMPACTED DEPTH CRUSHED STONE BASE						810																810
3	*FULL DEPTH COMPACTED CRUSHED STONE BASE* *(THE EQUIVALENT AREA AT THE BASE THICKNESS)		④		④		2,826				3,908		3,341		2,381		3,438						15,894
103	ASPHALT SEAL COAT		6,906				1,580				1,842		1,433		1,247								13,008
100	ASPHALT SEAL AGGREGATE		6,906				1,580				1,842		1,433		1,247								13,008
20	4" TRAFFIC BOUND BASE																		0	160			160

ADDED AREAS AND QUANTITIES FOR CEMENT CONCRETE ENTRANCE PAVEMENT
ADDED AREAS AND QUANTITIES FOR CRUSHED STONE BASE FOR THE ENTRANCE AREA

NOTES

- ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.
- ① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
 - ② ESTIMATED AT 2.4 LB PER SQ. YD. (TWO APPLICATIONS)
 - ③ ESTIMATED AT 20 LBS. PER SQ. YD. (TWO APPLICATIONS)
 - ④ TOTAL QUANTITY CALCULATED USING THE AVERAGE END AREA METHOD - QUANTITY IN TONS
 - ⑤ FOR MAINTAINING TRAFFIC, HAUL ROADS, AND PROPERTY ACCESS; TO BE USED AT THE DISCRETION OF THE ENGINEER
 - ⑥ QUANTITY INCLUDES KY 15 BYPASS QUANTITIES
 - ⑦ QUANTITY INCLUDED IN MAINLINE QUANTITY
 - ⑧ ANY AREAS WHERE SHOULDERS WILL BE USED FOR MAINTENANCE OF TRAFFIC, THE SHOULDERS SHOULD BE PAVED TO FULL DEPTH
 - ⑨ DELIVERY OF MILLINGS TO BE MADE TO THE PERRY COUNTY MAINTENANCE GARAGE
 - ⑩ TEMPORARY PAVEMENT REQUIRED FOR MAINTAINING TRAFFIC ON MAINLINE, KY 550 RAMP, PERRY PARK ROAD, AND MORTON BLVD.
 - ⑪ OVERLAY OF EXISTING ROADWAY FROM STA. 379+00 TO 390+50 TO RAISE GRADE TO A POINT WHERE LEVELING AND WEDGING WITH TOP BASE COURSE AND SURFACE CAN BE USED TO FINISH
 - ⑫ WHERE PLACED OVER ROCK ROADBED QUANTITY FOR BOTTOM 4" IS INCREASED BY 10%

ITEM CODE	ITEM	UNIT	KY 15	KY 15 SHOULDERS	KY 550	KY 550 SHOULDERS	KY 550 RAMP	KY 550 RAMP SHOULDERS	PERRY PARK RD	PERRY PARK RD SHOULDERS	MORTON BLVD	MORTON BLVD SHOULDERS	WILLIE'S WAY & FRONTAGE RD	WILLIE'S WAY & FRONTAGE RD SHOULDERS	⑩ FOR MOT	ENTRANCES	KY 15 MAINLINE OVERLAY	KY 15 SHOULDER OVERLAY	TOTAL PROJECT
336	CL3 ASPH SURF 0.38A PG 76-22	TON	4,668						342										5,010
301	CL2 ASPH SURF 0.38D PG 64-22	TON		879			171		123			125	278	54		336			1,966
24685EC	CL2 ASPH SURF 0.38A PG 64-22	TON			560	153	490				549				383				2,135
216	CL3 ASPH BASE 1.00D PG 76-22	TON	11,234						827										12,061
214	CL3 ASPH BASE 1.00D PG 64-22	TON	9,525						1,204								6,193		16,922
212	CL2 ASPH BASE 1.00D PG 64-22	TON		4,613	516	134	2,789	606		728	3,111	351	565	82	2,202	677		785	17,159
194	LEVELING & WEDGING PG 76-22 ④	TON	6,368																6,368
190	LEVELING & WEDGING PG 64-22 ④	TON		550	2,616								55						3,221
2677	④ ASPHALT PAVE MILLING & TEXTURING ⑨	TON	287	⑦	8								16						34
3	CRUSHED STONE BASE ①④⑫	TON	39,190	⑦	1,382	3,919	1,935	2,760	2,595	2,376	2,168	1,814	1,833	1,810	1,376	1,384			64,542
103	ASPHALT SEAL COAT ②	TON		16.57		3.79		4.42		3.44		2.99							31.24
100	ASPHALT SEAL AGGREGATE ③	TON		138.1		31.6		36.8		28.7		24.9							260.1
20	TRAFFIC BOUND BASE ⑤	TON														30			30
2101	CEMENT CONC. ENTRANCE PAVEMENT - 8"	SY														40			40

FILE NAME: D:\10-158-00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROAD\SU.DGN
 USER: jeffc
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME:
 Power InRoads v8.11.9.371

PERFORATED PIPE DRAINAGE SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R2N

FILE NAME: D:\10-158-00\CONTRACT PLANS AND PROPOSALS\CONTRACT PLAN SET\ROADWAY\0020NSU.DGN
 USER: Jeff-c
 DATE PLOTTED: November 30, 2017
 Power InRoads v8.11.9.397 E-SHEET NAME:

PAVEMENT EDGE DRAIN																
SHEET	LEFT	MEDIAN	RIGHT	STATION		REMARKS	PERFORATED PIPE	PERFORATED PIPE	NON-PERFORATED PIPE	NON-PERFORATED PIPE	CORED HOLE DRAINAGE BOX CON	PERF PIPE HEADWALL	PERF PIPE HEADWALL	PERF PIPE HEADWALL	CRUSHED AGGREGATE SIZE NO 2	
				1000	1001		1010	1011	1021	1025		1029	1033	0078		
UNIT TO BID							LF	LF	LF	LF	EACH	EACH	EACH	EACH	TON	
MAINLINE																
R3			X	303+07.49	TO 305+00	OUTLET TO DBI RT 305+00		206		18						
R3			X	305+00	TO 306+50	OUTLET TO CBI RT 306+50		166								
R3			X	306+50	TO 309+20	OUTLET TO CBI RT 309+20		301								
R3			X	309+20	TO 311+07	OUTLET TO CBI RT 311+07		187		20						
R9 & R11			X	348+00	TO 354+50	OUTLET TO PERF PIPE HEADWALL RT 348+00		650		21			1		1	
R11			X	354+50	TO 357+40	OUTLET TO PERF PIPE HEADWALL RT 354+50		290		26			1		1	
R11			X	357+40	TO 361+51	OUTLET TO PERF PIPE HEADWALL RT 357+40		410		22			1		1	
R11			X	361+51	TO 363+99	OUTLET TO CBI RT 361+50		236								
R11			X	364+01	TO 365+64	OUTLET TO CBI RT 364+00		155								
R11 & R13			X	365+66	TO 367+99	OUTLET TO CBI RT 365+65		221								
R13			X	368+01	TO 372+00	OUTLET TO CBI RT 368+00		399								
R13			X	372+00	TO 374+50	OUTLET TO DBI RT 372+00		250		23						
R13			X	374+50	TO 377+50	OUTLET TO PERF PIPE HEADWALL RT 374+50		300		15			1		1	
R15			X	377+50	TO 381+00	OUTLET TO PERF PIPE HEADWALL RT 377+50		350		14			1		1	
R3	X		X	303+07.49	TO 41+11.70	RAMP D - KY 15 BYPASS - OUTLET TO EX. CBI RT 41+11.7		188								
R3			X	40+85	TO 41+11.70	RAMP D - KY 15 BYPASS		24								
R3	X			306+50	TO 310+00	OUTLET TO PERF PIPE HEADWALL LT 310+00		350		12			1		1	
R9		X		341+00	TO 345+00	OUTLET TO PERF PIPE HEADWALL LT 341+00		400		60				1	1	
R9		X	X	344+00	TO 348+00	OUTLET TO PERF PIPE HEADWALL LT 344+00		400		35				1	1	
R9		X		345+00	TO 349+00	OUTLET TO CMBBI RT 345+00		400								
R9 & R11		X		349+00	TO 353+00	OUTLET TO PERF PIPE HEADWALL LT 349+00		446		20					1	
R11		X		353+00	TO 357+40	OUTLET TO PERF PIPE HEADWALL LT 353+00		487		20		1			1	
R11		X		357+40	TO 359+40	OUTLET TO CMBBI LT 357+40		206								
R11		X		359+40	TO 361+00	OUTLET TO CMBBI LT 359+40		168								
R11		X		361+00	TO 365+22	OUTLET TO CMBBI LT 361+00		429								
R11		X		365+22	TO 366+50	OUTLET TO CMBBI LT 365+22		131								
R11 & R13		X		366+50	TO 369+50	OUTLET TO CMBBI LT 366+50		304								
R13	X			370+56	TO 374+70	OUTLET TO DBI LT 370+43.50		414		23						
R13		X		374+70	TO 375+50	OUTLET TO CMBBI RT 374+70		82								
R13		X		375+50	TO 377+33.50	OUTLET TO CMBBI RT 375+50		190								
R13 & R15		X		377+33.50	TO 380+50	OUTLET TO CMBBI RT 377+33.50		325								
R15		X		380+50	TO 384+50	OUTLET TO PERF PIPE HEADWALL LT 380+50		400		72				1	1	
R15	X			384+50	TO 387+40	OUTLET TO DBI LT 387+40.6		250		40						
R3			X	308+45	TO 311+10	FOR CONC. ENTR. PVMT. DRAINAGE BEHIND WALL OUTLET TO CMBBI RT 309+20 AND 311+07		270		10						
PAVEMENT EDGE DRAIN TOTAL							270	9715	10	441	0	2	0	6	3	11

TRANSVERSE UNDERDRAIN													
SHEET	STATION	REMARKS	PERFORATED PIPE	PERFORATED PIPE	NON-PERFORATED PIPE	NON-PERFORATED PIPE	CORED HOLE DRAINAGE BOX CON	PERF PIPE HEADWALL	PERF PIPE HEADWALL	PERF PIPE HEADWALL	PERF PIPE HEADWALL	CRUSHED AGGREGATE SIZE NO 2	
			1000	1001	1010	1010		23610NC	1020	1024	1028		1032
UNIT TO BID			LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	TON	
R8	328+40	OUTLET TO HEADWALL RT 328+40	100		16				1			1	
R8	329+15	OUTLET TO HEADWALL RT 329+15	120		18				1			1	
R8	333+65	OUTLET TO BOX CULVERT	98		35								
R21	1002+40	OUTLET TO BOX CULVERT	30		40								
R21	2003+45	OUTLET TO HEADWALL RT 2004+00	30		55				1			1	
R21	2004+10	OUTLET TO HEADWALL RT 2004+10	30		25				1			1	
R24A	5001+56	OUTLET TO HEADWALL LT 5001+00	60		50				1			1	
R25	49+50	OUTLET TO HEADWALL LT 49+50	64		16				1			1	
R26	33+20	OUTLET TO HEADWALL RT 33+20	28		16				1			1	
R26	34+00	OUTLET TO HEADWALL RT 34+00	32		20					1		1	
R26B	40+66	OUTLET TO HEADWALL RT 40+66	26		18				1			1	
R18A	64+00	OUTLET TO HEADWALL RT 64+00	44		8				1			1	
R18B	75+68	OUTLET TO HEADWALL LT 75+25	70		15				1			1	
R21	1005+44	OUTLET TO DBI RT	80		28								
R22	3010+49	OUTLET TO CBI LT	48		4								
R23	4000+64	OUTLET TO CBI LT	58		4								
R23	4008+04	OUTLET TO HEADWALL LT 4007+95	26		22					1		1	
R24	4996+36	TIE TO UNDERDRAIN AT 49+50	85										
R25	47+33	OUTLET TO HEADWALL LT 47+33	52		13					1		1	
R26B	43+05	OUTLET TO JUNCTION BOX LT 43+09	67										
TRANSVERSE UNDERDRAIN TOTAL			1148		390				10	1	2	13	

PERFORATED PIPE DRAINAGE SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R2N

FILE NAME: D:\10-158-00\CONTRACT PLANS AND PROPOSALS\CONTRACT PLAN SET\ROADWAY\0020NSU.DGN
 USER: Jeff-c
 DATE PLOTTED: November 30, 2017
 Power InRoads v8.11.9.397 E-SHEET NAME:

PAVEMENT EDGE DRAIN																
SHEET	LEFT	MEDIAN	RIGHT	STATION		REMARKS	PERFORATED PIPE	PERFORATED PIPE	NON-PERFORATED PIPE	NON-PERFORATED PIPE	CORED HOLE DRAINAGE BOX CON	PERF PIPE HEADWALL	PERF PIPE HEADWALL	PERF PIPE HEADWALL	CRUSHED AGGREGATE SIZE NO 2	
				1000	1001		1010	1011	1021	1025		1029	1033	0078		
UNIT TO BID							LF	LF	LF	LF	EACH	EACH	EACH	EACH	TON	
MAINLINE																
R3			X	303+07.49	TO 305+00	OUTLET TO DBI RT 305+00		206		18						
R3			X	305+00	TO 306+50	OUTLET TO CBI RT 306+50		166								
R3			X	306+50	TO 309+20	OUTLET TO CBI RT 309+20		301								
R3			X	309+20	TO 311+07	OUTLET TO CBI RT 311+07		187		20						
R9 & R11			X	348+00	TO 354+50	OUTLET TO PERF PIPE HEADWALL RT 348+00		650		21			1		1	
R11			X	354+50	TO 357+40	OUTLET TO PERF PIPE HEADWALL RT 354+50		290		26			1		1	
R11			X	357+40	TO 361+51	OUTLET TO PERF PIPE HEADWALL RT 357+40		410		22			1		1	
R11			X	361+51	TO 363+99	OUTLET TO CBI RT 361+50		236								
R11			X	364+01	TO 365+64	OUTLET TO CBI RT 364+00		155								
R11 & R13			X	365+66	TO 367+99	OUTLET TO CBI RT 365+65		221								
R13			X	368+01	TO 372+00	OUTLET TO CBI RT 368+00		399								
R13			X	372+00	TO 374+50	OUTLET TO DBI RT 372+00		250		23						
R13			X	374+50	TO 377+50	OUTLET TO PERF PIPE HEADWALL RT 374+50		300		15			1		1	
R15			X	377+50	TO 381+00	OUTLET TO PERF PIPE HEADWALL RT 377+50		350		14			1		1	
R3	X		X	303+07.49	TO 41+11.70	RAMP D - KY 15 BYPASS - OUTLET TO EX. CBI RT 41+11.7		188								
R3			X	40+85	TO 41+11.70	RAMP D - KY 15 BYPASS		24								
R3	X			306+50	TO 310+00	OUTLET TO PERF PIPE HEADWALL LT 310+00		350		12			1		1	
R9		X		341+00	TO 345+00	OUTLET TO PERF PIPE HEADWALL LT 341+00		400		60				1	1	
R9		X	X	344+00	TO 348+00	OUTLET TO PERF PIPE HEADWALL LT 344+00		400		35				1	1	
R9		X		345+00	TO 349+00	OUTLET TO CMBBI RT 345+00		400								
R9 & R11		X		349+00	TO 353+00	OUTLET TO PERF PIPE HEADWALL LT 349+00		446		20					1	
R11		X		353+00	TO 357+40	OUTLET TO PERF PIPE HEADWALL LT 353+00		487		20			1		1	
R11		X		357+40	TO 359+40	OUTLET TO CMBBI LT 357+40		206								
R11		X		359+40	TO 361+00	OUTLET TO CMBBI LT 359+40		168								
R11		X		361+00	TO 365+22	OUTLET TO CMBBI LT 361+00		429								
R11		X		365+22	TO 366+50	OUTLET TO CMBBI LT 365+22		131								
R11 & R13		X		366+50	TO 369+50	OUTLET TO CMBBI LT 366+50		304								
R13	X			370+56	TO 374+70	OUTLET TO DBI LT 370+43.50		414		23						
R13		X		374+70	TO 375+50	OUTLET TO CMBBI RT 374+70		82								
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R13 & R15		X		377+33.50	TO 380+50	OUTLET TO CMBBI RT 377+33.50		325								
R15		X		380+50	TO 384+50	OUTLET TO PERF PIPE HEADWALL LT 380+50		400		72				1	1	
R15	X			384+50	TO 387+40	OUTLET TO DBI LT 387+40.6		250		40						
R3			X	308+45	TO 311+10	FOR CONC. ENTR. PVMT. DRAINAGE BEHIND WALL OUTLET TO CMBBI RT 309+20 AND 311+07		270		10						
PAVEMENT EDGE DRAIN TOTAL							270	2715	10	441	0	2	0	6	3	11

TRANSVERSE UNDERDRAIN													
SHEET	STATION	REMARKS	PERFORATED PIPE	PERFORATED PIPE	NON-PERFORATED PIPE	NON-PERFORATED PIPE	CORED HOLE DRAINAGE BOX CON	PERF PIPE HEADWALL	PERF PIPE HEADWALL	PERF PIPE HEADWALL	PERF PIPE HEADWALL	CRUSHED AGGREGATE SIZE NO 2	
			1000	1001	1010	1010		23610NC	1020	1024	1028		1032
UNIT TO BID			LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	TON	
R8	328+40	OUTLET TO HEADWALL RT 328+40	100		16				1			1	
R8	329+15	OUTLET TO HEADWALL RT 329+15	120		18				1			1	
R8	333+65	OUTLET TO BOX CULVERT	98		35								
R21	1002+40	OUTLET TO BOX CULVERT	30		40								
R21	2003+45	OUTLET TO HEADWALL RT 2004+00	30		55				1			1	
R21	2004+10	OUTLET TO HEADWALL RT 2004+10	30		25				1			1	
R24A	5001+56	OUTLET TO HEADWALL LT 5001+00	60		50				1			1	
R25	49+50	OUTLET TO HEADWALL LT 49+50	64		16				1			1	
R26	33+20	OUTLET TO HEADWALL RT 33+20	28		16				1			1	
R26	34+00	OUTLET TO HEADWALL RT 34+00	32		20					1		1	
R26B	40+66	OUTLET TO HEADWALL RT 40+66	26		18				1			1	
R18A	64+00	OUTLET TO HEADWALL RT 64+00	44		8				1			1	
R18B	75+68	OUTLET TO HEADWALL LT 75+25	70		15				1			1	
R21	1005+44	OUTLET TO DBI RT	80		28								
R22	3010+49	OUTLET TO CBI LT	48		4								
R23	4000+64	OUTLET TO CBI LT	58		4								
R23	4008+04	OUTLET TO HEADWALL LT 4007+95	26		22					1		1	
R24	4996+36	TIE TO UNDERDRAIN AT 49+50	85										
R25	47+33	OUTLET TO HEADWALL LT 47+33	52		13					1		1	
R26B	43+05	OUTLET TO JUNCTION BOX LT 43+09	67										
TRANSVERSE UNDERDRAIN TOTAL			1148		390				10	1	2	13	

ADDED 4" PERFORATED AND NON-PERFORATED PIPE QUANTITIES FOR ENTRANCE PAVEMENT CONSTRUCTION

GENERAL NOTES, SPECIAL NOTES AND SPECIAL PROVISIONS

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R20

ACCESS CONTROL

THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT. THIS PROJECT IS ON THE NH SYSTEM.

BEFORE YOU DIG

THE CONTRACTOR IS INSTRUCTED TO CALL 1-800-752-6007 TO REACH KY 811, THE ONE-CALL SYSTEM FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES. THE CALL IS TO BE PLACED A MINIMUM OF TWO (2) AND NO MORE THAN TEN (10) BUSINESS DAYS PRIOR TO EXCAVATION. THE CONTRACTOR SHOULD BE AWARE THAT OWNERS OF UNDERGROUND FACILITIES ARE NOT REQUIRED TO BE MEMBERS OF THE KY 811 ONE-CALL BEFORE-U-DIG (BUD) SERVICE. THE CONTRACTOR MUST COORDINATE EXCAVATION WITH THE UTILITY OWNERS, INCLUDING THOSE WHOM DO NOT SUBSCRIBE TO KY 811. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONTACT THE COUNTY COURT CLERK TO DETERMINE WHAT UTILITY COMPANIES HAVE FACILITIES IN THE AREA.

DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

A DEPARTMENT OF THE ARMY (DA) PERMIT, WHICH MAY REQUIRE APPROVAL OF A STATE WATER QUALITY CERTIFICATION FROM THE KENTUCKY DIVISION OF WATER, REGULATES THIS PROJECT AT ONE OR MORE LOCATIONS. PERFORM ALL APPLICABLE WORK IN COMPLIANCE WITH THE CONDITIONS STATED IN THE DA PERMIT AND THE APPROVED WATER QUALITY CERTIFICATION. POST A COPY OF THE DA PERMIT AND THE WATER QUALITY CERTIFICATION IN A CONSPICUOUS PLACE AT THE PROJECT SITE. IF A DA PERMIT OR WATER QUALITY CERTIFICATION APPROVAL IS PENDING, DO NOT WORK IN OR DISTURB THE DESIGNATED AREA(S) UNTIL OBTAINING THE APPROPRIATE APPROVAL(S). REFER TO NOTICE(S) CONTAINED IN THE CONTRACT BID PROPOSAL FOR DESIGNATED AREA(S) WHERE WORK IS PROHIBITED BY THE ABSENCE OF APPROVAL.

ASPHALT PAVEMENT RIDE QUALITY

PAVEMENT RIDEABILITY REQUIREMENTS, IN ACCORDANCE WITH SECTION 410 OF THE STANDARD SPECIFICATIONS, SHALL APPLY ON THIS PROJECT. CATEGORY A SHALL APPLY.

COMPACTION OF ASPHALT MIXTURES

WILL ACCEPT THE COMPACTION OF ASPHALT MIXTURES FURNISHED FOR DRIVING LANES AND RAMPS AT ONE INCH OR GREATER ON THIS PROJECT BY OPTION A ACCORDING TO SUBSECTIONS 402 AND 403 OF THE CURRENT STANDARD SPECIFICATIONS. USE JOINT CORES AS DESCRIBED IN SUBSECTION 402.03.02 FOR SURFACE MIXTURES ONLY. WILL ACCEPT THE COMPACTION OF ALL OTHER ASPHALT MIXTURES BY OPTION B.

EDGE KEY

THIS WORK INCLUDES CUTTING OUT THE EXISTING ASPHALT SURFACE TO A MINIMUM DEPTH AND WIDTH AS DETAILED IN THE PLANS SO THAT THE NEW SURFACE MAY HEEL INTO THE EXISTING SURFACE. THE CONTRACT UNIT PRICE BID LINEAR FOOT FOR "EDGE KEY" INCLUDES ALL NECESSARY MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND DISPOSE OF THE REMOVED ASPHALT MATERIAL.

LAW ENFORCEMENT OFFICER

PAYMENT FOR LAW ENFORCEMENT (KENTUCKY STATE POLICE) PRESENCE AT CRITICAL LOCATIONS AND TIMES WILL BE INCLUDED IN THIS PROJECT. SIGNING FOR DOUBLE FINES THROUGH THE WORK AREA IS TO BE PART OF THE MAINTENANCE OF TRAFFIC SIGNING.

STANDARD DRAWINGS

STANDARD DRAWINGS ARE NOT ATTACHED TO THESE PLANS. A STANDARD DRAWING BOOK AND THE HEADWALL SUPPLEMENTAL BOOK MAY BE OBTAINED FROM THE POLICY SUPPORT BRANCH OF THE DEPARTMENT OF ADMINISTRATIVE SERVICES IN FRANKFORT, KY AT (502) 564-3670.

MOBILIZATION AND DEMOBILIZATION

THE LUMP SUM BID ON THIS PROJECT SHALL INCLUDE PAYMENT IN FULL FOR MOBILIZATION AND DEMOBILIZATION.

WINTER CLOSEDOWN

ANY ASPHALT CONCRETE BASE AND/OR SURFACE COURSE USED AS A RIDING SURFACE EXPOSED TO TRAFFIC DURING WINTER CLOSEDOWN PERIODS SHALL CONTAIN NATURAL, CONGLOMERATE, CRUSHED SLAG, CRUSHED GRANITE OR CRUSHED SANDSTONE SAND IN THE PROPORTION OF NO LESS THAN 25% OF THE TOTAL COMBINED COARSE AND FINE AGGREGATE

HOLIDAYS AND SPECIAL EVENTS

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

2018			
EASTER	6:00 AM MARCH 30	TO 6:00 AM	APRIL 2
MEMORIAL DAY	6:00 AM MAY 25	TO 6:00 AM	MAY 29
PERRY COUNTY FAIR	6:00 AM JUNE 14	TO 6:00 AM	JUNE 17
JULY 4TH	6:00 AM JULY 2	TO 6:00 AM	JULY 5
LABOR DAY	6:00 AM AUGUST 31	TO 6:00 AM	SEPTEMBER 4
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 13	TO 6:00 AM	SEPTEMBER 15
THANKSGIVING	6:00 AM NOVEMBER 19	TO 6:00 AM	NOVEMBER 26
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 21	TO 6:00 AM	JANUARY 3

2019			
EASTER	6:00 AM APRIL 19	TO 6:00 AM	APRIL 22
MEMORIAL DAY	6:00 AM MAY 24	TO 6:00 AM	MAY 28
PERRY COUNTY FAIR	6:00 AM JUNE 13	TO 6:00 AM	JUNE 16
JULY 4TH	6:00 AM JULY 2	TO 6:00 AM	JULY 8
LABOR DAY	6:00 AM AUGUST 30	TO 6:00 AM	SEPTEMBER 3
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 19	TO 6:00 AM	SEPTEMBER 21
THANKSGIVING	6:00 AM NOVEMBER 25	TO 6:00 AM	DECEMBER 2
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 20	TO 6:00 AM	JANUARY 3

FUTURE HOLIDAY DATES SHALL BE DETERMINED BY THE DEPARTMENT IF NECESSARY, COMPARABLE TO ABOVE DATES. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS NECESSARY.

UTILITIES

HAZARDOUS OR FLAMMABLE MATERIALS THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION IN HIS OPERATIONS IN AREAS WHERE PLANS INDICATE THE PRESENCE OF A GAS LINE OR OTHER LINES CARRYING HAZARDOUS MATERIAL.

BLASTING
BLAST BLANKETS WILL BE REQUIRED FOR THE PROTECTION OF OVERHEAD UTILITIES AS DICTATED IN THE UTILITY IMPACT NOTES.

MAINTENANCE OF TRAFFIC

THE LUMP SUM BID FOR MAINTENANCE OF TRAFFIC SHALL INCLUDE BUT NOT BE LIMITED TO ALL GRADING AND NECESSARY DRAINAGE AND ALL TRAFFIC CONTROL DEVICES (NOT SPECIFICALLY IDENTIFIED OR QUANTIFIED ELSEWHERE IN THE PLANS) FOR CONTROLLING AND MAINTAINING TRAFFIC DURING THE CONSTRUCTION PROJECT AND THE REMOVAL THEREOF WHEN IT IS NO LONGER NEEDED. UNLESS OTHERWISE DIRECTED, ALL SALVAGEABLE TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.

TEMPORARY BARRIERS SHALL BE PLACED AS PER THE MAINTENANCE OF TRAFFIC PLANS AND/OR AS NEEDED BY THE CONTRACTOR AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED FOR MAINTAINING AND CONTROLLING TRAFFIC DURING CONSTRUCTION.

SPECIAL NOTES

- SPECIAL NOTE 11 FOR PORTABLE CHANGEABLE MESSAGE SIGNS
- SPECIAL NOTE 11D FOR ROCK BLASTING
- SPECIAL NOTE 11M FOR BAR CODE LABEL ON PERMANENT SIGNS
- SPECIAL NOTE 11N FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE
- SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES
- SPECIAL NOTE FOR INTELLIGENT COMPACTION FOR AGGREGATE BASES
- SPECIAL NOTE FOR INTELLIGENT COMPACTION FOR ASPHALT
- SPECIAL NOTE FOR GENERAL UTILITY COORDINATION

SPECIAL PROVISIONS

SPECIAL PROVISION 69 FOR EMBANKMENT AT BRIDGE END BENT STRUCTURES

CONTROL OF WORK

THE RIGHT IS RESERVED BY THE DEPARTMENT TO HAVE OTHER WORK PERFORMED BY OTHER CONTRACTORS AND BY ITS OWN FORCES AND TO PERMIT PUBLIC UTILITY COMPANIES AND OTHERS TO DO WORK DURING THE CONSTRUCTION OF, AND WITHIN THE LIMITS OF OR ADJACENT TO, THE PROJECT. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AND COOPERATE WITH SUCH OTHER PARTIES SO THAT INTERFERENCE WITH SUCH OTHER WORK WILL BE REDUCED TO A MINIMUM. THE CONTRACTOR SHALL AGREE, AND HEREBY DOES AGREE, TO MAKE NO CLAIMS AGAINST THE DEPARTMENT FOR ADDITIONAL COMPENSATION DUE TO DELAYS OR OTHER CONDITIONS CREATED BY THE OPERATIONS OF SUCH OTHER PARTIES. SHOULD A DIFFERENCE OF OPINION ARISE AS TO THE RIGHTS OF THE CONTRACTOR AND OTHERS WORKING WITHIN THE LIMITS OF OR ADJACENT TO THE PROJECT, THE ENGINEER WILL DECIDE AS TO THE RESPECTIVE RIGHTS OF THE VARIOUS PARTIES INVOLVED IN ORDER TO ASSURE THE COMPLETION OF THE DEPARTMENT'S WORK IN GENERAL HARMONY AND IN A SATISFACTORY MANNER AND HIS DECISION SHALL BE FINAL AND BINDING UPON THE CONTRACTOR.

CONTRACTOR COORDINATION

WORK ON THE KY 15 PROJECT AT THE NORTHERN END OF THIS PROJECT WILL BE ONGOING AT THE TIME OF LETTING, AND MAY EXTEND WELL INTO THE LIFETIME OF THIS PROJECT. NO WORK AT OR NEAR THAT END FOR ANY INDIVIDUAL PHASE MAY BEGIN UNTIL THE ENGINEER IS SATISFIED IT WILL NOT COMPOUND TRAFFIC PROBLEMS OR DELAYS. NO EXCAVATION NORTH OF STATION 360+00 MAY BEGIN UNTIL THE NORTHERN CONTRACTOR HAS COMPLETED THE EXCAVATION FROM MORTON BOULEVARD TO THE HAL ROGERS PARKWAY. ALL WORK NEAR THE OVERLAPPING AREAS OF THE TWO PROJECTS IS TO BE COORDINATED BETWEEN THE CONTRACTORS TO THE SATISFACTION OF THE ENGINEER. NO CLAIMS FOR DELAYS WHICH RESULT FROM A FAILURE TO COORDINATE WITH THE ADJACENT CONTRACTOR WILL BE ACCEPTED.

