

TRANSPORTATION CABINET

Jim Gray

200 Mero Street Frankfort, Kentucky 40601

March 19, 2024

CALL NO. 101 CONTRACT ID NO. 241005 ADDENDUM # 3

Andv Beshear

GOVERNOR

Subject: Fayette County, NHPP 0754(067) Letting March 21,2024

Added- Special Note for Queue Protection Vehicle Pg.65A-65B of 203 Added- Special Note for Polymer Concrete Overlay Systems Pg.66A-66E of 203 Added- Rail Road Notes Pg.74A-74O of 203 Revise - Proposal Bid Items Pg. 196-203 of 203 Omit Special Note for Longitudinal Pavement Joint Adhesive Pg.157-159 of 203 Revised Plan Sheets: S1, S45, R2E, R2F, R2H, R2I, R2J, R88, R93, R94, R96, S01, S32, S49

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

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

Sincerely,

Rachel Mills,

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

RM:ce Enclosures



Special Note for Traffic Queue Protection Vehicle

- **1.0 DESCRIPTION**. Furnish, Operate, and Maintain Traffic Queue Protection Vehicle at locations and times described herein. The Queue Protection Vehicle is expected to alert motorists (inside and outside of project limits) of all stopped traffic caused by construction activities or incidents within the project limits.
- **2.0 MATERIALS.** The contractor shall provide a minimum of one (1) queue protection vehicle for each traveling direction where traffic flow is reduced or modified in a manner where a queue could occur. One (1) additional queue protection vehicle shall be onsite in reserve. Failure to provide the queue protection vehicles will result in the Furnish Queue Protection Vehicles monthly pay item not being paid. The Traffic Queue Protection Vehicle must fulfill the following minimum requirements:
 - 1. A truck mounted attenuators that meets or exceeds NCHRP TL-3 requirements.
 - 2. Four (4) round yellow strobe lights (with auto-dimmers) positioned rear facing
 - Two (2) mounted under rear bumper
 - Two (2) mounted at cab level
 - Visibility of strobe lights cannot be deterred by attenuator
 - **3.** One (1) standard cab mounted light bar.
 - **4.** A truck mounted message board with a minimum of 3 Lines and 8 Characters per line.
 - **5.** Four Hour National Traffic Incident Management (TIM) Responder Training for Queue Truck Operators.

3.0 CONSTRUCTION. A queue will be defined as anytime that traffic traveling through the project is reduced to a speed of twenty (20) miles per hour or less. Queues that form when construction activities are not occurring will need to sustain for 30 minutes or longer to be considered a queue event. Failure to respond to queue events will result in the Furnish Queue Protection Vehicles monthly pay item not being paid. The following procedures will be followed when a traffic queue occurs until free flow traffic conditions are present:

- The queue protection vehicle shall be positioned no further than ½ mile upstream from the back of the slow-moving traffic.
- The queue protection vehicle shall be positioned on the shoulder and clear of the traveled way so as not to impede traffic.
- The queue protection vehicle shall relocate as needed to maintain approximately ½ mile distance from the back of the slow-moving traffic.
- The 2nd queue protection vehicle shall be held in reserve, on site, and support the primary vehicle if conditions prevent repositioning by reverse. This vehicle shall not be paid for idle time.
- Queue Protection Vehicles shall be kept in project limits during planned lane closures and other project activities expected to cause a queue. One Queue Protection Vehicle shall remain on the project at all times available to respond to incidents within the project limits in a timely manner. Failure to provide queue protection vehicles during a queue event will result in penalties outlined in specification 112.03.15 of the 2019 KYTC specifications for non-compliant maintenance of traffic. A timely manner will be up to the discretion of the project engineer.
- Queue reports and traffic conditions shall be reported to the KYTC project engineer or designee at the following periods:
 - 1. At 30-minute intervals
 - 2. At significant changes
 - 3. When free flow traffic is achieved
- Queue reports shall include the following information:
 - 1. Direction of queued vehicles

- 2. Mile point for the end of the queue
- 3. Estimated length of the queue
- 4. Cumulative duration of queue
- 5. Cause of the queue
- The KYTC project engineer or designee will collect all daily queue reports from the contractor and provide these logs to the Director of Maintenance and Director of Construction at the end of each month.

The Queue Protection Vehicle shall be mobilized by the Project Engineer or designee for planned construction activities. For unplanned incidents mobilization should be initiated by the contractor and will be reviewed by the Project Engineer.

4. MEASUREMENT.

4.01 Queue Protection Vehicle. The Department will measure the time from when a vehicle is mobilized with a driver until either free flow traffic is achieved or the vehicle is no longer protecting the queue, whichever occurs first. Idle time for spare vehicles without drivers will not be paid. The Department will not measure mobilization, removal, maintenance, labor, fuel, or any additional items but will consider them all incidental to this item of work. The minimum paid amount per queuing event is 2 hours.

4.02 Furnish Queue Protection Vehicles. The Department will measure the quantity by each month the Engineer requires to have the Contractor furnish vehicles as defined in '2.0 Materials' of this Special Note. The Department will not measure mobilization, removal, labor, fuel, or any additional items but will consider them all incidental to this item of work. Partial Months will be calculated as shown in the table below.

	Partial	Month	Payment	Schedule	
-					

Days	Increment
0-7 days	0.25
8-14 days	0.50
15-21 days	0.75
22-31 days	1.00

5. PAYMENT.

<u>Code</u>	Pay Item	<u>Pay Unit</u>
25075EC	Queue Protection Vehicle	Hour
25117EC	Furnish Queue Protection Vehicles	Month

SPECIAL NOTE FOR POLYMER CONCRETE OVERLAY SYSTEMS

I. DESCRIPTION

This work shall be performed in accordance with the current edition of the Department's Standard Specifications, and applicable Standard or Sepia Drawings, except as hereafter specified. Article references are to the Standard Specifications.

The Contractor shall furnish all materials, labor, and equipment for the following work:

(1) Maintaining and Controlling Traffic; (2) Cleaning and preparing the existing surface; (3) Installing a high friction surface treatment in accordance with the contract documents; and (4) All other work as specified as part of this contract.

II. MATERIALS

Provide for sampling and testing of all materials in accordance with the Department's Materials Field Sampling and Testing Manual. Make materials available, within the State of Kentucky, for sampling a sufficient time in advance of the use of the materials. Allow a minimum of 15 working days for testing. The Contractor shall use materials listed on the Department's List of Approved Materials for Polymer Concrete Overlay Systems (High Friction Surface and Bridge Deck Overlays).

- A. Maintain and Control Traffic. See Traffic Control Plan.
- **B.** High Friction Surface Treatment. The high friction surface treatment shall consist of a polymer resin binder and aggregate system chosen from the Department's List of Approved Materials. The Department will obtain samples of each binder component and aggregate at a frequency of one sample per lot per contract. The Department will obtain one, one-quart (32 ounce) sample of each binder component for testing. The Department will obtain one 60 to 70 pound composite sample of aggregate for testing. Reclaimed aggregate shall not be allowed for use.
 - a) Binder. The polymer resin binder shall hold the aggregate firmly in position and meet the following requirements:

TWO-PART MODIFIED BINDER REQUIREMENTS								
Property	Specification Limits	Test Method						
Ultimate Tensile Strength	17.0 – 25.0 MPa (19.65 MPa)	ASTM D638						
Compressive Strength	5mm min.; > 13 MPa	ASTM D695						
Gel Time	50 ml; 10 minutes min. (16 minutes)	ASTM D2471						
Elongation at break	30% minimum (54.0%)	ASTM D638						
Peak Exothermic Temperature	150°F min.	ASTM D2471						
Water Absorption	Less than 0.25%	ASTM D570						
Shore Hardness	70 min.	ASTM D2240, Shore D						
Cure Rate	3 hours max	ASTM D1640 @ 75°F						
Mixing Ratio	Per Manufacturer's Recommendation	n/a						

AGGREGATE REQUIREMENTS									
Property	Specification Limits	Test Method							
SFC – Side Force Coefficient	0.70 min.	ASTM E670							
SN – Skid Number	75 min SN40R	ASTM E274							
PSV – Polished Stone Value	75.0 mm max. (70 mm)	ASTM E660							
Texture Depth – Sand Patch Method	1 mm min. (1.2 mm)	ASTM E965							
AAV – Aggregate Abrasion Value	20 max	AASHTO T96							
Aggregate Gradation	95.0 – 100.0% Passing No. 6 0.0 – 5.0% Passing No. 16	AASHTO T27							
Aluminum Oxide (Al ₂ O ₃)	87 min	ASTM C114							

b) Aggregate. Ensure that the aggregate is clean, dry and free from foreign matter and meets the following requirements:

III. CONSTRUCTION METHODS

Prior to beginning work, provide the Engineer with a certification from the manufacturer of the binder stating that all material used in the work will meet the requirements of Section II B. a. in this Special Note. Also provide the Engineer with a certification stating that all aggregates used in the work will meet the requirements of Section II B. b. of this Special Note.

- A. Maintain and Control Traffic. See Traffic Control Plan.
- **B.** Site Preparation. Be responsible for all site preparation, including but not limited to the following:
 - a) **Preparation and Restoration.** Ensure that a manufacturer's representative is on site to provide technical assistance during the start up operations and as necessary during the surface preparation, material placement, and during any necessary remedial work.
 - b) **Protective Coverings.** Utilities, drainage structures, curbs, bridge joints, and any other structure within or adjacent to the high friction surface treatment location shall be protected from surface preparation activities and application of the surface treatment materials. Cover and protect all existing pavement markings that are adjacent to the surface treatment location. Pavement markings that conflict with the surface application shall be removed prior to performing the required surface preparation.
 - c) Surface Preparation. Prepare all surfaces in accordance with the following requirements. Ensure surfaces are dry and meet the requirements of the section immediately prior to installation of the high friction surface treatment. Surfaces contaminated with oils, greases, or other deleterious materials not removed by the required surface preparation shall be washed with a mild detergent solution, rinsed with clean potable water, and dried using a hot compressed air lance.
 - d) Asphalt Pavement. Clean asphalt pavement surfaces using mechanical sweepers and high pressure air wash. Mechanically sweep all surfaces to remove dirt, loose aggregate, debris, and deleterious material. Air wash all surfaces using a minimum of 180 CFM clean and dry compressed air. Maintain

the air lance perpendicular to the surface and the tip of air lance within 12 inches of the surface. For applications on new asphalt pavement, ensure the surface has cured a minimum of 30 days prior to performing surface preparation and installation of the high friction surface treatment.

- e) Concrete Pavement. Clean concrete pavement surfaces by shot blasting and vacuum sweeping. Shot blast all surfaces to remove all curing compound, loosely bonded mortar, surface carbonation, and deleterious material. The prepared surface shall comply with the International Concrete Repair Institute (ICRI) standard for surface roughness CSP 5. After shot blasting, vacuum sweep all surfaces to remove all dust, debris, and deleterious material.
- f) Concrete Bridge Deck. Clean the entire area of the deck surface and vertical faces of curbs, barrier walls and plinths up to a height of one inch above the top elevation of the overlay, and areas to receive epoxy-sand slurry, by shot blasting and vacuum sweeping. Shot blast all surfaces to remove all curing compound, loosely bonded mortar, surface carbonation, and deleterious material. Areas to receive epoxy-sand slurry shall be cleaned to a bright, clean appearance. The prepared bridge deck surface to receive high friction surface treatment shall comply with the International Concrete Repair Institute (ICRI) standard for surface roughness CSP 5. After shot blasting, vacuum sweep all surfaces to remove all dust, debris, and deleterious material.
- **g) Pre-Treating.** Pre-treat joints and cracks greater than 1/4 inch in width and depth with properly proportioned and mixed polymer resin binder. Once the binder in the pre-treated areas has gelled, the installation of the high friction surface treatment may proceed.
- **C.** Mechanized Application. Do not apply surface treatment on a wet surface, when the ambient air or surface temperature is below 50°F or above 110°F, or when the anticipated weather conditions or surface temperature would prevent the proper application of the surface treatment as determined by the manufacturer.

Apply the polymer resin binder by a truck or trailer mounted application machine that must be capable of continually mixing and delivering the binder components on demand within the temperature range specified in varying widths of up to 12 feet wide at a uniform application thickness. Ensure that the mechanically applied distributing equipment includes accurate measuring devices and/or calibrated containers and thermometers for measuring the binder temperature prior to placement should heating be required. Operations will proceed in such a manner that will not allow the binder material to separate in the mixing lines, cure, dry, or otherwise impair retention bonding of the high friction surfacing aggregate. The application machine shall be equipped with flushing systems such that blockages of lines will not occur, and installation operations are not delayed, stopped, or otherwise compromised. Ensure that mechanical applications are capable of applying binder uniformly at a minimum rate of 10 gallons per minute. The mixed components are mechanically applied onto a prepared surface with a minimum coverage rate of 3.5 square yards per gallon at a minimum uniform thickness of 50 mils onto the-surface. In addition, ensure that the application machine complies with the requirements of the binder manufacturer.

The aggregate shall be applied within 120 seconds of the binder application onto the surface. Uniformly spread aggregate immediately without causing excessive overlap of aggregate outside of coverage area. Ensure that the mechanical aggregate spreader is capable of applying a continuous application of varying widths up to 12 feet wide, in a manner to not violently disturb the wet binder film, at a rate of approximately 13-15 lbs per square yard. Complete coverage of the "wet" binder with aggregate is necessary to achieve a uniform surface. No exposed wet spots of the binder shall be visible once the aggregate is installed. The operations should proceed in such a manner that will not allow the mixed binder material to separate, cure, dry, be exposed, or otherwise harden in such a way as to impair retention and bonding of the high friction surfacing aggregate. Do not use reclaimed aggregate. Do not use vibratory or impact type compaction on the aggregate after placement.

D. Hand Application. At the Engineers discretion, corrective work and application to areas such as intersections or areas less than 300 square yards, or where truck mounted application machines are not

applicable to the specified locations because of logistical restrictions, may be performed by hand application of the high friction surface treatment.

Do not apply surface treatment on a wet surface, when the ambient air or surface temperature is below 50°F or above 110°F, or when the anticipated weather conditions or surface temperature would prevent the proper application of the surface treatment as determined by the manufacturer.

The polymer resin binder components Part (A) and Part (B) shall be proportioned to the correct ratio (+/-2% by volume), mixed using a low speed high torque drill fitted with a helical stirrer.

The mixed components shall be hand applied onto a prepared surface at a minimum coverage rate of 3.5 square yards per gallon at a minimum uniform thickness of 50 mils onto the surface. Hand applied binder will be uniformly spread onto the prepared surface by the use of a continuous V notch serrated edged squeegee.

Immediately after placing the binder, apply the aggregate, in a manner to not violently disturb the wet binder film, at a rate of approximately 13-15 lbs per square yard. Do not use reclaimed aggregate. Do not use vibratory or impact type compaction on the aggregate after placement.

- **E.** Curing of Installed High Friction Surface Treatment. Allow the installed high friction surface treatment to cure in accordance with manufacturer recommendations (approximately 3 hours at an ambient air temperature of at least 50 degrees Fahrenheit). Protect treated surfaces from traffic and environmental effects until the area has cured.
- **F. Removal of Excess Aggregate.** Remove the excess aggregate from the treatment area and all adjacent surfaces by mechanical sweeping or vacuum sweeping the surfaces a minimum of 3 times before applying additional application and/or opening to traffic. In addition, re-sweep the treatment area and adjacent surfaces using mechanical sweeping or vacuum sweeping 48 hours after opening to traffic to remove all additional loose aggregate and aggregate shed by the action of traffic.
- **G. Disposal of Waste.** All debris, excess aggregate, materials containers, and other waste shall be disposed of off the Right-of-Way at approved sites obtained by the Contractor at no cost to the Department. No separate payment will be made for the disposal of waste and debris from the project, but shall be incidental to the other items of the work.
- **H. Restoration.** Any roadway features disturbed by the work or the Contractor's operations shall be restored in like kind materials and design as directed by the Engineer at no additional cost to the Department.
- I. **Property Damage.** Be responsible for all damage to public and/or private property resulting from the work. Repair or replace damaged roadway features in like kind materials and design as directed by the Engineer at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner and the Engineer at no additional cost to the Department.
- **J. On-Site Inspection.** Before submitting a bid for the work, make a thorough inspection of the site and determine existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid to be evidence of this inspection having been made. The Department will not honor any claims for money or time extension resulting from site conditions.
- **K. Right-of-Way Limits.** All work is located within the existing right of way. Limit work activities to the Right-of-Way, and work and staging areas secured by the Contractor, at no additional cost to the Department. Be responsible for all encroachments onto private lands.
- L. Caution. The information in this proposal and the type of work listed herein are approximate only and are not to be taken as an exact evaluation of the materials and conditions to be encountered during construction; the bidder must draw his/her own conclusions when developing the Unit Bid Prices for each bid item. As such, if the conditions encountered are not in accordance with the information shown, the Department does not

guarantee any changes to the Unit Bid Prices nor extension of the contract will be considered. The Department will pay for bid item quantity overruns, but only if pre-approved by the Engineer.

M. Control. Perform all work under the absolute control of the Department of Highways. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces, and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with such other work will be reduced to a minimum. The Department will not honor any claims for money or time extension 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/her decision shall be final and binding upon the Contractor.

IV. FIELD EVALUATION

High friction surface treatment locations that can be safely tested at 40 mph shall be evaluated by locked wheel skid test as per ASTM E274 between 60 and 90 days after installation. A minimum skid number of 75 SN40R is required. Installations that are not conducive to skid testing due to roadway geometrics or speed limitations shall be accepted based upon visual determination of acceptable bond and aggregate exposure.

Surface treatment applications not meeting average minimum skid test results of 75 SN shall be removed and replaced at no cost to the Department.

V. METHOD OF MEASUREMENT

- A. Maintain and Control Traffic. See Traffic Control Plan.
- **B.** Site Preparation. Other than the bid items listed, site preparation will not be measured for payment, but shall be incidental to high friction surface treatment.
- **C. High Friction Surface Treatment.** The Department will measure the surface area coverage of High Friction Surface Treatment in Square Yards.

VI. BASIS OF PAYMENT

- A. Maintain and Control Traffic. See Traffic Control Plan.
- **B.** High Friction Surface Treatment. Payment for the accepted quantity at the Contract unit price per Square Yard shall be full compensation for furnishing all labor, materials, equipment, and incidentals for furnishing and installing High Friction Surface Treatment. Payment shall not be made prior to the final and accepted sweeping, 48 hours after installation.