FILLING, BACKSTOWING, AND COVERING OF MINE OPENINGS

SEE GEOTECHNICAL NOTES FOR METHODS AND PROCEDURES IN ADDRESSING MINE OPENINGS. REFERENCE MAY ALSO BE MADE TO AML STANDARD DRAWINGS FOR FILLING AND CLOSING OF MINE OPENINGS. FINAL METHODS AND MATERIALS TO BE APPROVED BY THE ENGINEER BEFORE WORK AT EACH LOCATION BEGINS.

PIPE AND DRAINAGE STRUCTURE REMOVAL

UNLESS OTHERWISE SPECIFIED IN THE PLANS, ALL EXISTING PIPE AND DRAINAGE STRUCTURES WITHIN THE CONSTRUCTION LIMITS AND NOT USED IN THE PROPOSED DRAINAGE SYSTEM ARE TO BE REMOVED AS SPECIFIED IN THE CURRENT EDITION OF THE KYTC STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

REDBUD TREE PLANTING AREA AND PATTERN

RED BUD TRESS SHALL BE PLANTED ON THE EXCESS MATERIAL SITE LEFT STA. 346+75 TO 365+00. THEY ARE TO BE PLACED ON THE TOP 2:1 SLOPE, SPACED AT 35' ON CENTER, AND IN A ZIGZAG PATTERN.

EXCESS MATERIAL EMBANKMENT CONSTRUCTION

THE LOW BENCH (LEFT STA. 345+00 TO 365+00) AND UPPER FLAT AREA (LEFT STA. 357+00 TO 364+00) IN THE EXCESS MATERIAL EMBANKMENT BETWEEN STA. 345+00 AND 365+00 ARE TO BE CONSTRUCTED AS SHOWN IN THE PLANS. ANY CHANGE TO THESE OR OTHER AREAS IN THE SITE MUST BE APPROVED BY THE ENGINEER, PROJECT DEVELOPMENT, AND UTILITY COORDINATOR PRIOR TO ITS PLACEMENT. ACCESS TO THE LOW BENCH IS TO BE MADE FOR OVERHEAD UTILITIES.

DITCH LT. KY 15 STA. 342+00 TO 365+00 (WASTE AREA DITCH)

SEE EROSION CONTROL NOTES FOR SPECIAL APPROVAL REQUIREMENTS.

EXISTING LIGHTING AND SIGNAL FIXTURE REMOVAL

EXISTING LIGHTING AND SIGNAL FIXTURES REMOVED FROM THE PROJECT SITE SHALL BE DELIVERED BY THE CONTRACTOR TO THE BAILEY BRIDGE YARD OR OTHER LOCATION AS DESIGNATED BY THE ENGINEER.

TREE RESTRICTIONS:

TREE REMOVAL: NO CLEARING OF TREES 5 INCHES (DIAMETER AT BREAST HEIGHT) OR GREATER FROM JUNE 1ST TO JULY 31ST.

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\1002000N.DGN

USER: jeff-c
DATE PLOTTED: November 30, 2017

E-SHEET NAME:

Power InRoads v8.11.9.397

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R20

GENERAL NOTES, SPECIAL NOTES AND SPECIAL PROVISIONS

UPDATED THE NOTES FOR EXCESS MATERIAL EMBANKMENT
CONSTRUCTION AND TREE RESTRICTIONS
ADDED NEW SPECIAL NOTES FOR UTILITY COORDINATION AND
INTELLIGENT COMPACTION

ACCESS CONTROL

THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT. THIS PROJECT IS ON THE NH SYSTEM.

BEFORE YOU DIG

THE CONTRACTOR IS INSTRUCTED TO CALL 1-800-752-6007 TO REACH KY 811, THE ONE-CALL SYSTEM FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES. THE CALL IS TO BE PLACED A MINIMUM OF TWO (2) AND NO MORE THAN TEN (10) BUSINESS DAYS PRIOR TO EXCAVATION. THE CONTRACTOR SHOULD BE AWARE THAT OWNERS OF UNDERGROUND FACILITIES ARE NOT REQUIRED TO BE MEMBERS OF THE KY 811 ONE-CALL BEFORE-U-DIG (BUD) SERVICE. THE CONTRACTOR MUST COORDINATE EXCAVATION WITH THE UTILITY OWNERS, INCLUDING THOSE WHOM DO NOT SUBSCRIBE TO KY 811. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONTACT THE COUNTY COURT CLERK TO DETERMINE WHAT UTILITY COMPANIES HAVE FACILITIES IN THE AREA.

DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

A DEPARTMENT OF THE ARMY (DA) PERMIT, WHICH MAY REQUIRE APPROVAL OF A STATE WATER QUALITY CERTIFICATION FROM THE KENTUCKY DIVISION OF WATER, REGULATES THIS PROJECT AT ONE OR MORE LOCATIONS. PERFORM ALL APPLICABLE WORK IN COMPLIANCE WITH THE CONDITIONS STATED IN THE DA PERMIT AND THE APPROVED WATER QUALITY CERTIFICATION. POST A COPY OF THE DA PERMIT AND THE WATER QUALITY CERTIFICATION IN A CONSPICUOUS PLACE AT THE PROJECT SITE. IF A DA PERMIT OR WATER QUALITY CERTIFICATION APPROVAL IS PENDING, DO NOT WORK IN OR DISTURB THE DESIGNATED AREA(S) UNTIL OBTAINING THE APPROPRIATE APPROVAL(S). REFER TO NOTICE(S) CONTAINED IN THE CONTRACT BID PROPOSAL FOR DESIGNATED AREA(S) WHERE WORK IS PROHIBITED BY THE ABSENCE OF APPROVAL.

ASPHALT PAVEMENT RIDE QUALITY

PAVEMENT RIDEABILITY REQUIREMENTS, IN ACCORDANCE WITH SECTION 410 OF THE STANDARD SPECIFICATIONS, SHALL APPLY ON THIS PROJECT. CATEGORY A SHALL APPLY.

COMPACTION OF ASPHALT MIXTURES

WILL ACCEPT THE COMPACTION OF ASPHALT MIXTURES FURNISHED FOR DRIVING LANES AND RAMPS AT ONE INCH OR GREATER ON THIS PROJECT BY OPTION A ACCORDING TO SUBSECTIONS 402 AND 403 OF THE CURRENT STANDARD SPECIFICATIONS. USE JOINT CORES AS DESCRIBED IN SUBSECTION 402.03.02 FOR SURFACE MIXTURES ONLY. WILL ACCEPT THE COMPACTION OF ALL OTHER ASPHALT MIXTURES BY OPTION B.

EDGE KEY

THIS WORK INCLUDES CUTTING OUT THE EXISTING ASPHALT SURFACE TO A MINIMUM DEPTH AND WIDTH AS DETAILED IN THE PLANS SO THAT THE NEW SURFACE MAY HEEL INTO THE EXISTING SURFACE. THE CONTRACT UNIT PRICE BID LINEAR FOOT FOR "EDGE KEY" INCLUDES ALL NECESSARY MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND DISPOSE OF THE REMOVED ASPHALT MATERIAL.

LAW ENFORCEMENT OFFICER

PAYMENT FOR LAW ENFORCEMENT (KENTUCKY STATE POLICE) PRESENCE AT CRITICAL LOCATIONS AND TIMES WILL BE INCLUDED IN THIS PROJECT. SIGNING FOR DOUBLE FINES THROUGH THE WORK AREA IS TO BE PART OF THE MAINTENANCE OF TRAFFIC SIGNING.

STANDARD DRAWINGS

STANDARD DRAWINGS ARE NOT ATTACHED TO THESE PLANS. A STANDARD DRAWING BOOK AND THE HEADWALL SUPPLEMENTAL BOOK MAY BE OBTAINED FROM THE POLICY SUPPORT BRANCH OF THE DEPARTMENT OF ADMINISTRATIVE SERVICES IN FRANKFORT, KY AT (502) 564-3670.

MOBILIZATION AND DEMOBILIZATION

THE LUMP SUM BID ON THIS PROJECT SHALL INCLUDE PAYMENT IN FULL FOR MOBILIZATION AND DEMOBILIZATION.

WINTER CLOSEDOWN

ANY ASPHALT CONCRETE BASE AND/OR SURFACE COURSE USED AS A RIDING SURFACE EXPOSED TO TRAFFIC DURING WINTER CLOSEDOWN PERIODS SHALL CONTAIN NATURAL CONGLOMERATE, CRUSHED SLAG, CRUSHED GRANITE OR CRUSHED SANDSTONE SAND IN THE PROPORTION OF NO LESS THAN 25% OF THE TOTAL COMBINED COARSE AND FINE AGGREGATE

HOLIDAYS AND SPECIAL EVENTS

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

2018			
EASTER	6:00 AM MARCH 30	TO 6:00 AM	APRIL 2
MEMORIAL DAY	6:00 AM MAY 25	TO 6:00 AM	MAY 29
PERRY COUNTY FAIR	6:00 AM JUNE 14	TO 6:00 AM	JUNE 17
JULY 4TH	6:00 AM JULY 2	TO 6:00 AM	JULY 5
LABOR DAY	6:00 AM AUGUST 31	TO 6:00 AM	SEPTEMBER 4
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 13	TO 6:00 AM	SEPTEMBER 15
THANKSGIVING	6:00 AM NOVEMBER 19	TO 6:00 AM	NOVEMBER 26
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 21	TO 6:00 AM	JANUARY 3

2019			
EASTER	6:00 AM APRIL 19	TO 6:00 AM	APRIL 22
MEMORIAL DAY	6:00 AM MAY 24	TO 6:00 AM	MAY 28
PERRY COUNTY FAIR	6:00 AM JUNE 13	TO 6:00 AM	JUNE 16
JULY 4TH	6:00 AM JULY 2	TO 6:00 AM	JULY 8
LABOR DAY	6:00 AM AUGUST 30	TO 6:00 AM	SEPTEMBER 3
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 19	TO 6:00 AM	SEPTEMBER 21
THANKSGIVING	6:00 AM NOVEMBER 25	TO 6:00 AM	DECEMBER 2
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 20	TO 6:00 AM	JANUARY 3

FUTURE HOLIDAY DATES SHALL BE DETERMINED BY THE DEPARTMENT IF NECESSARY, COMPARABLE TO ABOVE DATES. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS NECESSARY.

UTILITIES

HAZARDOUS OR FLAMMABLE MATERIALS
THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION IN HIS OPERATIONS IN AREAS WHERE PLANS INDICATE THE PRESENCE OF A GAS LINE OR OTHER LINES CARRYING HAZARDOUS MATERIAL.

BLASTING
BLAST BLANKETS WILL BE REQUIRED FOR THE PROTECTION OF OVERHEAD UTILITIES AS DICTATED IN THE UTILITY IMPACT NOTES.

MAINTENANCE OF TRAFFIC

THE LUMP SUM BID FOR MAINTENANCE OF TRAFFIC SHALL INCLUDE BUT NOT BE LIMITED TO ALL GRADING AND NECESSARY DRAINAGE AND ALL TRAFFIC CONTROL DEVICES (NOT SPECIFICALLY IDENTIFIED OR QUANTIFIED ELSEWHERE IN THE PLANS) FOR CONTROLLING AND MAINTAINING TRAFFIC DURING THE CONSTRUCTION PROJECT AND THE REMOVAL THEREOF WHEN IT IS NO LONGER NEEDED. UNLESS OTHERWISE DIRECTED, ALL SALVAGEABLE TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.

TEMPORARY BARRIERS SHALL BE PLACED AS PER THE MAINTENANCE OF TRAFFIC PLANS AND/OR AS NEEDED BY THE CONTRACTOR AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED FOR MAINTAINING AND CONTROLLING TRAFFIC DURING CONSTRUCTION.

SPECIAL NOTES

SPECIAL NOTE 11 FOR PORTABLE CHANGEABLE MESSAGE SIGNS

SPECIAL NOTE 11D FOR ROCK BLASTING

SPECIAL NOTE 11M FOR BAR CODE LABEL ON PERMANENT SIGNS

SPECIAL NOTE 11N FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE

SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES

SPECIAL NOTE FOR INTELLIGENT COMPACTION FOR AGGREGATE BASES

SPECIAL NOTE FOR INTELLIGENT COMPACTION FOR ASPHALT

SPECIAL NOTE FOR GENERAL UTILITY COORDINATION

SPECIAL PROVISIONS

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DITCH LT. KY 15 STA. 342+00 TO 365+00 (WASTE AREA DITCH)

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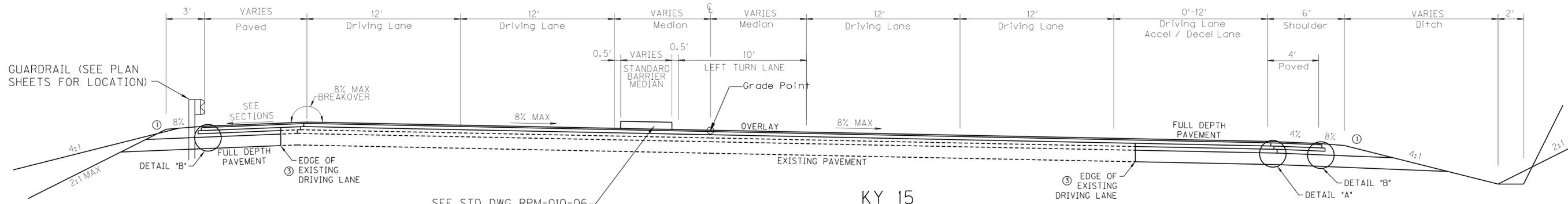
TREE RESTRICTIONS:

TREE REMOVAL: NO CLEARING OF TREES 5 INCHES (DIAMETER AT BREAST HEIGHT) OR GREATER FROM JUNE 1ST TO JULY 31ST.

TYPICAL SECTION

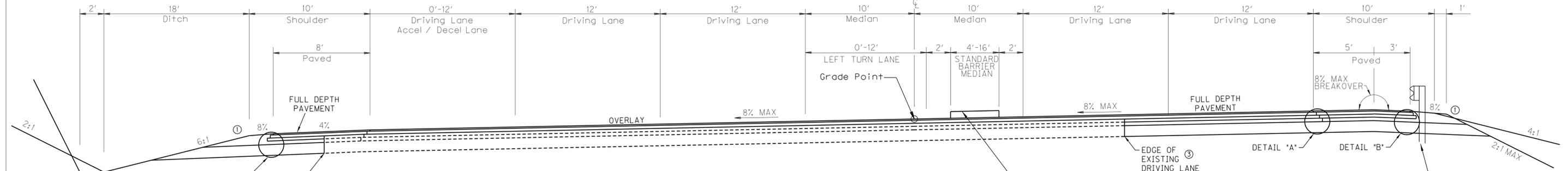
COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R2

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROAD200T.DGN
 USER: jeff+c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME:
 Power InRoads v8.11.9.397



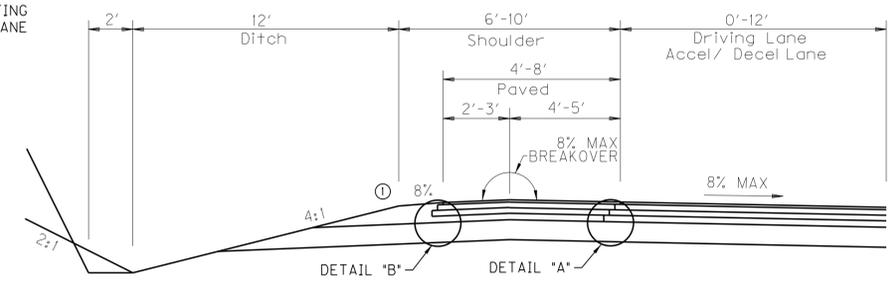
KY 15 SUPERELEVATED SECTION

STA. 303+07.49 TO STA. 305+15.60



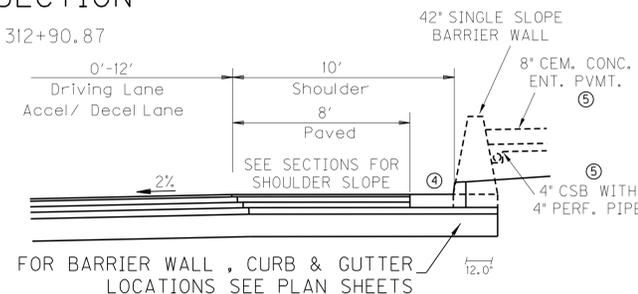
KY 15 SUPERELEVATED SECTION

STA. 305+03.44 TO STA. 312+90.87



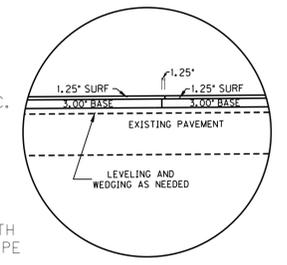
AUXILIARY LANE DITCH DETAIL SUPERELEVATED SECTION

LT. STA. 307+59.58 TO STA. 312+90.87 RT. STA. 303+07.49 TO STA. 305+15.60

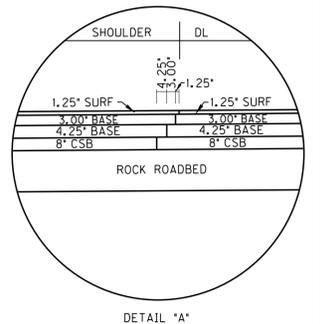


SHOULDER DETAIL

RT. STA. 306+33.41 TO STA. 311+37.42



OVERLAY DETAIL



DETAIL 'A'

NOTE
 FABRIC GEOTEXTILE TYPE IV, EMBANKMENT EXCAVATION AND CRUSHED AGGREGATE SIZE NO. 57 ARE INCIDENTAL TO 4" AND 6" PERFORATED PIPE, AS APPLICABLE.

KY 15 MAINLINE PAVEMENT DESIGN

- 1.25" SURFACE — 1.25" DEPTH CLASS 3 ASPHALT SURFACE 0.38A PG 76-22
- 15.25" BASE — 3.00" DEPTH CLASS 3 ASPHALT BASE 1.00D PG 76-22
- 4.25" DEPTH CLASS 3 ASPHALT BASE 1.00D PG 64-22
- 8" COMPACTED DEPTH CRUSHED STONE BASE
- 2' ROCK ROADBED

KY 15 SHOULDER PAVEMENT DESIGN

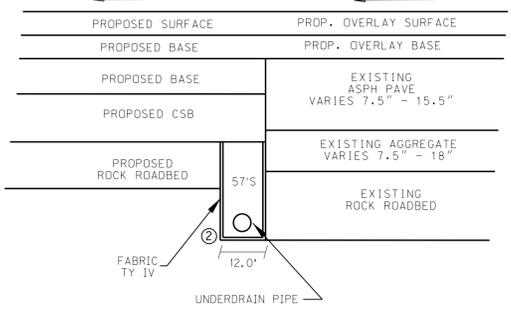
- 1.25" SURFACE — 1.25" DEPTH CLASS 2 ASPHALT SURFACE 0.38D PG 64-22
- 15.25" BASE — 7.25" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22
- (3.00" + 4.25")
- 8" COMPACTED DEPTH CRUSHED STONE BASE
- 2' ROCK ROADBED

KY 15 OVERLAY MAINLINE PAVEMENT DESIGN

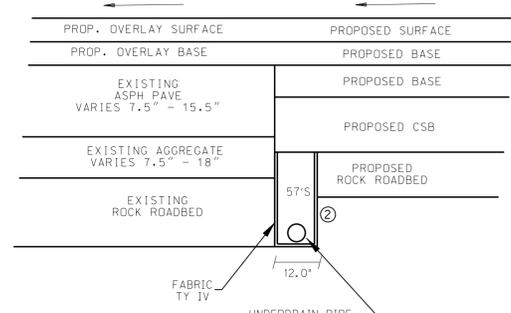
- 1.25" SURFACE — 1.25" DEPTH CLASS 3 ASPHALT SURFACE 0.38A PG 76-22
- 3.00" BASE — 3.00" DEPTH CLASS 3 ASPHALT BASE 1.00D PG 76-22

KY 15 OVERLAY SHOULDER PAVEMENT DESIGN

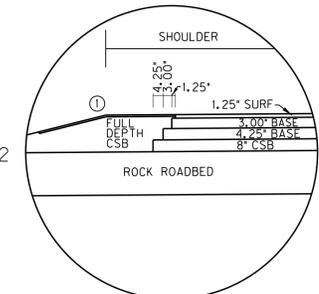
- 1.25" SURFACE — 1.25" DEPTH CLASS 2 ASPHALT SURFACE 0.38D PG 64-22
- 3.00" BASE — 3.00" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22



DETAIL 'C' PAVEMENT DETAIL FOR WIDENING TO LOW SIDE OF CROSS SLOPE



DETAIL 'D' PAVEMENT DETAIL FOR WIDENING TO HIGH SIDE OF CROSS SLOPE



DETAIL 'B'

SCALE: NTS

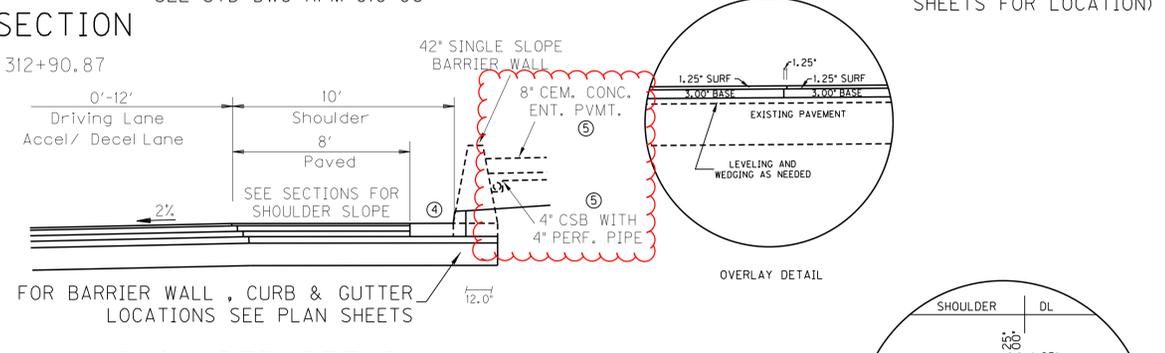
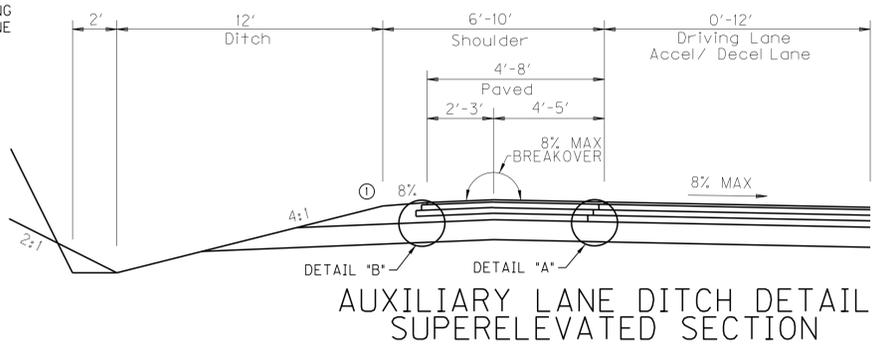
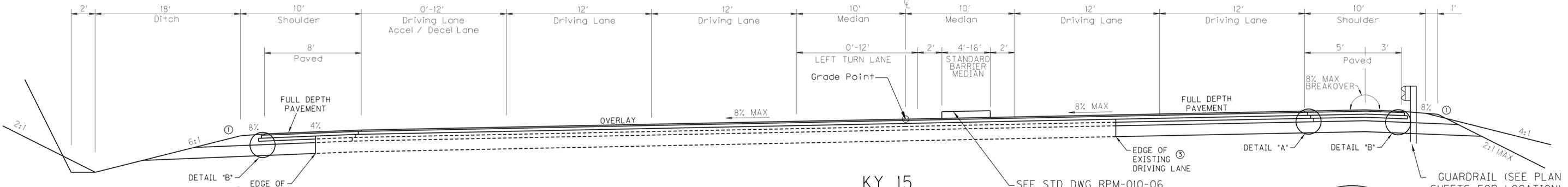
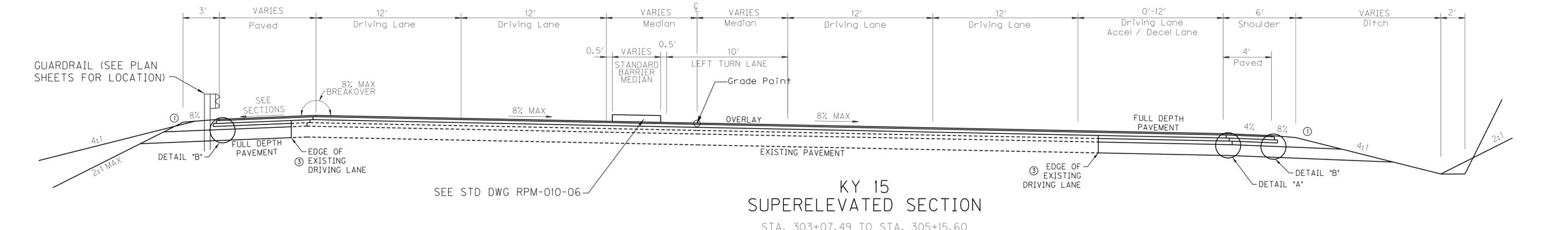
- ① BIT SEAL COAT REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE. 2.4 LB/SY ASPHALT SEAL COAT (TWO APPLICATIONS) AND 20 LB/SY ASPHALT SEAL AGGREGATE (TWO APPLICATIONS).
- ② VARIABLE EDGE DRAIN HEIGHT TO EXTEND FROM BOTTOM OF PROPOSED CSB TO BOTTOM OF EXISTING ROCK ROADBED
- ③ EXISTING PAVEMENT FROM EDGE OF DRIVING LANES OUT TO BE SAW CUT AND REMOVED (REMOVAL TO BE INCLUDED IN EXCAVATION QUANTITIES)
- ④ MODIFIED STANDARD CURB AND GUTTER (SEE NOTE AND DETAIL ON SHEET 2A)
- ⑤ WIDTH TO VARY AS NEEDED FOR CONSTRUCTION OF WALL. TIE UNDERDRAIN TO WALL BARRIER INLETS.

KY 15 TYPICAL SECTIONS

TYPICAL SECTION

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R2

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROAD200T.DGN
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NOTE
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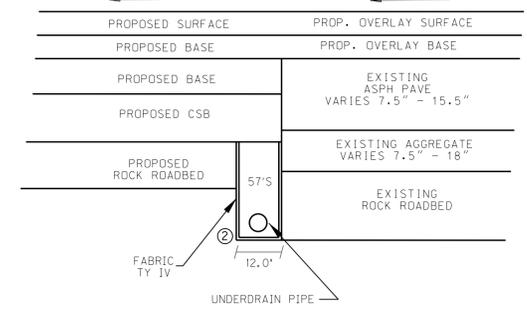
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- 2' ROCK ROADBED

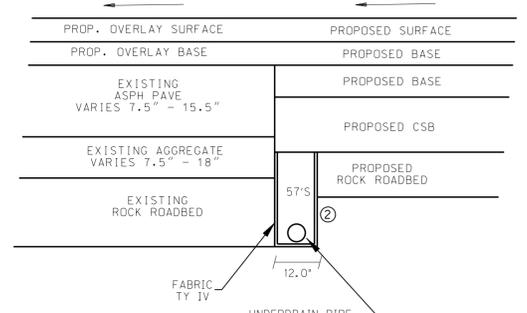
KY 15 SHOULDER PAVEMENT DESIGN

- 1.25" SURFACE — 1.25" DEPTH CLASS 2 ASPHALT SURFACE 0.38D PG 64-22
- 15.25" BASE — 7.25" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22 (3.00" + 4.25")
- 8" COMPACTED DEPTH CRUSHED STONE BASE
- 2' ROCK ROADBED

ADDED CONCRETE ENTRANCE PAVEMENT TO THE SHOULDER DETAIL AND ASSOCIATED NOTE



DETAIL "C"
 PAVEMENT DETAIL FOR WIDENING TO LOW SIDE OF CROSS SLOPE



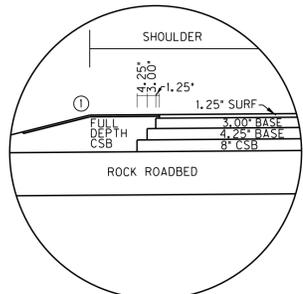
DETAIL "D"
 PAVEMENT DETAIL FOR WIDENING TO HIGH SIDE OF CROSS SLOPE

KY 15 OVERLAY MAINLINE PAVEMENT DESIGN

- 1.25" SURFACE — 1.25" DEPTH CLASS 3 ASPHALT SURFACE 0.38A PG 76-22
- 3.00" BASE — 3.00" DEPTH CLASS 3 ASPHALT BASE 1.00D PG 76-22

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- 1.25" SURFACE — 1.25" DEPTH CLASS 2 ASPHALT SURFACE 0.38D PG 64-22
- 3.00" BASE — 3.00" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22

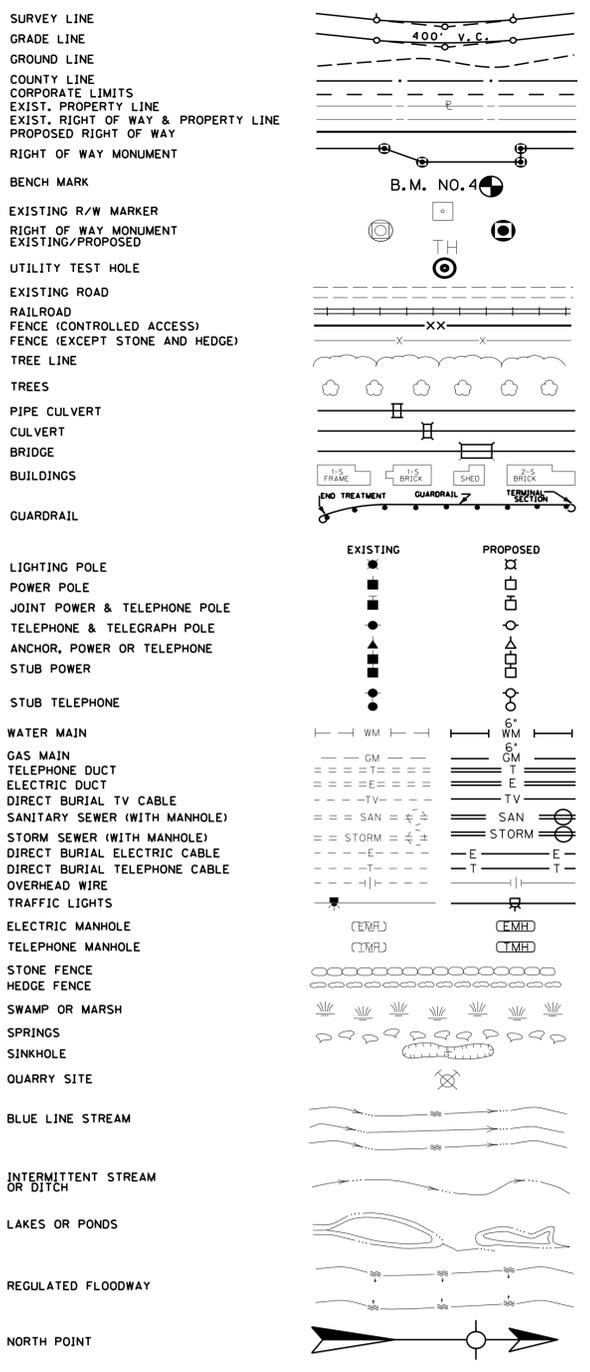


SCALE: NTS

- ① BIT SEAL COAT REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE. 2.4 LB/SY ASPHALT SEAL COAT (TWO APPLICATIONS) AND 20 LB/SY ASPHALT SEAL AGGREGATE (TWO APPLICATIONS).
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- ⑤ WIDTH TO VARY AS NEEDED FOR CONSTRUCTION OF WALL. TIE UNDERDRAIN TO WALL BARRIER INLETS.

KY 15 TYPICAL SECTIONS

CONVENTIONAL SIGNS



UTILITIES CONTACTS

Hazard Utilities
 Thacker & Grigsby
 700 Main Street
 Hazard, KY 41701
 606-436-3171
 Fax 606-436-3252
 Water Supt: Bobby Holland, Jr.
 Gas Supt: Darryl Cornett

Kentucky AEP
 1401 E. Main Street
 Hazard, KY 41701
 606-439-4330
 Richard Sadler

Hazard Service Center
 1400 East Main Street
 Hazard, KY 41701
 606-436-1322
 Ellis McKnight

AEP Transmission
 85 Robertson St
 Combs, KY 41729
 606-439-3766

Windstream Communications
 60 Communications Lane
 Hindman, KY 41822
 606-785-2226
 Freddie Williams

Perry Co Sanitation District
 85 Robertson St
 Combs, KY 41729
 606-439-3766

Windstream Communications
 60 Communications Lane
 Hindman, KY 41822
 606-785-2226
 Freddie Williams

Patricia Litafik
 7617 Upper Johns Creek Road
 Phelps, KY 41553
 Mike Litafik 606-835-9912

Tom Linkous II
 1281 North Electric Road
 Roanoke, VA 24019
 540-562-7097

ENTRANCE CONSTRUCTION CHART

LOCATION	WIDTH	ASPH SURF	CONC SURF
LT RT STATION	FT	SY	SY
X 305+35	20	927	
X ENT 23+72	12	134	
X 311+59	24	229	
X 308+45 - 311+10			40*

STANDARD CURB & GUTTER

LT OR RT	STATION TO STATION	LF
RT	305+16 - 307+59	256
RT	306+32 - 308+92*	502
RT	311+09 - 311+44**	74
RT	311+10 - 311+85**	141

CONCRETE ISLAND

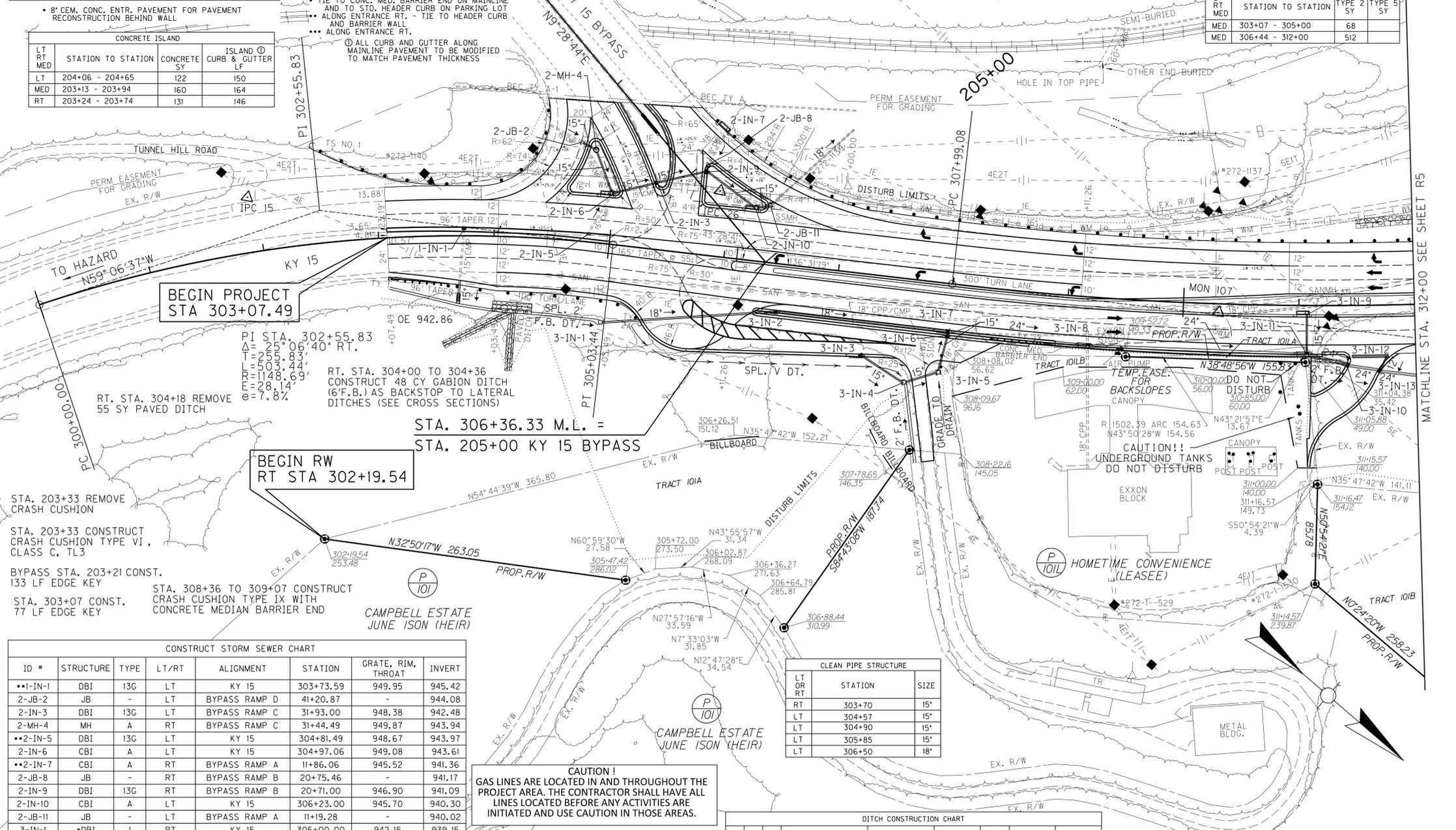
LT RT MED	STATION TO STATION	CONCRETE SY	ISLAND CURB & GUTTER LF
LT	204+06 - 204+65	122	150
MED	203+13 - 203+94	160	164
RT	203+24 - 203+74	131	146

STEEL "W" BEAM GUARDRAIL CONSTRUCTION CHART

LT RT	STATION TO STATION	SINGLE FACE (FT)	END TREAT. (Eg)	BRIDGE END CONN. (Eg)	TERM. SECT. NO. (Eg)	END TREAT. (Eg)
X	302+50 - 202+72.5	250				
X	305+75 - 312+00	637.5				
X	303+07.5 - 305+35	175	I	I	I	I

STANDARD BARRIER MEDIAN

LT RT MED	STATION TO STATION	TYPE 2 SY	TYPE 5 SY
MED	303+07 - 305+00	68	
MED	306+44 - 312+00	512	



CONSTRUCT STORM SEWER CHART

ID #	STRUCTURE	TYPE	LT/RT	ALIGNMENT	STATION	GRATE, RIM, THROAT	INVERT
•1-IN-1	DBI	13G	LT	KY 15	303+73.59	949.95	945.42
2-JB-2	JB	-	LT	BYPASS RAMP D	41+20.87	-	944.08
2-IN-3	DBI	13G	LT	BYPASS RAMP C	31+93.00	948.38	942.48
2-MH-4	MH	A	RT	BYPASS RAMP C	31+44.49	949.87	943.94
•2-IN-5	DBI	13G	LT	KY 15	304+81.49	948.67	943.97
2-IN-6	CBI	A	LT	KY 15	304+97.06	949.08	943.61
•2-IN-7	CBI	A	RT	BYPASS RAMP A	11+86.06	945.52	941.36
2-JB-8	JB	-	RT	BYPASS RAMP B	20+75.46	-	941.17
2-IN-9	DBI	13G	RT	BYPASS RAMP B	20+71.00	946.90	941.09
2-IN-10	CBI	A	LT	KY 15	306+23.00	945.70	940.30
2-JB-11	JB	-	LT	BYPASS RAMP A	11+19.28	-	940.02
3-IN-1	•DBI	1	RT	KY 15	305+00.00	942.15	939.15
3-IN-2	CBI	B	RT	KY 15	306+50.00	944.30	937.78
3-IN-3	CBI	B	RT	EXXON ENTR	23+25.00	943.67	938.95
3-IN-4	•DBI	1	RT	CAMPBELL ENTR	0+30.00	942.33	938.33
3-IN-5	•DBI	1	LT	CAMPBELL ENTR	0+25.00	940.00	936.50
3-IN-6	DBI	13G	RT	KY 15	308+00.00	941.40	935.03
3-IN-7	CBI	B	RT	KY 15	308+00.00	941.33	934.82
3-IN-8	CMBBI	8BI	RT	KY 15	309+20.00	938.37	931.87
3-IN-9	CBI	A	RT	KY 15	311+07.00	930.20	924.28
3-IN-10	DBI	13G	RT	EXXON ENTR	0+58.00	931.28	923.78
3-IN-11	CMBBI	8BI	RT	KY 15	311+07.00	931.13	924.11
3-IN-12	DBI	12A	RT	EXXON ENTR	SEE PIPE DRAINAGE SHEET R111		
3-IN-13	DBI	13G	LT	EXXON ENTR	0+52.00	929.78	923.36

CLEAN PIPE STRUCTURE

LT OR RT	STATION	SIZE
RT	303+70	15"
LT	304+57	15"
LT	304+90	15"
LT	305+85	15"
LT	306+50	18"

DITCH CONSTRUCTION CHART

LT RT MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X	303+08 to 305+00	ROCK CUT	-	-	-	2' F.B.
X	305+30 to 307+67	ROCK CUT	-	-	-	V
X	311+10 to 311+43	CLASS II	18 TON	1.00	1.25	2' F.B.
X	303+55	LATERAL CLASS 1A	16 TON	1.00	0.75	2' F.B.
X	304+17	LATERAL CLASS 1A	13 TON	1.00	0.75	2' F.B.

CAMPBELL ENTRANCE
 X 0+30 to 1+00 ROCK CUT - - - - - 2' F.B.
 * PARTIALLY GROUTED RIPRAP

BEFORE YOU DIG

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

DESIGNED BY:
 DATE SUBMITTED:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
 COUNTY OF
PERRY

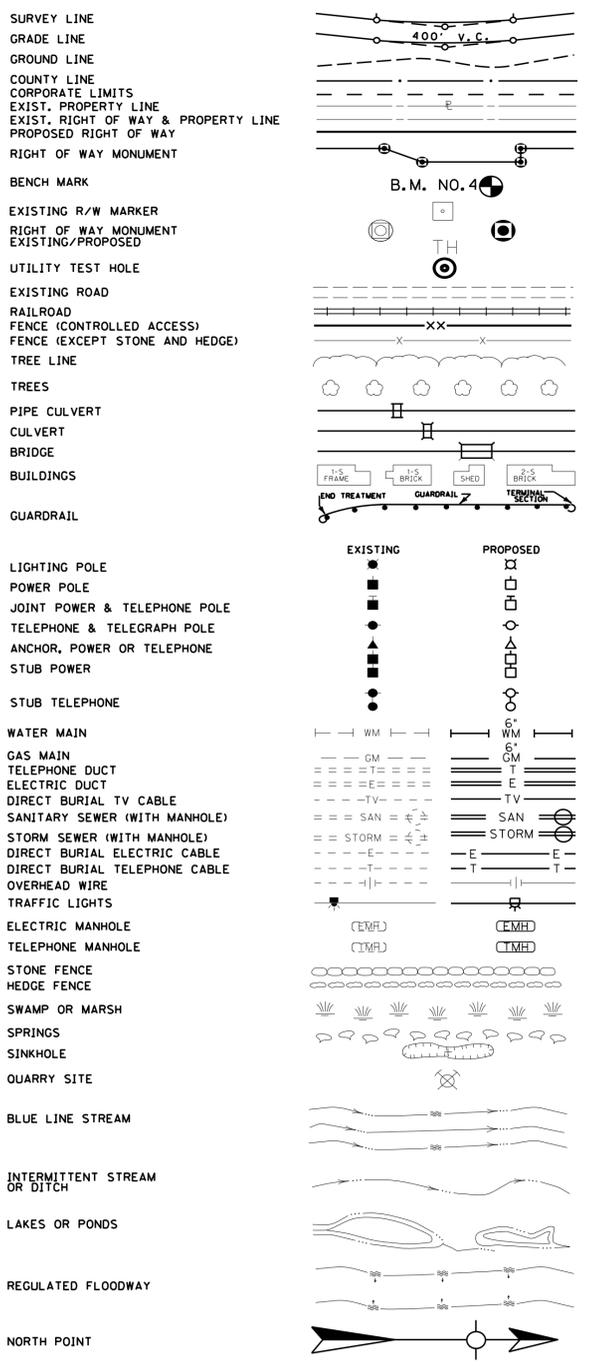
PROJECT 10-158.00
 NUMBERS: FD52 097 0015 013-015
 NHPP 0151 (086)

KY 15
 PLAN SHEET
 P.O.B. TO STA. 312+00

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\100300PL.DGN
 USER: jeff-c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: R00300PL
 Power InRoads v8.11.9.371

MATCHLINE STA. 312+00 SEE SHEET R5

CONVENTIONAL SIGNS



UTILITIES CONTACTS

Hazard Utilities
 Thacker & Grigsby
 700 Main Street
 Hazard, KY 41701
 606-436-3171
 Fax 606-436-3252
 Water Supt: Bobby Holland, Jr.
 Gas Supt: Darryl Cornett

Kentucky AEP
 1401 E. Main Street
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Windstream Communications
 60 Communications Lane
 Hindman, KY 41822
 606-785-2226
 Freddie Williams

Perry Co Sanitation District
 1281 North Electric Road
 Roanoke, VA 24019
 540-562-7097
 Tom Linkous II

ADDED THE CONCRETE ENTRANCE PAVEMENT CONSTRUCTION NOTE

ENTRANCE CONSTRUCTION CHART

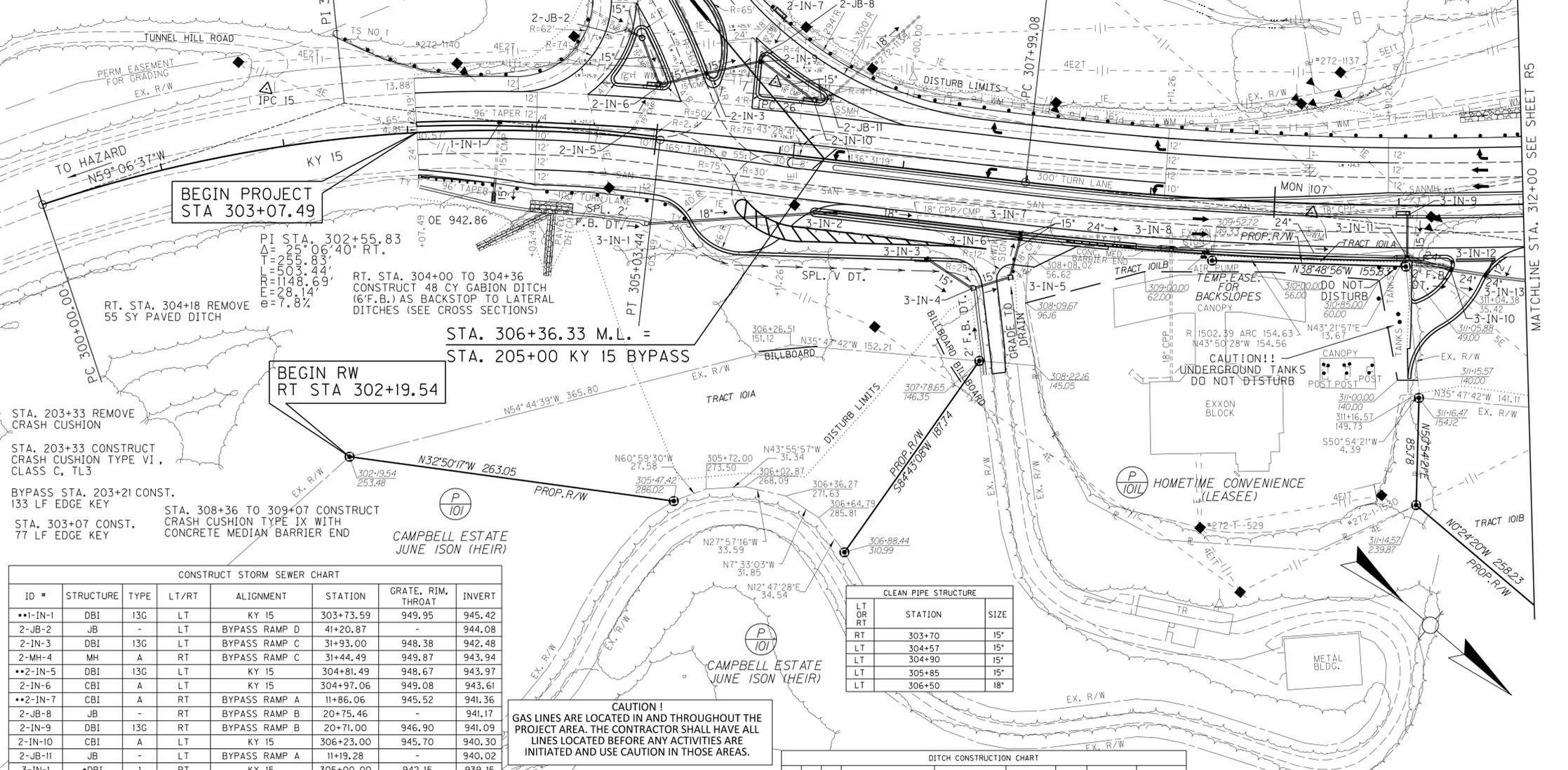
LOCATION	WIDTH	ASPH SURF	CONC SURF
LT STATION 305+35	20	927	
RT ENT 23+72	12	134	
X 317+53	24	223	
X 308+45 - 311+10			40*

* 8" CEM. CONC. ENTR. PAVEMENT FOR PAVEMENT RECONSTRUCTION BEHIND WALL

STANDARD CURB & GUTTER

LT OR RT	STATION TO STATION	LF
RT	305+16 - 307+59	256
RT	306+32 - 308+92*	502
RT	311+09 - 311+44**	74
RT	311+10 - 311+85**	141

• TIE TO CONC. MED. BARRIER END ON MAINLINE AND TO STD. HEADER CURB ON PARKING LOT AND BARRIER WALL
 • ALONG ENTRANCE RT. - TIE TO HEADER CURB AND BARRIER WALL
 • ALONG ENTRANCE RT.



CONSTRUCT STORM SEWER CHART

ID #	STRUCTURE	TYPE	LT/RT	ALIGNMENT	STATION	GRATE, RIM, THROAT	INVERT
•1-IN-1	DBI	13G	LT	KY 15	303+73.59	949.95	945.42
2-JB-2	JB	-	LT	BYPASS RAMP D	41+20.87	-	944.08
2-IN-3	DBI	13G	LT	BYPASS RAMP C	31+93.00	948.38	942.48
2-MH-4	MH	A	RT	BYPASS RAMP C	31+44.49	949.87	943.94
•2-IN-5	DBI	13G	LT	KY 15	304+81.49	948.67	943.97
2-IN-6	CBI	A	LT	KY 15	304+97.06	949.08	943.61
•2-IN-7	CBI	A	RT	BYPASS RAMP A	11+86.06	945.52	941.36
2-JB-8	JB	-	RT	BYPASS RAMP B	20+75.46	-	941.17
2-IN-9	DBI	13G	RT	BYPASS RAMP B	20+71.00	946.90	941.09
2-IN-10	CBI	A	LT	KY 15	306+23.00	945.70	940.30
2-JB-11	JB	-	LT	BYPASS RAMP A	11+19.28	-	940.02
3-IN-1	•DBI	1	RT	KY 15	305+00.00	942.15	939.15
3-IN-2	CBI	B	RT	KY 15	306+50.00	944.30	937.78
3-IN-3	CBI	B	RT	EXXON ENTR	23+25.00	943.67	938.95
3-IN-4	•DBI	1	RT	CAMPBELL ENTR	0+30.00	942.33	938.33
3-IN-5	•DBI	1	LT	CAMPBELL ENTR	0+25.00	940.00	936.50
3-IN-6	DBI	13G	RT	KY 15	308+00.00	941.40	935.03
3-IN-7	CBI	B	RT	KY 15	308+00.00	941.33	934.82
3-IN-8	CMBBI	8BI	RT	KY 15	309+20.00	938.37	931.87
3-IN-9	CBI	A	RT	KY 15	311+07.00	930.20	924.28
3-IN-10	DBI	13G	RT	EXXON ENTR	0+58.00	931.28	923.78
3-IN-11	CMBBI	8BI	RT	KY 15	311+07.00	931.13	924.11
3-IN-12	DBI	12A	RT	EXXON ENTR	SEE PIPE DRAINAGE SHEET R111		
3-IN-13	DBI	13G	LT	EXXON ENTR	0+52.00	929.78	923.36

• DBI CONSTRUCTED WITH NO APRON
 • INLET TO BE RECONSTRUCTED

STEEL "W" BEAM GUARDRAIL CONSTRUCTION CHART

LT	RT	STATION TO STATION	SINGLE FACE (FT)	END TREAT. (Eg)	BRIDGE END CONN. TYA-1	TERM. SECT. NO. 1 (Eg)	END TREAT. TY 2A (Eg)
X		302+50 - 202+72.5	250		I	I	
X		305+75 - 312+00	637.5				
X		303+07.5 - 305+35	175	I			

STANDARD BARRIER MEDIAN

LT RT MED	STATION TO STATION	TYPE 2 SY	TYPE 5 SY
MED	303+07 - 305+00	68	
MED	306+44 - 312+00		512

CLEAN PIPE STRUCTURE

LT OR RT	STATION	SIZE
RT	303+70	15"
LT	304+57	15"
LT	304+90	15"
LT	305+85	15"
LT	306+50	18"

DITCH CONSTRUCTION CHART

LT	RT	MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			303+08 to 305+00	ROCK CUT	-	-	-	2' F.B.
X			305+30 to 307+67	ROCK CUT	-	-	-	V
X			311+10 to 311+43	CLASS II	18 TON	1.00	1.25	2' F.B.
X			303+55	LATERAL CLASS 1A	16 TON	1.00	0.75	2' F.B.
X			304+17	LATERAL CLASS 1A	13 TON	1.00	0.75	2' F.B.

CAMPBELL ENTRANCE
 X 0+30 to 1+00 ROCK CUT - - - - - 2' F.B.
 • PARTIALLY GROUTED RIPRAP

BEFORE YOU DIG

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

DESIGNED BY:
 DATE SUBMITTED:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
 COUNTY OF
PERRY

PROJECT 10-158.00
 NUMBERS: FD52 097 0015 013-015
 NHPP 0151 (086)

KY 15
 PLAN SHEET
 P.O.B. TO STA. 312+00

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO0300PL.DGN
 USER: jeff-c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: RO0300PL
 Power InRoads v8.11.9.371

MATCHLINE STA. 312+00 SEE SHEET R5

REMOVE HEADWALL		
LT OR RT	STATION	EACH
RT	342+20	1
LT	343+63	1

STEEL "W" BEAM GUARDRAIL CONSTRUCTION CHART						
LT	RT	STATION TO STATION	SINGLE FACE (ft)	END TREATMENT TY 1 (Eo)	END TREATMENT TY 2A (Eo)	TERM SECT NO. 1 (Eo)
X		338+00 - 343+00	450			
X		341+50 - 345+50	350	I	I	

REMOVE GUARDRAIL		
LT OR RT	STATION TO STATION	LF
RT	338+00 - 343+10	510
LT	340+65 - 352+00	1135

CONSTRUCT STORM SEWER CHART							
ID #	STRUCTURE	TYPE	LT/RT	ALIGNMENT	STATION	GRATE, RIM, THROAT	INVERT
7-IN-1	CM	8BI	RT	KY 15	340+70.00	911.37	905.58
7-IN-2	CM	8BI	RT	KY 15	339+40.00	906.16	900.10
8-IN-1	CM	8BI	RT	KY 15	345+00.00	931.67	925.67

SINGLE SLOPE CONCRETE BARRIER WALL			
LT OR RT	STATION TO STATION	LF	TYPE
MED	338+00 - 352+00	1325+ 8C	

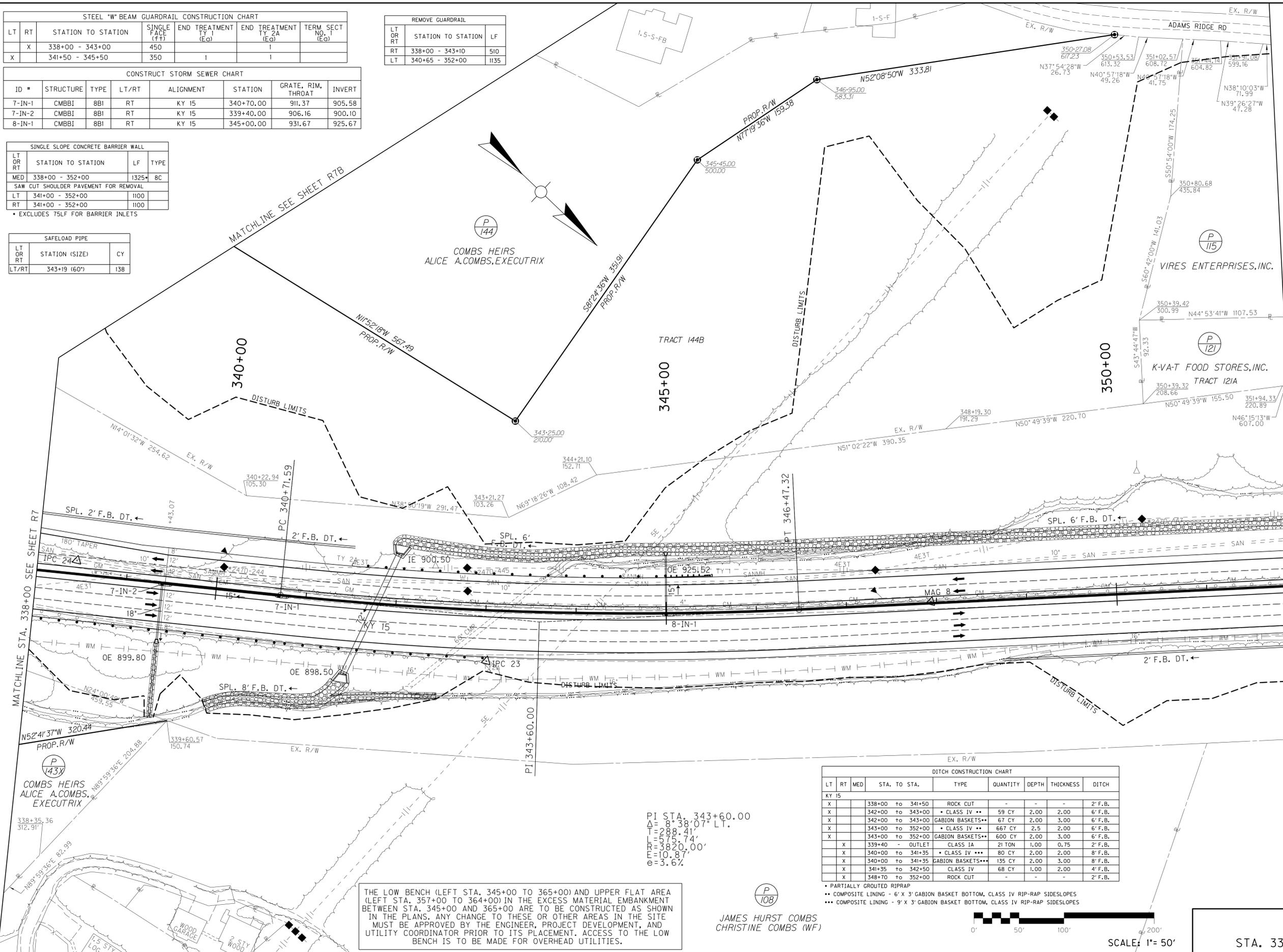
SAW CUT SHOULDER PAVEMENT FOR REMOVAL

LT	RT	STATION TO STATION	LF
LT		341+00 - 352+00	1100
RT		341+00 - 352+00	1100

EXCLUDES 75LF FOR BARRIER INLETS

SAFELOAD PIPE		
LT OR RT	STATION (SIZE)	CY
LT/RT	343+19 (60")	138

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RD0900PL.DGN
 USER: jeffc
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: Power InRoads v8.11.9.397



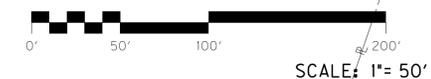
DITCH CONSTRUCTION CHART							
LT	RT	MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS
X			338+00 to 341+50	ROCK CUT	-	-	2' F.B.
X			342+00 to 343+00	CLASS IV	59 CY	2.00	6' F.B.
X			342+00 to 343+00	GABION BASKETS	67 CY	2.00	6' F.B.
X			343+00 to 352+00	CLASS IV	667 CY	2.5	6' F.B.
X			343+00 to 352+00	GABION BASKETS	600 CY	2.00	6' F.B.
X			339+40 - OUTLET	CLASS IA	21 TON	1.00	0.75
X			340+00 to 341+35	CLASS IV	80 CY	2.00	8' F.B.
X			340+00 to 341+35	GABION BASKETS	135 CY	2.00	8' F.B.
X			341+35 to 342+50	CLASS IV	68 CY	1.00	2.00
X			348+70 to 352+00	ROCK CUT	-	-	2' F.B.

• PARTIALLY GROUTED RIPRAP
 •• COMPOSITE LINING - 6' X 3' GABION BASKET BOTTOM, CLASS IV RIP-RAP SIDESLOPES
 ••• COMPOSITE LINING - 9' X 3' GABION BASKET BOTTOM, CLASS IV RIP-RAP SIDESLOPES

PI STA. 343+60.00
 $\Delta = 88' 38.07''$ LT.
 $T = 88' 41''$
 $L = 3820.00'$
 $\theta = 10.87'$
 $\theta = 3.6\%$

THE LOW BENCH (LEFT STA. 345+00 TO 365+00) AND UPPER FLAT AREA (LEFT STA. 357+00 TO 364+00) IN THE EXCESS MATERIAL EMBANKMENT BETWEEN STA. 345+00 AND 365+00 ARE TO BE CONSTRUCTED AS SHOWN IN THE PLANS. ANY CHANGE TO THESE OR OTHER AREAS IN THE SITE MUST BE APPROVED BY THE ENGINEER, PROJECT DEVELOPMENT, AND UTILITY COORDINATOR PRIOR TO ITS PLACEMENT. ACCESS TO THE LOW BENCH IS TO BE MADE FOR OVERHEAD UTILITIES.