Special Notes for Protection of Railroad Interests

1. AUTHORITY OF RAILROAD REPRESENTATIVE AND AGENCY ENGINEER:

The authorized representative of the Railroad Company, hereinafter referred to as Railroad Representative, shall have final authority in all matters affecting the safe maintenance of Railroad traffic of the Company and Railroad Chief Engineer will have final authority in all matters affecting the railroad track and right of way including the adequacy of the foundations and structures supporting the Railroad tracks.

The authorized representative of the Agency, hereinafter referred to as the Engineer, shall have authority over all other matters as prescribed herein and in the Project Specifications.

2. NOTICE OF STARTING WORK:

- A. The Contractor shall not commence any work on Railroad corridors until it has complied with the following conditions
 - 1. Given the Railroad written notice, with copy to the following Railroad Representative, who has been designated to be in charge of the work, at least ten days in advance of the date it proposes to begin work on Railroad rights of way.

R. J. Corman Railroad Company/Central Kentucky Lines P. O. Box 788, Nicholasville, Kentucky 40340 Jimmy Overbey 859-537-1096 Office 859-881-2502

- 2. In addition, the Contractor shall notify the Consulting Engineer, George Zimmerman, of STV/Ralph Whitehead Associates, at (770) 452-0797, fax (770) 936-9171, at least 72 hours before proceeding with the work in Railroad property. The Contractor also agrees to abide by the instructions of all Railroad representatives, concerning matters related to Railroad safety.
- 3. Obtain written authorization from the Railroad to begin work on the Railroad corridor, including an outline of specific conditions with which it must comply.
- 4. Obtain written approval from the Railroad of Railroad Protective Insurance Liability coverage as required by paragraph 14 herein.
- 5. Furnish a schedule for all work within the corridor as required by paragraph 7, B, 1.
- B. The Railroad's written authorization to proceed with the work shall include the names, addresses, and telephone numbers of the Railroad's representatives who are to be notified as hereinafter required. Where more than one representative is designated, the area of responsibility of each representative shall be specified.

3. INTERFERENCE WITH RAILROAD OPERATIONS:

- A. The Contractor shall so arrange and conduct its work that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad Company or to poles, wires, and other facilities of tenants on the corridor of the Railroad Company. Whenever work is liable to affect the operations or safety of trains; the method of doing such work shall first be submitted to the Railroad Representative for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor which requires flagging service or inspection service shall, be deferred by the contractor until the flagging protection required by the Railroad is available at the job site.
- B. Whenever work within the Railroad corridor is of such a nature that impediment to Railroad operations (such as use of runaround tracks or necessity for reduced speed) is unavoidable, the contractor shall schedule and conduct its operations so that such impediment is reduced to the absolute minimum.
- C. Should conditions arising from, or in connection with the work, require that immediate and unusual provisions be made to protect operations and property of the Railroad, the Contractor shall make such

provisions. If in the judgment of the Railroad Representative, or in his absence, the Railroad Chief Engi**Ree**^{74C} of 203 or the Consultant Engineer, such provisions are insufficient, the Railroad Representative may require or provide such additional provisions, as deemed necessary. In any event, such unusual provisions shall be at the Contractor's expense and without cost to the Railroad or the Agency.

4. TRACK CLEARANCES:

- A. The minimum track clearances to be maintained by the Contractor during construction are shown on the Project Plans. However, before undertaking any work within the Railroad corridor, or before placing any obstruction over any track, the Contractor shall:
 - 1. Notify the Railroad's representative at least 72 hours in advance of the work.
 - 2. Receive assurance from the Railroad's representative that arrangements have been made for flagging service as may be necessary.
 - 3. Receive permission from the Railroad's representative to proceed with the work.
 - 4. Ascertain that the Engineer has received copies of notice to the Railroad and of the Railroad's response thereto.

5. CONSTRUCTION PROCEDURES:

- A. GENERAL. Construction work on Railroad property, whether owned or leased, shall be:
 - 1. Subject to the inspection and approval of the Railroad.
 - 2. In accord with the Railroad's written outline of specific conditions, general rules, regulations, and requirements including those relating to safety, fall protection and personal protective equipment.
 - 3. In accord with these special Provisions.
- B. EXCAVATION. The subgrade of an operated track shall be maintained with edge of berm at least 10'0" from centerline of track and not more than 24 inches below top of rail. Contractor will not be required to make an existing section meet this specification if the existing section is substandard, in which case existing section will be maintained.
- C. EXCAVATION OF STRUCTURES. The Contractor will be required to take special precaution and care in connection with excavating and shoring pits, and in driving piles, or sheeting for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which they carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. The procedure for doing such work, including need of and plans for shoring shall first be approved by the Consulting Engineer and the Railroad Representative, but such approval shall not relieve the Contractor from liability.
- D. BLASTING.
 - 1. The Contractor shall obtain advance approval of the Railroad Representative and the Engineer for use of explosives on or adjacent to Railroad property. The request for permission to use explosives shall include a detailed blasting plan. If permission for use of explosives is granted, the Contractor will be required to comply with the following:
 - (a) Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Contractor and a licensed blaster.
 - (b) Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
 - (c) No blasting shall be done without the presence of an authorized representative of the Railroad. At least 72 hours advance notice to the person designated in the Railroad's notice of authorization to proceed (see paragraph 2B above) will be required to arrange for the presence of an authorized Railroad representative and such flagging as the Railroad may require.

- (d) Have at the job site adequate equipment, labor and materials and allow sufficient time to clean up debris resulting from the blasting without delay to trains, as well as correcting at Contractor's expense any track misalignment or other damage to Railroad property resulting from the blasting as directed by the Railway's authorized representative. If the Contractor's actions result in delay of trains, the Contractor shall bear the entire cost thereof.
- 2. The Railroad representative will:
 - (a) Determine the location of trains and advise the Contractor the approximate amount of time available for the blasting operation and clean-up.
 - (b) Have the authority to order discontinuance of blasting if, in the Railroad Representative's opinion, blasting is too hazardous or is not in accord with these special provisions.

E. MAINTENANCE OF RAILROAD FACILITIES.

- 1. The Contractor will be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from the Contractor's operations and provide and maintain any erosion control measures as required. The Contractor will promptly repair eroded areas with Railroad corridors and repair any other damage to the property of the Railroad or its tenants.
- 2. All such maintenance and repair of damages due to the Contractor's operation shall be done at the Contractor's expense.

F. STORAGE OF MATERIALS AND EQUIPMENT.

Materials and equipment shall not be stored where they will interfere with Railroad operations, nor on the railroad corridor without first having obtained permission from the Railroad Representative, and such permission will be with the understanding that the Railroad Company will not be liable for damage to such material and equipment from any cause and that the Railroad Representative may move or require the Contractor to move, at the Contractor's expense, such material and equipment. All grading or construction machinery that is left parked near any track unattended by a watchman shall be effectively immobilized so that it cannot be moved by unauthorized persons. The Contractor shall protect, defend, indemnify and save Railroad, and any associated, controlled or affiliated corporation, harmless from and against all losses, costs, expenses, claim or liability for loss or damage to property or the loss of life or personal injury, arising out of or incident to the Contractor's failure to immobilize grading or construction machinery.

G. CLEANUP. Upon completion of the work, the Contractor shall remove all machinery, equipment, surplus materials, falsework, rubbish or temporary buildings of the Contractor, from the railroad corridor and leave it in a neat condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

6. DAMAGES:

- A. The Contractor shall assume all liability for any and all damages to Contractor's work, employees, equipment and materials caused by Railroad traffic.
- B. Any costs incurred by the Railroad for repairing damages to its property or to property of its tenants, caused by or resulting from the operations of the contractor, shall be paid directly to the Railroad by the Contractor.

7. FLAGGING SERVICES:

A. When Required:

The Railroad has sole authority to determine the need for flagging required to protect its operations. In general, the requirements of such services will be whenever the Contractor's personnel or equipment are likely to be, working on the Railroad's corridor, or across, over, adjacent to, or under a track, or when such work has disturbed or is likely to disturb a railroad structure or the railroad roadbed or surface and alignment of any track to such extent that the movement of trains must be controlled by flagging.

Normally, the Railroad will assign one flagger to a project; but in some cases, more than one may be necessary, such as yard limits where three (3) flaggers may be required. However, if the Contractor works within distances that violate instructions given by the Railroad's authorized representative or performs work that has not been scheduled with the Railroad's authorized representative, a flagger or flaggers may be required until the project has been completed.

B. SCHEDULING AND NOTIFICATION.

- 1. Not later than the time that approval is initially requested to begin work on the Railroad corridor, Contractor shall furnish to the Railroad a schedule for all work required to complete the portion of the project within the Railroad corridor and arrange for a job site meeting between the Contractor, the Agency, and the Railroad's authorized representative. Flagger or Flaggers may not be provided until the job site meeting has been conducted and the Contractor's work scheduled. If flagging is required, no work shall be undertaken until the flagger or flaggers are present at the job site.
- 2. Initially, it may take up to 30 days to obtain flagging from the Railroad. If flagging service is required, such notice shall be submitted at least 30 business days in advance of the date scheduled to commence the Work. Such notices shall include sufficient details and dates of the proposed work to enable the Railroad Representative to determine if flagging will be required. When, flagging begins the flagger is usually assigned by the Railroad to work at the project site on a continual basis until no longer needed and cannot be called for on a spot basis. If flagging becomes unnecessary and is suspended, it may take up to 10 days to resume flagging services from the Railroad. It is necessary to give 5 working days notice before flagging service may be discontinued and responsibility for payment stopped. Once begun, if such work is suspended at any time, or for any reason, the Contractor will be required to give the Railroad Representative at least 7 working days of advance notice before

resuming work on the Railroad corridor.

3. If, after the flagger is assigned to the project site, emergencies arise which require the flaggers presence elsewhere, then the Contractor shall delay work on the Railroad corridor until such time as the flagger is again available. Any additional costs resulting from such delay shall be borne by the Contractor and not the Railroad.

C. PAYMENT.

- 1. The Cabinet will be responsible for paying the Railroad directly for any and all costs of flagging, which may be required to accomplish the construction.
- 2. For planning purposes, the estimated cost of flagging is \$1,200.00 per day based on Contractor's 8hour workday which necessitates the flagger to work a 10-hour day (1 hour for travel to and from the project site and 2 hours to install and remove the warning boards if necessary). This cost includes the base pay for the flagger, overhead, and a per diem charge for travel expenses, meals, and lodging.
- 3. Work by a flagger in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at ½ times the appropriate rate. Work by a flagger in excess of 12 hours per day will result in overtime pay at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 ½ times the normal rate.
- 4. Railroad work involved in preparing and handling bills will also be charged to the Cabinet. Flagging costs are subject to change. The above estimates of flagging cost are provided for information only and are not binding in any way.

D. VERIFICATION.

1. The Contractor will review and sign the Railroad flagger's time sheet, attesting that the flagger was present during the time recorded. Flagger may be removed by Railroad if the time sheet is not signed. If flagger is removed, the Contractor will not be allowed to re-enter the Railroad corridor until the issue is resolved. Any complaints concerning flagger or flaggers must be resolved in a timely manner. If need for flagger or flagger is questioned, please contact Railroad Representative.

All verbal complaints must be confirmed in writing by the Contractor within 5 working days. All written correspondence should be addressed to:

R.J. Corman Railroad Company/Central Kentucky Lines Attn: Deborah Hawley, Real Estate Director P. O. Box 788 101 RJ Corman Drive Nicholasville, Kentucky 40340 Phone 859-881-2499 Fax 859-881-2699 Deborah.hawley@RJCorman.com

2. The Railroad flagger assigned to the project will be responsible for notifying the Project Engineer upon arrival at the job site on the first day (or as soon thereafter as possible) that flagging services begin and on the last day that such services are performed for each separate period that services are provided. The Project Engineer will document such notification in the project records. When requested, the Project Engineer will also sign the flagger's timesheet showing daily time spent and activity at the project site.

8. HAUL ACROSS RAILROAD:

- A. Where the plans show or imply that materials of any nature must be hauled across a railroad corridor, unless the plans clearly show that the Agency has included arrangements for such haul in its agreement with the Railroad, the Contractor will be required to make all necessary arrangements with the Railroad regarding means of transporting such materials. The Contractor will be required to bear all costs incidental, including flagging, to such crossings whether services are performed by the Contractor's forces or by Railroad personnel.
- B. No crossing may be established for use of the Contractor for transporting materials or equipment across the tracks of the Railroad Company. If Agency or Contractor desires access across Railroad property or tracks other than existing and open public road crossing in or incident to construction of the project, the Agency or Contractor must first obtain the permission of the Railroad. Should the Railroad grant such permission the railroad shall execute a license agreement or right of entry satisfactory to the railroad, wherein the Agency or Contractor agrees to bear all costs.

9. WORK FOR THE BENEFIT OF THE CONTRACTOR:

- A. All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans; included in the force account agreement between the Agency and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the Agency and/or the Railroad.
- B. Should the Contractor desire any changes in addition to the above, then he shall make separate arrangements with the Railroad, to be accomplished at the Contractor's expense.

10. COOPERATION AND DELAYS:

- A. It shall be the Contractor's responsibility to arrange a schedule with the Railroad for accomplishing stage construction involving work by the Railroad or tenants of the Railroad. In arranging the schedule, the Contractor shall ascertain, from the Railroad, the lead time required for assembling crews and materials and shall make, due allowance therefor.
- B. No charge or claims of the Contractor against either the Agency or the Railroad will be allowed for hindrance or delay on account of railway traffic; any work done by the Railroad Company, or other delay incident to or necessary for safe maintenance of rail traffic or for any delays due to compliance with these special provisions.

11. TRAIN CREW'S WALKWAYS:

Along the outer side of each exterior track of multiple operated tracks, and on each side of single operated track, an unobstructed continuous space suitable for a train crew's use in walking along trains, extending to a line not less than 10 feet from centerline of track, shall be maintained. Any temporary impediments to walkways or drainage structures

shall be removed before the close of each workday. If there is any excavation near the walkway, a handrail, with Page 74G of 203 10'0" minimum clearance from centerline of track, shall be placed.

12. REQUIREMENTS FOR PERSONNEL ON RAILROAD CORRIDORS:

- A. All persons shall wear hard hats. Appropriate eye and hearing protection must be used. Working in shorts is prohibited. Shirts must cover shoulders, back and abdomen. Working in tennis or jogging shoes, sandals, boots with high heels, cowboy and other slip-on type footwear is prohibited. Hard-sole; Steel Toe lace-up footwear, zippered-boots cinched with straps which fit snugly about the ankle are adequate. Safety boots are strongly recommended.
- B. No one is allowed within 25' of the centerlines of the track without specific authorization from the flagger.
- C. All persons working near track when train is passing are to look out for dragging bands, chains and protruding or shifting cargo.
- D. No one is allowed to cross tracks without specific authorization from the flagger.
- E. All welders and cutting torches working within 25' of track must stop when train is passing.
- F. No steel tape or chain will be allowed to cross or touch rails without permission.

13. REQUIREMENTS FOR EQUIPMENT ON RAILROAD RIGHT OF WAY:

- A. No crane or boom equipment will be allowed to set up to work or park within boom distance plus 15' of centerline of track without specific permission from the railroad official and flagger.
- B. No crane or boom equipment will be allowed to foul track or lift a load over the track without flag protection and track time.
- C. All employees will stay with their machines when crane or boom equipment is pointed toward track.
- D. All cranes and boom equipment under load will stop work while a train is passing (including pile driving).
- E. Swinging loads must be secured to prevent movement while a train is passing.
- F. No loads will be suspended above a moving train.
- G. No equipment will, be allowed within 25' of the centerlines of any track without specific authorization of the flagger.
- H. Trucks, tractors, or any equipment will not touch the ballast without specific permission from a railroad official and the flagger.
- I. No equipment or load movement will be within 25' or above a standing train or railroad 'equipment without specific authorization of the flagger.
- J. All operating equipment within 25' of track must halt operations when a train is passing. All other operating equipment may be halted by the flagger if the flagger views the operation to be dangerous to the passing train.
- K. All equipment, loads and cables are prohibited from touching rails.
- L. While clearing and grubbing, no vegetation will be removed from the railroad embankment with heavy equipment without specific permission from the Railroad Representative and flagger.
- M. No equipment or materials will be parked or stored on Railroad's property unless specific permission is granted from the Railroad Representative.
- N. All unattended equipment that is left parked on Railroad property shall be effectively immobilized so that it can not be moved by unauthorized persons.

All cranes and boom equipment will be turned away from track after each workday or whenever unattended by an operator.

14. INSURANCE:

0.

Any agency, contractor or outside party performing work on or about RJC's property shall procure and maintain appropriate insurance policies to protect RJC against the exposure to liability.

- A. Commercial General Liability coverage at their sole cost and expense with limits of not less than \$5,000,000 in combined single limits for bodily injury and property damage per occurrence, and such policies shall name RJC as an additional insured.
- B. Statutory Worker's Compensation and Employers Liability Insurance with limits of not less than \$1,000,000. The insurance must contain a waiver of subrogation against RJC and its affiliates.
- C. Commercial Automobile Liability insurance with limits of not less than \$500,000 combined single limit for bodily injury and/or property damage per occurrence. Such policies shall designate RJC as an additional insured.
- D. **Railroad Protective Liability** insurance with limits of not less than \$5,000,000 combined single limit for bodily injury and/or property damage per occurrence and an aggregate annual limit of \$10,000,000. The insurance shall satisfy the following additional requirements:
 - 1. The insurer must be financially stable and rated B+ or better in Best's Insurance Reports.
 - 2. The Railroad Protective Insurance Policy must be on the ISO/RIMA Form of Railroad Protective Insurance Insurance Services Office (ISO) Form CG 00 35.
 - 3. The sole named insured on the Railroad Protective Insurance Policy should be:

R. J. Corman Railroad Company/Central Kentucky Lines P.O. Box 788 101 RJ Corman Drive Nicholasville, KY 40340

- 4. Name and address of contractor and agency must be shown on the Declarations page.
- 5. Description of operations, and location of work to be performed, must appear on the Declarations page and must match the project description, including project or contract identification numbers. Include DOT and/or OP number.
- 6. Authorized endorsements must include the Pollution Exclusion Amendment CG 28 31— unless using form CG 00 35 version 96 and later.
- 7. Authorized endorsements may include:
 - a. Broad Form Nuclear Exclusion IL 00 21
 - b. 30-day Advance Notice of Non-renewal or cancellation
 - c. Required State Cancellation Endorsement
 - d. Quick Reference or Index CL/IL 240
- 8. Authorized endorsements may not include:
 - a. A Pollution Exclusion Endorsement except CG 28 31
 - b. A Punitive or Exemplary Damages Exclusion
 - c. A "Common Policy Conditions" Endorsement
 - d. Any endorsement that is not named in Section D, 6 or 7 above
 - e. Policies that contain any type of deductible
- E. Such additional or different insurance as RJC may require.