JAMES HURST COMBS
 CHRISTINE COMBS (WF)



KY 15
 PLAN SHEET
 STA. 338+00 TO STA. 352+00

LT	RT	STATION TO STATION	SINGLE FACE (ft)	END TREATMENT TY 1 (Eo)	END TREATMENT TY 2A (Eo)	TERM SECT NO. 1 (Eo)
X		338+00 - 343+00	450			
X		341+50 - 345+50	350	I	I	

LT	RT	STATION TO STATION	LF
		338+00 - 343+10	510
		340+65 - 352+00	1135

ID #	STRUCTURE	TYPE	LT/RT	ALIGNMENT	STATION	GRATE, RIM, THROAT	INVERT
7-IN-1	CM	8BI	RT	KY 15	340+70.00	911.37	905.58
7-IN-2	CM	8BI	RT	KY 15	339+40.00	906.16	900.10
8-IN-1	CM	8BI	RT	KY 15	345+00.00	931.67	925.67

LT	RT	STATION TO STATION	LF	TYPE
		338+00 - 352+00	1325	8C

SAW CUT SHOULDER PAVEMENT FOR REMOVAL

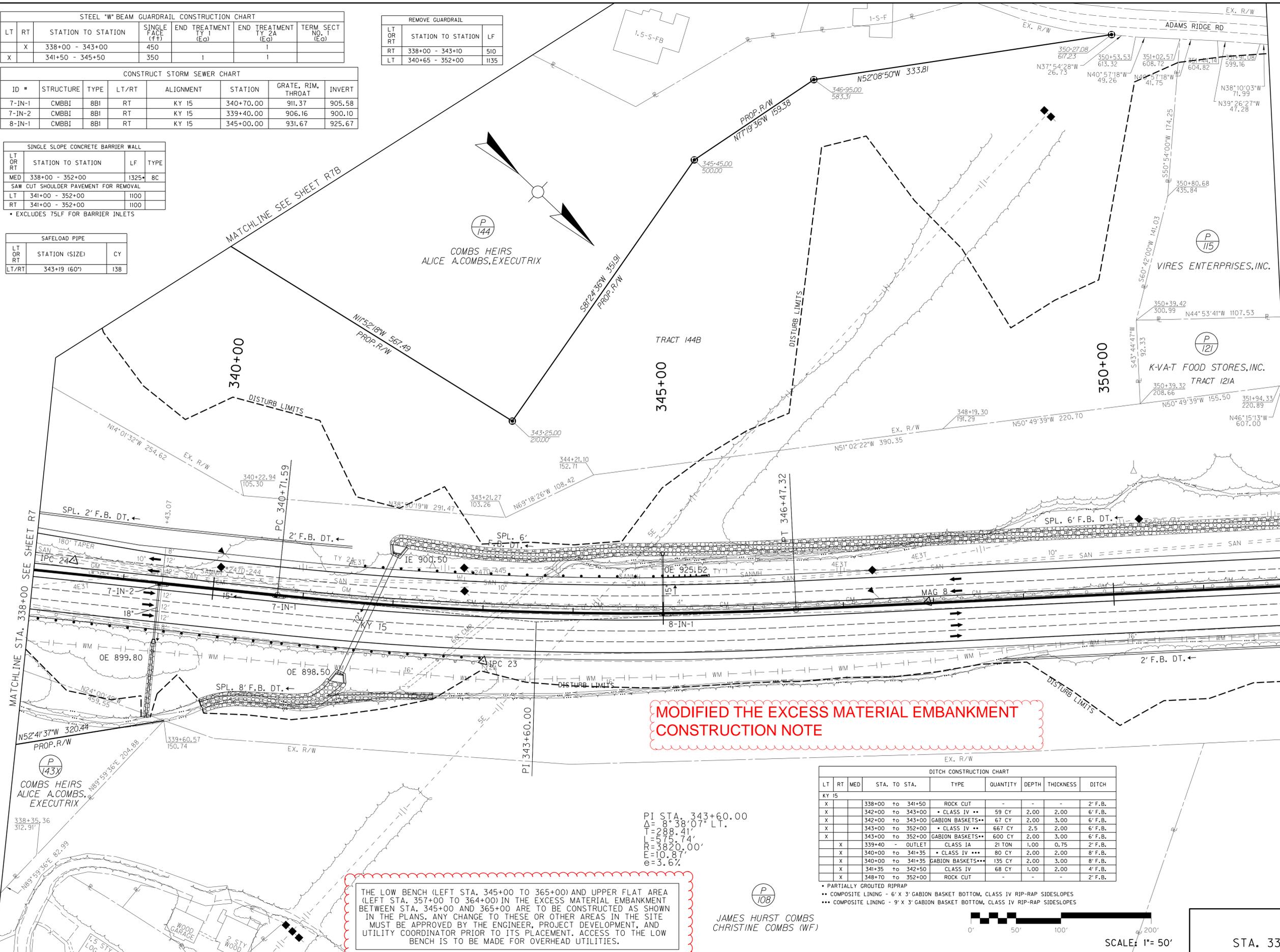
LT	RT	STATION TO STATION	LF
		341+00 - 352+00	1100
		341+00 - 352+00	1100

EXCLUDES 75LF FOR BARRIER INLETS

LT	RT	STATION (SIZE)	CY
		343+19 (60")	138

LT	RT	STATION	EACH
		342+20	1
		343+63	1

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\090900PL.DGN
 USER: jeffc
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: Power InRoads v8.11.9.397



MODIFIED THE EXCESS MATERIAL EMBANKMENT CONSTRUCTION NOTE

LT	RT	MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			338+00 to 341+50	ROCK CUT	-	-	-	2' F.B.
X			342+00 to 343+00	CLASS IV	59 CY	2.00	2.00	6' F.B.
X			342+00 to 343+00	GABION BASKETS	67 CY	2.00	3.00	6' F.B.
X			343+00 to 352+00	CLASS IV	667 CY	2.5	2.00	6' F.B.
X			343+00 to 352+00	GABION BASKETS	600 CY	2.00	3.00	6' F.B.
X			339+40 - OUTLET	CLASS IA	21 TON	1.00	0.75	2' F.B.
X			340+00 to 341+35	CLASS IV	80 CY	2.00	2.00	8' F.B.
X			340+00 to 341+35	GABION BASKETS	135 CY	2.00	3.00	8' F.B.
X			341+35 to 342+50	CLASS IV	68 CY	1.00	2.00	4' F.B.
X			348+70 to 352+00	ROCK CUT	-	-	-	2' F.B.

• PARTIALLY GROUTED RIPRAP
 •• COMPOSITE LINING - 6' X 3' GABION BASKET BOTTOM, CLASS IV RIP-RAP SIDESLOPES
 ••• COMPOSITE LINING - 9' X 3' GABION BASKET BOTTOM, CLASS IV RIP-RAP SIDESLOPES

THE LOW BENCH (LEFT STA. 345+00 TO 365+00) AND UPPER FLAT AREA (LEFT STA. 357+00 TO 364+00) IN THE EXCESS MATERIAL EMBANKMENT BETWEEN STA. 345+00 AND 365+00 ARE TO BE CONSTRUCTED AS SHOWN IN THE PLANS. ANY CHANGE TO THESE OR OTHER AREAS IN THE SITE MUST BE APPROVED BY THE ENGINEER, PROJECT DEVELOPMENT, AND UTILITY COORDINATOR PRIOR TO ITS PLACEMENT. ACCESS TO THE LOW BENCH IS TO BE MADE FOR OVERHEAD UTILITIES.

PI STA. 343+60.00
 $\Delta = 88.38' \text{ LT.}$
 $T = 88.41'$
 $L = 3820.00'$
 $e = 10.87'$
 $\theta = 3.6\%$

JAMES HURST COMBS
 CHRISTINE COMBS (WF)



KY 15
 PLAN SHEET
 STA. 338+00 TO STA. 352+00

LT	RT	STATION TO STATION	SINGLE FACE (FT)	END TREATMENT TY 1 (EQ)	END TREATMENT TY 2A (EQ)	TERM SECT NO. 1 (EQ)
X		40+94 - 42+70	212.5*			2
X		37+24 - 42+58	525		1	

* USE 7' POSTS
** WILLIES WAY

LOCATION	WIDTH	ASPH SURF	ENTRANCE PIPE			
LT	RT	STATION	FT	SY	SIZE	LF
X		40+25	36	112		
X		42+84	10	302		
X		353+89	14	47		

LT OR RT	STATION TO STATION	LF	TYPE
MED	352+00 - 363+50	1075*	8C
MED	363+50 - 367+00	300**	8E

SAW CUT SHOULDER PAVEMENT FOR REMOVAL

LT OR RT	STATION TO STATION	LF
LT	352+00 - 367+00	1500
RT	352+00 - 367+00	1500

* EXCLUDES 75LF FOR BARRIER INLETS
** EXCLUDES 50LF FOR BARRIER INLETS

LT	RT	MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
XY	15							
X			352+00 to 354+13	CLASS IV **	158 CY	2.50	2.00	6' F.B.
X			352+00 to 354+13	GABION BASKETS**	142 CY	2.00	3.00	6' F.B.
X			354+13 to 365+19	CLASS IV **	655 CY	2.00	3.00	6' F.B.
X			354+13 to 365+19	GABION BASKETS**	737 CY	2.00	3.00	6' F.B.
X			365+13 to 365+28	CLASS IA	42 TON	1.00	0.75	2' F.B.
X			365+25 to 366+00	CLASS II	42 TON	1.00	1.25	2' F.B.
X			366+00 to 367+00	CLASS III	56 TON	1.00	1.25	2' F.B.
X			352+00 to 352+70	ROCK CUT	-	-	-	2' F.B.
X			354+13 to 355+00	PAVED TY 1	58 SY	1.00	-	2' F.B.
X			361+50 to 363+50	CLASS II	91 TON	1.00	1.25	V
X			41+35 to 42+72	PAVED TY 1 MOD	17 SY	0.33	-	V
X			42+58 to 42+83	CLASS IV	17 CY	1.00	2.00	2' F.B.

* PARTIALLY GROUTED RIPRAP
** COMPOSITE LINING - 6' X 3' GABION BASKET BOTTOM, CLASS IV RIP-RAP SIDESLOPES

LT OR RT	STATION	EACH
RT	354+18	1

LT OR RT	STATION TO STATION	LF
LT	352+00 - 367+00	1500

LT OR RT	STATION TO STATION	LF
LT	40+55 - 41+35	107
RT	37+24 - 43+00	545
RT	361+23 - 367+00	585*

* MODIFIED TO MATCH ADJACENT PAVEMENT THICKNESS

LT OR RT	STATION	SIZE
LT/RT	38+32	8" / 12"

LT	RT	MED	STATION TO STATION	CONCRETE SY
		RT	360+67 - 360+83	14

THE LOW BENCH (LEFT STA. 345+00 TO 365+00) AND UPPER FLAT AREA (LEFT STA. 357+00 TO 364+00) IN THE EXCESS MATERIAL EMBANKMENT BETWEEN STA. 345+00 AND 365+00 ARE TO BE CONSTRUCTED AS SHOWN IN THE PLANS. ANY CHANGE TO THESE OR OTHER AREAS IN THE SITE MUST BE APPROVED BY THE ENGINEER, PROJECT DEVELOPMENT, AND UTILITY COORDINATOR PRIOR TO ITS PLACEMENT. ACCESS TO THE LOW BENCH IS TO BE MADE FOR OVERHEAD UTILITIES.

NOTE:
SEE SHEET RIIB FOR WILLIES WAY CENTERLINE AND PAVEMENT ANNOTATION

KY 15 STA. 360+82.03 =
WILLIES WAY STA. 43+79.81

PI STA. 365+70.87
Δ = 55.48'
T = 591.405'
L = 1023.84'
E = 138.300'
θ = 7.9%

ID #	STRUCTURE	TYPE	LT/RT	ALIGNMENT	STATION	GRATE, RIM, THROAT	INVERT
9-IN-1	9x9 CB	-	RT	KY 15	354+13.00	986.50	980.25
10-IN-1	CMBBI	8BI	LT	KY 15	361+00.00	1043.60	1037.87
10-IN-2	CMBBI	8BI	LT	KY 15	359+40.00	1031.96	1026.22
10-IN-3	CMBBI	8BI	LT	KY 15	357+40.00	1017.17	1011.17
11-IN-15	DBI	13C	RT	WILLIES WAY	38+45.50	1083.47	1076.01
11-IN-16	CBI	B	RT	KY 15	365+65.00	1070.76	1064.26
11-IN-17	DBI	13C	RT	WILLIES WAY	39+95.00	1074.23	1066.77
11-IN-18	CBI	B	RT	KY 15	364+00.00	1059.42	1052.91
11-IN-19	DBI	13C	RT	WILLIES WAY	42+10.03	1050.19	1042.74
11-IN-20	CBI	B	RT	KY 15	361+50.00	1042.92	1037.16
11-IN-21	DBI	5D	RT	KY 15	361+50.00	1041.15	1036.65
11-JB-23	JB	-	LT	WILLIES WAY ENTR	9+70.00	-	1032.16
12-IN-1	CMBBI	8BI	LT	KY 15	366+50.00	1080.90	1075.18
12-IN-2	CMBBI	8BI	LT	KY 15	365+22.00	1072.10	1066.17
13-IN-6	DBI	7	LT	KY 15	366+00.00	1078.37	1070.37

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII00PL.DGN
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 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: Power InRoads v8.11.9.397

MATCHLINE STA. 352+00 SEE SHEET R9



KY 15
PLAN SHEET
STA. 352+00 TO STA. 367+00

SCALE: 1" = 50'

LT	RT	STATION TO STATION	SINGLE FACE (FT)	END TREATMENT TY 1 (EQ)	END TREATMENT TY 2A (EQ)	TERM SECT NO. 1 (EQ)
X		40+94 - 42+70	212.5			2
X		37+24 - 42+58	525			

• USE 7' POSTS
• WILLIES WAY

LOCATION	WIDTH	ASPH SURF	ENTRANCE PIPE			
LT	RT	STATION	FT	SY	SIZE	LF
X		40+25	36	112		
X		42+84	10	302		
X		353+89	14	47		

LT OR RT	STATION TO STATION	LF	TYPE
MED	352+00 - 363+50	1075	8C
MED	363+50 - 367+00	300	8E

SAW CUT SHOULDER PAVEMENT FOR REMOVAL

LT	RT	STATION TO STATION	LF
		352+00 - 367+00	1500
		352+00 - 367+00	1500

• EXCLUDES 75LF FOR BARRIER INLETS
• EXCLUDES 50LF FOR BARRIER INLETS

LT	RT	MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
XY			352+00 to 354+13	CLASS IV **	158 CY	2.50	2.00	6' F.B.
X			352+00 to 354+13	GABION BASKETS**	142 CY	2.00	3.00	6' F.B.
X			354+13 to 365+19	CLASS IV **	655 CY	2.00	3.00	6' F.B.
X			354+13 to 365+19	GABION BASKETS**	737 CY	2.00	3.00	6' F.B.
X			365+13 to 365+28	CLASS IA	42 TON	1.00	0.75	2' F.B.
X			365+25 to 366+00	CLASS II	42 TON	1.00	1.25	2' F.B.
X			366+00 to 367+00	CLASS III	56 TON	1.00	1.25	2' F.B.
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• PARTIALLY GROUTED RIPRAP
•• COMPOSITE LINING - 6' X 3' GABION BASKET BOTTOM, CLASS IV RIP-RAP SIDESLOPES

MODIFIED THE EXCESS MATERIAL EMBANKMENT CONSTRUCTION NOTE

THE LOW BENCH (LEFT STA. 345+00 TO 365+00) AND UPPER FLAT AREA (LEFT STA. 357+00 TO 364+00) IN THE EXCESS MATERIAL EMBANKMENT BETWEEN STA. 345+00 AND 365+00 ARE TO BE CONSTRUCTED AS SHOWN IN THE PLANS. ANY CHANGE TO THESE OR OTHER AREAS IN THE SITE MUST BE APPROVED BY THE ENGINEER, PROJECT DEVELOPMENT, AND UTILITY COORDINATOR PRIOR TO ITS PLACEMENT. ACCESS TO THE LOW BENCH IS TO BE MADE FOR OVERHEAD UTILITIES.

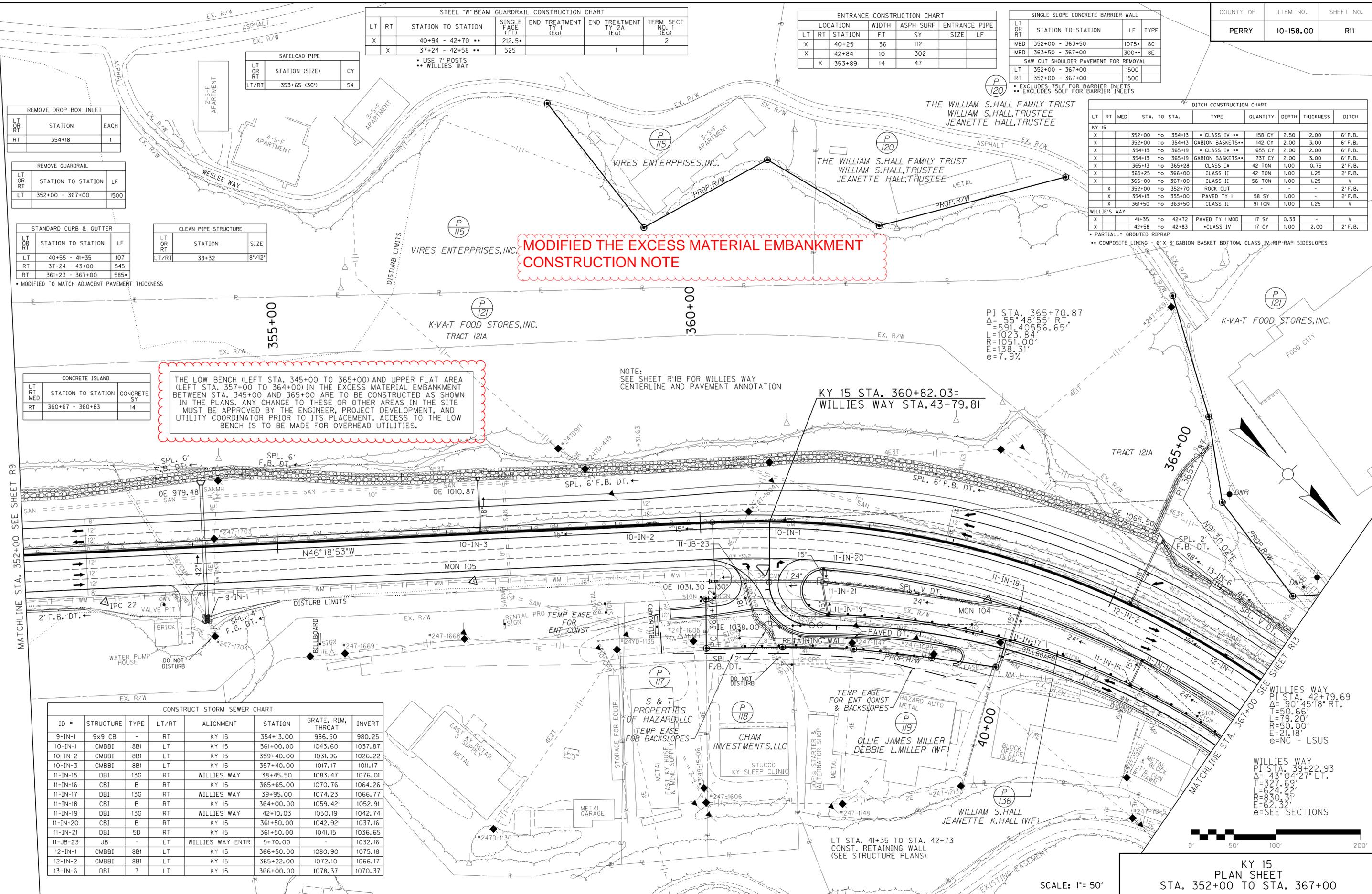
NOTE: SEE SHEET RIIB FOR WILLIES WAY CENTERLINE AND PAVEMENT ANNOTATION

PI STA. 365+70.87
Δ = 55.48'
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KY 15
PLAN SHEET
STA. 352+00 TO STA. 367+00

SCALE: 1" = 50'

MAINTENANCE OF TRAFFIC NOTES - GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R69

- TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE STANDARD DRAWINGS, CURRENT EDITIONS.
- 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 TO "MAINTAIN AND CONTROL TRAFFIC," AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE PLANS.
- THE CONTRACTOR SHALL PROVIDE PORTABLE VARIABLE MESSAGE SIGNS FOR EACH APPROACH TO THE PROJECT. MESSAGE SIGNS SHALL BE THE TYPE THAT ALLOWS THE DISPLAYED MESSAGE TO BE CHANGED FROM A REMOTE LOCATION AND SHALL BE LOCATED AS DIRECTED AND APPROVED BY THE ENGINEER. THE PORTABLE VARIABLE MESSAGE SIGNS SHALL BE USED WHEN NECESSARY TO ALERT THE PUBLIC OF POSSIBLE DELAYS AND SHALL BE IN OPERATION AT ALL TIMES. IN THE EVENT OF DAMAGE OR MECHANICAL/ELECTRICAL FAILURE, THE CONTRACTOR SHALL REPAIR OR REPLACE THE PORTABLE VARIABLE MESSAGE SIGN IMMEDIATELY. A SPARE PORTABLE VARIABLE MESSAGE SIGN SHALL BE KEPT ON SITE AT NO ADDITIONAL COST TO THE DEPARTMENT. PAYMENT WILL BE ALLOWED FOR THE ADVANCE WARNING VARIABLE MESSAGE SIGNS. PORTABLE VARIABLE MESSAGE SIGNS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE PROJECT.
- THE CONTRACTOR WILL PREPARE AND SUBMIT A DETAILED TRAFFIC MANAGEMENT PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL AT LEAST ONE MONTH PRIOR TO ANY CONSTRUCTION ACTIVITY BEGINNING. THIS PLAN WILL INCLUDE, BUT NOT BE LIMITED TO: A PUBLIC INFORMATION PLAN TO BE IMPLEMENTED BEFORE AND DURING CONSTRUCTION, MAINTENANCE OF TRAFFIC PROCEDURES AND SIGNAGE, FLAGGING AND TRAFFIC CONTROL PERSONNEL AND EQUIPMENT, CONSTRUCTION EQUIPMENT TO BE USED ON AND AROUND ROAD WORK, PASSAGE OR RESTRICTION OF WIDE LOADS, AND SAFETY OF TRAFFIC AND CONSTRUCTION PERSONNEL. THE PLAN WILL ALSO CONFORM TO AND INCLUDE THE PROCEDURES OUTLINED IN THE TRAFFIC MANAGEMENT PLAN DOCUMENT FOR PUBLIC AND STAKEHOLDER COMMUNICATION AND INVOLVEMENT.
- CONSTRUCTION OPERATIONS USING SHOULDER CLOSURES WILL BE ALLOWED DURING ALL DAYLIGHT HOURS (EXCEPT HOLIDAYS) PROVIDED ANY RESULTING TEMPORARY DROP-OFF CONDITIONS AND SIGNING REQUIREMENTS ARE ADEQUATELY ADDRESSED.
- REASONABLE MEANS OF INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL PROPERTIES WITHIN THE PROJECT LIMITS. ACCESS TO FIRE HYDRANTS MUST ALSO BE MAINTAINED AT ALL TIMES.
- PAVEMENT DROP-OFF
A PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:
 - LESS THAN TWO INCHES - NO PROTECTION REQUIRED. WARNING SIGNS SHOULD BE PLACED IN ADVANCE OF AND THROUGHOUT THE DROP-OFF AREA.
 - TWO TO FOUR INCHES - SHALL BE PROTECTED BY PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MPH AND CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING OF DEVICES ON TAPERED SECTIONS SHOULD BE IN ACCORDANCE WITH MUTCD, CURRENT EDITION.
 - GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER NEEDED. IF THERE IS FIVE FEET OR MORE DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND THE DROP-OFF, THEN DRUMS, PANEL, OR BARRICADES MAY BE USED. IF THE DROP-OFF IS GREATER THAN 12 INCHES, POSITIVE SEPARATION IS STRONGLY ENCOURAGED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS. PAYMENT WILL BE ALLOWED FOR CSB 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 BLACK (OR MORE PRECISELY, A COLOR SIMILAR TO THAT OF THE ADJACENT PAVEMENT SURFACE) TRAFFIC PAINT. PAINTING OF EXISTING MARKINGS WITH BITUMINOUS OR OTHER MATERIALS TO OBLITERATE THE MARKINGS SHALL NOT BE ALLOWED.
- PAVEMENT, BARRIER WALLS, AND DRAINAGE
ANY LOCATIONS WHERE THE PROPOSED SHOULDERS ARE TO BE USED FOR MAINTENANCE OF TRAFFIC, THEY SHALL BE PAVED TO FULL DEPTH (MATCHING MAINLINE COURSES BUT WITH SHOULDER TYPE). TEMPORARY WIDENING OF PROPOSED PAVEMENT SHALL MATCH THE ADJACENT PAVEMENT IN DEPTH AND TYPE. TEMPORARY WIDENING OF EXISTING PAVEMENT WITH TEMPORARY RAMP ACCESS POINTS ARE INCLUDED IN THE PLANS. WHERE PORTIONS OF PERMANENT BARRIER WALLS ARE CONSTRUCTED, ALL END POINTS WITHIN THE CLEAR ZONE ARE TO BE PROTECTED WITH TEMPORARY CRASH CUSHIONS. WHERE BARRIER DRAINAGE INLETS ARE CONSTRUCTED BEFORE THE WALL, THE BOTTOM PHASES SHALL BE COVERED WITH A STEEL PLATE OR REINFORCED CONCRETE CAP TO THE SATISFACTION OF THE ENGINEER (THE CAP TO BE INCLUDED IN THE BID PRICE FOR THE BOX INLET).
- LAW ENFORCEMENT PRESENCE
AT THE DIRECTION OF THE ENGINEER, LAW ENFORCEMENT PRESENCE (KENTUCKY STATE POLICE) WILL BE REQUIRED AT DIRECTED LOCATIONS AND TIMES FOR TRAFFIC CONTROL. IN GENERAL, ALL WORK ZONES ALONG KY 15 SHALL BE SIGNED FOR DOUBLE FINES.
- BLASTING OPERATIONS
THE CONTRACTOR WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, REMOVAL, ETC., ON THIS PROJECT SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE BLAST AREA. SUITABLE EQUIPMENT SHALL BE ON HAND AT THE SITE AND IN A RUNNING MODE FOR THE PURPOSE OF CLEANING THE PAVEMENT OF ALL DEBRIS. AFTER ANY BLAST, THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENTS FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION. WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN 15 MINUTES. BLASTING WILL NOT BE PERMITTED ON WEEKDAYS BETWEEN HOURS OF 6:00AM TO 9:00AM OR BETWEEN THE HOURS OF 3:00PM AND 6:00PM OR ANYTIME ON HOLIDAYS OR SPECIAL EVENT DAYS. BLAST BLANKETS WILL ALSO BE REQUIRED AS DICTATED IN THE UTILITY IMPACT NOTES.
- NUMBER OF LANES
DURING WORKING HOURS THE CONTRACTOR SHALL MAINTAIN A TRAVELED WAY WITH MINIMUM LANE WIDTHS OF 10 FEET FOR KY 15 AND A MINIMUM OF 3 LANES. AT THE REQUEST OF THE ENGINEER, THE NUMBER OF LANES AT OR NEAR THE BYPASS AND MORTON BOULEVARD INTERSECTIONS MAY BE INCREASED TO 4, AS WELL AS THE ADDITION OF ACCELERATION LANES, TURNING LANES, AND SLIP RAMPS. ONE-WAY TRAFFIC MAY BE ALLOWED ON APPROACH ROADS AT THE DISCRETION OF THE ENGINEER, PROVIDED ADEQUATE SIGNING AND A FLAG PERSON ARE AT THE LOCATION. ONE-WAY TRAFFIC WILL NOT BE ALLOWED ON WEEKDAYS BETWEEN THE HOURS OF 6:00AM AND 9:00AM OR THE HOURS OF 3:00PM AND 6:00PM LOCAL TIME OR ANYTIME ON HOLIDAYS OR SPECIAL EVENT DAYS.
- NO LANE CLOSURES WILL BE ALLOWED DURING THE OBSERVANCE OF ALL NATIONAL HOLIDAYS IDENTIFIED IN SECTION 101 OF THE KYTC DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS APPROVED BY THE ENGINEER. UNDER SPECIAL CIRCUMSTANCES, KYTC RESERVES THE RIGHT TO RESTRICT THE USE OF LANE CLOSURES DUE TO UNFORESEEN SPECIAL EVENTS.

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

2018			
EASTER	6:00 AM MARCH 30	TO	6:00 AM APRIL 2
MEMORIAL DAY	6:00 AM MAY 25	TO	6:00 AM MAY 29
PERRY COUNTY FAIR	6:00 AM JUNE 14	TO	6:00 AM JUNE 17
JULY 4TH	6:00 AM JULY 2	TO	6:00 AM JULY 5
LABOR DAY	6:00 AM AUGUST 31	TO	6:00 AM SEPTEMBER 4
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 13	TO	6:00 AM SEPTEMBER 15
THANKSGIVING	6:00 AM NOVEMBER 19	TO	6:00 AM NOVEMBER 26
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 21	TO	6:00 AM JANUARY 3

2019			
EASTER	6:00 AM APRIL 19	TO	6:00 AM APRIL 22
MEMORIAL DAY	6:00 AM MAY 24	TO	6:00 AM MAY 28
PERRY COUNTY FAIR	6:00 AM JUNE 13	TO	6:00 AM JUNE 16
JULY 4TH	6:00 AM JULY 2	TO	6:00 AM JULY 8
LABOR DAY	6:00 AM AUGUST 30	TO	6:00 AM SEPTEMBER 3
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 19	TO	6:00 AM SEPTEMBER 21
THANKSGIVING	6:00 AM NOVEMBER 25	TO	6:00 AM DECEMBER 2
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 20	TO	6:00 AM JANUARY 3

FUTURE HOLIDAY DATES SHALL BE DETERMINED BY THE DEPARTMENT IF NECESSARY, COMPARABLE TO ABOVE DATES. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS NECESSARY.