A. Contractor must submit certificates of insurance and the original Railroad Protective Liability insurance policy and all notices and correspondence regarding the insurance policies to:

R.J. Corman Railroad Company/Central Kentucky Lines Attn: Deborah Hawley, Real Estate Director P. O. Box 788 101 RJ Corman Drive Nicholasville, Kentucky 40340 Phone 859-881-2499 Fax 859-881-2699 Deborah.hawley@RJCorman.com

- B. Neither agency nor contractor may begin work on the project until it has received RJC's written approval of the required insurance policies.
- C. Contractor's obligation to reimburse Railroad for property damage or personal injuries caused by or contributed to by Contractor is not limited to the insurance provided by Contractor. The insurance is only evidence of Contractor's ability to protect Railroad against loss or damage.

16. FAILURE TO COMPLY:

These Special Provisions are supplemental and amendatory to any and all other documents relating to the project, and where in conflict therewith, these Special Provisions shall govern. In the event the Contractor violates or fails to comply with any of the requirements of these Special Provisions:

- A. The Railroad Representative may require that the Contractor vacate Railroad property.
- B. The Engineer may withhold all monies due the Contractor on monthly statements.

Any such orders shall remain in effect until the Contractor has remedied the situation to the satisfaction of the Railroad Representative and the Engineer.

17. PAYMENT FOR COST OF COMPLIANCE:

No separate payment will be made for any extra Cost incurred on account of compliance with these special provisions. All such cost shall be included in prices bid for other items of the work as specified in the payment items.

NOTICE

No activity is permitted without proper scheduling with railroad due to the risk of serious, even fatal, injury. Entering any railroad right of way or other railroad property without permission is considered trespassing.

Unless covered by separate agreement, no installation of pipes, wires, fiber optic cable or temporary crossings are permitted in the railroad right of way or on railroad property. Such installations require application, approval and written agreement. Please contact Deborah.Hawley@RJCorman.com.

**Any work taking place within 50 ft of a Signal Warning System call Chris Clark (859-361-7824) Email: <u>Michael.Clark@RJCorman.com</u>

ENTRY PERMIT RJCC

This agreen Company/Ce	nent, made a entral Kentuck	as of _ y Lines,	hereafter	referred to as	by "Railroad"	and be whose	etween th e mailing	ne R.J. address	Corman is P.O.	Railroad Box 788,
Nicholasville,	, Kentucky 40	340, and	,							,
hereafter	referred	to	as	"Company"	" W	hose	maili	ng	address	is

The Railroad agrees to allow Company to enter its property at or near I-75, Lexington, Fayette County, Kentucky, Railroad Milepost W-100.01 for the purpose of bridge widening. Company has permission to enter the railroad property but is not to cross the track(s) with any equipment without first notifying the Railroad of its intent to do so. The Railroad may elect to have a representative present should any equipment need to cross the track. Should the Railroad incur any costs or suffer services interruption associated with Company's entry, all costs will be reimbursed by Company to Railroad within 30 days.

In consideration for this access, Company agrees to the following:

- 1. Payment of \$750.00 to be paid to R.J. Corman Railroad Company/Central Kentucky Lines and returned with this signed agreement.
- 2. To obtain all necessary permits and licenses from any Federal, State or local public authority at its sole cost and expense. Agrees to observe and comply with all applicable laws, regulations and codes governing work. Shall defend, protect and hold railroad harmless for failure to do so.
- 3. To assume, and shall at all times hereafter release, indemnify, defend and save harmless from and against any and all liability, loss, claim, suit, damage, charge or expense which Railroad may suffer, sustain, incur or in any way be subjected to, on account of death or injury to any person whomsoever (including officers, agents, employees or invitees of Railroad), and for damage to or loss of or destruction of any property whatsoever, arising out of, resulting from, or in any way connected with the entry of Company and its employees, invitees, contractors and affiliates on Railroad property.
- 4. To provide certificate of **Railroad Protective Liability Insurance** with a limit of not less than TWO MILLION DOLLARS (\$2,000,000) Combined Single Limit per occurrence and SIX MILLION DOLLARS (\$6,000,000) aggregate, if working within fifty (50) feet of the railroad tracks. Railroad must be named as insured on certificate.
- 5. To provide certificate of **General Liability Insurance** with a coverage limit of not less than ONE MILLION DOLLARS (\$1,000,000.00) Combined Single Limit per occurrence. Railroad must be named as additional insured on certificate.
- 6. Company will be responsible for flagging costs of \$65.00 per hour with 1½ times the rate over 8 hours and 2 times the rate over 10 hours per day should flagging be needed. Flagging must be scheduled in advance with Railroad contact below.
- 7. Ditches and construction site must be left free of trash and debris. If you traverse our right of way to get to your job site, said right of way is to be left in the same condition as it was prior to entry.
- 8. Must be suitable dressed and wearing appropriate personal protective equipment such as, but not limited to, steel toed boots, hard hats, safety glasses and safety vest.

Witnessed by:

Company

FAYETTE COUNTY	
NHPP 0754(067)	

Ву:_____

Title:

Witnessed by:

R.J. Corman Railroad Company/Central Kentucky Lines

By:____

Deborah J. Hawley Director- Real Estate & Contracts Title:

*The Railroad must always be notified of the date you plan to enter the property. Failure to notify Railroad can result in STOP WORK.

Railroad Contact Information: (Todd Abney 859-221-2725) Entry Permit Expires: At Completion of Project.



Kentucky Transportation Cabinet Division of Right of Way & Utilities

SUMMARY FOR KYTC PROJECTS THAT INVOLVE A RAILROAD

Date: 1/31/2024 (enter using mm/dd/yyyy format)

This project actively involves the below listed railroad company. This Project Summary provides an abbreviated listing of project specific railroad data. The detailed needs of the specified railroad company are included in the Special Notes for Protection of Railroad Interest in the proposal package. By submitting a bid, the contractor attests that they have dutifully considered and accepted the provisions as defined in both documents.

GENERAL ROAD PROJECT INFORMATION (This section must be provided by KYTC)

County:	Fayette		
Federal Number:	NHPP 0754 067		
State Number:	FD52 034 9394301U		
Route:	I 75		
Project Description:	I-64/I-75 widening over Paris Pike	and RJ Corman RR	
Item Number:	7 - 8909.30	Highway Milepost:	111.000-112.900

GENERAL RAIL INFORMATION (*The below sections must be provided by Railroad Company*)

Rail Company Name:RJ Corman Railroad Company/Central Kentucky LinesDOT# (if applicable):346837JRailroad Milepost: W 100.04Freight: Train Count (6am to 6pm): 4Train Count (6pm to 6am): 0Train Count (24 hr total): 4 Max Speed: 40 mphPassenger: Train Cnt. (6am to 6pm): 0Train Cnt. (6pm to 6am): 0Train Cnt. (24 hr total): 0Max Speed: N/A

issenger: Train Chi. (oam to opm): 0 Train Chi. (opm to oam): 0 Train Chi. (24 nr total): 0 Max Speed: N/A

(This information is necessary to acquire the necessary insurances when working with Railroad Right of Way)

INSURANCE REQUIREMENTS

The named insured, description of the work and designation of the job site to be shown on the Policy are as follows:

(a) Named Insured: RJ Corman Railroad Company/Central Kentucky Lines

- (b) The project description should be as indicated in the General Road Project Information section.
- (c) The designation of the jobsite is the route, Milepost, and AAR-DOT# listed above.

FLAGGING INFORMATION

Flagging Estimate:

KYTC will be responsible for paying all flagging costs. Contractor shall adhere to the Special Note for Railroad Flagging if applicable.

Hourly Rate:

\$1,200.00 per day based on an 8 hour day effective as of the date of this document.

Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in <u>overtime pay at 1 $\frac{1}{2}$ </u> <u>times the appropriate rate</u>. Work by a flagman in excess of 12 hours per day will result in <u>overtime pay at 2 times the appropriate rate</u>. If work is performed on a <u>holiday</u>, the flagging rate is 2 $\frac{1}{2}$ times the normal rate.

Forecasted Rate Increases:

Rates will increase to \$ per based on a hour day effective (enter using M/d/yyyy format).

RAILROAD CONTACTS

(to be provided by Railroad Company)

General Railroad Contact:

Deborah Hawley, Contracts and Real Estate Specialist 101 R. J. Corman Drive PO Box 788 Nicholasville, KY 40340 (Phone) (859) 881 2499 (Email) djhawley@rjcorman.com

Regional Representative (Roadmaster):

Jimmy Overbey

(Phone) 859-537-1096(Email) Jimmy.Overbey@RJCorman.com

Insurance contact:

(Phone) (Email) Railroad Designer Contact: Contractor <u>STV, Inc.</u>

(Phone) 770-452-0797(Email) George.Zimmerman@STV.com

Railroad Construction Contact: Contractor ☑

(Phone) (Email)

KENTUCKY TRANSPORTATION

<u>CABINET CONTACTS</u> (to be provided by KYTC)

KYTC Railroad Coordinator: Allen Rust, PE

Alien Rust, PE Div. of Right of Way & Utilities Kentucky Transportation Cabinet 200 Mero Street, 5th Floor East Frankfort, Kentucky 40622 (Phone) 502-782-4950 (Email) allen.rust@ky.gov

KYTC Construction Procurement Director:

Rachel Mills, Director Div. of Construction Procurement Kentucky Transportation Cabinet 200 Mero Street, 3rd Floor West Frankfort, Kentucky 40622 (Phone) 502-782-5152 (Email) Rachel.Mills@ky.gov

KYTC Construction Director:

Matt Simpson, Director Div. of Construction Kentucky Transportation Cabinet 200 Mero Street, 3rd Floor West Frankfort, Kentucky 40622 (Phone) 502-564-4780 (Email) Matt.Simpson@ky.gov



The project specific information provided herein is valid as of the date indicated. However, the specific information may be subject to change due to the normal business operations of all parties. The terms and conditions defined here, and in the bid proposal in its entirety, are inclusive and constant.

SPECIAL NOTE FOR RAILROAD FLAGGING

Unless otherwise noted, Section references herein are to the Department's Standard Specifications for Road and Bridge Construction. All applicable portions of the Department's Standard Specifications apply unless specifically modified herein.

1. **DESCRIPTION.** It is estimated this project will require 300 days of railroad flagging. Guidelines for determining when flagging protection will be needed are included in the Special Provisions for Protection of Railroad Interest. The Daily Rate for this project will be \$1,200.00

2. **DEFINITION OF FLAGGING.** The particular Railroad(s) involved in this project will define when flagging is required (see <u>Summary for KYTC Projects That Involve a Railroad and Special Provisions for Protection of Railroad Interest</u>) and the number of flaggers needed. At least 2 weeks notice is required before flagging will be provided, but it could take up to 30 days. It will remain the Contractor's responsibility to schedule work including any down time (such as winter) so as to minimize the use of flagging services. The Department retains no responsibility for coordinating flagging services between the Railroad and the Contractor.

3. **REDUCTION AND EXTENSION OF RAILROAD FLAGGING TIME**. Based upon the Kentucky Standard Specifications, any changes in contract time for this project will be by change order. If the nature of the work in the change order necessitates additional use of railroad flagging services, then that shall be identified in that change order and the number of calendar days for railroad flagging services shall be increased. By signing the change order, the contractor waives all rights to any future request to change the number of days of railroad flagging associated with the work in that change order. Since the number of days involves the cost to the Department and not the Contractor, the number of days of railroad flagging shall not be reduced.

4. **MEASUREMENT.** The Department will keep track of calendar days that railroad flagging is performed. This will include any day that any railroad flagger charges a minimum of 5 hours of onsite flagging. Except that from April 1st thru November 30th this will not include days where the Contractor cannot perform at least 5 hours of the work that necessitates railroad flagging due to weather, seasonal, or temperature limitations of the Specifications, or other conditions beyond the control of the Contractor as judged by the Engineer. From Dec 1st thru March 30th any day that any railroad flagger charges a minimum of 5 hours of onsite flagging then a calendar day of railroad flagging will be counted; without regard to weather, seasonal or temperature limitations of the Specifications. The Engineer will furnish the Contractor bi-weekly statements showing the number of railroad flagging days charged for the period. The Contractor acknowledges acceptance of, and agreement with, all bi-weekly statements unless the Contractor submits a written protest containing supporting evidence for a change within 14 calendar days of receiving the bi-weekly statement.

If the number of calendar days of railroad flagging has exceeded 300 days, then the Contractor will be charged for each day that additional flagging is needed multiplied by the Daily Rate. This will be in addition to any liquidated damages or other reimbursements that the contract or the Kentucky Standard Specifications may require. This charge will continue, based upon actual flagging use, until Formal Acceptance.

If upon Formal Acceptance the total number of calendar days that railroad flagging is performed is less than 300 days no additional monies will be given to the Contractor.

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Report Date 3/19/24

Section: 0001 - PAVING

LINE	BID CODE	AL1	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	32,466.00	TON		\$	
0020	80000		CEMENT STABILIZED ROADBED	40,188.00	SQYD		\$	
0030	00100		ASPHALT SEAL AGGREGATE	110.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	13.10	TON		\$	
0050	00194		LEVELING & WEDGING PG76-22 (REVISED 3-19-24)	6,025.00	TON		\$	
0060	00212		CL2 ASPH BASE 1.00D PG64-22	338.00	TON		\$	
0070	00214		CL3 ASPH BASE 1.00D PG64-22	22,591.00	TON		\$	
0080	00217		CL4 ASPH BASE 1.00D PG64-22	5,083.00	TON		\$	
0090	00219		CL4 ASPH BASE 1.00D PG76-22	2,802.00	TON		\$	
0100	00301		CL2 ASPH SURF 0.38D PG64-22	81.00	TON		\$	
0110	00342		CL4 ASPH SURF 0.38A PG76-22	8,359.00	TON		\$	
0120	24970EC		ASPHALT MATERIAL FOR TACK NON- TRACKING (REVISED 3-19-24)	120.80	TON		\$	
0130	00358		ASPHALT CURING SEAL	81.00	TON		\$	
0140	00388		CL3 ASPH SURF 0.38B PG64-22	3,380.00	TON		\$	
0150	02542		CEMENT	1,090.00	TON		\$	
0160	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0170	02677		ASPHALT PAVE MILLING & TEXTURING	8,338.00	TON		\$	
0180	02702		SAND FOR BLOTTER	102.00	TON		\$	
0190	22906ES403		CL3 ASPH SURF 0.38A PG64-22	127.00	TON		\$	
0200	23229EC		HIGH FRICTION SURFACE TREATMENT	559.00	SQYD		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0210	00071		CRUSHED AGGREGATE SIZE NO 57	4,216.00	TON		\$	
0220	00078		CRUSHED AGGREGATE SIZE NO 2	2,019.00	TON		\$	
0230	01000		PERFORATED PIPE-4 IN	4,445.00	LF		\$	
0240	01001		PERFORATED PIPE-6 IN	5,224.00	LF		\$	
0250	01010		NON-PERFORATED PIPE-4 IN	432.00	LF		\$	
0260	01011		NON-PERFORATED PIPE-6 IN	340.00	LF		\$	
0270	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		\$	
0280	01020		PERF PIPE HEADWALL TY 1-4 IN	17.00	EACH		\$	
0290	01028		PERF PIPE HEADWALL TY 3-4 IN	2.00	EACH		\$	
0300	01310		REMOVE PIPE	127.00	LF		\$	
0310	01585		REMOVE DROP BOX INLET	5.00	EACH		\$	
0320	01691		FLUME INLET TYPE 2	3.00	EACH		\$	
0330	01705		REMOVE CURB & GUTTER BOX INLET	2.00	EACH		\$	
0340	01891		ISLAND HEADER CURB TYPE 2	61.00	LF		\$	
0350	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	68.00	EACH		\$	
0360	01984		DELINEATOR FOR BARRIER - WHITE	967.00	EACH		\$	
0370	01985		DELINEATOR FOR BARRIER - YELLOW	611.00	EACH		\$	
0380	01986		DELINEATOR FOR BARRIER WALL-B/Y	76.00	EACH		\$	
0390	02003		RELOCATE TEMP CONC BARRIER	21,595.00	LF		\$	