- LANE CLOSURES, TRAFFIC STOPPAGE, AND DISINCENTIVES -- THE MAINTENANCE OF TRAFFIC PHASE NOTES IDENTIFY THE MINIMUM NUMBER OF LANES THAT SHALL BE OPEN AT A TIME. TRAFFIC MAY BE HALTED A MAXIMUM OF 15 MINUTES PER HOUR. STOPPAGES WILL NOT BE ALLOWED ON WEEKDAYS BETWEEN THE HOURS OF 6:00AM AND 9:00AM OR 3:00PM AND 6:00PM LOCAL TIME. STOPPAGES WILL ALSO NOT BE ALLOWED DURING THE HOLIDAYS AND SPECIAL EVENTS LISTED IN THE PLANS AND PROPOSAL DOCUMENTS. IF CLOSURES OF THE MINIMUM NUMBER OF LANES OCCUR DURING DAYS OR TIMES WHEN THEY ARE NOT ALLOWED THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER LANE PER DAY OR ANY PORTION OF A DAY UNTIL THE LANES ARE REOPENED.
- TRAFFIC STOPPAGE AND LANE CLOSURES
ALL ROAD AND LANE CLOSURE RESTRICTIONS LISTED SHALL APPLY TO MAINLINE KY 15 AND ALL APPROACHES, RAMPS, AND SIDE ROADS. ANY DEVIATION MUST BE PREAPPROVED BY THE ENGINEER.
- EXCAVATION SOUTH OF THE NORTH FORK KENTUCKY RIVER
TO MINIMIZE IMPACTS TO TRAFFIC ON KY 15, A LIMIT OF 225 CALENDAR DAYS HAS BEEN SET FOR THE COMPLETION OF ALL EARTHWORK OPERATIONS SOUTH OF THE RIVER. THE TIME PERIOD SHALL BEGIN AT THE INITIATION OF EARTHWORK OR EXCAVATION ACTIVITIES. CALENDAR DAYS WILL NOT BE COUNTED ON DAYS IN WHICH EXCAVATION ACTIVITIES ARE NOT OCCURRING. ANY WORK EXTENDING PAST THE 225 CALENDAR DAYS LIMIT WILL BE ASSESSED DAMAGES AT THE RATE OF \$4,750 PER DAY.
- PERRY PARK ROAD CLOSURE
ONE PLANNED 5-DAY CLOSURE AT PERRY PARK ROAD IS PROPOSED IN THE PLANS. VARIABLE MESSAGE BOARDS SHALL BE PLACED A MINIMUM OF ONE WEEK PRIOR TO ITS CLOSURE, AND REMAIN IN PLACE THROUGH ITS DURATION. PLANNING AND COORDINATION FOR THE CLOSURE WITH REPRESENTATIVES OF LOCAL GOVERNMENT, EMERGENCY RESPONSE TEAMS (POLICE, FIRE, AND AMBULANCE), POSTAL SERVICE, SCHOOL BOARD, AS WELL AS AFFECTED RESIDENTS AND BUSINESSES AND OTHER ENTITIES AS DESIGNATED BY THE ENGINEER MUST OCCUR BEFORE THE CLOSURE IS ALLOWED. SIGNING PLANS FOR THE DETOUR ROUTE MUST BE SUBMITTED TO AND APPROVED BY THE ENGINEER. ALTERNATE ROUTES AND PLANS SHOULD ADDRESS PEDESTRIAN AS WELL AS VEHICULAR TRAFFIC. IF THE CLOSURE OF PERRY PARK ROAD LASTS LONGER THAN 5 DAYS THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER DAY OR ANY PORTION OF A DAY UNTIL THE ROAD IS REOPENED. IF AN ALTERNATIVE PLAN IS PROPOSED BY THE CONTRACTOR, IT MUST BE REVIEWED AND APPROVED BY THE PERRY COUNTY FISCAL COURT AND THE KYTC ENGINEER.
- HOMETIME CONVENIENCE PROPERTY (EXXON STATION)
BOTH ENTRANCES TO THE PROPERTY WILL BE KEPT OPEN BETWEEN THE HOURS OF 6:00AM AND 9:00PM. ANY WORK AFFECTING TRAFFIC FLOW INTO, OUT OF, OR WITHIN THE PROPERTY IS TO BE DONE DURING NIGHTTIME HOURS BETWEEN 9:00PM AND 6:00AM. COORDINATION IS TO BE MADE WITH THE BUSINESS FOR THE ACCESS AND MOBILITY OF FUEL DELIVERY TRUCKS. IF EITHER ENTRANCE IS CLOSED OR OBSTRUCTED BETWEEN THE HOURS OF 6:00AM AND 9:00PM, THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER ENTRANCE PER DAY OR ANY PORTION OF A DAY UNTIL THE ENTRANCE(S) IS REOPENED. THIS NOTE WILL NOT APPLY TO BLASTING OPERATIONS, WHERE NOTE 11 WILL SUPERCEDE THIS NOTE AND APPLY TO BOTH ENTRANCES. NOTE 11 IS REFERENCED ON ROADWAY PLAN SHEET R69.
- K-VA-T (FOOD CITY) PROPERTY
THE CONTRACTOR SHALL CONTACT THE REPRESENTATIVES OF THE K-VA-T (FOOD CITY) PROPERTY ON A BI-WEEKLY BASIS TO INFORM THEM OF UPCOMING CONSTRUCTION ACTIVITIES THAT WOULD AFFECT TRAFFIC INTO OR OUT OF THEIR PROPERTY. THOSE CONTACTS ARE LISTED BELOW, OR ANY OTHERS AS DESIGNATED BY THE ENGINEER.
STEPHEN SPANGLER (SPANGLERS@FOODCITY.COM) 276-608-1711
TIM KUYKENDALL (TIMKUYKENDALL@DSCAD.COM) 423-323-8017
ANY IMPEDIMENT, OBSTRUCTION OR HALTING OF TRAFFIC INTO AND OUT OF THE K-VA-T FOOD STORES PROPERTY (FOOD CITY SHOPPING CENTER) MAY OCCUR A MAXIMUM OF 15 MINUTES PER HOUR. STOPPAGES WILL NOT BE ALLOWED ON WEEKDAYS BETWEEN THE HOURS OF 6:00AM AND 9:00AM OR 3:00PM AND 6:00PM LOCAL TIME. STOPPAGES WILL ALSO NOT BE ALLOWED DURING THE HOLIDAYS AND SPECIAL EVENTS LISTED IN THE PLANS AND PROPOSAL DOCUMENTS. IF ANY IMPEDIMENTS, OBSTRUCTIONS, OR HALTING OF TRAFFIC INTO AND OUT OF THE K-VA-T FOOD STORES PROPERTY EXCEED 15 MINUTES OR OCCUR DURING DAYS OR TIMES WHEN THEY ARE NOT ALLOWED, THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER DAY OR ANY PORTION OF A DAY UNTIL THE ENTRANCE IS REOPENED.
- TEMPORARY SIGNALS
THE CONTRACTOR SHALL COORDINATE WITH THE ELECTRIC UTILITY TO SUPPLY POWER TO ALL TEMPORARY SIGNALS.
- TEMPORARY SPEED LIMITS
DURING CONSTRUCTION THE SPEED LIMITS POSTED ON KY 15 SHALL BE 45 MPH WITH 35 MPH POSTED IN TRANSITION AREAS.
- PAVING OPERATIONS
PAVING OPERATIONS SHALL BE LIMITED TO THE HOURS OF 6:00PM TO 6:00AM UNLESS APPROVED BY THE ENGINEER.
- TEMPORARY SIGNS AND BARRIERS
CONSTRUCTION SIGN AND BARRIER PLACEMENT SHALL BE INCLUDED IN THE CONTRACTOR'S MAINTENANCE OF TRAFFIC PLANS SUBMITTED FOR REVIEW AND APPROVAL BEFORE EACH PHASE OR CHANGE IN TRAFFIC PATTERN. CLEAR ZONES SHALL BE CONSIDERED IN THE CHOICE AND PLACEMENT OF BARRIER END TREATMENTS.
- CONTRACTOR COORDINATION
WORK ON THE KY 15 PROJECT AT THE NORTHERN END OF THIS PROJECT WILL BE ONGOING AT THE TIME OF LETTING, AND MAY EXTEND WELL INTO THE LIFETIME OF THIS PROJECT. NO WORK AT OR NEAR THAT END FOR ANY INDIVIDUAL PHASE MAY BEGIN UNTIL THE ENGINEER IS SATISFIED IT WILL NOT COMPOUND TRAFFIC PROBLEMS OR DELAYS. NO EXCAVATION NORTH OF STATION 360+00 MAY BEGIN UNTIL THE NORTHERN CONTRACTOR HAS COMPLETED THE EXCAVATION FROM MORTON BOULEVARD TO THE HAL ROGERS PARKWAY. ALL WORK NEAR THE OVERLAPPING AREAS OF THE TWO PROJECTS IS TO BE COORDINATED BETWEEN THE CONTRACTORS TO THE SATISFACTION OF THE ENGINEER. NO CLAIMS FOR DELAYS WHICH RESULT FROM A FAILURE TO COORDINATE WITH THE ADJACENT CONTRACTOR WILL BE ACCEPTED.

MAINTENANCE OF TRAFFIC NOTES - GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R69

- TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE STANDARD DRAWINGS, CURRENT EDITIONS.
- 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 TO "MAINTAIN AND CONTROL TRAFFIC," AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE PLANS.
- THE CONTRACTOR SHALL PROVIDE PORTABLE VARIABLE MESSAGE SIGNS FOR EACH APPROACH TO THE PROJECT. MESSAGE SIGNS SHALL BE THE TYPE THAT ALLOWS THE DISPLAYED MESSAGE TO BE CHANGED FROM A REMOTE LOCATION AND SHALL BE LOCATED AS DIRECTED AND APPROVED BY THE ENGINEER. THE PORTABLE VARIABLE MESSAGE SIGNS SHALL BE USED WHEN NECESSARY TO ALERT THE PUBLIC OF POSSIBLE DELAYS AND SHALL BE IN OPERATION AT ALL TIMES. IN THE EVENT OF DAMAGE OR MECHANICAL/ELECTRICAL FAILURE, THE CONTRACTOR SHALL REPAIR OR REPLACE THE PORTABLE VARIABLE MESSAGE SIGN IMMEDIATELY. A SPARE PORTABLE VARIABLE MESSAGE SIGN SHALL BE KEPT ON SITE AT NO ADDITIONAL COST TO THE DEPARTMENT. PAYMENT WILL BE ALLOWED FOR THE ADVANCE WARNING VARIABLE MESSAGE SIGNS. PORTABLE VARIABLE MESSAGE SIGNS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE PROJECT.
- THE CONTRACTOR WILL PREPARE AND SUBMIT A DETAILED TRAFFIC MANAGEMENT PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL AT LEAST ONE MONTH PRIOR TO ANY CONSTRUCTION ACTIVITY BEGINNING. THIS PLAN WILL INCLUDE, BUT NOT BE LIMITED TO: A PUBLIC INFORMATION PLAN TO BE IMPLEMENTED BEFORE AND DURING CONSTRUCTION, MAINTENANCE OF TRAFFIC PROCEDURES AND SIGNAGE, FLAGGING AND TRAFFIC CONTROL PERSONNEL AND EQUIPMENT, CONSTRUCTION EQUIPMENT TO BE USED ON AND AROUND ROAD WORK, PASSAGE OR RESTRICTION OF WIDE LOADS, AND SAFETY OF TRAFFIC AND CONSTRUCTION PERSONNEL. THE PLAN WILL ALSO CONFORM TO AND INCLUDE THE PROCEDURES OUTLINED IN THE TRAFFIC MANAGEMENT PLAN DOCUMENT FOR PUBLIC AND STAKEHOLDER COMMUNICATION AND INVOLVEMENT.
- CONSTRUCTION OPERATIONS USING SHOULDER CLOSURES WILL BE ALLOWED DURING ALL DAYLIGHT HOURS (EXCEPT HOLIDAYS) PROVIDED ANY RESULTING TEMPORARY DROP-OFF CONDITIONS AND SIGNING REQUIREMENTS ARE ADEQUATELY ADDRESSED.
- REASONABLE MEANS OF INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL PROPERTIES WITHIN THE PROJECT LIMITS. ACCESS TO FIRE HYDRANTS MUST ALSO BE MAINTAINED AT ALL TIMES.
- PAVEMENT DROP-OFF
A PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:
 - LESS THAN TWO INCHES - NO PROTECTION REQUIRED. WARNING SIGNS SHOULD BE PLACED IN ADVANCE OF AND THROUGHOUT THE DROP-OFF AREA.
 - TWO TO FOUR INCHES - SHALL BE PROTECTED BY PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MPH AND CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING OF DEVICES ON TAPERED SECTIONS SHOULD BE IN ACCORDANCE WITH MUTCD, CURRENT EDITION.
 - GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER NEEDED. IF THERE IS FIVE FEET OR MORE DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND THE DROP-OFF, THEN DRUMS, PANEL, OR BARRICADES MAY BE USED. IF THE DROP-OFF IS GREATER THAN 12 INCHES, POSITIVE SEPARATION IS STRONGLY ENCOURAGED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS. PAYMENT WILL BE ALLOWED FOR CSB 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 BLACK (OR MORE PRECISELY, A COLOR SIMILAR TO THAT OF THE ADJACENT PAVEMENT SURFACE) TRAFFIC PAINT. PAINTING OF EXISTING MARKINGS WITH BITUMINOUS OR OTHER MATERIALS TO OBLITERATE THE MARKINGS SHALL NOT BE ALLOWED.
- PAVEMENT, BARRIER WALLS, AND DRAINAGE
ANY LOCATIONS WHERE THE PROPOSED SHOULDERS ARE TO BE USED FOR MAINTENANCE OF TRAFFIC, THEY SHALL BE PAVED TO FULL DEPTH (MATCHING MAINLINE COURSES BUT WITH SHOULDER TYPE). TEMPORARY WIDENING OF PROPOSED PAVEMENT SHALL MATCH THE ADJACENT PAVEMENT IN DEPTH AND TYPE. TEMPORARY WIDENING OF EXISTING PAVEMENT WITH TEMPORARY RAMP ACCESS POINTS ARE INCLUDED IN THE PLANS. WHERE PORTIONS OF PERMANENT BARRIER WALLS ARE CONSTRUCTED, ALL END POINTS WITHIN THE CLEAR ZONE ARE TO BE PROTECTED WITH TEMPORARY CRASH CUSHIONS. WHERE BARRIER DRAINAGE INLETS ARE CONSTRUCTED BEFORE THE WALL, THE BOTTOM PHASES SHALL BE COVERED WITH A STEEL PLATE OR REINFORCED CONCRETE CAP TO THE SATISFACTION OF THE ENGINEER (THE CAP TO BE INCLUDED IN THE BID PRICE FOR THE BOX INLET).
- LAW ENFORCEMENT PRESENCE
AT THE DIRECTION OF THE ENGINEER, LAW ENFORCEMENT PRESENCE (KENTUCKY STATE POLICE) WILL BE REQUIRED AT DIRECTED LOCATIONS AND TIMES FOR TRAFFIC CONTROL. IN GENERAL, ALL WORK ZONES ALONG KY 15 SHALL BE SIGNED FOR DOUBLE FINES.
- BLASTING OPERATIONS
THE CONTRACTOR WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, REMOVAL, ETC., ON THIS PROJECT SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE BLAST AREA. SUITABLE EQUIPMENT SHALL BE ON HAND AT THE SITE AND IN A RUNNING MODE FOR THE PURPOSE OF CLEANING THE PAVEMENT OF ALL DEBRIS. AFTER ANY BLAST, THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENTS FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION. WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN 15 MINUTES. BLASTING WILL NOT BE PERMITTED ON WEEKDAYS BETWEEN HOURS OF 6:00AM TO 9:00AM OR BETWEEN THE HOURS OF 3:00PM AND 6:00PM OR ANYTIME ON HOLIDAYS OR SPECIAL EVENT DAYS. BLAST BLANKETS WILL ALSO BE REQUIRED AS DICTATED IN THE UTILITY IMPACT NOTES.
- NUMBER OF LANES
DURING WORKING HOURS THE CONTRACTOR SHALL MAINTAIN A TRAVELED WAY WITH MINIMUM LANE WIDTHS OF 10 FEET FOR KY 15 AND A MINIMUM OF 3 LANES. AT THE REQUEST OF THE ENGINEER, THE NUMBER OF LANES AT OR NEAR THE BYPASS AND MORTON BOULEVARD INTERSECTIONS MAY BE INCREASED TO 4, AS WELL AS THE ADDITION OF ACCELERATION LANES, TURNING LANES, AND SLIP RAMPS. ONE-WAY TRAFFIC MAY BE ALLOWED ON APPROACH ROADS AT THE DISCRETION OF THE ENGINEER, PROVIDED ADEQUATE SIGNING AND A FLAG PERSON ARE AT THE LOCATION. ONE-WAY TRAFFIC WILL NOT BE ALLOWED ON WEEKDAYS BETWEEN THE HOURS OF 6:00AM AND 9:00AM OR THE HOURS OF 3:00PM AND 6:00PM LOCAL TIME OR ANYTIME ON HOLIDAYS OR SPECIAL EVENT DAYS.
- NO LANE CLOSURES WILL BE ALLOWED DURING THE OBSERVANCE OF ALL NATIONAL HOLIDAYS IDENTIFIED IN SECTION 101 OF THE KYTC DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS APPROVED BY THE ENGINEER. UNDER SPECIAL CIRCUMSTANCES, KYTC RESERVES THE RIGHT TO RESTRICT THE USE OF LANE CLOSURES DUE TO UNFORESEEN SPECIAL EVENTS.

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

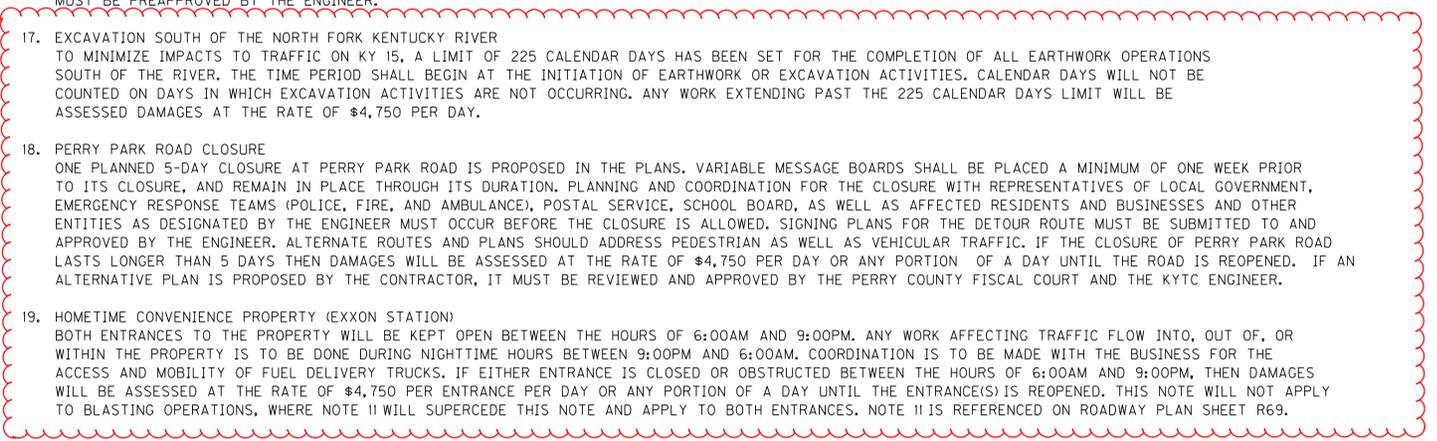
2018			
EASTER	6:00 AM MARCH 30	TO 6:00 AM APRIL 2	
MEMORIAL DAY	6:00 AM MAY 25	TO 6:00 AM MAY 29	
PERRY COUNTY FAIR	6:00 AM JUNE 14	TO 6:00 AM JUNE 17	
JULY 4TH	6:00 AM JULY 2	TO 6:00 AM JULY 5	
LABOR DAY	6:00 AM AUGUST 31	TO 6:00 AM SEPTEMBER 4	
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 13	TO 6:00 AM SEPTEMBER 15	
THANKSGIVING	6:00 AM NOVEMBER 19	TO 6:00 AM NOVEMBER 26	
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 21	TO 6:00 AM JANUARY 3	

2019			
EASTER	6:00 AM APRIL 19	TO 6:00 AM APRIL 22	
MEMORIAL DAY	6:00 AM MAY 24	TO 6:00 AM MAY 28	
PERRY COUNTY FAIR	6:00 AM JUNE 13	TO 6:00 AM JUNE 16	
JULY 4TH	6:00 AM JULY 2	TO 6:00 AM JULY 8	
LABOR DAY	6:00 AM AUGUST 30	TO 6:00 AM SEPTEMBER 3	
BLACK GOLD FESTIVAL	6:00 AM SEPTEMBER 19	TO 6:00 AM SEPTEMBER 21	
THANKSGIVING	6:00 AM NOVEMBER 25	TO 6:00 AM DECEMBER 2	
CHRISTMAS/NEW YEARS	6:00 AM DECEMBER 20	TO 6:00 AM JANUARY 3	

FUTURE HOLIDAY DATES SHALL BE DETERMINED BY THE DEPARTMENT IF NECESSARY, COMPARABLE TO ABOVE DATES. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS NECESSARY.

- LANE CLOSURES, TRAFFIC STOPPAGE, AND DISINCENTIVES -- THE MAINTENANCE OF TRAFFIC PHASE NOTES IDENTIFY THE MINIMUM NUMBER OF LANES THAT SHALL BE OPEN AT A TIME. TRAFFIC MAY BE HALTED A MAXIMUM OF 15 MINUTES PER HOUR. STOPPAGES WILL NOT BE ALLOWED ON WEEKDAYS BETWEEN THE HOURS OF 6:00AM AND 9:00AM OR 3:00PM AND 6:00PM LOCAL TIME. STOPPAGES WILL ALSO NOT BE ALLOWED DURING THE HOLIDAYS AND SPECIAL EVENTS LISTED IN THE PLANS AND PROPOSAL DOCUMENTS. IF CLOSURES OF THE MINIMUM NUMBER OF LANES OCCUR DURING DAYS OR TIMES WHEN THEY ARE NOT ALLOWED THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER LANE PER DAY OR ANY PORTION OF A DAY UNTIL THE LANES ARE REOPENED.
- TRAFFIC STOPPAGE AND LANE CLOSURES
ALL ROAD AND LANE CLOSURE RESTRICTIONS LISTED SHALL APPLY TO MAINLINE KY 15 AND ALL APPROACHES, RAMPS, AND SIDE ROADS. ANY DEVIATION MUST BE PREAPPROVED BY THE ENGINEER.
- EXCAVATION SOUTH OF THE NORTH FORK KENTUCKY RIVER
TO MINIMIZE IMPACTS TO TRAFFIC ON KY 15, A LIMIT OF 225 CALENDAR DAYS HAS BEEN SET FOR THE COMPLETION OF ALL EARTHWORK OPERATIONS SOUTH OF THE RIVER. THE TIME PERIOD SHALL BEGIN AT THE INITIATION OF EARTHWORK OR EXCAVATION ACTIVITIES. CALENDAR DAYS WILL NOT BE COUNTED ON DAYS IN WHICH EXCAVATION ACTIVITIES ARE NOT OCCURRING. ANY WORK EXTENDING PAST THE 225 CALENDAR DAYS LIMIT WILL BE ASSESSED DAMAGES AT THE RATE OF \$4,750 PER DAY.
- PERRY PARK ROAD CLOSURE
ONE PLANNED 5-DAY CLOSURE AT PERRY PARK ROAD IS PROPOSED IN THE PLANS. VARIABLE MESSAGE BOARDS SHALL BE PLACED A MINIMUM OF ONE WEEK PRIOR TO ITS CLOSURE, AND REMAIN IN PLACE THROUGH ITS DURATION. PLANNING AND COORDINATION FOR THE CLOSURE WITH REPRESENTATIVES OF LOCAL GOVERNMENT, EMERGENCY RESPONSE TEAMS (POLICE, FIRE, AND AMBULANCE), POSTAL SERVICE, SCHOOL BOARD, AS WELL AS AFFECTED RESIDENTS AND BUSINESSES AND OTHER ENTITIES AS DESIGNATED BY THE ENGINEER MUST OCCUR BEFORE THE CLOSURE IS ALLOWED. SIGNING PLANS FOR THE DETOUR ROUTE MUST BE SUBMITTED TO AND APPROVED BY THE ENGINEER. ALTERNATE ROUTES AND PLANS SHOULD ADDRESS PEDESTRIAN AS WELL AS VEHICULAR TRAFFIC. IF THE CLOSURE OF PERRY PARK ROAD LASTS LONGER THAN 5 DAYS THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER DAY OR ANY PORTION OF A DAY UNTIL THE ROAD IS REOPENED. IF AN ALTERNATIVE PLAN IS PROPOSED BY THE CONTRACTOR, IT MUST BE REVIEWED AND APPROVED BY THE PERRY COUNTY FISCAL COURT AND THE KYTC ENGINEER.
- HOMETIME CONVENIENCE PROPERTY (EXXON STATION)
BOTH ENTRANCES TO THE PROPERTY WILL BE KEPT OPEN BETWEEN THE HOURS OF 6:00AM AND 9:00PM. ANY WORK AFFECTING TRAFFIC FLOW INTO, OUT OF, OR WITHIN THE PROPERTY IS TO BE DONE DURING NIGHTTIME HOURS BETWEEN 9:00PM AND 6:00AM. COORDINATION IS TO BE MADE WITH THE BUSINESS FOR THE ACCESS AND MOBILITY OF FUEL DELIVERY TRUCKS. IF EITHER ENTRANCE IS CLOSED OR OBSTRUCTED BETWEEN THE HOURS OF 6:00AM AND 9:00PM, THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER ENTRANCE PER DAY OR ANY PORTION OF A DAY UNTIL THE ENTRANCE(S) IS REOPENED. THIS NOTE WILL NOT APPLY TO BLASTING OPERATIONS, WHERE NOTE 11 WILL SUPERCEDE THIS NOTE AND APPLY TO BOTH ENTRANCES. NOTE 11 IS REFERENCED ON ROADWAY PLAN SHEET R69.
- K-VA-T (FOOD CITY) PROPERTY
THE CONTRACTOR SHALL CONTACT THE REPRESENTATIVES OF THE K-VA-T (FOOD CITY) PROPERTY ON A BI-WEEKLY BASIS TO INFORM THEM OF UPCOMING CONSTRUCTION ACTIVITIES THAT WOULD AFFECT TRAFFIC INTO OR OUT OF THEIR PROPERTY. THOSE CONTACTS ARE LISTED BELOW, OR ANY OTHERS AS DESIGNATED BY THE ENGINEER.
STEPHEN SPANGLER (SPANGLERS@FOODCITY.COM) 276-608-1711
TIM KUYKENDALL (TIMKUYKENDALL@DSCAD.COM) 423-323-8017
ANY IMPEDIMENT, OBSTRUCTION OR HALTING OF TRAFFIC INTO AND OUT OF THE K-VA-T FOOD STORES PROPERTY (FOOD CITY SHOPPING CENTER) MAY OCCUR A MAXIMUM OF 15 MINUTES PER HOUR. STOPPAGES WILL NOT BE ALLOWED ON WEEKDAYS BETWEEN THE HOURS OF 6:00AM AND 9:00AM OR 3:00PM AND 6:00PM LOCAL TIME. STOPPAGES WILL ALSO NOT BE ALLOWED DURING THE HOLIDAYS AND SPECIAL EVENTS LISTED IN THE PLANS AND PROPOSAL DOCUMENTS. IF ANY IMPEDIMENTS, OBSTRUCTIONS, OR HALTING OF TRAFFIC INTO AND OUT OF THE K-VA-T FOOD STORES PROPERTY EXCEED 15 MINUTES OR OCCUR DURING DAYS OR TIMES WHEN THEY ARE NOT ALLOWED, THEN DAMAGES WILL BE ASSESSED AT THE RATE OF \$4,750 PER DAY OR ANY PORTION OF A DAY UNTIL THE ENTRANCE IS REOPENED.
- TEMPORARY SIGNALS
THE CONTRACTOR SHALL COORDINATE WITH THE ELECTRIC UTILITY TO SUPPLY POWER TO ALL TEMPORARY SIGNALS.
- TEMPORARY SPEED LIMITS
DURING CONSTRUCTION THE SPEED LIMITS POSTED ON KY 15 SHALL BE 45 MPH WITH 35 MPH POSTED IN TRANSITION AREAS.
- PAVING OPERATIONS
PAVING OPERATIONS SHALL BE LIMITED TO THE HOURS OF 6:00PM TO 6:00AM UNLESS APPROVED BY THE ENGINEER.
- TEMPORARY SIGNS AND BARRIERS
CONSTRUCTION SIGN AND BARRIER PLACEMENT SHALL BE INCLUDED IN THE CONTRACTOR'S MAINTENANCE OF TRAFFIC PLANS SUBMITTED FOR REVIEW AND APPROVAL BEFORE EACH PHASE OR CHANGE IN TRAFFIC PATTERN. CLEAR ZONES SHALL BE CONSIDERED IN THE CHOICE AND PLACEMENT OF BARRIER END TREATMENTS.
- CONTRACTOR COORDINATION
WORK ON THE KY 15 PROJECT AT THE NORTHERN END OF THIS PROJECT WILL BE ONGOING AT THE TIME OF LETTING, AND MAY EXTEND WELL INTO THE LIFETIME OF THIS PROJECT. NO WORK AT OR NEAR THAT END FOR ANY INDIVIDUAL PHASE MAY BEGIN UNTIL THE ENGINEER IS SATISFIED IT WILL NOT COMPOUND TRAFFIC PROBLEMS OR DELAYS. NO EXCAVATION NORTH OF STATION 360+00 MAY BEGIN UNTIL THE NORTHERN CONTRACTOR HAS COMPLETED THE EXCAVATION FROM MORTON BOULEVARD TO THE HAL ROGERS PARKWAY. ALL WORK NEAR THE OVERLAPPING AREAS OF THE TWO PROJECTS IS TO BE COORDINATED BETWEEN THE CONTRACTORS TO THE SATISFACTION OF THE ENGINEER. NO CLAIMS FOR DELAYS WHICH RESULT FROM A FAILURE TO COORDINATE WITH THE ADJACENT CONTRACTOR WILL BE ACCEPTED.

MODIFIED NOTES 17, 18, AND 19



FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\106900MT.DGN
 USER: jeff-c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: R0170APL
 Power InRoads v8.11.9.337

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R109

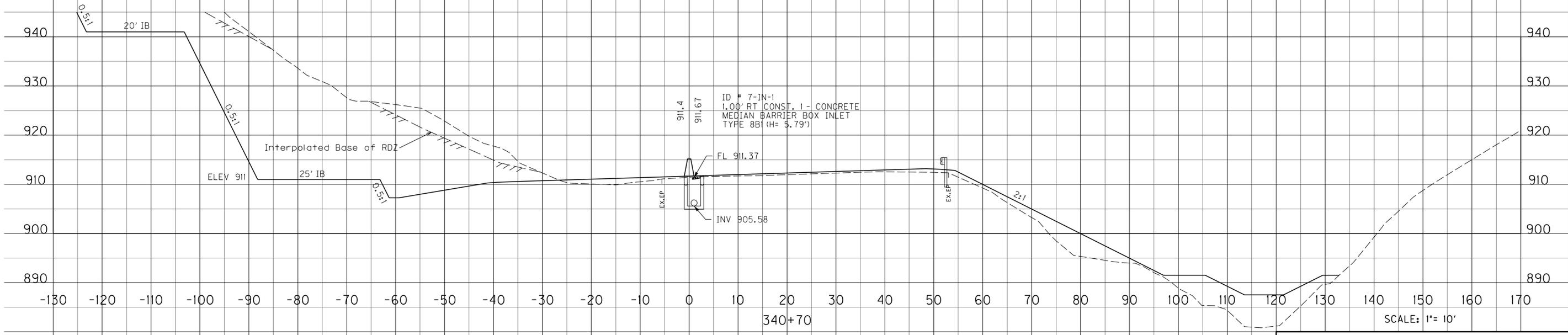
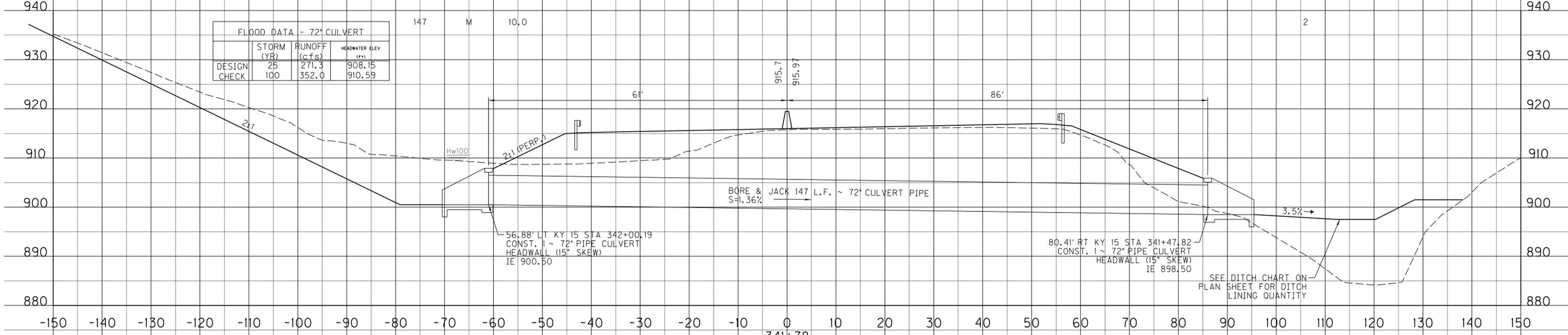
STORM SEWER PIPE

CULVERT PIPE

12"	15"	18"	15"	18"	24"	36"	72"
L I N E A R F E E T							

DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	DBI TYPE I	DBI TYPE 7	DBI TYPE 11	DBI TYPE 12A	DBI TYPE 13G	CURB BOX INLET TYPE A	CURB BOX INLET TYPE B	MANHOLE TYPE C	CMBBI TYPE 8A1	CMBBI TYPE 8B1	JUNCTION BOX - 30 INCH	SLOPED BOX OUTLET TYPE 1-15 IN	SLOPED BOX OUTLET TYPE 1-24 IN	PIPE CULVERT HEADWALL - 15 INCH	PIPE CULVERT HEADWALL - 60 INCH EQUIV.	PIPE CULVERT HEADWALL - 72 INCH	CLASS "A" CONCRETE	STEEL REINFORCEMENT	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV
	FT	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CU. YD	LBS.	TON	TON

FLOOD DATA - 72" CULVERT			
	STORM (YR)	RUNOFF (CFS)	HEADWATER ELEV (FT)
DESIGN CHECK	25	271.3	908.15
	100	352.0	910.59



KY 15
 PIPE DRAINAGE SHEET
 STA. 340+70 - STA. 341+78

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\10900PD.DGN
 USER: jeff-c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: Power InRoads v8.11.9.397

PIPE DRAINAGE SHEET

ADDED BORE AND JACK TO PIPE CONSTRUCTION NOTE

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	RI09

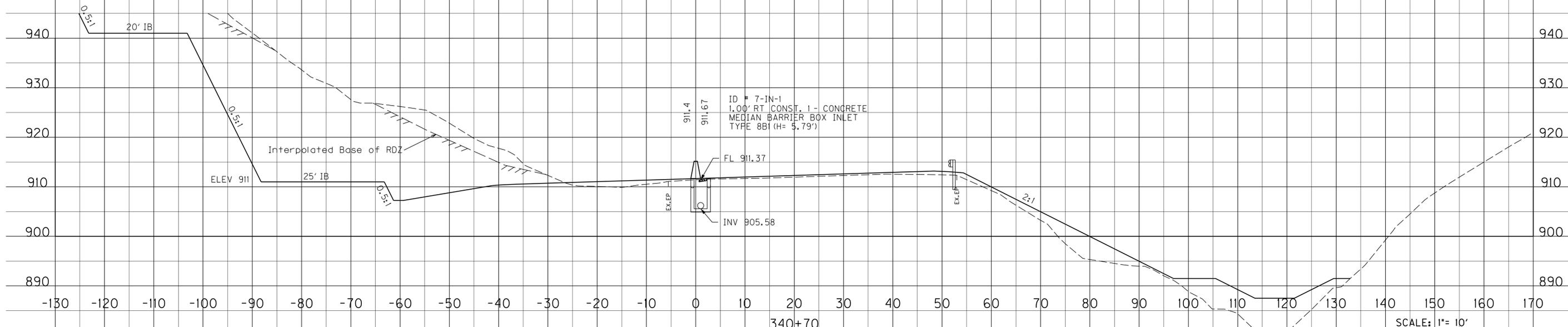
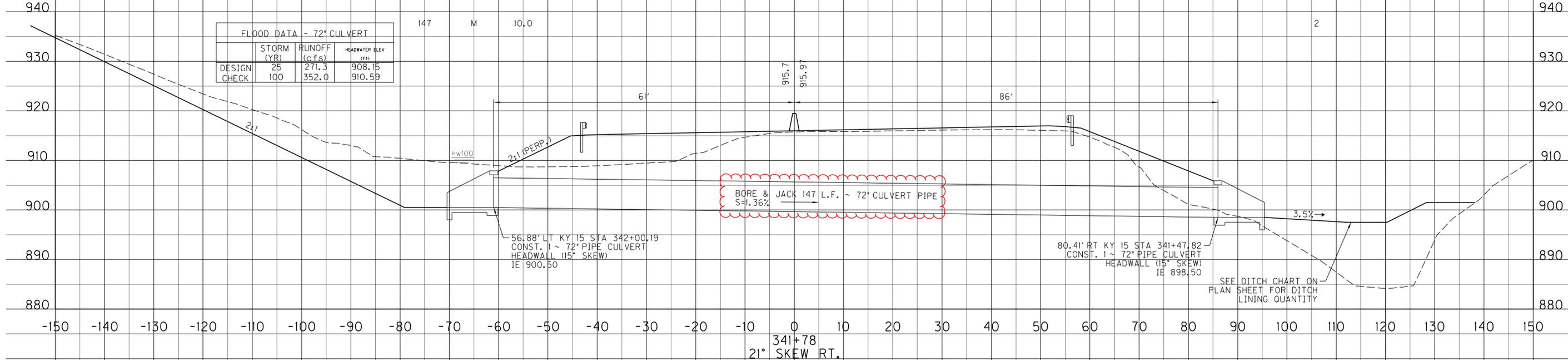
STORM SEWER PIPE

CULVERT PIPE

12"	15"	18"	15"	18"	24"	36"	72"
L I N E A R F E E T							

DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	DBI TYPE I	DBI TYPE 7	DBI TYPE II	DBI TYPE 12A	DBI TYPE 13G	CURB BOX INLET TYPE A	CURB BOX INLET TYPE B	MANHOLE TYPE C	CMBBI TYPE 8A1	CMBBI TYPE 8B1	JUNCTION BOX - 30 INCH	SLOPED BOX OUTLET TYPE 1-15 IN	SLOPED BOX OUTLET TYPE 1-24 IN	PIPE CULVERT HEADWALL - 15 INCH	PIPE CULVERT HEADWALL - 60 INCH EQUIV.	PIPE CULVERT HEADWALL - 72 INCH	CLASS "A" CONCRETE	STEEL REINFORCEMENT	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV
	FT	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CU. YD	LBS.	TON	TON

	STORM (YR)	RUNOFF (CFS)	HEADWATER ELEV (FT)
DESIGN CHECK	25	271.3	908.15
	100	352.0	910.59



SCALE: 1"= 10'
 KY 15
 PIPE DRAINAGE SHEET
 STA. 340+70 - STA. 341+78

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI0900PD.DGN

USER: jeff-c
 DATE PLOTTED: November 30, 2017

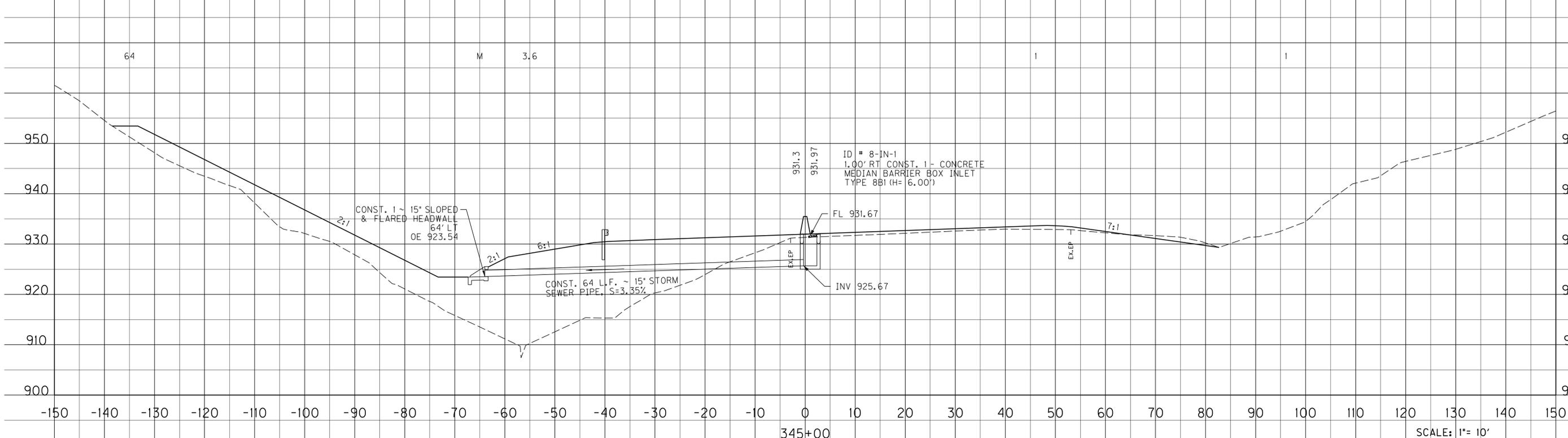
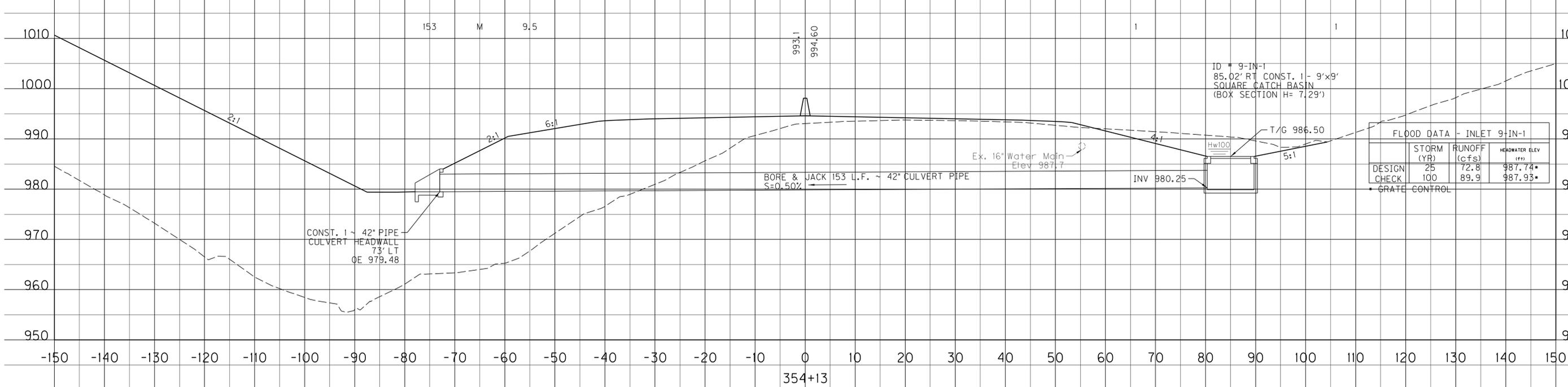
E-SHEET NAME:

Power InRoads v8.11.9.397

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	RI10

STORM SEWER PIPE				CULVERT PIPE				DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	DBI TYPE I	DBI TYPE T	DBI TYPE II	DBI TYPE 12A	DBI TYPE 13G	CURB BOX INLET TYPE A	CURB BOX INLET TYPE B	MANHOLE TYPE C	CMBBI TYPE 8A1	CMBBI TYPE 8B1	JUNCTION BOX - 30 INCH	9'x9' SQUARE CATCH BASIN	SLOPED BOX OUTLET TYPE 1-15 IN	SLOPED BOX OUTLET TYPE 1-24 IN	PIPE CULVERT HEADWALL - 15 INCH	PIPE CULVERT HEADWALL - 42 INCH	CLASS "A" CONCRETE	STEEL REINFORCEMENT	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV
12"	15"	18"	36"	15"	18"	24"	42"																						
L I N E A R F E E T								FT	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CU. YD	LBS.	TON	TON		



FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI1000PD.DGN
 USER: jeff-c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: E-11-9.397
 Power InRoads v8.11.9.397

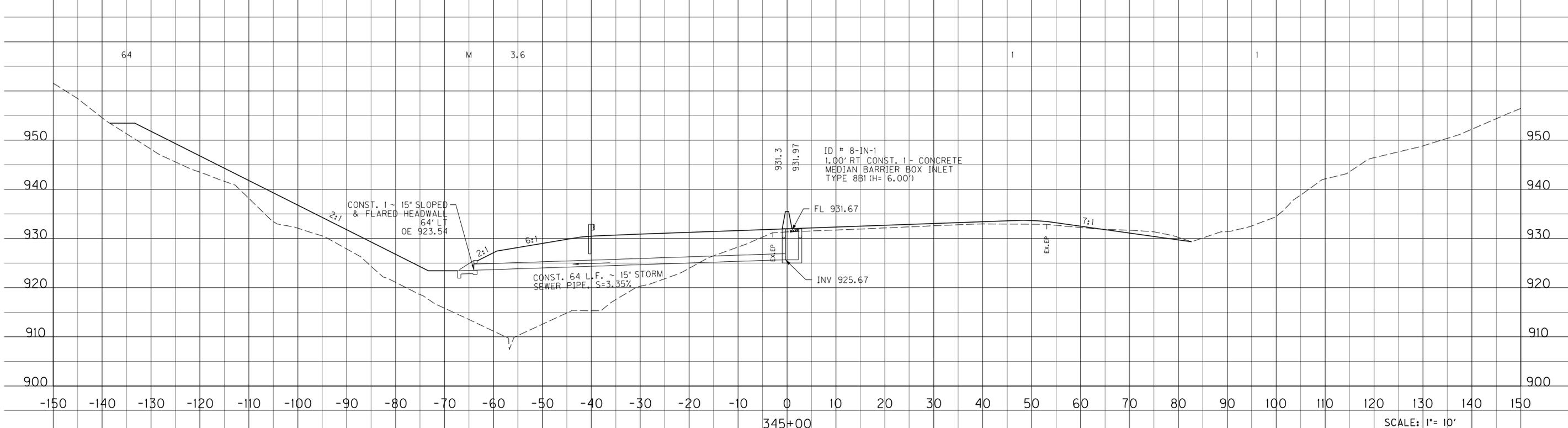
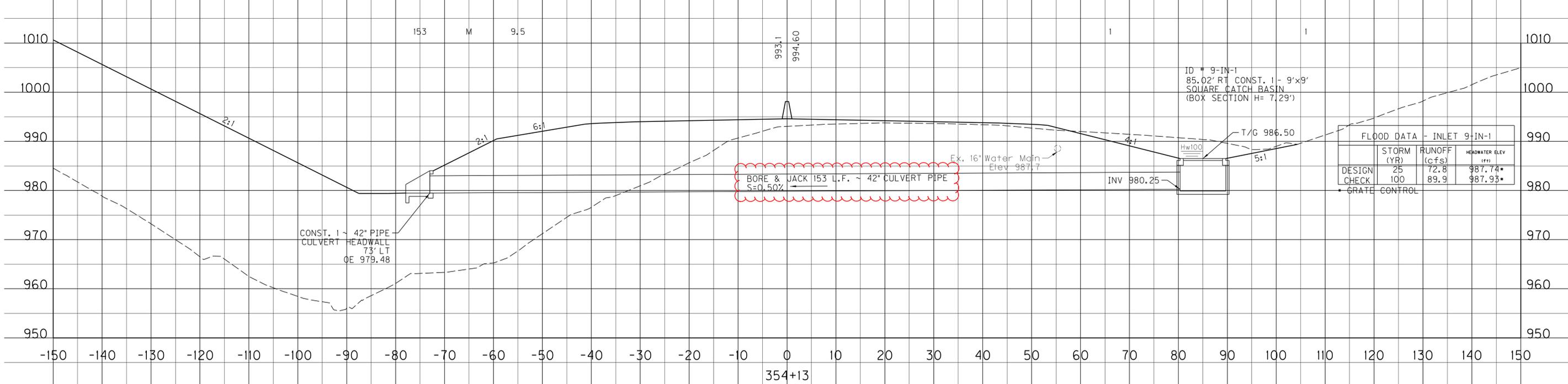
KY 15
 PIPE DRAINAGE SHEET
 STA. 345+00 - STA. 354+13

PIPE DRAINAGE SHEET

ADDED BORE AND JACK TO PIPE CONSTRUCTION NOTE

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	RI10

STORM SEWER PIPE				CULVERT PIPE				DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	DBI TYPE I	DBI TYPE T	DBI TYPE II	DBI TYPE 12A	DBI TYPE 13G	CURB BOX INLET TYPE A	CURB BOX INLET TYPE B	MANHOLE TYPE C	CMBBI TYPE 8A1	CMBBI TYPE 8B1	JUNCTION BOX - 30 INCH	9'x9' SQUARE CATCH BASIN	SLOPED BOX OUTLET TYPE 1-15 IN	SLOPED BOX OUTLET TYPE 1-24 IN	PIPE CULVERT HEADWALL - 15 INCH	PIPE CULVERT HEADWALL - 42 INCH	CLASS "A" CONCRETE	STEEL REINFORCEMENT	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV
12"	15"	18"	36"	15"	18"	24"	42"																						
L I N E A R				F E E T					FT	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CU. YD	LBS.	TON	TON	



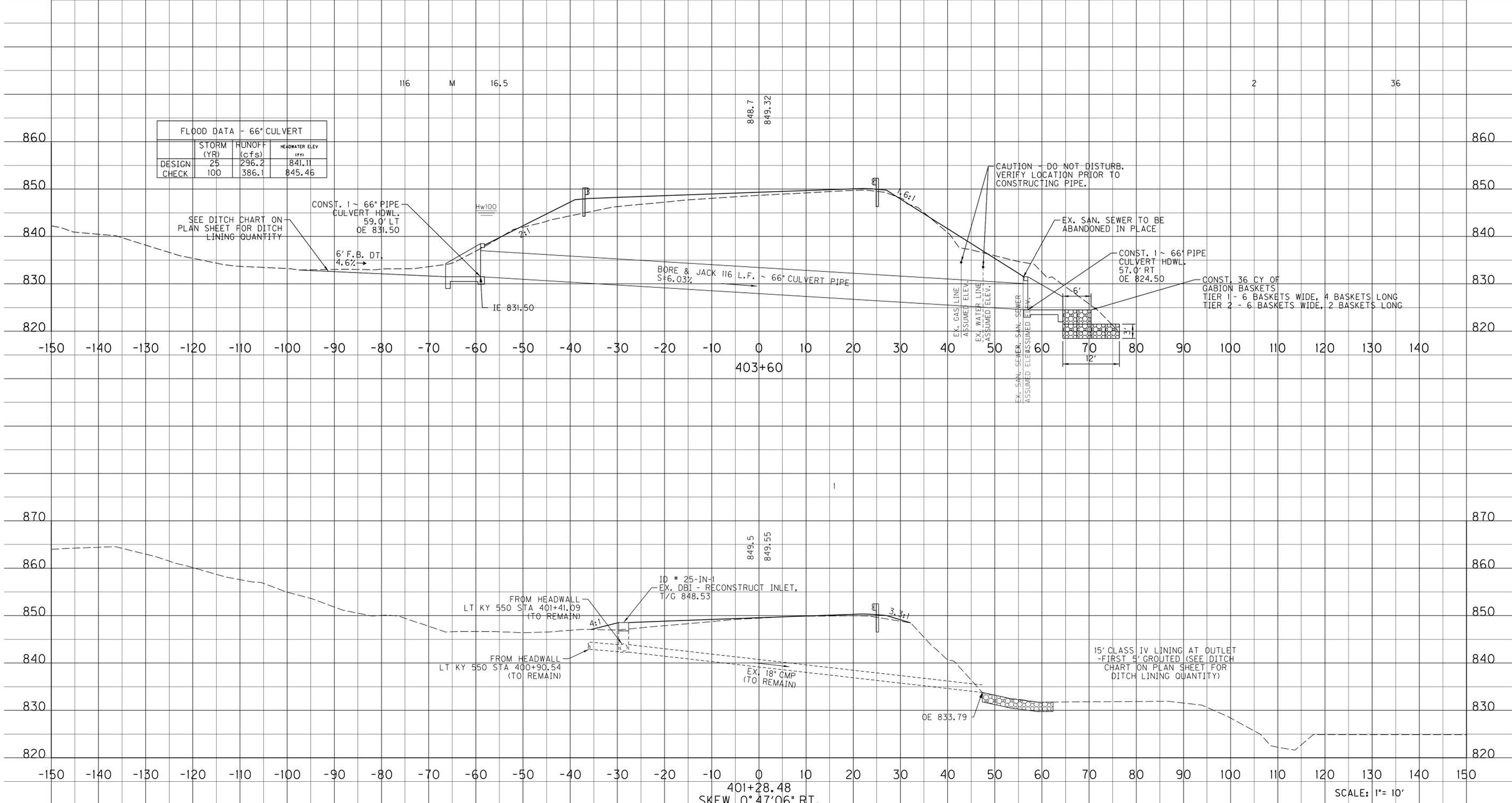
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 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: Power InRoads v8.11.9.397

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R126

STORM SEWER PIPE				CULVERT PIPE				DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	DBI TYPE 1	DBI TYPE 5D	DBI TYPE 13G	CURB BOX INLET TYPE A	CURB BOX INLET TYPE B	MANHOLE TYPE A	RECONSTRUCT INLET	JUNCTION BOX - 15 INCH	JUNCTION BOX - 18 INCH	JUNCTION BOX - 24 INCH	SLOPED BOX OUTLET TYPE 1-15 IN	SLOPED BOX OUTLET TYPE 1-24 IN	S & F BOX INLET-OUTLET - 18 INCH	S & F BOX INLET-OUTLET - 36 INCH	PIPE CULVERT HEADWALL - 18 INCH	PIPE CULVERT HEADWALL - 66 INCH	CLASS "A" CONCRETE	STEEL REINFORCEMENT	RETAINING WALL - GABION	CHANNEL LINING CLASS IV
12"	15"	18"	24"	15"	18"	24"	66"																						

FLOOD DATA - 66" CULVERT			
STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)	
DESIGN	25	296.2	841.11
CHECK	100	386.1	845.46



SCALE: 1" = 10'

KY 550
PIPE DRAINAGE SHEET
STA. 401+28.48 - STA. 403+60

FILE NAME: D:\10-158.00\CONTRACT PLANS AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R12600PD.DGN
 USER: jeff-c
 DATE PLOTTED: November 30, 2017
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 Power InRoads v8.11.9.397

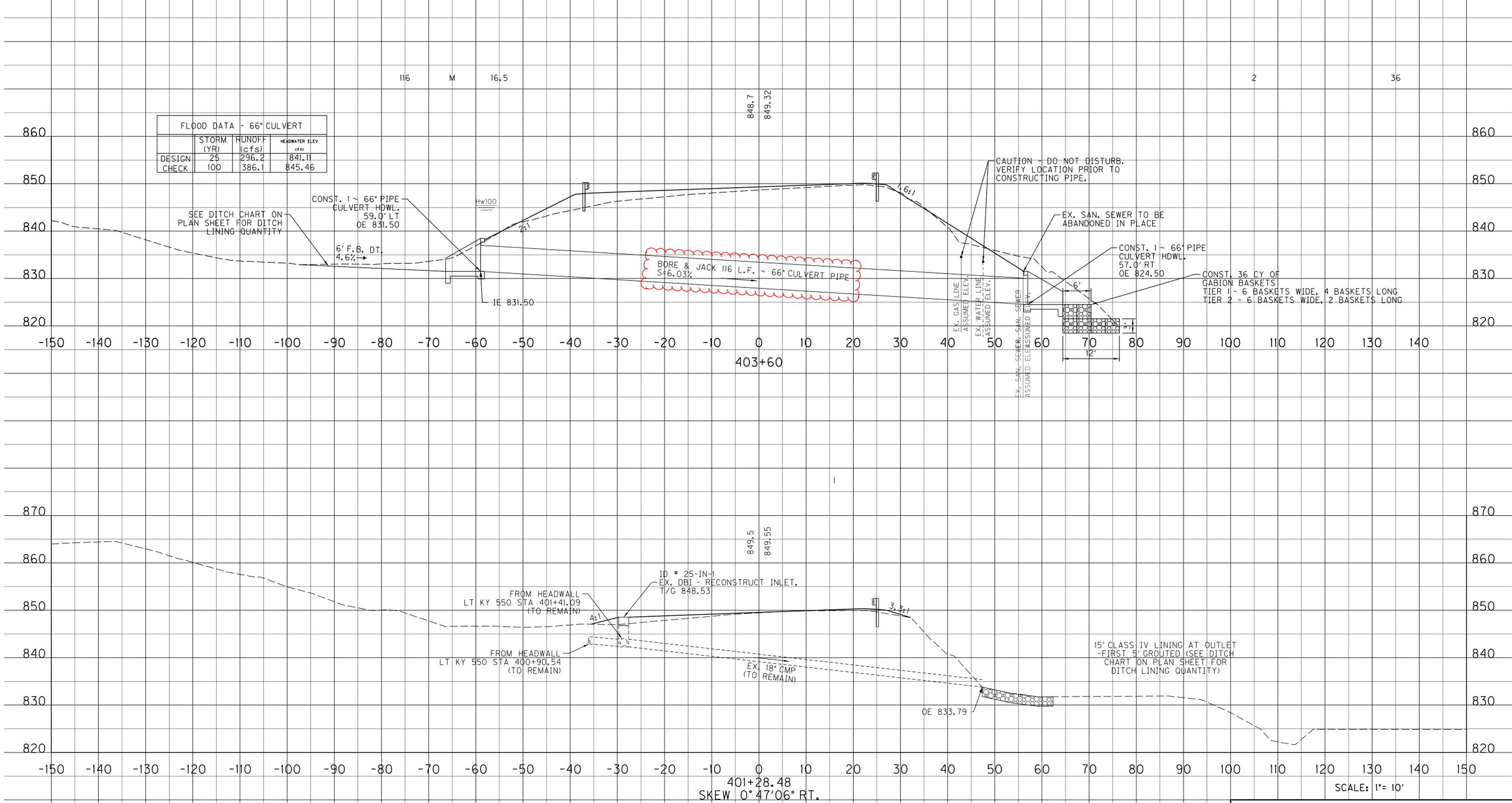
PIPE DRAINAGE SHEET

ADDED BORE AND JACK TO PIPE CONSTRUCTION NOTE

COUNTY OF	ITEM NO.	SHEET NO.
PERRY	10-158.00	R126

STORM SEWER PIPE				CULVERT PIPE				DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	DBI TYPE 1	DBI TYPE 5D	DBI TYPE 13G	CURB BOX INLET TYPE A	CURB BOX INLET TYPE B	MANHOLE TYPE A	RECONSTRUCT INLET	JUNCTION BOX - 15 INCH	JUNCTION BOX - 18 INCH	JUNCTION BOX - 24 INCH	SLOPED BOX OUTLET TYPE 1-15 IN	SLOPED BOX OUTLET TYPE 1-24 IN	S & F BOX INLET-OUTLET - 18 INCH	S & F BOX INLET-OUTLET - 36 INCH	PIPE CULVERT HEADWALL - 18 INCH	PIPE CULVERT HEADWALL - 66 INCH	CLASS "A" CONCRETE	STEEL REINFORCEMENT	RETAINING WALL - GABION	CHANNEL LINING CLASS IV
12"	15"	18"	24"	15"	18"	24"	66"																						
L I N E A R				F E E T					FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CU. YD	LBS.	CY	TON	

FLOOD DATA - 66" CULVERT			
STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)	
DESIGN	25	296.2	841.11
CHECK	100	386.1	845.46



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 USER: jeff-c
 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: E-SHEET NAME:
 Power InRoads v8.11.9.397

KY 550
 PIPE DRAINAGE SHEET
 STA. 401+28.48 - STA. 403+60
 SCALE: 1"= 10'

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

PERRY COUNTY MORTON BLVD. OVER KY 15 STA. 5000+00.00

ESTIMATE OF QUANTITIES

BID ITEM CODE	08100	08104	08150	08151	02998	03299	08033	08046	08094	23963EC	21532ED	20745ED	20746ED	24596EN	02599	22861EN	24595EN	08018	20743ED	20744ED	08039	02223	02200				
BID ITEM	Concrete Class "A"	Concrete Class "AA"	Steel Reinforcement	Steel Reinforcement, Epoxy Coated	Masonry Coating	Armored Edge for Concrete	Test Piles	Piles - Steel HP 12 X 53	Pile Points 12"	Precast PC L-Beam HN 36 49	Rail System Type III	Rock Sounding	Rock Coring	Granular Backfill	Fabric-Geotextile Type IV	High Strength Geotextile Fabric	Elasticized EPS (10" Thickness)	M.S.E. Retaining Wall	Drilled Shaft 54 In-Solid Rock	Drilled Shaft 60 In-Common	Pre Drilling For Piles	Granular Embankment	Roadway Excavation				
UNIT	C.Y.	C.Y.	LBS.	LBS.	S.Y.	L.F.	L.F.	L.F.	Each	L.F.	L.F.	L.F.	L.F.	C.Y.	S.Y.	S.Y.	S.F.	L.F.	L.F.	L.F.	C.Y.	C.Y.					
Integral End Bent #1	30	25	5889	1629	46	57	61	513	10					208	1258	702	42	4962					874	730			
Pier #1	59	21	19727	159	186							112	68						27	112							
Integral End Bent #2	34	25	5961	1783	46	57	100	305	10					226	308	710	46	2482			14						
Moment Slab		106		12732	150																	276					
Substructure																											
Superstructure		265		84875	553					869	296																
BRIDGE TOTALS	123	442	31577	101178	981	114	161	818	20	869	296	112	68	434	1566	1412	88	7444	27	112	14	1150	730				

- ① Pipe Sleeves are Incidental to Pier Diaphragm Concrete. Refer to the Pier Details Sheet for Anchor Dowel Details.
- ② FOR GRS Treatment of End Bents
- ③ Retaining Wall Transition Shall Be Incidental to Item 08018 M.S.E. Retaining Wall. See Sheets S30-S33 for Details.
- ④ For the MSE Wall Foundation and fill below the moment slab. The cost of perforated pipe to drain the granular embankment foundation shall be incidental to this bid item.
- ⑤ Estimated excavation required for MSE Wall foundation.