0750

0760

0770

0780

0790

0800

0810

0820

0830

0840

0850

02706

02707

02708

02726

02775

02898

03171

03262

05950

05952

05953

CLEAN SILT TRAP TYPE A

CLEAN SILT TRAP TYPE B

CLEAN SILT TRAP TYPE C

RELOCATE CRASH CUSHION

EROSION CONTROL BLANKET

TEMP SEEDING AND PROTECTION

CLEAN PIPE STRUCTURE

CONCRETE BARRIER WALL TYPE 9T

STAKING

ARROW PANEL

TEMP MULCH

LINE BID CODE

ALT DESCRIPTION

PROPOSAL BID ITEMS

REVISED ADDENDUM #3 3/19/2024 Contract ID: 241005 Page 197 of 203

Page 2 of 8

UNIT UNIT PRIC FP AMOUNT

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

68.00 EACH

68.00 EACH

68.00 EACH

4.00 EACH

8.00 EACH

28.00 EACH

8,309.00 SQYD

117,337.00 SQYD

88,009.00 SQYD

LS

LF

1.00

20,600.00

Report Date 3/19/24

QUANTITY

0400	02014	BARRICADE-TYPE III	7.00	EACH	\$	
0410	02159	TEMP DITCH	5,510.00	LF	\$	
0420	02160	CLEAN TEMP DITCH	2,755.00	LF	\$	
0430	02200	ROADWAY EXCAVATION	105,216.00	CUYD	\$	
0440	02223	GRANULAR EMBANKMENT	10,550.00	CUYD	\$	
0450	02242	WATER	1,044.00	MGAL	\$	
0460	02262	FENCE-WOVEN WIRE TYPE 1	2,373.00	LF	\$	
0470	02351	GUARDRAIL-STEEL W BEAM-S FACE	3,882.50	LF	\$	
0480	02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	3.00	EACH	\$	
		GUARDRAIL CONNECTOR TO BRIDGE END TY A				
0490	02363	(MODIFIED)	3.00	EACH	\$	
0500	02367	GUARDRAIL END TREATMENT TYPE 1	4.00	EACH	\$	
0510	02369	GUARDRAIL END TREATMENT TYPE 2A	5.00	EACH	\$	
0520	02381	REMOVE GUARDRAIL	9,270.00	LF	\$	
0530	02387	GUARDRAIL CONNECTOR TO BRIDGE END	4.00	ЕЛСН	¢	
0540	02307		4.00	EACH	¢	
0540	02391		187 50		<u>е</u>	
0550	02337		4 00	FACH	¢	
0570	02423		4.00	EACH	Ψ \$	
0580	02469		2.00	FACH	\$	
0590	02483		137.00	TON	\$	
0600	02484		6.00	TON	\$	
0610	02545	CLEARING AND GRUBBING	1 00	19	¢	
0620	02545		1.00		¢	
0620	02555		4.00	SOFT	<u>е</u>	
0640	02565		1,515.00	FACH	¢	
0650	02602	FABRIC-GEOTEXTILE CLASS 1	250.00	SOVD	Ψ \$	
0660	02602	FABRIC-GEOTEXTILE CLASS 2	6 250 00	SOYD	ψ \$	
0670	02625		7.00	FACH	\$	
0680	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LAGH	\$	
0690	02671	PORTABLE CHANGEABLE MESSAGE SIGN	8.00	FACH	\$	
0700	02697	EDGELINE RUMBLE STRIPS	42.845.00	LF	\$	
0710	02701		4.975.00	 I F	\$	
0720	02703	SILT TRAP TYPE A	68.00	EACH	\$	
0730	02704	SILT TRAP TYPE B	68.00	EACH	\$	
0740	02705	SILT TRAP TYPE C	68.00	EACH	\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0860	05963		INITIAL FERTILIZER	9.00	TON		\$	
0870	05964		MAINTENANCE FERTILIZER	5.50	TON		\$	
0880	05985		SEEDING AND PROTECTION	176,006.00	SQYD		\$	
0890	05992		AGRICULTURAL LIMESTONE	109.10	TON		\$	
0900	06511		PAVE STRIPING-TEMP PAINT-6 IN	101,984.00	LF		\$	
0910	06533		PAVE STRIPING REMOVAL-12 IN	1,250.00	LF		\$	
0920	06542		PAVE STRIPING-THERMO-6 IN W	37,198.00	LF		\$	
0930	06543		PAVE STRIPING-THERMO-6 IN Y	33,333.00	LF		\$	
0940	06546		PAVE STRIPING-THERMO-12 IN W	6,176.00	LF		\$	
0950	06613		INLAID PAVEMENT MARKER-B W/R	1,041.00	EACH		\$	
0960	06614		INLAID PAVEMENT MARKER-B Y/R	19.00	EACH		\$	
0970	08100		CONCRETE-CLASS A	46.00	CUYD		\$	
0980	08903		CRASH CUSHION TY VI CLASS BT TL3	10.00	EACH		\$	
0990	10020NS		FUEL ADJUSTMENT	103,036.00	DOLL	\$1.00	\$	\$103,036.00
1000	10030NS		ASPHALT ADJUSTMENT	173,981.00	DOLL	\$1.00	\$	\$173,981.00
1010	20191ED		OBJECT MARKER TY 3	7.00	EACH		\$	
1020	20411ED		LAW ENFORCEMENT OFFICER	300.00	HOUR		\$	
1030	20430ED		SAW CUT	29,040.00	LF		\$	
1040	20591EC		REMOVE BARRIER	5,591.00	LF		\$	
1050	21288ND		CONC MEDIAN BARRIER TYPE 12C2-50 IN	4,532.00	LF		\$	
1060	21289ED		LONGITUDINAL EDGE KEY	29,040.00	LF		\$	
1070	21383ES508		CONC MEDIAN BARRIER TYPE 14C2(50)	109.00	LF		\$	
1080	22664EN		WATER BLASTING EXISTING STRIPE	45,262.00	LF		\$	
1090	23044ES508		CONCRETE MEDIAN BARRIER TY 14C(50)	4,937.00	LF		\$	
1100	23254ES717		PAVE MARK TY 1 TAPE DOTTED LANE EXT	230.00	LF		\$	
1110	23274EN11F		TURF REINFORCEMENT MAT 1	4,487.00	SQYD		\$	
1120	23607EC		PAVE MARK THERMO-LANE REDUCTION	3.00	FACH		\$	
1130	23871EC		PAVE STRIPE-WET REF TAPE-6 IN Y	986 00	LAON		Ψ \$	
1140	23872EC		PAVE STRIPE-WET REF TAPE-6 IN W	1 725 00	LF		Ψ \$	
1150	23875NC		REMOVE THERMOPI ASTIC ARROWS	3.00	FACH		\$ \$	
1160	24388FS508		CONC MEDIAN BARRIER TYPE 14C1(50)	120.00	L, COM		÷ \$	
1170	24640ED	-	OBJECT MARKER TYPE 1	10.00	EACH		∓ \$	
1180	24679ED	-	PAVE MARK THERMO CHEVRON	1.757.00	SOFT		\$	
1190	24689EC		PAVE MARK THERMO-WRONG WAY ARROW	4.00	EACH		÷ \$	
1200	24814EC		PIPELINE INSPECTION	4.621.00	LF		\$	
			PAVE MARKING-THERMO ELONG ROUTE	.,			•	
1210	24899EC		SHIELD	15.00	EACH		\$	
1220	25075EC		QUEUE PROTECTION VEHICLE	1,620.00	HOUR		\$	
1230	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	2.00	EACH		\$	
1240	25117EC		FURNISH QUEUE PROTECTION VEHICLES	25.50	MONT		\$	
1250	25120EC		PAVE STRIPE-WET REF TAPE-12 IN W	68.00	LF		\$	
1260	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	25.50	MONT		\$	
			QUEUE WARNING PCMS					
1270	26137EC		(REVISED 3-19-24)	229.50	MONT		\$	
			QUEUE WARNING PORTABLE RADAR					
1280	26138EC		SENSORS (REVISED 3-18-24)	229.50	MONT		\$	

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Section: 0003 - DRAINAGE

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1290	00471	CULVERT PIPE-54 IN	34.00	LF		\$	
1300	00521	STORM SEWER PIPE-15 IN	1,210.00	LF		\$	
1310	00522	STORM SEWER PIPE-18 IN	837.00	LF		\$	
1320	00524	STORM SEWER PIPE-24 IN	246.00	LF		\$	
1330	00526	STORM SEWER PIPE-30 IN	1,688.00	LF		\$	
1340	00528	STORM SEWER PIPE-36 IN	511.00	LF		\$	
1350	01202	PIPE CULVERT HEADWALL-15 IN	3.00	EACH		\$	
1360	01204	PIPE CULVERT HEADWALL-18 IN	2.00	EACH		\$	
1370	01208	PIPE CULVERT HEADWALL-24 IN	2.00	EACH		\$	
1380	01480	CURB BOX INLET TYPE B	1.00	EACH		\$	
1390	01614	CONC MED BARR BOX INLET TY 14A2	1.00	EACH		\$	
1400	01615	CONC MED BARR BOX INLET TY 14B2 (REV 3-19-24)	7.00	EACH		\$	
1410	01615	CONC MED BARR BOX INLET TY 14B2 ASYMMETRICAL (REV 3-19-24)	6.00	EACH		\$	
1420	01615	CONC MED BARR BOX INLET TY 14B2 ASYMMETRICAL & MODIFED (REV 3-19-24)	1.00	EACH		\$	
1430	01615	CONC MED BARR BOX INLET TY 14B2 MODIFIED (REV 3-19-24)	2.00	EACH		\$	
1440	01642	JUNCTION BOX-18 IN	3.00	EACH		\$	
1450	01643	JUNCTION BOX-24 IN	1.00	EACH		\$	
1460	01726	SAFETY BOX INLET-18 IN SDB-1	3.00	EACH		\$	
1470	01727	SAFETY BOX INLET-24 IN SDB-1	2.00	EACH		\$	
1480	02607	FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	9,826.00	SQYD	\$2.00	\$	\$19,652.00
1490	08100	CONCRETE-CLASS A	1.50	CUYD		\$	
1500	22620NN	CONC MED BARR BOX INLET TY 12A1-50	1.00	EACH		\$	
1510	23126EN	BORE AND JACK PIPE-18 IN	165.00	LF		\$	
1520	23977EC	CONC MED BARR BOX INLET TY 12B1-50 (MOD)	2.00	EACH		\$	
1530	24026EC	PIPE CULVERT HEADWALL-54 IN	1.00	EACH		\$	
1540	24377EC	PREFAB BEND CONNECTION 25 DEG-15 IN	3.00	EACH		\$	

Section: 0004 - BRIDGE- 8.0' X 5.0' CULVERT EXTENSION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1550	02223		GRANULAR EMBANKMENT	60.00	CUYD		\$	
1560	02403		REMOVE CONCRETE MASONRY	1.50	CUYD		\$	
1570	08003		FOUNDATION PREPARATION CULVERT	1.00	LS		\$	
1580	08100		CONCRETE-CLASS A	35.80	CUYD		\$	
1590	08150		STEEL REINFORCEMENT	6,410.00	LB		\$	

Section: 0005 - BRIDGE- I-64/I-75 OVER US68 (PARIS PIKE)

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LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1600	02231	STRUCTURE GRANULAR BACKFILL	176.00	CUYD		\$	
1610	02403	REMOVE CONCRETE MASONRY	186.80	CUYD		\$	
1620	02998	MASONRY COATING	4,079.00	SQYD		\$	
1630	03296	EXPAN JOINT REPLACE 2 1/2 IN	124.20	LF		\$	
1640	03298	EXPAN JOINT REPLACE 4 IN	248.60	LF		\$	
1650	03299	ARMORED EDGE FOR CONCRETE	54.00	LF		\$	
1660	08003	FOUNDATION PREPARATION	1.00	LS		\$	
1670	08016	REINF CONC SLOPE WALL-6 IN	338.00	SQYD		\$	
1680	08033	TEST PILES	83.00	LF		\$	
1690	08046	PILES-STEEL HP12X53	518.00	LF		\$	
1700	08094	PILE POINTS-12 IN	14.00	EACH		\$	
1710	08100	CONCRETE-CLASS A	515.00	CUYD		\$	
1720	08104	CONCRETE-CLASS AA	417.10	CUYD		\$	
1730	08137	MECHANICAL REINF COUPLER #14	120.00	EACH		\$	
		MECHANICAL REINF COUPLER #5 EPOXY					
1740	08140	COATED	4,720.00	EACH		\$	
1750	08150	STEEL REINFORCEMENT	85,588.00	LB		\$	
1760	08151	STEEL REINFORCEMENT-EPOXY COATED	145,190.00	LB		\$	
1770	08160	STRUCTURAL STEEL 395642 LBS SHEAP CONNECTORS	1.00	LS		\$	
1780	08170	5670 EA	1.00	LS		\$	
1790	08434	CLEAN & PAINT STRUCTURAL STEEL 48555 SF	1.00	LS		\$	
1800	08471	EXPANSION DAM-2.5 IN NEOPRENE	27.40	LF		\$	
1810	08510	REM EPOXY BIT FOREIGN OVERLAY	6,812.00	SQYD		\$	
1820	08526	CONC CLASS M FULL DEPTH PATCH	20.00	CUYD		\$	
1830	08534	CONCRETE OVERLAY-LATEX	283.80	CUYD		\$	
1840	08709	BRIDGE CHAIN LINK FENCE-7 FT	188.00	LF		\$	
1850	20743ED	DRILLED SHAFT 54 IN-SOLID ROCK	148.00	LF		\$	
1860	20744ED	DRILLED SHAFT 60 IN-COMMON	147.00	LF		\$	
1870	20745ED	ROCK SOUNDINGS	163.00	LF		\$	
1880	20746ED	ROCK CORINGS	147.00	LF		\$	
1890	21321NC	CSL TESTING (4 TUBES)	12.00	EACH		\$	
1900	22146EN	CONCRETE PATCHING REPAIR	57.10	SQFT		\$	
1910	23378EC	CONCRETE SEALING	96,393.00	SQFT		\$	
1920	24094EC	PARTIAL DEPTH PATCHING	30.00	CUYD		\$	
1930	24409EC	DRILL HOLES IN STEEL MEMBERS	156.00	EACH		\$	
1940	24981EC	BRIDGE CLEANING 2022 SF	1.00	LS		\$	
1950	24982EC	CONCRETE COATING 4081 SY	1.00	LS		\$	
1960	25015EC	FRP WRAP	633.00	SQFT		\$	
1970	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	1,038.00	LF		\$	
1980	25047EC	STRIP SEAL EXPANSION JOINT - 4 INCH (REVISED 3-19-2024)	54.80	LF		\$	

Section: 0006 - BRIDGE- SOUND BARRIER WALL

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC FP AMOUNT
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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1990	00071		CRUSHED AGGREGATE SIZE NO 57	928.00	TON		\$	
2000	02220		FLOWABLE FILL	585.00	CUYD		\$	
2010	08001		STRUCTURE EXCAVATION-COMMON	760.00	CUYD		\$	
2020	08002		STRUCTURE EXCAV-SOLID ROCK	31.00	CUYD		\$	
2030	08039		PRE-DRILLING FOR PILES (SOIL) (REV 3-19-24)	3,034.00	LF		\$	
2035	08039		PRE-DRILLING FOR PILES (ROCK) (REVISED 3-19-24)	2,599.00	LF		\$	
2040	08101		CONCRETE-CLASS A MOD	1,170.00	CUYD		\$	
2050	21590EN		SOUND BARRIER WALL	203,795.00	SQFT		\$	
2060	23378EC		CONCRETE SEALING	406,683.00	SQFT		\$	
2070	23642EC		CONCRETE LAGGING	17,457.00	SQFT		\$	
2080	24132EC		TIMBER LAGGING	12,543.00	SQFT		\$	
2090	24461ED		DRAINAGE GEOCOMPOSITE	1,287.00	SQYD		\$	
2095	24884ED		PERMANENT STEEL CASING (ADDED 3-19-24)	300.00	LF		\$	
2100	26172EC		DRILLED SHAFT-36 IN SOLID ROCK (REVISED 3-19-24)	3,075.00	LF		\$	
2110	26173EC		DRILLED SHAFT-42 IN COMMON	5,728.00	LF		\$	
2120	26229EC		PILES-STEEL W21 X 101	2,998.00	LF		\$	
2130	26230EC		PILES-STEEL W21 X 147	5,545.00	LF		\$	

Section: 0007 - UTILITY-IT WEB CAMERA

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2140	04740	POLE BASE	1.00	EACH		\$	
2150	04795	CONDUIT-2 IN	182.00	LF		\$	
2160	04820	TRENCHING AND BACKFILLING	182.00	LF		\$	
2170	04860	CABLE-NO. 8/3C DUCTED	202.00	LF		\$	
2180	04941	REMOVE POLE BASE	1.00	EACH		\$	
2190	20257NC	SITE PREPARATION I-75	1.00	LS		\$	
2200	20391NS835	ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH		\$	
2210	22661EN	INSTALL CCTV CONTROL CABLE	50.00	EACH		\$	
2220	23225EC	POLE 20 FT MTG HT	1.00	EACH		\$	
2230	23758EC	ELECTRICAL SERVICE CONNECTION	1.00	EACH		\$	
2240	23828NC	REMOVE AND RELOCATE CCTV POLE	1.00	EACH		\$	
2250	23944EC	ADVANCED GROUNDING SYSTEM	1.00	EACH		\$	
2260	24605ED	RELOCATE WEB CAMERA ASSEMBLY	1.00	EACH		\$	

Section: 0008 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2270	04904		BARRIER MOUNTING BRACKET	8.00	EACH		\$	
2280	06201		OSS GALV STEEL CANTILEVER MOD	1.00	EACH		\$	
2290	06400		GMSS GALV STEEL TYPE A	1,257.00	LB		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2300	06405		SBM ALUMINUM PANEL SIGNS	3,010.00	SQFT		\$	
2310	06406		SBM ALUM SHEET SIGNS .080 IN	63.00	SQFT		\$	
2320	06407		SBM ALUM SHEET SIGNS .125 IN	380.00	SQFT		\$	
2330	06410		STEEL POST TYPE 1	626.00	LF		\$	
2340	06441		GMSS GALV STEEL TYPE C	2,715.00	LB		\$	
2350	06449		REM OVERHEAD SIGN SUPPORT STR	1.00	EACH		\$	
2360	06450		REM OVERHEAD STRUC CONC BASE	1.00	EACH		\$	
2370	06451		REMOVE SIGN SUPPORT BEAM	1.00	EACH		\$	
2380	06490		CLASS A CONCRETE FOR SIGNS	17.80	CUYD		\$	
2390	06491		STEEL REINFORCEMENT FOR SIGNS	792.00	LB		\$	
2400	20418ED		REMOVE & RELOCATE SIGNS	3.00	EACH		\$	
2410	20419ND		ROADWAY CROSS SECTION	7.00	EACH		\$	
2420	21373ND		REMOVE SIGN	1.00	EACH		\$	
2430	21596ND		GMSS TYPE D	6.00	EACH		\$	
2440	24631EC		BARCODE SIGN INVENTORY	42.00	EACH		\$	