INDEX OF SHEETS	
Sheet No.	Description
S01	Title Sheet
S02	General Notes
S03	Layout Plan and Elevation
S04-S09	Geotechnical Information
S10	Foundation Layout
S11	Pile Record
S12	Drilled Shaft Details
S13-S14	Integral End Bent #1
S15-S16	Pier Details
S17-S18	Integral End Bent #2
S19	Bearing Details
S20	Framing Plan
S21	PPC I-Beam Type, HN 36 49
S22-S25	Superstructure
S26-S27	Construction Elevations
S28-S29	Bills of Reinforcement
S30-S32	MSE Wall Details
S33	Moment Slab Details
S34	GRS Treatment of End Bents
S35-S36	Embankment at End Bents
S37-S39	Sign Supports

SPECIAL NOTES	
IIC Drilled Shafts	
MSE Retaining Walls	
Treatment of End Bent or Abutment Backfills Using Geotextile Reinforcement and Elastic Inclusion	

SPECIAL PROVISIONS	
69 Embankment at Bridge End Bent Structures	

STANDARD DRAWINGS	
BBP-002-04	Bearing Details
BGX-006-10	Stencils for Structures
BGX-012-02	Geotechnical Legend
BJE-001-13	Neoprene Expansion Dams and Armored Edges
BPS-003-09	HP12x53 Steel Pile
BHS-008-02	Rail System Type 3

SPECIFICATIONS	
2012 Standard Specifications for Road and Bridge Construction with current Supplemental Specifications	
7th Edition AASHTO LRFD Bridge Design Specifications (2014).	



David H. Deitz
EOR
P.E. 21473
12.1.2017
DATE

DATE: OCTOBER, 2017	CHECKED BY: R.M. DAMON
DESIGNED BY: D. DEITZ	D.H. DEITZ
DETAILED BY: J. ROSE	
Commonwealth of Kentucky	
DEPARTMENT OF HIGHWAYS	
COUNTY PERRY	
ROUTE MORTON BLVD.	CROSSING KY 15
TITLE SHEET	
ITEM NUMBER 10-158.00	PREPARED BY PALMER ENGINEERING CO.
	SHEET NO. S01 DRAWING NO. 27596

SHEET LOCATION: TIT DATE: 11/30/2017 USERNAME: \$\$\$DlOtt+eddbY\$\$\$ FILE NAME: rev01_S27596_S01_TITLE.dgn CONSTRUCTION PROJECT NO. LETTING DATE

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

PERRY COUNTY MORTON BLVD. OVER KY 15 STA. 5000+00.00

ESTIMATE OF QUANTITIES

BID ITEM CODE	08100	08104	08150	08151	02998	03299	08033	08046	08094	23963EC	21532ED	20745ED	20746ED	24596EN	02599	22861EN	24595EN	08018	20743ED	20744ED	08039	02223	02200			
BID ITEM	Concrete Class "A"	Concrete Class "AA"	Steel Reinforcement	Steel Reinforcement, Epoxy Coated	Masonry Coating	Armored Edge for Concrete	Test Piles	Piles - Steel HP 12 X 53	Pile Points 12"	Precast PC L-Beam HN 36 49	Rail System Type III	Rock Sounding	Rock Coring	Granular Backfill	Fabric-Geotextile Type IV	High Strength Geotextile Fabric	Elasticized EPS (10" Thickness)	M.S.E. Retaining Wall	Drilled Shaft 54 In-Solid Rock	Drilled Shaft 60 In-Common	Pre Drilling For Piles	Granular Embankment	Roadway Excavation			
UNIT	C.Y.	C.Y.	LBS.	LBS.	S.Y.	L.F.	L.F.	L.F.	Each	L.F.	L.F.	L.F.	L.F.	C.Y.	S.Y.	S.Y.	S.F.	L.F.	L.F.	L.F.	C.Y.	C.Y.				
Integral End Bent #1	30	25	5889	1629	46	57	61	513	10					208	1258	702	42	4962				874	730			
Pier #1	59	21	19727	159	186							112	68						27	112						
Integral End Bent #2	34	25	5961	1783	46	57	100	305	10					226	308	710	46	2482			14					
Moment Slab		106		12732	150																	276				
Substructure																										
Superstructure		265		84875	553					869	296															
BRIDGE TOTALS	123	442	31577	101178	981	114	161	818	20	869	296	112	68	434	1566	1412	88	7444	27	112	14	1150	730			

① Pipe Sleeves are Incidental to Pier Diaphragm Concrete. Refer to the Pier Details Sheet for Anchor Dowel Details.

② FOR GRS Treatment of End Bents

③ Retaining Wall Transition Shall Be Incidental to Item 08018 M.S.E. Retaining Wall. See Sheets S30-S33 for Details.

④ For the MSE Wall Foundation and fill below the moment slab. The cost of perforated pipe to drain the granular embankment foundation shall be incidental to this bid item.

⑤ Estimated excavation required for MSE Wall foundation.

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SPECIAL NOTES

11C Drilled Shafts
MSE Retaining Walls
Treatment of End Bent or Abutment Backfills Using Geotextile Reinforcement and Elastic Inclusion

SPECIAL PROVISIONS

69 Embankment at Bridge End Bent Structures

STANDARD DRAWINGS

BBP-002-04	Bearing Details
BGX-006-10	Stencils for Structures
BGX-012-02	Geotechnical Legend
BJE-001-13	Neoprene Expansion Dams and Armored Edges
BPS-003-09	HP12x53 Steel Pile
BHS-008-02	Rail System Type 3

SPECIFICATIONS

2012 Standard Specifications for Road and Bridge Construction with current Supplemental Specifications
7th Edition AASHTO LRFD Bridge Design Specifications (2014).

UPDATED QUANTITIES AND NOTES	
ADDENDUM 1	12/1/2017
REVISION	DATE

DATE: OCTOBER, 2017	CHECKED BY:
DESIGNED BY: D. DEITZ	R.M. DAMON
DETAILED BY: J. ROSE	D.H. DEITZ

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
PERRY

ROUTE CROSSING
MORTON BLVD. KY 15

TITLE SHEET

ITEM NUMBER	PREPARED BY	SHEET NO.
10-158.00	PALMER ENGINEERING CO.	S01
		DRAWING NO. 27596

STATE OF KENTUCKY
DAVID HOLMAN
DEITZ
21473
PROFESSIONAL ENGINEER
12.1.2017
DATE

David H. Deitz
EOR
P.E. 21473
12.1.2017
DATE

FILE NAME: rev01_s27596_s01_title.dgn

USER NAME: \$\$\$plot\$\$\$

DATE: 11/30/2017

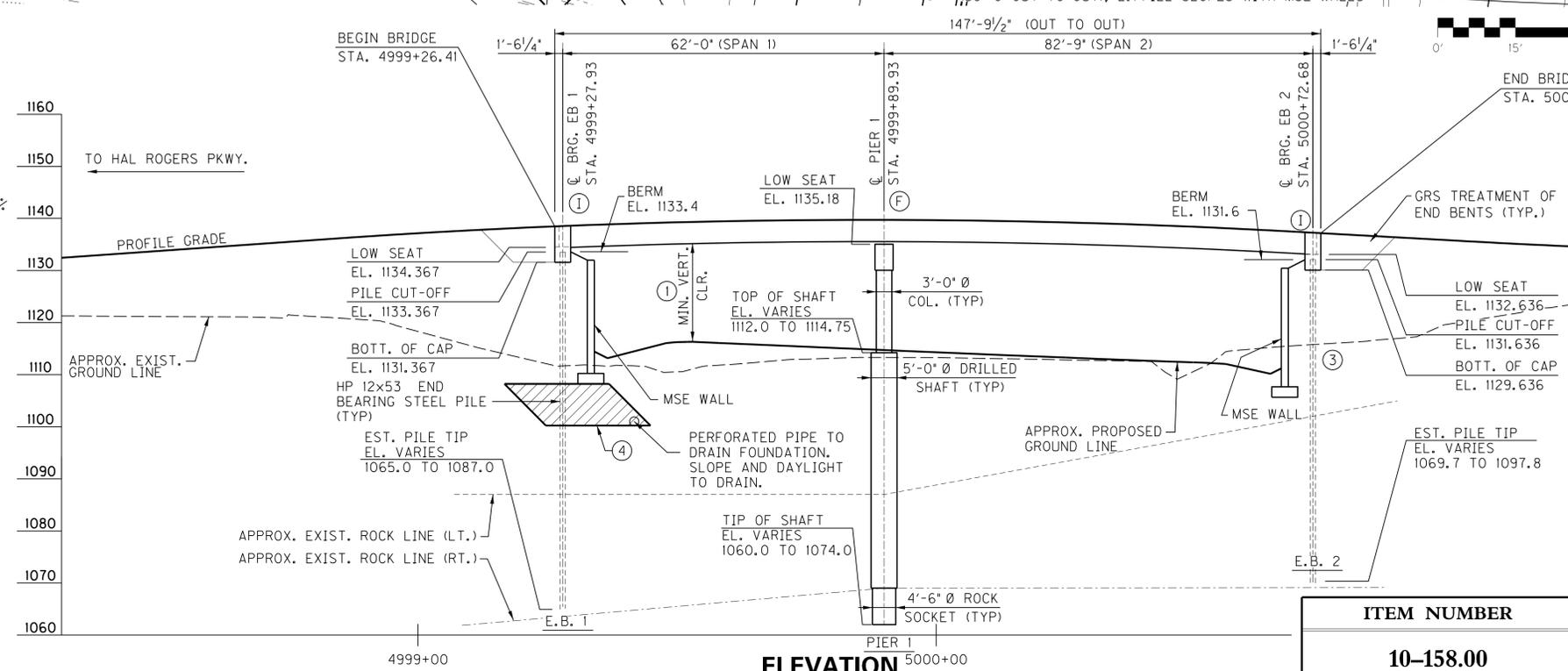
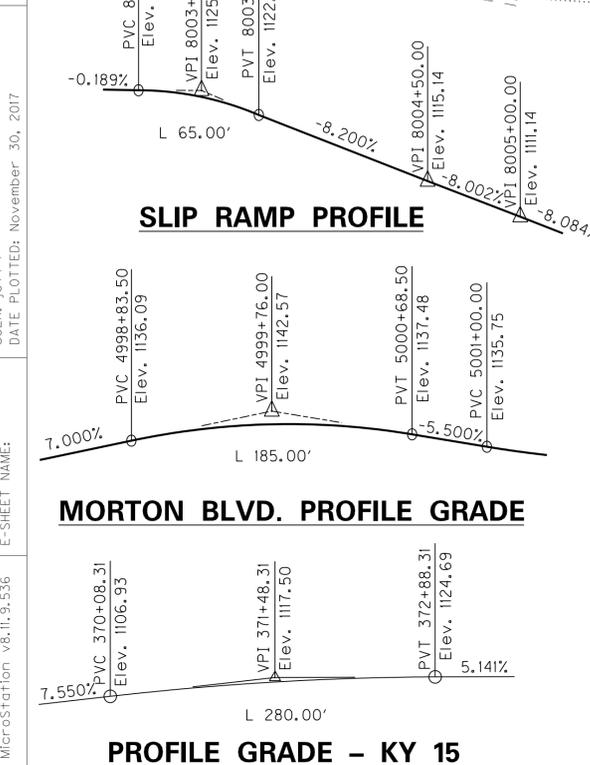
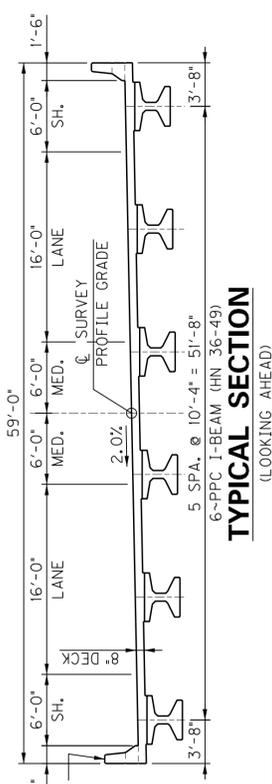
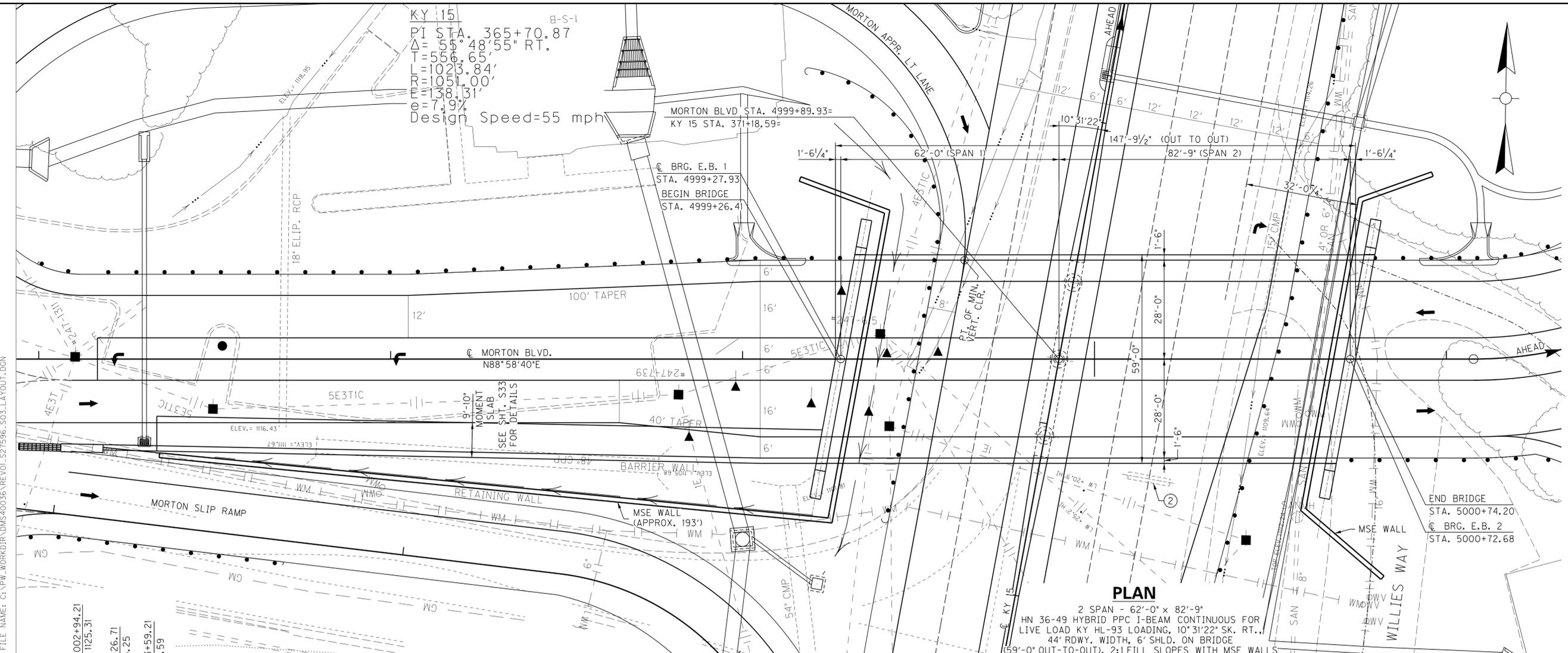
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LETTING DATE

CONSTRUCTION PROJECT NO.

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 DATE PLOTTED: November 30, 2017
 E-SHEET NAME: MicroStation v8.11.9.536

KY 15
 PI STA. 365+70.87
 $\Delta = 155^\circ 48' 55''$ RT.
 $T = 556.65'$
 $L = 1023.84'$
 $R = 1051.00'$
 $e = 7.9\%$
 Design Speed = 55 mph



- ① MIN. VERT. CLR. = 16'-1"
- ② SIGN P8, SEE SHEET S37 FOR DETAILS
- ③ PRE-DRILLING FOR PILES REQUIRED AT END BENT 2
- ④ GRANULAR EMBANKMENT FOR MSE WALL FOUNDATION SEE SHEETS S08
- Ⓜ DENOTES INTEGRAL
- Ⓧ DENOTES FIXED

REVISION	DATE

DATE: OCTOBER, 2017
 DESIGNED BY: L.M. SALLEE
 CHECKED BY: B.T. DRECKMAN
 DETAILED BY: J.A. ROSE
 L.M. SALLEE

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
 COUNTY
PERRY

ROUTE: **MORTON BLVD.** CROSSING: **KY 15**

BRIDGE LAYOUT

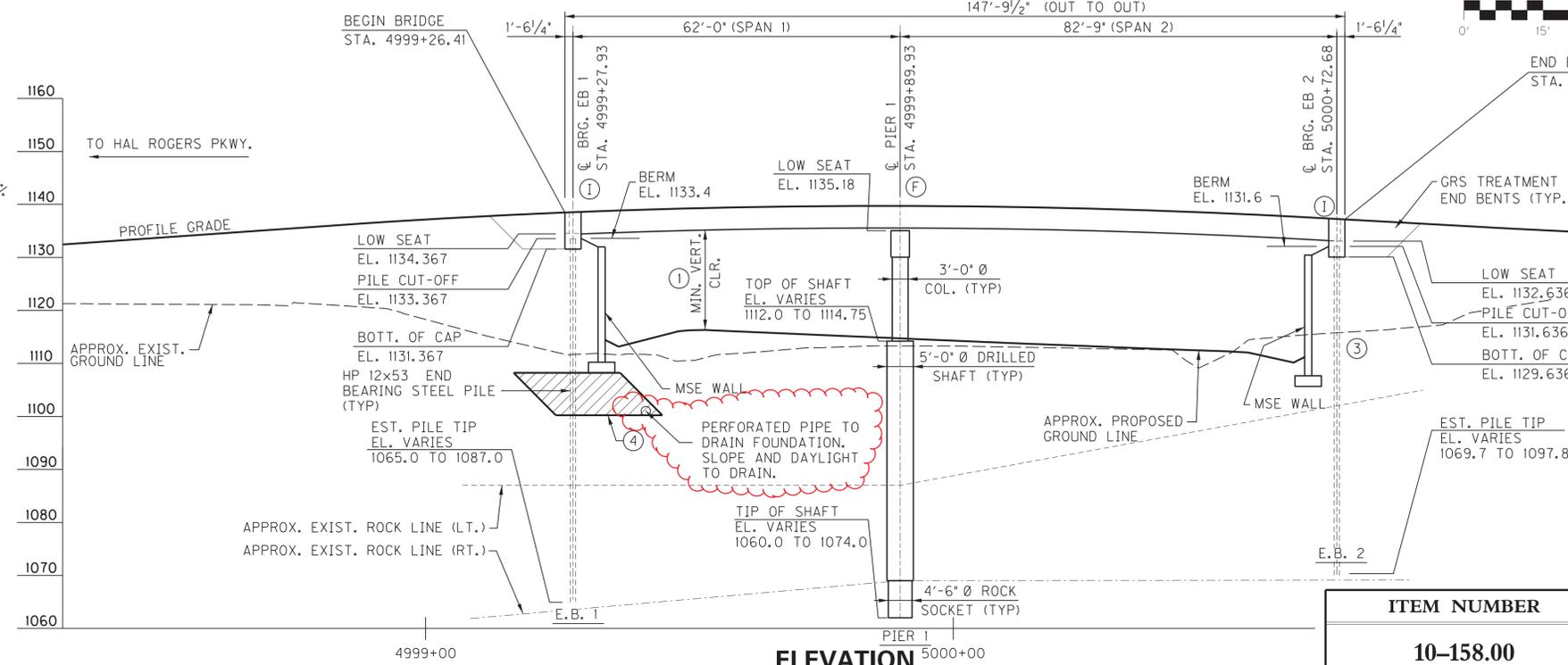
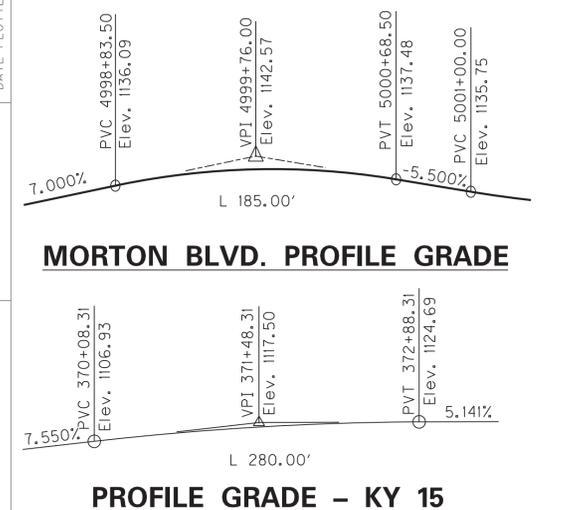
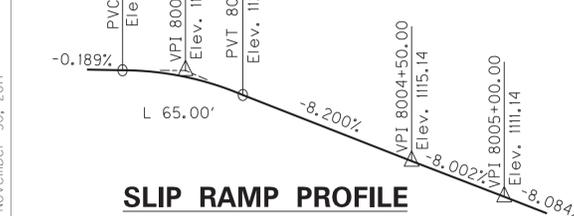
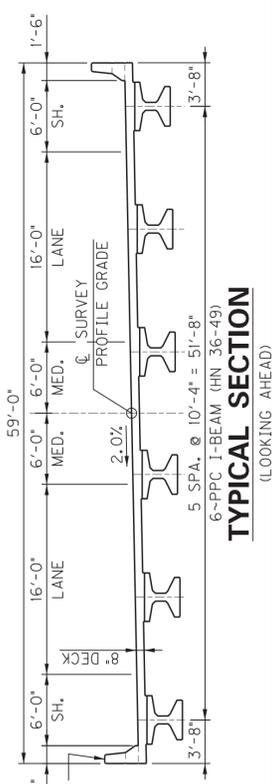
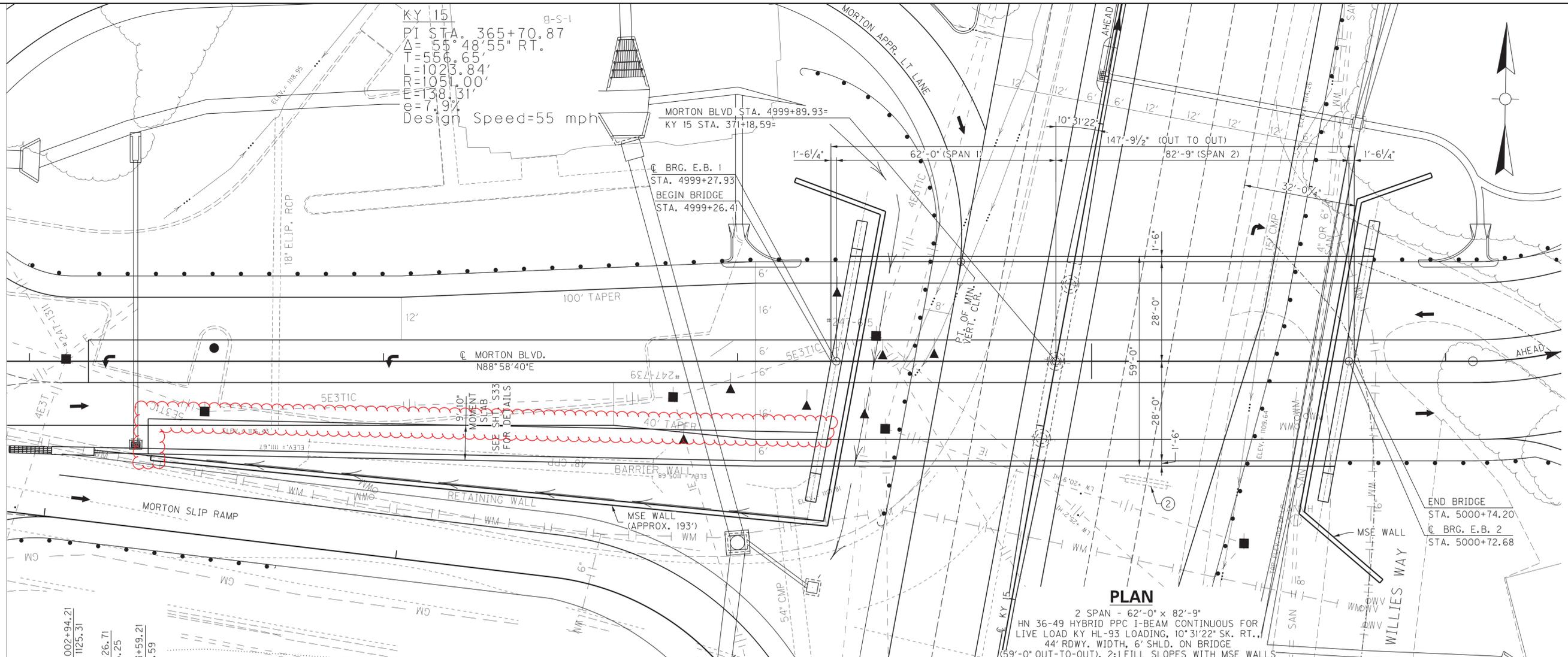
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ITEM NUMBER: **10-158.00**

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 DATE PLOTTED: November 30, 2017
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KY 15
 B-S-1
 PI STA. 365+70.87
 $\Delta = 55^\circ 48' 55''$ RT.
 $T = 556.65'$
 $L = 1023.84'$
 $R = 1051.00'$
 $E = 1381.31'$
 $e = 7.97'$
 Design Speed=55 mph



- ① MIN. VERT. CLR. = 16'-1"
 - ② SIGN P8, SEE SHEET S37 FOR DETAILS
 - ③ PRE-DRILLING FOR PILES REQUIRED AT END BENT 2
 - ④ GRANULAR EMBANKMENT FOR MSE WALL FOUNDATION SEE SHEETS S08
- ① DENOTES INTEGRAL
 ② DENOTES FIXED

ADDED DRAIN PIPE NOTE

ADDENDUM 1	12/1/2017
REVISION	DATE
DATE: OCTOBER, 2017	CHECKED BY
DESIGNED BY: L.M. SALLEE	B.T. DRECKMAN
DETAILED BY: J.A. ROSE	L.M. SALLEE

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
 COUNTY
PERRY

ROUTE
MORTON BLVD.

CROSSING
KY 15

BRIDGE LAYOUT

PREPARED BY
PALMER ENGINEERING CO.