Section: 0009 - LIGHTING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2450	04700		POLE 30 FT MTG HT	17.00	EACH		\$	
2460	04701		POLE 40 FT MTG HT	13.00	EACH		\$	
2470	04723		BRACKET 10 FT	4.00	EACH		\$	
2480	04724		BRACKET 12 FT	1.00	EACH		\$	
2490	04725		BRACKET 15 FT	8.00	EACH		\$	
2500	04730		BRACKET C	17.00	EACH		\$	
2510	04740		POLE BASE	13.00	EACH		\$	
2520	04741		POLE BASE IN MEDIAN WALL	17.00	EACH		\$	
2530	04750		TRANSFORMER BASE	13.00	EACH		\$	
2540	04761		LIGHTING CONTROL EQUIPMENT	1.00	EACH		\$	
2550	04780		FUSED CONNECTOR KIT	60.00	EACH		\$	
2560	04793		CONDUIT-1 1/4 IN	3,630.00	LF		\$	
2570	04795		CONDUIT-2 IN	240.00	LF		\$	
2580	04820		TRENCHING AND BACKFILLING	3,580.00	LF		\$	
2590	04832		WIRE-NO. 12	4,014.00	LF		\$	
2600	04833		WIRE-NO. 8	7,060.00	LF		\$	
2610	04834		WIRE-NO. 6	9,040.00	LF		\$	
2620	04940		REMOVE LIGHTING	1.00	LS		\$	
2630	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	3.00	EACH		\$	
2640	20394ES835		PVC CONDUIT-3 IN- IN MEDIAN BARRIER WALL	4,260.00	LF		\$	
2650	20410ED		MAINTAIN LIGHTING	1.00	LS		\$	
2660	21543EN		BORE AND JACK CONDUIT	240.00	LF		\$	
2670	23778EC		WIRE-NO. 10	8,050.00	LF		\$	
2680	24589ED		LED LUMINAIRE	4.00	EACH		\$	
2690	24751ED		REMOVE STORE & REINSTALL LED LUMINAIRE	26.00	EACH		\$	

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JULIUII. UVIU - INAFFIC LOUFS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2700	04793		CONDUIT-1 1/4 IN	80.00	LF		\$	
2710	04795		CONDUIT-2 IN	20.00	LF		\$	
2720	04820		TRENCHING AND BACKFILLING	90.00	LF		\$	
2730	04829		PIEZOELECTRIC SENSOR	8.00	EACH		\$	
2740	04830		LOOP WIRE	4,300.00	LF		\$	
2750	04895		LOOP SAW SLOT AND FILL	650.00	LF		\$	
2760	20359NN		GALVANIZED STEEL CABINET	2.00	EACH		\$	
2770	20360ES818		WOOD POST	4.00	EACH		\$	
2780	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH		\$	

Section: 0011 - MOBILIZATION & DEMOBILIZATION

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC F	P AMOUNT
2790	02568	MOBILIZATION	1.00	LS	\$	
2800	02569	DEMOBILIZATION	1.00	LS	\$	

241005

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS FAYETTE COUNTY INTERSTATE 64 / 75 OVER PARIS PIKE (US 27 / 68), RJ CORMAN R AND OLD PARIS ROAD STA. 289+36.71

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		08100	08104	08150	08151	08160	08170	24982EC	02998	23378EC	08046	08033	08094	25028ED	02403	20743ED	20744ED	20746ED	20745ED	21321NC	08140	08137	08016	03299	08709	25047EC	08471	03298	03296	02231	2440
	BID ITEM	Concrete Class "A"	Concrete Class "AA"	Steel Reinforcement	Steel Reinforcement, Epoxy Coated	Structural Steel	Shear Connectors	Concrete Coating	Masonry Coating	Concrete Sealing	Piles, Steel HP 12x53	Test Piles	Pile Points, 12 Inch	Rail System Single Slope 40 Inch	Remove Concrete Masonry	54 Inch Drilled Shaft, Solid Rock	60 Inch Drilled Shaft, Common	Rock Coring	Rock Sounding	CSL Testing (4 Tubes)	Mechanical Coupler #5 Epoxy Coated	Mechanical Coupler #14	Reinforced Concrete Slope Wall – 6 Inch	Armored Edge for Concrete	Bridge Chain Link Fence 7ft	Strip Seal Expansion Joint 4″	Expansion Dam 2.5″ Neoprene	Expansion Joint Replace 4″	Expansion Joint Replace 2.5″	Structure Granular Backfill	Drill Holes in
	UNIT	C.Y.	C.Y.	LBS.	LBS.	L.S.	L.S.	L.S.	S.Y.	S.F.	L.F.	L.F.	Each	L.F.	C.Y.	L.F.	L.F.	L.F.	L.F.	Each	Each	Each	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	Eac
e	End Bent #1	14.8	6.0		1760					172.0	123		3		4.1								77.0			.7		62.2		37.0	
idç	Pier #1	39.2		7601					421							12	4	14	16												
<u></u>	Pier #2	40.1		(892					435							12	4	14	15												
p j	Pier #3			5263					350								4	14	15							117					
	Pior #5	47.5		0171					115							12	10	13	14							11.1		02.1			
ц ц ц	Pior #6	41.3		7284					445							12	12	12	14												
t	End Bent #2	14 7	6.5	1204	1760				017	172 0	4	40	3		4 3	12	1.5	15		1			72 0				7		62	37 0	
Ž -	Superstructure	1 1• 1	169.8		54652					46879.0		10	5	519	85.0						2360		12.0	23.0	94		1101		02.1	51.0	. 8
	End Bent #1	18.2	7		2070					172 0	139	<u>ل</u> م	Δ		43								105 0			15 7		62.2		50.0	
] Jge	Pier #1	44.6		8557	2010				444	112.0	133	15	1		1.5	12	8	8	9			20	103.0			13.1		02.2		30.0	
Srid	Pier #2	45.6		8886					457							12	. 7	7	8			20									
	Pier #3	24.7		5158					326							12	4	14	16			20									
	Pier #4	24.0		4967												12	4	14	15			20				15.7		62.1			
	Pier #5	50.1		8791					423							12	12	12	13			20									
ہ H	Pier #6	45.0		7562					360							12	12	12	14			20									
	End Bent #2	18.2	7.4		2069					172.0	142		4		4.								84.0				15.7		62 . I	52.0	
0 8	Superstructure		220.3		82879					48826.0				519	85.0						2360			31.0	94						72
	TOTALS	515.0	417.1	85588	145190	I	I	I	4079	96393.0	518	83	14	1038	186.8	148	147	147	163	12	4720	120	338.0	54.0	188	54.8	27.4	248.6	124.2	176.0	15
	 I Estimated Weight of Structural Steel = 395642 LBS. I Estimated Number of Shear Connectors = 5670 I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surface Area of Concrete Coating = 6970 S.F. I Estimated Surfa																														
CABINET DETAILED BY: W. Hagerman PAF MicroStation v8.11.9.919 USER: \$\$\$\$USER\$\$\$ DATE PLOTTED: \$\$\$DATE\$\$\$ FILE NAME: \$\$\$FILE\$\$\$ V. Hagerman PAF											<u> </u>																				

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							Sheet No		Descri	otion
							S1	Title Shee	.+	
							S2-S3	General No	otes	
							S4-S5	Layout		
							56-58	Subsurtac		
							S11	Drilled Sha	aft Details	
							S12-S13	End Bent	#1	
							S14-S15	Pier #1		
							S16-S17	Pier #2		
							S18-S19	Pier #3		
							520-521	Pier #4		
							S24-S25	Pier #6		
							S26	Crashwall [Extension	
							S27	Pier #5 Cr	ashwall	
							S28	Pier #6 Cr	ashwall	
							S29-S30	End Bent	#2 	
							531-537	Structura		
							S45	Bearina De	etails	
							S46-S49	Construct	ion Elevations	
							S50	Fence Det	ails	
							S51	Pier #6 Re	epair Details	
	\mathbf{Z}						S52	Existing D	iaphragm Reha	b
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							Concre	te Coating		
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							Concre	te Patching]	
							Fiber F	Reinforced	Polymer Wrap	
							Cleanin	g and Paint	ing Bridges	
								SPEC	CIAL PROV	/ISIONS
							69 Emba	inkment of Bri	dge End Bent Stru	ictures
							K	YTC ST	ANDARD	DRAWINGS
							BGX-006-	IO Stencil	S for Structure	DRAWINGS
							BGX-006- BGX-012-	YTCST10Stencil02Geotech	S for Structure	DRAWINGS
							BGX-006- BGX-012- BJE-001-	YTC ST10Stencil02Geotech14Armored	S for Structure nical Legend Edges	DRAWINGS
EC	24094EC	08526	25015EC	22146EN	08534	08510	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003	YTC ST10Stencil02Geotech14ArmoredExpansi	S for Structure nical Legend Edges on Dams	DRAWINGS
EC	24094EC بے	08526	25015EC	22146EN	08534	08510	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004	YTC ST 10 Stencil 02 Geotech 14 Armored Expansi Expansi	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Cover P	DRAWINGS
EC	epth Ig	Patch Patch	25015EC	22146EN	08534	Epoxy 01580 erlay 015	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005	YTC ST 10 Stencil 02 Geotech 14 Armored Expansi Expansi Expansi	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Cover P on Joint Replacer	DRAWINGS nent I" - 3" ate Details nent General Notes
EC	l Depth ching 2376077	ncrete ass M 97580	25015EC	ncrete ching spair	ncrete erlay atex	/e Epoxy 80 Overlay 0158	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006	YTC ST 10 Stencil 02 Geotech 14 Armored Expansi Expansi Expansi Expansi	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Cover P on Joint Replacer on Joint Replacer	DRAWINGS hent I" - 3" ate Details hent General Notes hent 4" & 5"
EC	rtial Depth 665 Patching 33 33	Concrete Class M Depth Patch	25015EC drap	Concrete Patching Repair	Concrete Concrete Concrete Concrete Latex	move Epoxy 80 it. Overlay 01	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004-	YTC ST 10 Stencil 02 Geotech 14 Armored Expansi Expansi Expansi Expansi 09 Concret	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer	DRAWINGS nent I" - 3" ate Details nent General Notes nent 4" & 5" Grade Separation Bridges
EC	Partial Depth 66 Patching 35 35	Concrete Class M Full Depth Patch	25015EC dray	Concrete Patching Repair	Concrete Overlay Latex	Remove Epoxy 88 Bit. Overlay 01	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005-	YTC ST10Stencil02Geotech14Armored14ExpansiExpansiExpansiExpansiExpansi09Concret09Concret	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for	DRAWINGS hent I" - 3" ate Details hent General Notes hent 4" & 5" Grade Separation Bridges Grade Separation Bridges
	S'E' S'E'	Concrete Class M Full Depth Patch SC:X:	25015EC dBJ S.F.	Concrete Patching Repair S.F.	Concrete Overlay Latex	S Remove Epoxy 80 A Bit. Overlay 01	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-005- BHS-010 BPS-003-	YTC ST10Stencil02Geotech14Armored14ExpansiExpansiExpansiExpansiExpansi09Concret09Concret09HP12v53	Steel Pile	DRAWINGS hent I" - 3" ate Details hent General Notes hent 4" & 5" Grade Separation Bridges Grade Separation Bridges Single Slope
	2376077 Partial Depth Patching S'E'	Concrete Class M Full Depth Patch	25015EC dBJ S.F.	Concrete Concrete Patching Repair S.F.	Concrete Overlay C. J. C. J.	s Remove Epoxy 80 A Bit. Overlay 01	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-005- BHS-010 BPS-003- RGX-100-	YTC ST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09HPI2x5307Treatme	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for e Slopewalls for System 40 Inch S Steel Pile nt of Embankment	DRAWINGS
	24094EC Partial Depth Patching S.F.	Concrete Class M Full Depth Patch	25015EC dBJ S.F.	22146EN Concrete Patching Repair S.F.	Overlay Concrete C.Y. C.Y.	S Remove Epoxy 01580 A Bit. Overlay 01580	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-105-	YTC ST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09HPI2x5307Treatme09Treatme	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer Slopewalls for System 40 Inch S Steel Pile nt of Embankment	DRAWINGS
	24094EC Partial Depth Patching	Concrete Class M C.X. C.X.	25015EC dBJ S.F.	22146EN Concrete Patching S.F.	Concrete Overlay C.X.	S Remove Epoxy 01580 A Bit. Overlay 01580	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-005- BHS-010 BPS-003- RGX-100- RGX-105-	YTC ST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09HPI2x5307Treatme09Treatme	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer stopewalls for System 40 Inch S Steel Pile nt of Embankment nt of Embankment	DRAWINGS
	24094EC Bartial Depth S.F.	Concrete Class M C.Y. C.Y.	25015EC day S.F.	22146EN Concrete Patching S.F.	Overlay C.Y. Latex	S Remove Epoxy 01580	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-105-	YTC ST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09HP12x5307Treatme09TreatmeSF	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer stopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT	DRAWINGS
	24094EC Bartial Depth S.F.	Concrete Class M C.Y. C.Y.	25015EC day S.F.	22146EN Concrete Patching S.F.	Concrete Concrete Cverlay Latex	S Remove Epoxy 01580 - A Bit. Overlay 01	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105-	YTC ST10Stencil02Geotech14Armored14Armored14ExpansiExpansiExpansiExpansiExpansi09Concret09Concret09Concret09Concret09HP12x5307Treatme09TreatmeSFTC StandardLandard	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer stopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple	DRAWINGS
	24094EC Bartial Depth S.F.	Concrete Class M C.Y. C.Y.	25015EC day S.F. 217	22146EN Concrete Batching S.F.	Concrete Overlay C.X.	S Remove Epoxy 01580 - A Bit. Overlay 01	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105-	YTC ST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09Concret09HP12x5307Treatme09Treatme09TreatmeSF	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple	DRAWINGS
	24094EC Bartial Debth	Concrete Concrete Cass M C.Y. C.Y.	25015EC dynamics dynamics s.f. 217	22146EN Goucrete S.F.	Concrete Concrete Concrete	01580 A Bit. Overlay	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-004 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105- 2019 KY Constru AASHTO	YTC ST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09HP12x5307Treatme09Treatme09Treatme09LRFD Bridge	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS
	23346075 Partial Depth S.F.	Concrete Class M Eull Depth Patch	25015EC dynamics dynamics s.f. 217	22146EN Concrete Batching S.F.	Concrete Concrete Concrete	08510 Kemore Eboxy S.Y. Bit. Overlay	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-004 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-105- 2019 KY Constru AASHTO	YTC ST 10 Stencil 02 Geotech 14 Armored Expansi Expansi Expansi 09 Concret 09 Concret 09 Concret 09 Concret 09 Concret 09 Treatme 09 Treatme 09 Treatme SF TC Standard LRFD Bridge	S for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS
	24094EC hartial Debth S.F. S.F. 15	Ossee Concrete Cass M C.Y. C.Y.	25015EC dynamics dynamics all all all all all all all al	22146EN Goucrete S.F.	Concrete Concrete Concrete	08510 Kemoke Eboxy S.Y. Bit. Okerlay	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-004 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105- 2019 KY Constru AASHT0	YTCST10Stencil02Geotech14Armored14ArmoredExpansiExpansiExpansiExpansi09Concret09Concret09Concret09HP12x5307Treatme09Treatme09Treatme09LRFD08003	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS DRAWINGS DRAWINGS Dent 1" - 3" ate Details nent General Notes nent General Notes nent 4" & 5" Grade Separation Bridges Grade Separation Bridges Grade Separation Bridges ingle Slope at End-Bents - Details IONS Road and Bridge emental specifications) fications, 9th Ed.
	24094EC Hartial Debth S.F. S.F.	Concrete Cass M C.Y. C.Y.	25015EC dynamics gynamics s.f. 217 217	22146EN Coucrete S.F. I	Concrete Concrete C.Y. C.Y.	08510 Kemore Eboxy S.Y. S.Y.	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-004 BJE-006 BGX-004- BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105- 2019 KY Constru AASHT0 08434 2	YTCST10Stencil02Geotech14Armored14Armored14ExpansiExpansiExpansiExpansiExpansi09Concret09Concret09Concret09Concret09HPI2x5307Treatme09Treatme09Treatme09E09SFTCStandardLRFDBridge4981EC0800308003E09E09E	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS DRAWINGS DRAWINGS Dent 1" - 3" ate Details bent General Notes bent 4" & 5" Grade Separation Bridges Grade Separation Bridges Grade Separation Bridges Single Slope at End-Bents - Details IONS Road and Bridge emental specifications) fications, 9th Ed. ANS PREPARED BY ENGINEERING, INC.
	24094EC Hartial Debth S.F. S.F. 15	Concrete Concrete C.Y. C.Y.	25015EC dynamics gynamics s.f. 217 217	22146EN Coucrete S.F. I	Concrete Concrete	08510 Kemore Eboxy S.Y. S.Y.	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-004 BJE-006 BGX-004- BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105- 2019 KY Constru AASHT0 2019 KY	YTCST10Stencil02Geotech14Armored14Armored14ExpansiExpansiExpansiExpansiExpansi09Concret09Concret09Concret09Concret09Treatme09Treatme09Treatme09Treatme09Expansi09Bridge	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS
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	24094EC Hatial Debth S.F. S.F. 15	Correte Corret	25015EC dynamics dynamics s.f. 217 217	22146EN Coucrete S.F. I	Concrete	08510 Kemove Eboxy S.Y. Bit. Overlay	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105- AASHTO	YTCST10Stencil02Geotech14Armored14Armored14ExpansiExpansiExpansiExpansiExpansi09Concret09Concret09Concret09Concret09Treatme09Treatme09Treatme09Iteration (w/10Standard10Standard10Standard11Standard12Standard13Standard14Standard14Standard15Standard16Standard17Standard18Standard19Standard10Standard10Standard10Standard10Standard11Standard12Standard14Standard15Standard16Standard17Standard18Standard19Standard19Standard10Standard10Standard10Standard11Standard12Standard13Standard14Standard15Standard15Standard16Standard17Standard18Standard19Standard <td< td=""><td>ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer system 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci</td><td>DRAWINGS</td></td<>	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer system 40 Inch S Steel Pile nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS
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	24094EC Hobth S.F. 15 15 15 15 15	085260 Course C.Y. C.Y.	25015EC	22146EN a b a c	08534 Coucrete C.Y. I41.9	08510 koode Eboxy S.Y. Bit. Overlay 3406	BGX-006- BGX-012- BJE-001- BJE-002 BJE-003 BJE-004 BJE-005 BJE-006 BGX-004- BGX-005- BHS-010 BPS-003- RGX-100- RGX-100- RGX-105- AASHTO AASHTO L.S.	YTCST10Stencil02Geotech14Armored14Armored14Expansi14Expansi14Expansi14Expansi14Expansi14Expansi14Expansi10Expansi11Expansi11Expansi11Expansi11Expansi11Expansi11Expansi11Expansi11Expansi11Expansi11Expansi11Expansi12Expansi13Expansi14Expansi15Expansi15Expansi15Expansi15Expansi	ANDARD s for Structure nical Legend Edges on Dams on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer on Joint Replacer e Slopewalls for System 40 Inch S Steel Pile nt of Embankment nt of Embankment PECIFICAT d Spec's. for current supple e Design Speci	DRAWINGS
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TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS FAYETTE COUNTY INTERSTATE 64 / 75 OVER PARIS PIKE (US 27 / 68), RJ CORMAN R AND OLD PARIS ROAD STA. 289+36.71