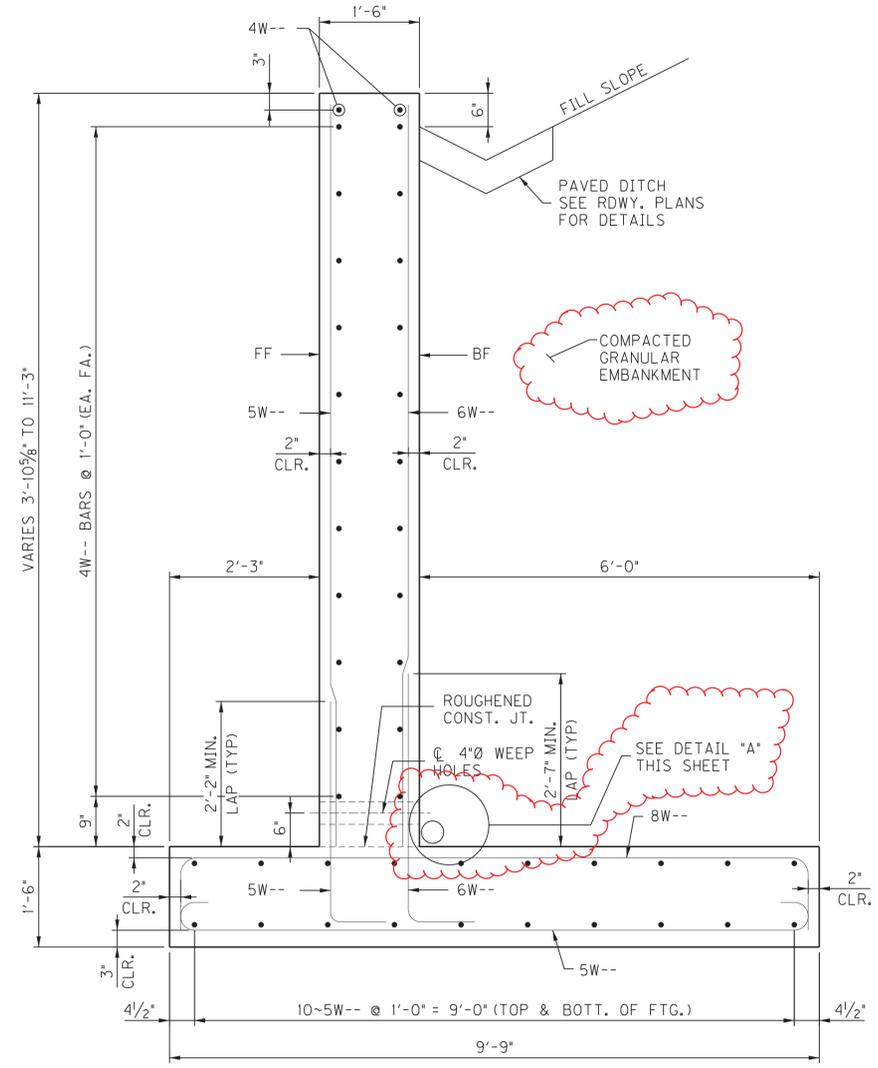
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10-158.00

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S03

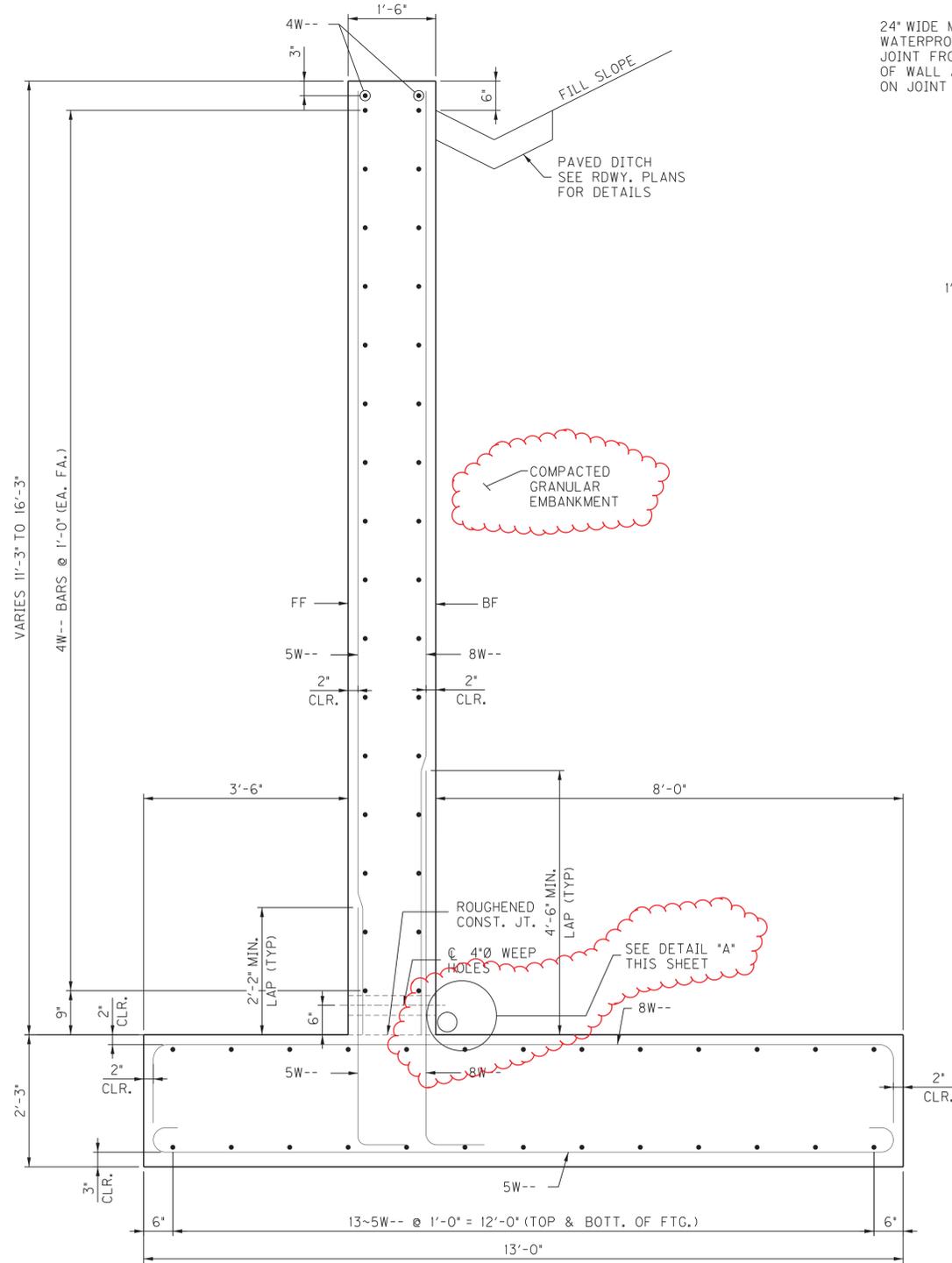
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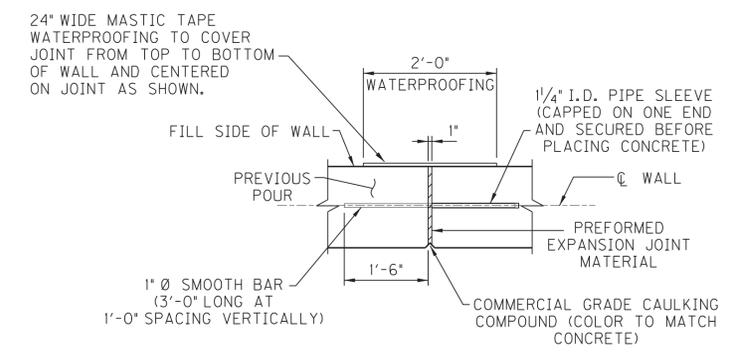
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 AND CORRESPONDING BAR MARKS.



TYPICAL SECTION THRU WALL
 (WALL SECTIONS 1, 2, 3, & 7)



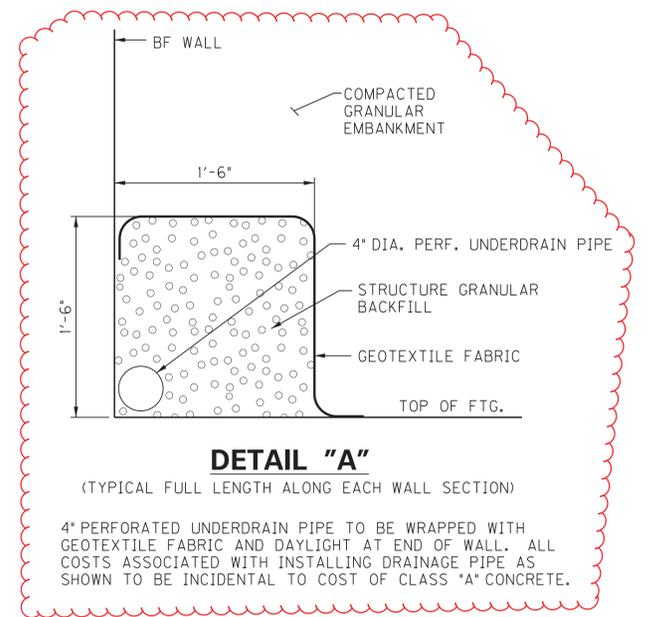
TYPICAL SECTION THRU WALL
 (WALL SECTIONS 4, 5, & 6)



EXPANSION JOINT

WATERPROOFING MATERIALS CONSIST OF
 24\"/>

ALL PREFORMED EXPANSION JOINT MATERIAL, CAULKING,
 WATERPROOFING MATERIALS, PIPE SLEEVE, AND EQUIPMENT
 AND LABOR NECESSARY TO COMPLETE THE JOINTS ARE
 INCIDENTAL TO THE SQUARE FOOT BID FOR RETAINING WALLS.



DETAIL "A"

(TYPICAL FULL LENGTH ALONG EACH WALL SECTION)

4\"/>
 ALL COSTS ASSOCIATED WITH INSTALLING DRAINAGE PIPE AS
 SHOWN TO BE INCIDENTAL TO COST OF CLASS "A" CONCRETE.

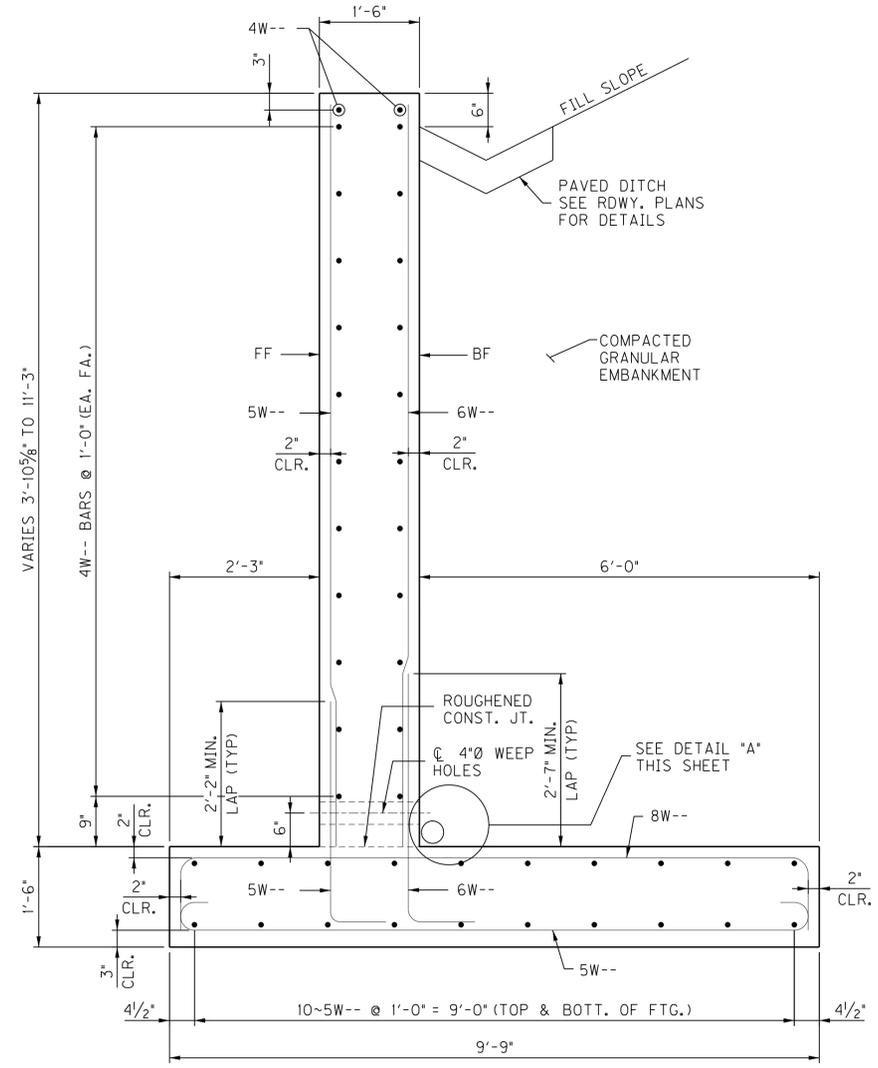
MINIMUM LAP SPLICES
 #4 BARS - 2'-5"
 #5 BARS - 3'-0"

UPDATED DETAILS		
1	ADDENDUM 1	12/1/2017
	REVISION	DATE
DATE:	OCTOBER, 2017	CHECKED BY:
DESIGNED BY:	R.L. COLBERT	K.S. McLEMORE
DETAILED BY:	J.A. ROSE	R.L. COLBERT

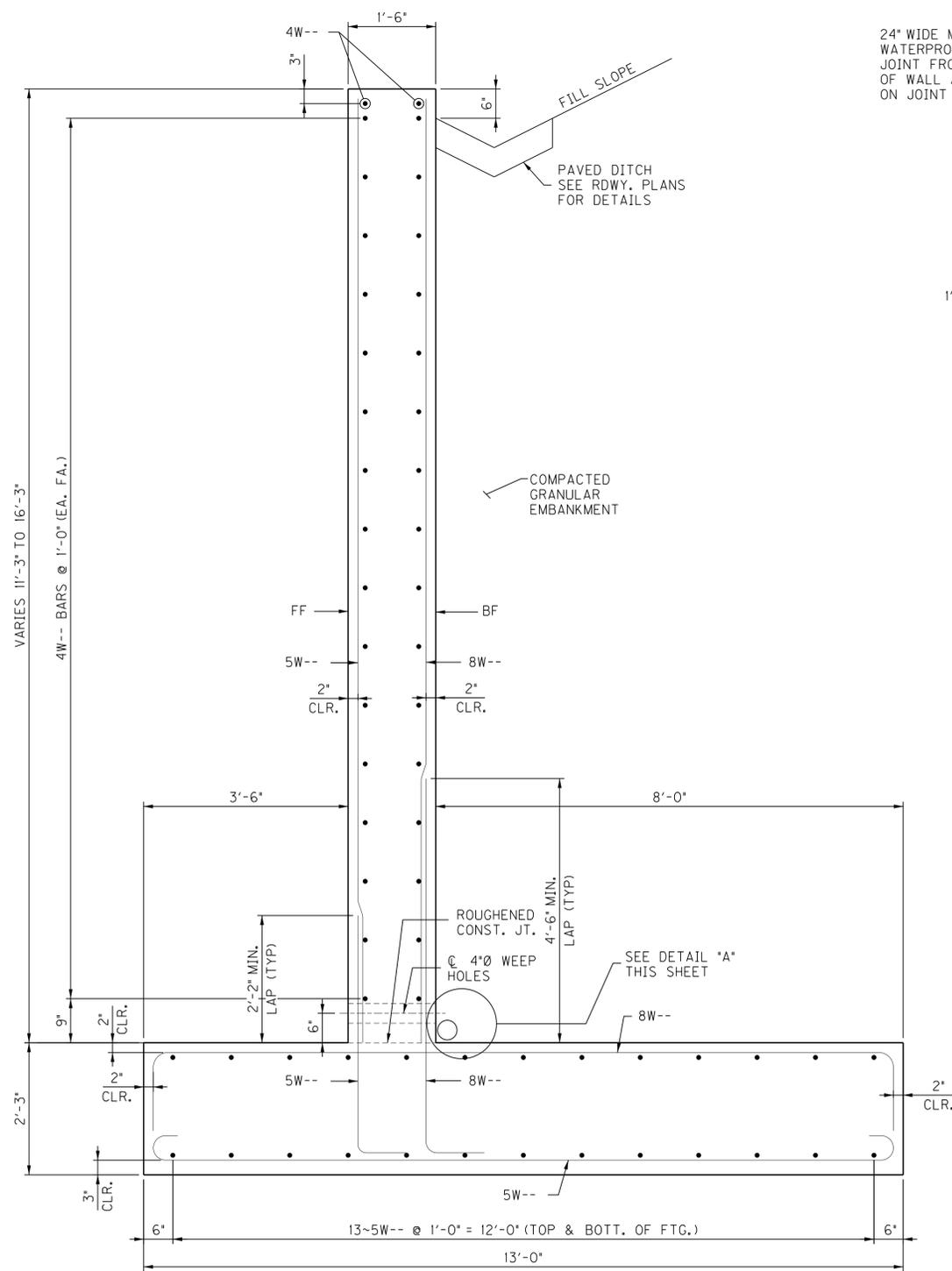
Commonwealth of Kentucky	
DEPARTMENT OF HIGHWAYS	
COUNTY	
PERRY	
ROUTE	CROSSING
WILLIES WAY	RETAINING WALL
WALL SECTIONS	
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10-158.00	PALMER ENGINEERING CO.
	SHEET NO.
	S03
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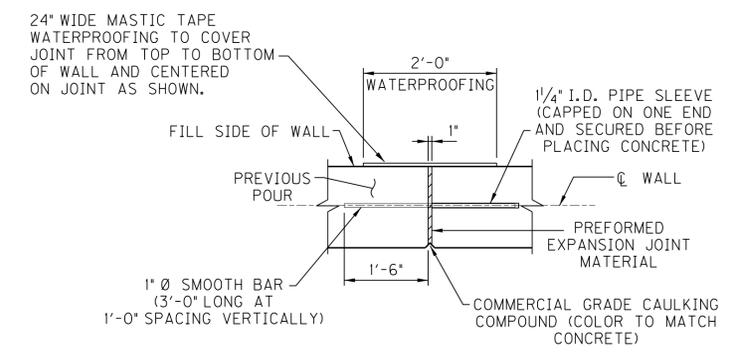
BAR MARKS ARE SPECIFIC TO EACH WALL SECTION.
 SEE ELEVATION VIEW SHT. S02 FOR WALL SECTIONS
 AND CORRESPONDING BAR MARKS.



TYPICAL SECTION THRU WALL
 (WALL SECTIONS 1, 2, 3, & 7)



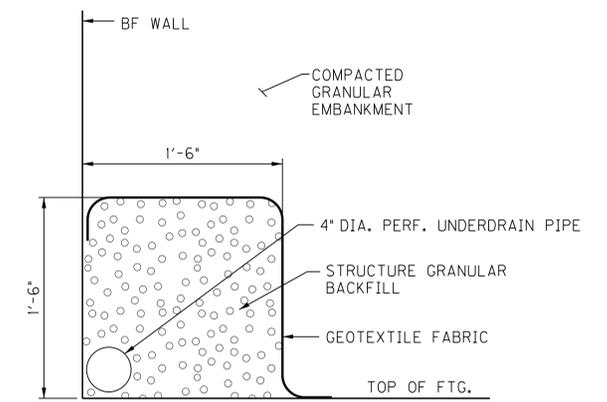
TYPICAL SECTION THRU WALL
 (WALL SECTIONS 4, 5, & 6)



EXPANSION JOINT

WATERPROOFING MATERIALS CONSIST OF
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ALL PREFORMED EXPANSION JOINT MATERIAL, CAULKING,
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DETAIL "A"

(TYPICAL FULL LENGTH ALONG EACH WALL SECTION)

4\"/>
 ALL COSTS ASSOCIATED WITH INSTALLING DRAINAGE PIPE AS
 SHOWN TO BE INCIDENTAL TO COST OF CLASS "A" CONCRETE.

MINIMUM LAP SPLICES
 #4 BARS - 2'-5"
 #5 BARS - 3'-0"

REVISION		DATE
DATE: OCTOBER, 2017	CHECKED BY	
DESIGNED BY: R.L. COLBERT	K.S. McLEMORE	
DETAILED BY: J.A. ROSE	R.L. COLBERT	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
PERRY		
ROUTE	CROSSING	
WILLIES WAY	RETAINING WALL	
WALL SECTIONS		
ITEM NUMBER	PREPARED BY	SHEET NO.
10-158.00	PALMER ENGINEERING CO.	S03
		DRAWING NO.
		27767

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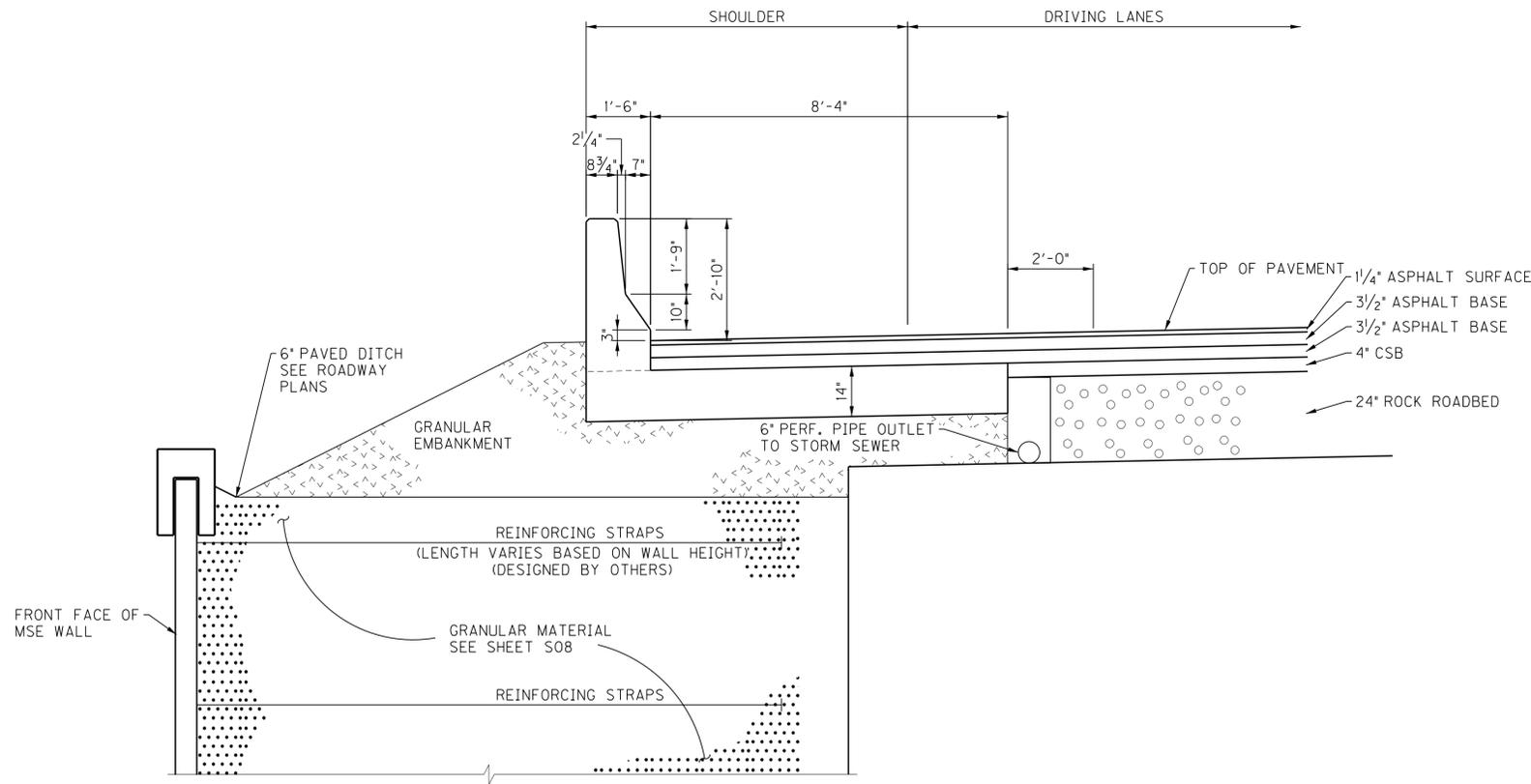
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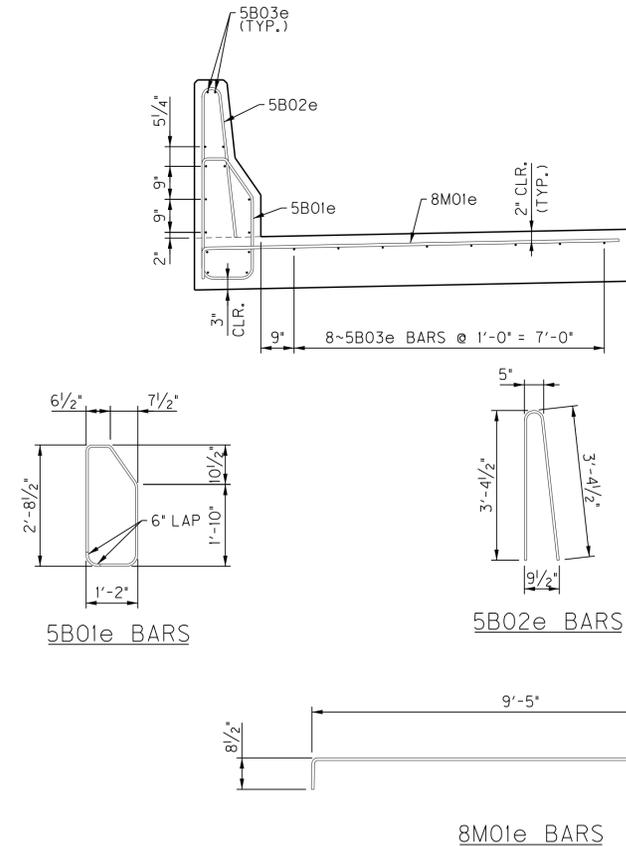
USER: jeffr
DATE PLOTTED: November 30, 2017

E-SHEET NAME:

MicroStation v8.11.9.536



BARRIER WALL AND MOMENT SLAB



NOTES:
EPOXY COAT ALL REINFORCEMENT
M01 ARE SIZE #8 SPA. @ 12"
B01 & B02 ARE SIZE #5 SPA. @ 12"
STRAIGHT BARS ARE SIZE #5, SPACED AS
SHOWN & SPLICED @ 2'-9" MIN.

BARRIER WALL & MOMENT SLAB REINFORCEMENT

MOMENT SLAB REINFORCEMENT					
MARK	TYPE	NUMBER	SIZE	LENGTH	LOCATION
5B01(E)	*	188	#5	8'-4"	BARRIER
5B02(E)	*	188	#5	7'-2"	BARRIER
5B03(E)	STR.	88	#5	50'-0"	SLAB
8M01(E)	*	188	#8	10'-2"	SLAB

* SEE DETAIL THIS SHEET

MINIMUM LAP SPLICES
#5 BARS - 2'-9"

REVISION		DATE
DATE: OCTOBER, 2017	CHECKED BY	
DESIGNED BY: D.H. DEITZ	L.M. SALLEE	
DETAILED BY: D.L. HORTON	D.H. DEITZ	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
PERRY		
ROUTE	CROSSING	
MORTON BLVD.	KY 15	
MOMENT SLAB		
ITEM NUMBER	PREPARED BY	SHEET NO.
10-158.00	PALMER ENGINEERING CO.	S33
		DRAWING NO.
		27596

7:21:06 AM

11/30/2017

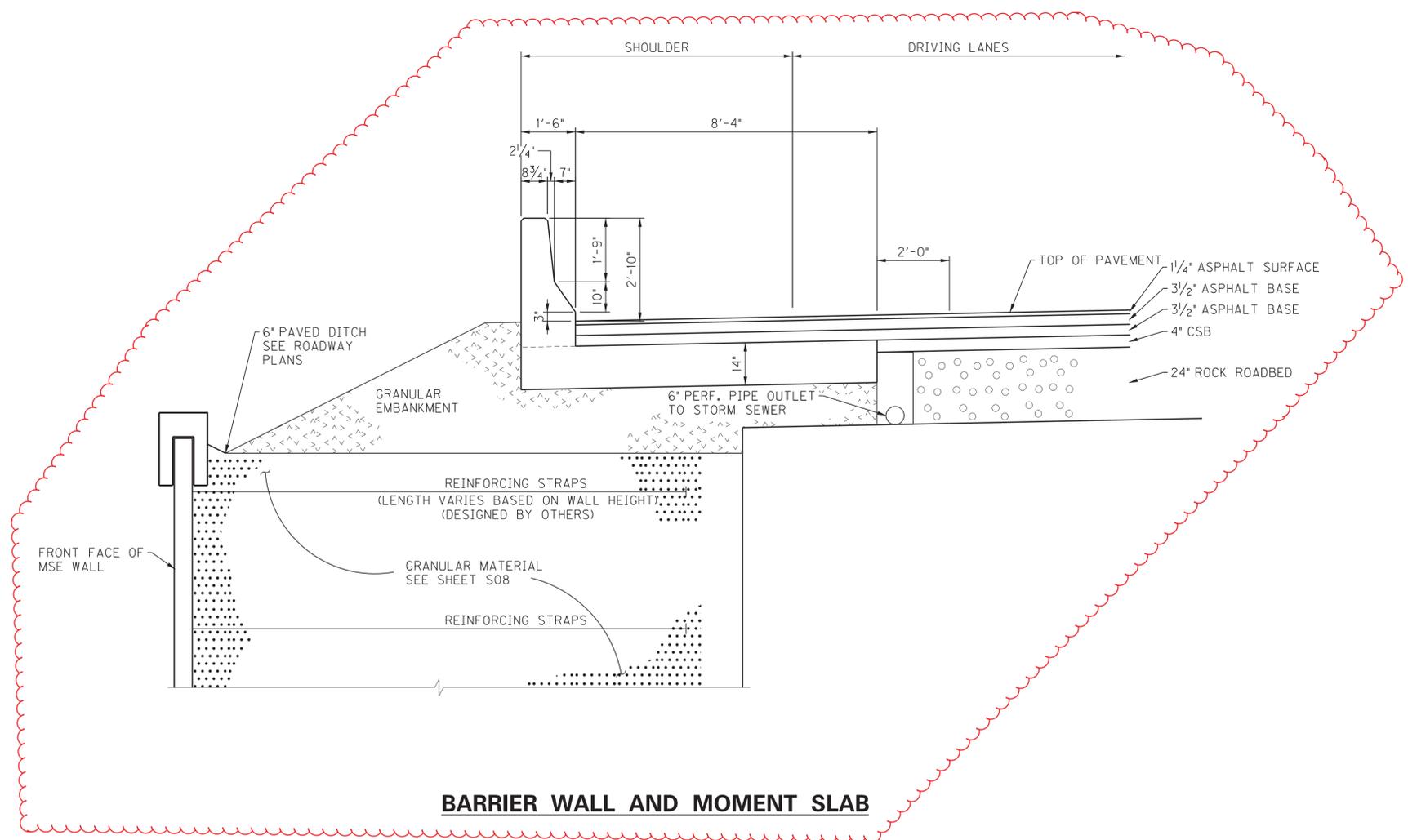
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E-SHEET NAME:

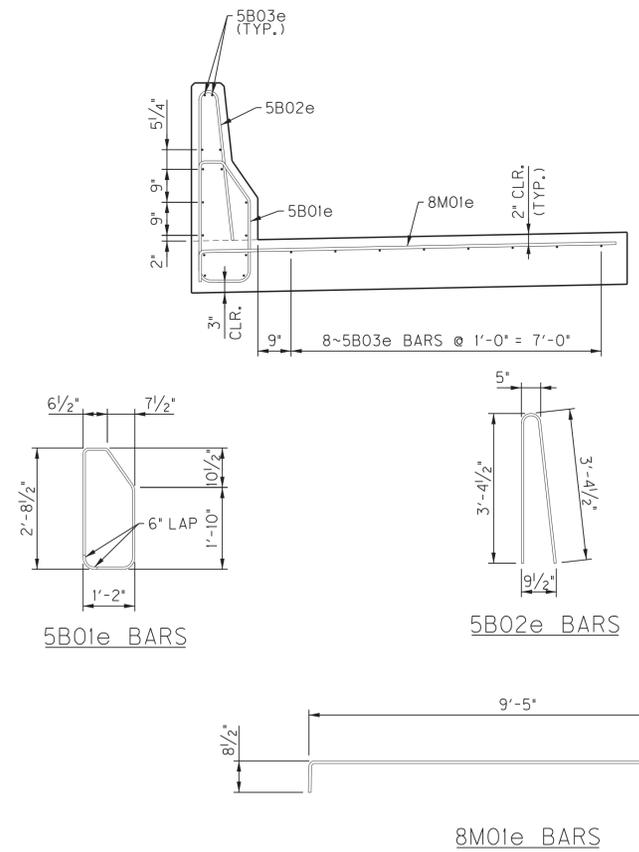
MicroStation v8.11.9.536

FILE NAME: c:\pw\workdir\dms40036\rev01_S27596_S33_MOMENTSLAB.DGN

USER: jeffr
DATE PLOTTED: November 30, 2017



BARRIER WALL AND MOMENT SLAB



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* SEE DETAIL THIS SHEET

MINIMUM LAP SPLICES
#5 BARS - 2'-9"

UPDATED MOMENT SLAB DETAIL		
1	ADDENDUM 1	12/1/2017
	REVISION	DATE
DATE: OCTOBER, 2017	CHECKED BY	
DESIGNED BY: D.H. DEITZ	L.M. SALLEE	
DETAILED BY: D.L. HORTON	D.H. DEITZ	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY PERRY		
ROUTE MORTON BLVD.	CROSSING KY 15	
MOMENT SLAB		
ITEM NUMBER	PREPARED BY	SHEET NO.
10-158.00	PALMER ENGINEERING CO.	S33
		DRAWING NO. 27596