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	08100	08104	08150	08151	08160	08170	24982EC	02998	23378EC	08046	08033	08094	25028ED	02403	20743EC	20744ED	20746ED	20745ED	21321NC	08140	08137	08016	03299	08709	25047EC	08471	03298	03296	02231	24409EC
BID ITEM	Concrete Class "A"	Concrete Class "AA"	Steel Reinforcement	Steel Reinforcement, Epoxy Coated	Structural Steel	Connectors	د Concrete Coating	Masonry Coating	Concrete Sealing	Piles, Steel HP 12x53	Test Piles	Pile Points, 12 Inch	Rail System Single Slope 40 Inch	Remove Concrete Masonry	54 Inch Drilled Shaft, Solid Rock	60 Inch Drilled Shaft, Common	Rock Coring	Rock Sounding	CSL Testing (4 Tubes)	Mechanical Coupler #5 Epoxy Coated	Mechanical Coupler #14	Reinforced Concrete Slope Wall – 6 Inch	Armored Edge for Concrete	Bridge Chain Link Fence 7ft	Strip Seal Expansion Joint 4″	Expansion Dam 2.5″ Neoprene	Expansion Joint Replace 4″	Expansion Joint Replace 2.5″	Structure Granular Backfill	Drill Holes in Steel Members
UNIT	C.Y.	C.Y.	LBS.	LBS.	L.S.	L.S.	L.S.	S.Y.	S.F.	L.F.	L.F.	Each	L.F.	C.Y.	L.F.	L.F.	L.F.	L.F.	Each	Each	Each	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	Each
• End Bent #1	14.8	6.0		1760					172.0	123		3		4.1								77.0			.7		62.2		37.0	
per #1	39.2		7601					421							12	14	14	16												
Rier #2	40.1		7892					435							12	4	4	15												
p Pier #3	23.3		5263					350							12	14	4	15												
n ts Pier #4	23.8		5456												12	<u>{ } 3}/1\</u>	13	4							.7		62.1			
q n Pier #5	47.5		8171					445							12	<u>{ { 2}</u>	12	4												
Fier #6	41.2		7284					418							12	135	13	4												
P End Bent #2	14.7	6.5		1760					172.0	4	40	3		4.3								72.0				.7		62.1	37.0	
Superstructure		169.8		54652					46879.0				519	85.0						2360			23.0	94						84
• End Bent #1	18.2	7.		2070					172.0	139	43	4		4.3								105.0			(15.7)	\triangle	62.2		50.0	
b Pier #1	44.6		8557					444							12	8	8	9			20				$\left\{ \right\}$					
Pier #2	45.6		8886					457							12	7	7	8			20				$\{ \}$					
pier #3	24.7		5158					326							12	14	4	16			20				{ }					
Pier #4	24.0		4967												12	14	4	15			20				{15 . 7}		62.1			
ggPier #5	50 . I		8791					423							12	12	12	13			20				$\{$					
Pier #6	45.0		7562					360							12	12	12	4			20				$\{$					
End Bent #2	18.2	7.4		2069					172.0	142		4		4.								84.0				15.7		62 . I	52.0	
Superstructure		220.3		82879					48826.0				519	85.0						2360			31.0	94	$\left\{ \right\}$					72
TOTALS	515.0	417.1	85588	145190	I	I	I	4079	96393.0	518	83	14	1038	186.8	148	147	147	163	12	4720	120	338.0	54.0	188	54.8	27.4	248.6	124.2	176.0	156
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							S6-S	8 Su	ubsu	urface	e Da	ta			
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ELASTOMERIC BEARING PAD ASSEMBLY

	DATE	PREPARED BY	DATE: January 2024	CHECKED BY	BEARING DETAILS	ROUTE	ITEM NO. 7-8000 30	COUNTY OF
rs 1	3/12/24		DESIGNED BY: T. Swieterman	L. Miller	CROSSING	1-64/1-75	SHEET NO.	
•			DETAILED BY: L. Decker	T. Swieterman	PARIS PIKE, RJ CORMAN RR & OLD PARIS RD	104/170	S45	28750

FILE NAME: \$\$\$\$FILE\$\$\$\$

~Bearing Pad Plan~

~Expansion Bearing Pad Elevation~

~Fixed Bearing Pad Elevation~

NOTES:

SPECIFICATIONS: Elastomeric Bearing Pads shall conform to the design and dimensions as shown on these drawings, and shall conform to the AASHTO LRFD Bridge Construction Specifications, Section 18, unless otherwise noted.

The bearing's elastomer shall have a hardness of 50 durometer with a shear modulus of between 95 & 130 psi., and shall be subjected to the load test requirements corresponding to Design Method A. Low temperature testing of the bearing material is required.

The placement and orientation of each pad within its group shall be marked, or otherwise shown, by the manufacturer.

Contrary to AASHTO Bridge Construction Specifications, Section 18.2.3 the raw elastomer material shall be virgin Neoprene (polychoroprene), Natural Rubber (polysoprene) will not be allowed.

Before final erection of the structural steel, the contractor shall establish centerline bearing of the substructures by survey and Roadway Stationing. These bearing pad groups shall be placed upon the substructures according to this established line.

The cost of the bearing pads is to be included in the lump sum bid for structural steel. This includes the lead plates required at the Integral End Bents.

Pneumatic drilling is permitted to place anchor rods.





1'-6"

ELASTOMERIC BEARING PAD ASSEMBLY

	DATE	PREPARED BY	DATE: January 2024	CHECKED BY	REARING DETAILS	ROUTE		
rs	3/12/24		DESIGNED BY: T. Swinterman				7-8909.30	FAYEITE
]	3/15/24		DESIGNED BT. T. Swieterman	L. Miller	CROSSING	I-64/I-75	SHEET NO.	DRAWING NUMBER
			DETAILED BY: L. Decker	T. Swieterman	PARIS PIKE, RJ CORMAN RR & OLD PARIS RD		S45	28750

FILE NAME: \$\$\$\$FILE\$\$\$\$

~Bearing Pad Plan~

~Expansion Bearing Pad Elevation~

~Fixed Bearing Pad Elevation~

NOTES:

SPECIFICATIONS: Elastomeric Bearing Pads shall conform to the design and dimensions as shown on these drawings, and shall conform to the AASHTO LRFD Bridge Construction Specifications, Section 18, unless otherwise noted.

The bearing's elastomer shall have a hardness of 50 durometer with a shear modulus of between 95 & 130 psi., and shall be subjected to the load test requirements corresponding to Design Method A. Low temperature testing of the bearing material is required.

The placement and orientation of each pad within its group shall be marked, or otherwise shown, by the manufacturer.

Contrary to AASHTO Bridge Construction Specifications, Section 18.2.3 the raw elastomer material shall be virgin Neoprene (polychoroprene), Natural Rubber (polysoprene) will not be allowed.

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Pneumatic drilling is permitted to place anchor rods.

	DESCRIPTION	UNIT	TOTALS
00071		TONC	4.010
00078	CRUSHED AGGREGATE SIZE NO. 2 (4) (5)		4,210
01000	PERFORATED PIPE - 4 IN	I F	4 445
01000	PERFORATED PIPE - 6 IN		5 224
01010	NON-PERFORATED PIPE - 4 IN		4.32
01011	NON-PERFORATED PIPE - 6 IN	LF	340
01015	INSPECT & CERTIFY EDGE DRAIN SYSTEM	LS	1
01020	PERF PIPE HEADWALL TY 1-4 IN	EACH	17
01028	PERF PIPE HEADWALL TY 3-4 IN	EACH	2
01310	REMOVE PIPE (14)	LF	127
01585	REMOVE DROP BOX INLET	EACH	5
01691	FLUME TYPE 2	EACH	3
01705	REMOVE CURB AND GUTTER BOX INLET	EACH	2
01002	ISLAND HEADER CURB LYPE 2		61
01987	DELINEATOR FOR RARRIED _ WUITE (0)		68
01985	DELINEATOR FOR BARRIER - YELLOW (9)	EACH Each	10C
01986	DELINEATOR FOR BARRIER - B/Y (20)	FACH	76
02003	RELOCATE TEMP CONC BARRIER	LF	21,595
02014	BARRICADE TYPE III	EACH	7
02159	TEMP DITCH (3)	LF	5,510
02160	CLEAN TEMPORARY DITCH (3)	LF	2,755
02200	ROADWAY EXCAVATION	CU YD	105,216
02223	GRANULAR EMBANKMENT (26)	CU YD	10,550
02242	WATER (2)	MGAL	1,044
02262	FENCE-WOVEN WIRE LYPE I (16)		2,313
02363	GUARDRAIL - STEEL W DEAM-S FACE	ЕЛСН	J,002.3
02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A (MOD.) (D)	EACH	3
02367	GUARDRAIL END TREATMENT TYPE 1	EACH	4
02369	GUARDRAIL END TREATMENT TYPE 2A	EACH	5
02381	REMOVE GUARDRAIL (7)	LF	9,270
02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	EACH	4
02391	GUARDRAIL END TREATMENT TYPE 4A	EACH	3
02397	TEMPORARY GUARDRAIL	LF	187.5
02429	RIGHT OF WAY MONUMENT TYPE 1	EACH	4
02432	WITNESS POST	EACH	4
02469	CLEAN SINK HULE (26)	EACH	137
02483	CHANNEL LINING CLASS II	TON	6
02545	CLEARING AND GRUBBING (1)		1
02555	CONCRETE-CLASS B (25)	CU YD	4
02562	TEMPORARY SIGNS	SQ FT	1,315
02565	OBJECT MARKER TY 2	EACH	4
02568	MOBILIZATION	LS	1
02569	DEMOBILIZATION	LS	1
02602	FABRIC-GEOTEXTILE CLASS 1 12	SQ YD	250
02603	FABRIC-GEOTEXTILE CLASS 2 (26)	SQ YD	6,250
02625	REMOVE HEADWALL	EACH	7
02650	MAINTAIN & CUNTRUL TRAFFIC		
UZ611	FURIABLE UHANGEABLE MESSAGE SIGN		NO ONE
02031	TEMP STIT FENCE (3)		42,045 2 975
02703	SILT TRAP TYPE A (3)	Г Г Г	68
02704	SILT TRAP TYPE B (3)	FACH	68
02705	SILT TRAP TYPE C (3)	EACH	68
02706	CLEAN SILT TRAP TYPE A (3)	EACH	68
			1

) \Box

GENERAL SUMMARY

ITEM	DESCRIPTION
02726	STAKING
02775	ARROW PANEL
02898	RELOCATE CRASH CUSHION
03171	CONCRETE BARRIER WALL TYPE 9T (8)
03262	CLEAN PIPE STRUCTURE
04793	CONDUIT 1 ¹ / ₄ INCH
04795	CONDUIT 2 INCH
04820	TRENCHING AND BACKFILLING
04829	PIEZOELECTRIC SENSOR
04830	LOOP WIRE
04895	LOOP SAW SLOT AND FILL
05950	EROSION CONTROL BLANKET
05952	TEMP MULCH (3)
05953	IEMP SEEDING AND PROTECTION (3)
05963	INITIAL FERTILIZER (3)
05964	MAINTENANCE FERTILIZER (3)
05985	ACDICHETUDAL EIMESTONE
05992	DAVE STDIDING_TEMP DAINT_G IN
06533	PAVE STRIPING REMOVAL 12 IN
06542	PAVE STRIPING-THERMO-6 IN W
06543	PAVE STRIPING-THERMO-6 IN Y
06546	PAVE STRIPING-THERMO-12 IN W (11)
06613	INLAID PAVEMENT MARKER-B W/R
06614	INLAID PAVEMENT MARKER-B Y/R
08100	CONCRETE-CLASS A (13)
08903	CRASH CUSHION TY VI CLASS BT TL3
10020NS	FUEL ADJUSTMENT
10030NS	ASPHALT ADJUSTMENT
20191ED	OBJECT MARKER TY 3
20359NN	GALVANIZED STEEL CABINET
20360ES818	WOOD POST
20391NS835	ELECTRICAL JUNCTION BOX TYPE A
20411ED	LAW ENFORCEMENT OFFICER (24)
20430ED	SAW CUI
2059IEC	REMUVE BARRIER
21288ND	LONGITUDINAL EDGE KEY
2120320	CONCRETE MEDIAN BARRIER TY 1402(50)
22664EN	WATER BLASTING EXISTING STRIPE
23044FS508	CONCRETE MEDIAN BARRIER TY 14C(50)
23254ES717	PAVE MARK TY I TAPE DOTTED LANE EXT
23274EN11F	TURF REINFORECEMENT MAT 1
23607EC	PAVE MARK THERMO-LANE REDUCTION ARROW
23871EC	PAVE STRIPE-WET REF TAPE-6 IN Y
23872EC	PAVE STRIPE-WET REF TAPE-6 IN W
23875NC	REMOVE THERMOPLASTIC ARROW
24388ES508	CONCRETE MEDIAN BARRIER TY 14C1(50)
24640ED	OBJECT MARKER TY 1
24679ED	PAVE MARKING THERMO CHEVRON
24689EC	PAVE MARK THERMO-WRONG WAY ARROW (17)
24814EC	PIPELINE INSPECTION
24899EC	PAVE MARK THERMO ELONG ROUTE SHIELD
25078ED	INKIE BEAM GUARDRAIL IRANSIIION IL-3
2512UEU	NAVE SIKIPE-WEI KEF TAPE-12 IN W
25075EU 25117EC	FURNISH AUFLIE PRATECTION VEHICLES
26136FC	PORTABLE OUFUE WARNING ALERT SYSTEM
26137EC	QUEUE WARNING PCMS
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS

	REVISED	PLANS	DATE: I	MARCH	18, 2024	COUNTY OF		ITEM NO		SHEET NO.
			NOT	ES:		FAYETTE	7-	-8909.3	0	R2E
			() APE NO	<u>Proxima</u> te for	TELY 27 AC BUILDING R	CRES (SEE S EMOVAL)	SPECI,	AL		
UNIT	PROJECT		2 FOF	R CONTR	OLLING DUS	ST CAUSED				
	TUTALS		(3) ER(DSION C	ontrol qua	ANTITIES AF	RE			
LS	1		BAS OF	SED ON Erosion	THE PROBAE N CONTROL	BLE AMOUNT FEATURES	- AS			
EACH FACH	8		EST	TIMATED	BY THE DE	SIGNER.		7		
LF	20,600		TO WE	BE USE	D WHERE TH	HERE IS SOI	T AP	2 ND/OR		
EACH	28		ST,	ABILIZAT	ION IS NO	F POSSIBLE	A L ,			
	80		(5) 19 Pef	TONS CF RFORATE	RUSHED AGG D PIPE HEA	REGATE NO. DWALLS.	2 FO	R		
LF	90		6 ASS	SOCIATE) WITH SOU	IND WALL A	T IS EC) D D T A		
EACH	8		(7) GUA	ARDRAIL	REMOVED E	BECOMES			AIL SI	
	4,300		PR(ST/	OPERTY Andard	OF KYTC. S SPECIFICAT	EE KYTC Ion 719.03.	07			
SQ YD	650 8,309		(8) TEN	MPORARY		BARRIER				
SQ YD	117,337		COI BEC	NTRACTO	R UPON CO	MPLETION (١F			
SQ YD	88,009						CUITIN			
TONS	9.0			IMINATF	THE RUB R	ATI ON THE	BRI)ge ene) COI	NNFCTOR
SQ YD	176,006		(1) AS	PER KY	TC TPM-202	2: LANE US	e arf	ROWS AF	RE FO	ORMED AND
TONS	109.1		PA PE	ID AS "F R SINGLE	PAVE STRIP: E LANE USE	ING-THERMO ARROW: 16	-12 IN .5′+	V W" 8.5′×	2 =	33.5′
LF	101,984		PEF *SE	R COMB. Ee strif	LANE USE PING SHEET:	ARROW: 14'- S	+10.30	3′+8.5′	× 4	= 58.33'
LF	1,250		(2) QU	ANTITY	UNDERLAYIN	IG CHANNEL	LINI	NG		
LF	33,333		(13) 46 TY	CU YD PE 14C2-	REQUIRED F 50.	OR THE CO	NCRE	te medi	[an e	3ARRIER
LF	6,176		*TH AS	HERE IS Sociatei	A SEPARAT D WITH THE	E QUANTIT Intermedi	Y Ate	ANCHOR	FOR	R PIPE
EACH	1,041		IN	THE PIF	PE DRAINAGE	E SHEETS A	ND S	UMMARY		
CU YD	46		(14) EXI Inl	ISTING F _et rem	PIPE REMOV Oval withi	AL AND CON N THE MEDI	IC. M	EDIAN E Re Inci	BARR [Den]	IER BOX Fal to
EACH	10		PRI	OPOSED	MEDIAN BO	X INLEI CO	NSTRU	UCTION.		
DOLL	103,036		(5) SEI	E SHEEI	IIFOR ROA	ADWAY SIGN	ING (JUANIII	IES.	
FACH	7		(6) ADI EN(ditional Gineer f	FOR THE RE	PAIR OF TH	JSED Herri(Astronom	AS DIR GHT OF	ULE WAY	FENCE
EACH	2		AN	d grubb	ING NEXT	TO THE FEN	CE.	RESULI	UF	ULEARING
EACH	4		(17) AN Shi	EXTRA EETS. PL	TWO ARE II Acement t	NCLUDED HE O BE DETE	RE, E Rmine	BUT NOT Ed In F	f In Ield	THE PLAN By kytc
HOUR	2		U (18) 89(IRAFFI(Э. бл. бо	C SIAFF. R the main	ITENANCE O	F TR	VEEIC E		IFR WALL
LF	29,040		77	EA FOR	THE PERMA	ANENT BARF	RIER	WALL T	YPE	12C2-50
LF	5,591		(9) FOI	r the M	AINTENANCE	E OF TRAFF	IC BA	ARRIER	WALL	-
	4,532		(20) FOI	R THE P	ERMANENT I	MEDIAN BAF	RIER	WALL (MOUNTED)
LF LF	109		(ZI) FUI OF	TRAFFI	CART SIGN	RELUCATIO	N DUI	RING IF	1E IVI7	AINTENANCE
LF	45,262		22 SEI	E SHEET	T41 FOR TH	HE IT SUMM	ARY	of qua	NTIT	IES
LF	4,937		(23) FOF	R THE T	RAFFIC COL	INTING STA	TIONS			
LF SO YD	230		(24) QU, (25) QU,	antity	FOR ESTIMA For Woven	WIRE FENC	jses E tyf	PE 1		
EACH	3		ENI	D, CORNE ∧NITITY	ER, AND INT	ERMEDIATE		CRETE F	post	ANCHORS
LF	986		see	E GEOTE	CHNICAL PL	ANS AND T	HE GE	EOTECHN	IICAL	REPORT.
	1,725									
LF	120									
EACH	10				TOTAL PI	ROJECT EAF	THWO	RK		
SQ FT	1,757			EXCA	VATION		007	EMBAN	KMEN	
EACH	4		49,620		COMMON EMB. BEN	60, ICH 41,	907 513	СY СY	EMB EMB	, ankmen í 3. bench
EACH	15		14,083		ROCK		100	<u> </u>		
EACH	2		105,216	o CY	CUMMON	102	,420	LΥ	LME	ANKMENI
LF	68		NO	TE:						
MONT	25.5		T HI O NI	E EARTH Ly. Ass	WORK SHOW	N ABOVE IS For shrink	FOR AGF	INFORM AND SW	MATI(Eli	ИС
MONT	25.5		FA	CTORS A THE COM	RE THE CON NTRACTOR'S	NTRACTOR'S RESPONSIE	RÉSF BILITY	PONSIBI (TO DI	LITY	. IT Se of
MONT	229.5		AN	Y WASTE	MATERIAL.		·			
MONT	229.5					I-64/I	-75			

SCALE: N/A

I-64/I-75 General Summary

ITEM	DESCRIPTION	UNIT	PROJEC
00071		TONC	4.016
00079	CRUSHED AGGREGATE SIZE NO. 57 (6)	TONS	4,216
01000	PERFORATED PIPE - 4 IN	I F	2,019 <u> </u>
	PERFORATED PIPE - 6 IN		5 224
01010	NON-PERFORATED PIPE - 4 IN	L F	432
01011	NON-PERFORATED PIPE - 6 IN	LF	340
01015	INSPECT & CERTIFY EDGE DRAIN SYSTEM	LS	1
01020	PERF PIPE HEADWALL TY 1-4 IN	EACH	17
01028	PERF PIPE HEADWALL TY 3-4 IN	EACH	2
01310	REMOVE PIPE (14)	LF	127
01585	REMOVE DROP BOX INLET	EACH	5
01691	FLUME TYPE 2	EACH	3
01705	REMOVE CURB AND GUTTER BOX INLET	EACH	2
01891	ISLAND HEADER CURB TYPE 2		61
01982	DELINEATOR FOR GUARDRAIL M/W	EACH	68
01985	DELINEATOR FOR BARRIER - YELLOW (9)	EACH	611
01986	DELINEATOR FOR BARRIER - B/Y (20)	EACH	76
02003	RELOCATE TEMP CONC BARRIER	LF	21.595
02014	BARRICADE TYPE III	EACH	7
02159	TEMP DITCH (3)	LF	5,510
02160	CLEAN TEMPORARY DITCH (3)	LF	2,755
02200	ROADWAY EXCAVATION	CU YD	105,216
02223	GRANULAR EMBANKMENT 26	CU YD	10,550
02242	WATER 2	M GAL	1,044
02262	FENCE-WOVEN WIRE TYPE 1 (16)		2,373
02351	GUARDRAIL - STEEL W BEAM-S FACE		3,882.
02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A (MOD.)	EACH	
02363	CUARDRAIL CONNECTOR TO BRIDGE END TT A (MOD.) (U)	EACH	
02369	GUARDRAIL END TREATMENT TYPE 24	FACH	5
02381	REMOVE GUARDRAIL (7)	LF	9.270
02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	EACH	4
02391	GUARDRAIL END TREATMENT TYPE 4A	EACH	3
02397	TEMPORARY GUARDRAIL	LF	187.5
02429	RIGHT OF WAY MONUMENT TYPE 1	EACH	4
02432	WITNESS POST	EACH	4
02469	CLEAN SINK HOLE (26)	EACH	2
02483	CHANNEL LINING CLASS II	TON	137
02484	CHANNEL LINING CLASS III	IUN	6
02545	CONCRETE-CLASS B (25)		
02555	TEMPORARY SIGNS	SO FT	
02565	OBJECT MARKER TY 2	EACH	4
02568	MOBILIZATION	LS	1
02569	DEMOBILIZATION	LS	1
02602	FABRIC-GEOTEXTILE CLASS 1 (2)	SQ YD	250
02603	FABRIC-GEOTEXTILE CLASS 2 26	SQ YD	6,250
02625	REMOVE HEADWALL	EACH	7
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	8
02697	EUGELINE KUMBLE SIKIPS		42,84
02707	SILT TRAD TYDE A 3		4,9(5
02704	SILT TRAP TYPER (3)	EACH FACH	80 83
02705	SILT TRAP TYPE C (3)	ΓΔCH	68
02706	CLEAN SILT TRAP TYPE A (3)	FACH	68
02707	CLEAN SILT TRAP TYPE B (3)	EACH	68
	\sim	ЕЛСЦ	C0

GENERAL SUMMARY

ITEM	DESCRIPTION
02726	STAKING
02775	ARROW PANEL
02898	RELOCATE CRASH CUSHION
03171	CONCRETE BARRIER WALL TYPE 9T (8)
03262	CLEAN PIPE STRUCTURE
04793	CONDUIT 1 1/4 INCH
04795	CONDUIT 2 INCH
04820	TRENCHING AND BACKFILLING
04829	PIEZOELECTRIC SENSOR
04830	LOOP WIRE
04895	LOOP SAW SLOT AND FILL
05950	EROSION CONTROL BLANKET
05952	TEMP MULCH (3)
05953	TEMP SEEDING AND PROTECTION (3)
05963	INITIAL FERTILIZER (3)
05964	MAINTENANCE FERTILIZER (3)
05985	ACRICULTURAL LIMESTONE 3
05992	PAVE STRIPING-TEMP PAINT-6 IN
06533	PAVE STRIPING REMOVAL 12 IN
06542	PAVE STRIPING-THERMO-6 IN W
06543	PAVE STRIPING-THERMO-6 IN Y
06546	PAVE STRIPING-THERMO-12 IN W (1)
06613	INLAID PAVEMENT MARKER-B W/R
06614	INLAID PAVEMENT MARKER-B Y/R
08100	CONCRETE-CLASS A (13)
08903	CRASH CUSHION TY VI CLASS BT TL3
10020NS	FUEL ADJUSTMENT
10030NS	ASPHALT ADJUSTMENT
20191ED	OBJECT MARKER TY 3
20359NN	GALVANIZED STEEL CABINET
2030UE3010	ELECTRICAL HUNCTION BOY TYPE A
2033113033 20411ED	LAW ENFORCEMENT OFFICER (24)
20430ED	SAW CUT
20591EC	REMOVE BARRIER
21288ND	CONCRETE MEDIAN BARRIER TYPE 12C2-50 IN
21289ED	LONGITUDINAL EDGE KEY
21383ES508	CONCRETE MEDIAN BARRIER TY 14C2(50)
22664EN	WATER BLASTING EXISTING STRIPE
23044ES508	CONCRETE MEDIAN BARRIER TY 14C(50)
23254ES717	PAVE MARK TY I TAPE DOTTED LANE EXT
23274EN11F	TURF REINFORECEMENT MAT 1
23607EC	PAVE MARK THERMO-LANE REDUCTION ARROW
23871EC	PAVE STRIPE-WET REF TAPE-6 IN Y
23872EC	PAVE STRIPE-WET REF TAPE-6 IN W
23875NU	CONCRETE MEDIAN RADRIER TY 1401(60)
24500E3500	OR IECT MARKER TY 1
24679ED	PAVE MARKING THERMO CHEVRON
24689EC	PAVE MARK THERMO-WRONG WAY ARROW (17)
24814EC	PIPELINE INSPECTION
24899EC	PAVE MARK THERMO ELONG ROUTE SHIELD
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3
25120EC	PAVE STRIPE-WET REF TAPE-12 IN W
25075EC	QUEUE PROTECTION VEHICLE
25117EC	FURNISH QUEUE PROTECTION VEHICLES
26136EC	PORTABLE QUEUE WARNING ALERI SYSTEM
26137EC	QUEUE WARNING PCMS
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS
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		REVISED	PLANS DAT	E: MARCH	18, 2024	COUNTY OF	ITEM NO.	SHEET NO
			N	OTES:		FAYETTE	7-8909.30	R2E
			()	APPROXIMA ⁻ Note for e	L Tely 27 AC Building Re	RES (SEE SP Emoval)	ECIAL	
	UNIT	PROJECT TOTALS	2	FOR CONTRO By maintai	DLLING DUS Ining traff	T CAUSED Fic only.		
	\$	1	3	EROSION CO BASED ON	NTROL QUA The probae	NTITIES ARE Ble amount		
	EACH	4		OF EROSION ESTIMATED	I CONTROL By the de	FEATURES AS SIGNER.	)	
	EACH	8		2000 TONS	CRUSHED /	VGGREGATE N	$\gamma \gamma$	
	LF	20,600		TO BE USE	) WHERE TH	IERE IS SOFT	AND/OR	
	EACH	28		STABILIZAT	ION IS NOT	POSSIBLE.	-	
	LF	80	5	19 TONS CR	USHED AGGI	REGATE NO.2	FOR	
	LF	20		PERFORATEL	) PIPE HEAI	DWALLS.		
	LF	90		SHOULDER (	) with Sou see Sound	nd wall at Wall Plans	FOR DETAI	LS)
	EACH	8	(7)	GUARDRAIL	REMOVED B	ECOMES		
	LF	4,300		PROPERTY ( STANDARD S	OF KYTC. S Specificat:	EE KYTC Ion 719.03.0	7	
		650	(8)	TEMPORARY	CONCRETE	BARRIER		
	SQ YD	8,309		BECOMES TH	HE PROPERT	Y OF THE		
	SQ YD	117,337		PROJECT.		WILLIION OF		
		9.0	9	SEE SHEET	T33 FOR R	ROADWAY LIGH	HTING QUAN ⁻	TITIES.
	TONS	5.5		ELIMINATE	THE RUB R.	AIL ON THE E	BRIDGE END	CONNECTOR
	SQ YD	176.006		AS PER KY	TC TPM-202	2: LANE USE	ARROWS ARE	e formed an
	TONS	109.1		PAID AS "P PER SINGLE	AVE STRIPI	NG-THERMO-1 ARROW: 16-5	2 IN W" '+ 8.5'× 2	' = 33 <u>.</u> 5′
	LF	101,984		PER COMB.	LANE USE	ARROW: 14'+1(	).33′+8.5′ ×	4 = 58.33′
	LF	1,250		* SEE SIRIF	ING SHELLS			
	LF	37,198		QUANTITY	JNDERLATIN	G CHANNEL L		
	LF	33,333	(13)	46 CU YD 1 TYPE 14C2-	REQUIRED F 50.	OR THE CONC	CRETE MEDIA	N BARRIER
	LF	6,176		*THERE IS Associated	A SEPARAT ) with the	E QUANTITY	TE ANCHOR	FOR PIPF
	EACH	1,041		IN THE PIP	e drainage	SHEETS AND	SUMMARY.	
	EACH	19		EXISTING P	IPE REMOVA	AL AND CONC	. MEDIAN BA	ARRIER BOX
	CU YD	46		INLET REMO PROPOSED I	oval within Median Box	n the mediat K Inlet cons	N ARE INCIL Struction.	)ental to
	EACH	10		SFF SHFFT	TIFOR ROA	ADWAY SIGNIN	ig quantiti	FS.
	DOLL	103,036						CTED DV THE
		7		ENGINEER F	OR THE RE	PAIR OF THE	RIGHT OF N	VAY FENCE
	EACH	2		THAT MAY AND GRUBBI	HAVE BEEN ING NEXT T	DAMAGED AS 10 the fence	A RESULT	OF CLEARING
	EACH	4		AN EXTRA	TWO ARE IN	NCLUDED HERE	E, BUT NOT	IN THE PLAN
	EACH	2		D7 TRAFFIC	ACEMENI I Staff.	O BE DEIERN	1INED IN FIL	FD BA KAIC
	HOUR	300		890 EA FO	r the main	ITENANCE OF	TRAFFIC BA	RRIER WALL
	LF	29,040		77 EA FOR	THE PERMA	NENT BARRIE	ER WALL TYP	PE 12C2-50
	LF	5,591	(19)	FOR THE M	AINTENANCE	OF TRAFFIC	BARRIER W	ALL
	LF	4,532	(20)	) FOR THE PE	ERMANENT N	MEDIAN BARR	ier wall (t	OP MOUNTED
	LF	29,040	(21)	) FOR TEMPO	RARY SIGN	RELOCATION	DURING THE	MAINTENAN
	LF	109	02	) SEE SHEET	, Taifor th	IF IT SLIMMAR	7 OF OLIAN	TITIES
		45,262		) EOR THE TE	PARETO COLL	NITINIC STATI		
		4, 751		, , , , , , , , , , , , , , , , , , ,	FOR FSTIMA	TING PURPOS	ES ONI Y	
		<u> </u>		) QUANTITY F	FOR WOVEN	WIRE FENCE	TYPE 1	
	FACH	3		END, CORNE	R, AND INT	ERMEDIATE C	ONCRETE PO	)ST ANCHORS
	LF	986	(26	, quaniity f See geotec	-uk irlatn Chnical Pla	alni of SINK Ans and the	GEOTECHNI	CAL REPORT.
	LF	1,725						
	EACH	3						
	LF	120			τοτλί ρε	20 IECT EARTI		
	EACH	10				COULCT LANTI		
	SQ FT	1,757		EXCAV	ATION		EMBANK	MENT
	EACH	4		1,620 CY 1,513 CY	COMMON EMB. BEN	60,90 CH 41,51	)/ CY 3 CY	EMBANKMENI EMB. BENCH
		4,621		,083 CY	ROCK	, 		
		210	105	5,216 CY	COMMON	102,4	20 CY	EMBANKMENT
		68						
		1620		NOTE:				
	MONT	25.5		THE EARTHN ONLY. ASS	WORK SHOWN Umptions f	N ABOVE IS F For shrinka(	FOR INFORMA Ge and swf	ATION LL
	MONT	25.5		FACTORS A	RE THE CON	NTRACTOR'S F	RESPONSIBIL	ITY. IT Pose of
	MONT	229.5		ANY WASTE	MATERIAL.	UNUIDIL		
	MONT	229.5	<b>}</b>			т с л т		
<u> </u>	u Jun	uu				1-64/1- FRAL CIN	( ) ANARV	
	1	SCALE:	N/A		UEN	LNAL JUI	VIIVI <i>I</i> AIXI	

					PIPE DRAINAGE SUMMARY		FAYETTE 7-8909.30
	SKEW	COVER HEIGHT	DESIGN PH LEVEL	STORM SEWER PIPE STORM SEWER PIPE STORM SEWER PIPE 18" STORM SEWER PIPE 24" STORM SEWER PIPE 24" STORM SEWER PIPE 36" 36" BORE AND JACK PIPE-18"	PIPE CULVERT HEADWALL - 15" PIPE CULVERT HEADWALL - 18" PIPE CULVERT HEADWALL - 24" PIPE CULVERT HEADWALL - 24" PIPE CULVERT HEADWALL - 24" PIPE CULVERT TYPE 12B-1-50(MOD.) CONC. MED. BARR BOX INLET TYPE 12B-1-50(MOD.) CONC. MED. BARR BOX INLET TYPE 12B-1-50(MOD.) CONC. MED. BARR BOX INLET TYPE 12B-1-50 CONC. MED. BARR BOX INLET TYPE 14A-2-50 CONC. MED. BARR BOX INLET TYPE 14B-2-50(MOD.) CONC. MED. BARR BOX INLET TYPE 14B-2-50(MOD.) CONC. MED. BARR BOX INLET TYPE 14B-2-50 CONC. MED. BARR BOX INLET TYPE 14B-2-50(MOD.) CONC. MED. BARR BOX INLET TYPE 12B-1-50 CONC. MED. BARR BOX INLET TYPE 14B-2-50 CONC. MED. BARR BOX INLET TYPE 12B-1-50 CONC. MED. BARR BOX INLET TYPE 12B-1-50 CONC. MED. BARR BOX INLET TYPE 14B-2-50 CONC. MED. BOX INLET TYPE 14B-2-50 CONC. CONC.	FABRIC-GEOTEXTILE CLASS 2 FOR PIPE CLASS 2 FOR PIPE CONCRETE CLASS A	REMARKS
ITEM CODE				521 522 524 526 528 471 23126EN	1202       1204       1208       24026EC       1480       22620NN       23977EC       1614       1615       1615       1615       1642       1643       1726       1727       24377EC	2607 8100	
UNIT TO BID	)	FT		LINEAR FEET	E A C H	SQYD CUYD	
I-64/I-75 MAINLINE							
272+85		4.8	M	13	1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1		15" RCP
7 278+36	45° LT.	5.0	M	20			8'X5' RCBC EXTENSION
286+39		3.8	M	83		148	
300+82		5.0	М	13		29	24" PIPE (23" STEEL INSEF
304+84		3.6 4.1	M M	298 296 296		530	
1 310+84	31° LT. 30° RT.	5.6	M	47 16 298		852	18" RCP
313+84	ЛЛО І Т	5.4	M			1,005	
322+83	44 [].	2.5	M M	ωι         481            498         1         1		1,218	24 KUK
3 327+83	30° LT. 29° RT.	4.7	М	60 503		1,483	18" RCP
3 332+86	43° RT.	3.9	M	8 95		22	18" RCP
336+13		3.0	M	8		16	
3 339+34		4.2	M	8			24" PIPE (23" STEEL INSER
5 342+82 5 344+34 TO 345+34		3.0	M	96		182	
5 344+84		4.5	М	148 70		280	
5 346+33		3.3	M	250		473	
5 351+86		4.0	M				
5 354+78		3.2	M	376		669	15" PIPE TO BE PLUGGED
5 29+71 PARIS PIKE RAMP B	30° RT.	10.6	M	34		116	
				Image: state stat	Image: state in the state	Image: state stat	
				Image: state of the state	Image: Series of the series	Image: Sector	
				Image: state of the state	Image: state in the state		
TOTAL				1,210     837     246     1,688     511     34     165	Image:	9,826 1.5	
							I-64/I-75 PIPE SUMMARY

									PIP	E DR/	AINAC	GE S	SUMN	/IAR	Y					$\sum \sum$		FAYETTE 7-8909.30
		SKEW	COVER HEIGHT	DESIGN ph Level	STORM SEWER PIPE 15" STORM SEWER PIPE 18" STORM SEWER PIPE 24" 24"	STORM SEWER PIPE	BORE AND JACK PIPE-18"	PIPE CULVERT HEADWALL - 15"	PIPE CULVERT HEADWALL - 18" PIPE CULVERT HEADWALL - 24"	PIPE CULVERT HEADWALL - 54" CURB BOX INIFT	TYPE B Conc. Med. Barr Box Inlet Type 12A-1-50	CONC. MED. BARR BOX INLET TYPE 12B-1-50(MOD.) CONC. MED. BARR	BOX INLET TYPE 14A-2-50 CONC. MED. BARR BOX INLET TYPE 14B-2-50	CONC. MED. BARR BOX INLET TYPE 14B-2-50(MOD.)	CONC. MEL, BARR. BOX INLET TYPE 14B-2-50 ASYMM. Conc. Med. Barr. Box	INLET TYPE 14B-2-50 (ASYMM. MOD.) JUNCTION BOX 18"	JUNCTION BOX 24"	SAFETY BOX INLET 18 IN SDB-1 SAFETY BOX INLET	PREFAB BEND CONNECTION 25 DEG - 15 IN	E ABRIC-GEOTEXTILE	CLASS 2 FOR PIPE CONCRETE CLASS A	REMARKS
ITEM	CODE			1	521 522 524 5	26 528 47	23126EN	1202	1204 1208	3 24026EC 14	80 22620NN	23977EC 16	614 1615	1615	1615 16	615 1642	2 1643	1726 172	7 24377EC	260	07 8100	
UNIT 1	TO BID		FΤ		LI	N E A R	F E E T				I		I				E A	СН		SQ'	YD CUYD	
I-64/I-75 MA	IAINLINE																					
5 272+85 7 278+36	35	45° I T	4.8	M	13																4	15" RCP 8'X5' RCBC_EXTENSION
7 281+85	5		5.0	M	20			1											1	30	6 1.5	15" RCP
7 286+39	39		3.8	M	83			1			1								2	14	8	
y 300+82 9 304+84	32		5.0	M M	298				1					1							30	24" PIPE (23" STEEL INSER
9 307+84	34		4.1	M	296															52	27	
310+84	4	31° LT. 30° RT.	5.6	M	47 16 2	298								<b>X</b>	: }	1 1	1	1 1		85	52	18" RCP
11 313+84 11 317+97	4	44°   T	5.4	<u>М</u>		411			1												05	24" RCP
11 322+83	33	/ 0	2.5	M		98							1								18	
3 327+83	33	30° LT. 29° RT.	4.7	M	60	503							$\sqrt{m}$	1		2		2		1,48	83	18" RCP
3 332+80 3 333+90 TO 334	36 34+85 RT.	43° RI.	<u> </u>	M M		8	95		2			<u>/</u>		2							2	18" RCP RT. LONGITUDINAL JACK & F
3 336+13	3		3.0	M	8								1							16	5	
3 339+34	34		4.2	М	8								1							18	3	24" PIPE (23" STEEL INSER
5 342+82 5 344+34 TO 3	345+34		3.0	M M	201 96							2	1							35	2	
5 344+84	34		4.5	M	148		70				1		1							28	80	
5 346+33	33		3.3	M	250								1							47	3	
<u>5 348+85</u> 5 351+86	6		<u> </u>	M M	299										1					53	52	
5 354+78	[′] 8		3.2	M	376										1					66	59	15" PIPE TO BE PLUGGED
7 357+8	31		3.2	M									1								<u> </u>	
D 29+ (1 PARIS PIKI	KE RAMP B	30° RT.	10.6	M		34															6	
T	OTAL				1,210 837 246 1,	688 511 34	165		2 2	1	1 1	2	1 7	2	6		1	3 2	3	9,8	26 1.5	
													h	<u> </u>	<u> </u>	_ برد						
													1									I-64/I-75

I-6	4/I-75
PIPE	SUMMARY

			PAVING AREAS		FAYETTE 7-8	3909.30
ITEM	I-64/I-75 MAINLINE	I-64/75 PARIS PIKE RAMP B I-64/75 PARIS PIKE RAMP C RAMP C OF TRAFFIC				TOTAL
.50"CL4 ASPH SURF 0.38A PG76-22 .50"CL3 ASPH SURF 0.38A PG64-22 .50"CL3 ASPH SURF 0.38B PG64-22	101, 318 40, 967	704 834	SQUAR	E Y A R	A D S	101, 1,5 40,
.50" CL2 ASPH SURF 0.38D PG64-22 HIGH FRICTION SURFACE TREATMENT		473     508       559	Image: Sector		Image: Sector of the sector	9
3.00" CL4 ASPH BASE 1.00D PG76-22 3.50" CL4 ASPH BASE 1.00D PG64-22	16,976					16,
3.00 CL4 ASPH BASE 1.000 PG64-22 3.50" CL3 ASPH BASE 1.000 PG64-22 3.25" CL3 ASPH BASE 1.000 PG64-22 3.00" CL3 ASPH BASE 1.000 PG64-22 3.25" CL2 ASPH BASE 1.000 PG64-22	42,624 83,591	733     863       714     844       303			Image: Constraint of the second se	14, 42, 42, 1, 5 85,
3.25" CL2 ASPH BASE 1.00D PG64-22 3.00" CL2 ASPH BASE 1.00D PG64-22		473 508 473 508	Image: selection of the		Image: Second	9
5.00" CRUSHED STONE BASE 2.00" CRUSHED STONE BASE	57,338	1,226 1,391 171				59, 1
CEMENT STABILIZED ROADBED 12.00"	37,375 Л 867	1,323 1,490				40,
ASPHALT SEAL COAT ASPHALT MATERIAL FOR TACK NON-TRACKING	4,867	292     295       2,364     2,694			Image: second	285.
					Image: Sector of the sector	

			PAV	NG AREAS					FAYETTE 7-8909.3
ITEM	I-64/I-75 MAINLINE	I-64/75 PARIS PIKE RAMP B I-64/75 PARIS PIKE RAMP C RAMP C MAINTENANCE OF TRAFFIC							
			S	Q U A	R E	Y A	R D	S	
1.50"CL4 ASPH SURF 0.38A PG76-22	101, 318								101
1.50" CL3 ASPH SURF 0.38A PG64-22		704 834							
1.50" CL3 ASPH SURF 0.38B PG64-22	40,967	177 500							40,
1.50" LLZ ASPH SURF 0.380 PG64-ZZ		473 508							
HIGH FRICTION SURFACE TREATMENT		559							<u>5</u>
3.00" CL4 ASPH BASE 1.00D PG76-22	16,976								16,
3.50" CL4 ASPH BASE 1.00D PG64-22	14,054								
3.00" CL4 ASPH BASE 1.00D PG64-22	14,409								<u> </u>
3.30 ULS ASPH BASE 1.000 PC64-22	42,624	733 863							42,
3.00" CL3 ASPH BASE 1.00D PG64-22	83 591	714 844 303							
3.25" CL2 ASPH BASE 1.00D PG64-22		473 508							
3.00" CL2 ASPH BASE 1.00D PG64-22		473 508							<u>c</u>
12 OO" CRUSHED STONE BASE	57,338	1,226 1,391							
IZ.00 CRUSHED STONE DASE									
CEMENT STABILIZED ROADBED 12.00"	37,375	1,323 1,490							40
ASPHALT SEAL AGGREGATE	4 867	292 295							
ASPHALT SEAL COAT	4,867	292 295							5,
ASPHALT MATERIAL FOR TACK NON-TRACKING	267,186	2,364 2,694 13,489							285
1									

	ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.	() ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.	THIS INCLUDES FULL DEPTH CSB SHOULDER WEDGE	<ul> <li>(3) INU APPLICATIONS PER PAVING AREA</li> <li>(4) ESTIMATED AT 20 LBS. PER SQ. YD.</li> <li>(517F ND R OR 9 M)</li> </ul>	6 Estimated at 2.4 LBS. Per SQ. YD.	(6) ASPHALT MATERIAL FOR TACK NON-TRACKING SHALL BE APPLIED IN BETWEEN EACH LAYER OF ASPHALT.	ESTIMATED @ 0.84 LBS PER SQ. YD. (7) fstimaten at 6° ry nry wfight	AT 100.3 LBS. PER CU. FT.	(2 APPLICATIONS)	<ul> <li>(G) 4,500 TONS ADDED FOR ADJUSTMENT</li> <li>(C) 4,500 TONS ADDED FOR ADJUSTMENT</li> </ul>	IN THE ADJUSTMENT JO ROADWAY GRADFS NOTF ON THE GENFRAL NOTFS	SHEET R2J.															REVIS	COUNTY OF ITEM I FAYETTE 7-8909 ED PLANS DATE: N	NO. SHEE 3.30 R MARCH 15,	2024
	TOTAL TOJLOA9	32,466	40,188		e, 025	338	22,591	5,083	2,802		8, 359	120.8		3, 380	1,090	-	8, 338	102	127	559										
su. DGN																														
95329\R00201																														
	MAINTENANCE Of TRAFFIC	118			1, 101		50					5.7					1, 101													
<b>JNAAR</b> C: \PW	RAMP C Paris pike I-64/75	976	1, 490	0	-	175	294			42			M		41			4	69											
	BAMP B Paris pike I-64/75	606	1, 323	0 r C	-	163	249			62		1.0			36			4	23	559										
5, 2024 <b>AVINC</b>	ANIJNIAM 1-64/1-75	30,463	37,375	48 1 2	4,924		21, 998	5,083	2,802		8, 359	113	52	3, 380	1, 013		7,237	94												
L January 15	UNIT		SQYD			NOL	TON	NOL	TON	TON	NOT	TON	TON	TON	LON	L	TON	TON	TON	SQ YD										
Ition v8.11.9.919 E-SHEET NAME: USER: RCAUDILL DATE PLOTTED:	ITEM CODE	3 CRUSHED STONE BASE ()(2)	8 CEMENT STABILIZED ROADBED	100 ASPHALI SEAL AGGREGAIE (3)(4) 103 ASPHALT SEAL COAT (3)(5)	194 LEVELING & WEDGING PG76-22 (0)	212 CL2 ASPH BASE 1.00D PG64-22	214 CL3 ASPH BASE 1.00D PG64-22	217 CL4 ASPH BASE 1.00D PG64-22	219 CL4 ASPH BASE 1.00D PG76-22	301 CL2 ASPH SURF 0.38D PG64-22	342 CL4 ASPH SURF 0.38A PG76-22	24970EC ASPHALT MATERIAL FOR TACK (6) NON-TRACKING	358 ASPHALT CURING SEAL (8)	388 CL3 ASPH SURF 0.38B PG64-22	2542 CEMENT (7)	2676 MOBILIZATION FOR MILL & TEXT	2677 ASPHALT PAVE MILLING & TEXT	2702 SAND FOR BLOTTER (9)	22906ES403 CL3 ASPH SURF 0.38A PG64-22	23229EC HIGH FRICTION SURFACE TREATMENT										
MicroSta																										PAVI	ING C	I-64/I-75 Quantities su	MMARY	

	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) THIS INCLUDES FULL DEPTH CSB SHOULDER WEDGE	(3) TWO APPLICATIONS PER PAVING AREA (3) FSTIMATED AT 20 LBS PER SO YD	(SIZE NO. 8 OR 9 M)	6 ASPHALT MATERIAL FOR TACK	ESTIMATED © 0.84 LBS PER SQ. YD.	(7) ESTIMATED AT 6% BY DRY WEIGHT AT 100.3 IBS, PFR CIL FT,	(8) ESTIMATED AT 2.0 LBS. PER SQ. YD.	(9) ESTIMATED AT 5.0 LBS. PER SQ. YD.	TO ROADWAY GRADES AS DESCRIBED	CRADES NOTE ON THE GENERAL NOTES		1									COUNTY OF FAYETTE REVISED PLANS	ITEM NO.SHEET NO.7-8909.30R2IDATE: MARCH 15, 2024
	TOTAL TOJECT	32,466	40,188	110	13.1	6,025	338	22, 591	5,083	2,802		120.8	3	3, 380	1, 090	-	8, 338	102	127	559				
FILE NAME: C: \PWWORKING\EASTOI\D2795329\R0020ISU.DGN G SUMMARY	PARIS PIKE PARIS PIKE PARIS PIKE NAINTENANCE DF TRAFFIC I-64/75 PAMP B I-64/75	0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	1,323 1,490		0.7 0.7 0.7		163 175	249 294		27 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		1°0			36 41		1,101	4	28					
Z024	ANIJNIAM 1-64/1-75	30,463	37,375	00	11.7	4,924		21,998	5,083	2,802		113	15	3, 380	1, 013		7,237	94						
January 15,	UNIT	LON	SQYD	NOT	TON	TON	NOT		NOT	NOT NOT			NOT	NOT	TON	L S	TON	TON	TON	SQ YD				
tion v8.11.9.919 E-SHEET NAME: USER: RCAUDILL DATE PLOTTED: J	ITEM CODE	3 CRUSHED STONE BASE (1)(2)	8 CEMENT STABILIZED ROADBED	100 ASPHALT SEAL AGGREGATE 3(4)	103 ASPHALT SEAL COAT (3)(5)	194 LEVELING & WEDGING PG76-22 (0)	212 CL2 ASPH BASE 1.00D PG64-22	214 CL3 ASPH BASE 1.00D PG64-22	217 CL4 ASPH BASE 1.00D PG64-22	219 CL4 ASPH BASE 1.00D PG76-22 301 CL2 ASPH SLIRF 0.38D PG64-22	347 CLZ A3111 JUNI V.JOU 1004 22	24970ECASPHALT MATERIAL FOR TACK 6	. NON-TRACKING 358 ASPHALT CURING SEAL &	388 CL3 ASPH SURF 0.38B PG64-22	2542 CEMENT (7)	2676 MOBILIZATION FOR MILL & TEXT	2677 ASPHALT PAVE MILLING & TEXT	2702 SAND FOR BLOTTER 9	22906ES403CL3 ASPH SURF 0.38A PG64-22	23229EC HIGH FRICTION SURFACE TREATMENT				
MicroStat						$\sum_{1}$						$\sqrt{1}$	$\sum$										I-64/I- Paving quantiti	75 ES SUMMARY

	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 coordin 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.
	SPECIAL NOTES FOR PORTABLE CHANGEABLE MESSAGE SIGN FOR TURF REINFORCEMENT MAT FOR ROCK BLASTING FOR BARCODE LABEL ON PERMANENT SIGNS FOR INLAID PAVEMENT MARKERS FOR PIPELINE INSPECTION FOR TRAFFIC QUEUE PROTECTION VEHICLE FOR PORTABLE QUEUE WARNING ALERT SYSTEM FOR BUILDING REMOVAL FOR TREE REMOVAL
KING\EAST01\D2795329\R0020JGN.DGN	UTILITIES ALL UTILITIES SHOWN ON THE PLANS ARE FOR REFERENCE ONLY. THE CONTRASHALL HAVE THE UTILITIES FIELD LOCATED PRIOR TO BEGINNING WORK. PERFORATED PIPE MEDIAN UNDERDRAIN OUTLETS OPENINGS FOR THE 6-INCH PERFORATED PIPE MEDIAN PAVEMENT UNDERDRAINS SHALL BE CAST INTO EACH MEDIAN BARRIER BOX INLET LOCATED ALONG I64 AS PART OF THE CASTING OPERATION FOR EITHER PRECAST OR CAST-IN-PLA DRAINAGE STRUCTURES. THE CASTING OF THE PERFORATED PIPE OPENINGS S BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE RESPECTIVE DI STRUCTURE. PERFORATED PIPE UNDERDRAINS SHALL BE CONSTRUCTED SUCH THEY OUTLET TO THE NEAREST SMALL DRAINAGE STRUCTURE DOWNGRADE FRO THE PIPE RUN. CROSS SECTIONS THE EXISTING GROUNDLINES OF CROSS SECTIONS FOR THIS PROJECT WERE
FILE NAME: C: \PWWOR	DEVELOPED FROM LIDAR AND SUPPLEMENTED WITH LIMITED AMOUNT OF FIELD SURVEYS. THE RDZ LINES SHOWN ON THE CROSS SECTIONS ARE AF AND WERE DEVELOPED FROM A LIMITED AMOUNT OF GEOTECHNICAL INVESTIGA SAW CUTTING PAVED SHOULDERS PRIOR TO REMOVAL OF THE EXISTING PAVED SHOULDERS FOR FULL-DEPTH PA WIDENING, THE PAVED SHOULDERS ALONG THE MEDIAN AND/OR THE OUTER SH SHALL BE SAW CUT ALONG A NEAT LINE TO DEPTH THAT WILL ENSURE CLEA OF PAVED SHOULDER FROM THE EXISTING LANE PAVEMENT THAT IS DESIGNAT REMAIN. THE NECESSARY SAW CUT DEPTH WILL BE DETERMINED BY THE ENGI BASED ON SAMPLE SAW CUT AND REMOVAL TESTS PERFORMED BY THE CONTR
USER: JGUINN DATE PLOTTED: March 18, 2024	THE CONTRACTOR SHALL HAVE A COMPLETE REPLACEMENT UNIT AVAILABLE O PROJECT SITE FOR THE DURATION OF THE PROJECT, UNLESS THE SUPPLIER O SPECIFIED IMPACT ATTENUATOR (CRASH CUSHION) CERTIFIES IN WRITING THAT REPLACEMENT UNITS AND/OR PARTS CAN BE DELIVERED TO THE PROJECT SIT WITHIN 24 HOURS AFTER THEY ARE ORDERED. <b>RETAINING WALLS</b> SHORING MAY BE REQUIRED TO CONSTRUCT THE PROPOSED RETAINING WALLS PROJECT WITHIN THE RIGHT OF WAY. THE SHORING WILL BE INCIDENTAL TO RETAINING WALL CONSTRUCTION. PLACE SIX INCHES OF TOP SOIL ON ALL DISTURBED AREAS AT THE TOP OF RETAINING WALLS. <b>MATERIAL TRANSFER VEHICLE</b> A MATERIAL TRANSFER VEHICLE (MTV) SHALL BE REQUIRED FOR ALL PAVING ( THIS JOB IN ACCORDANCE WITH SECTION 403.02.10 OF STANDARD SPECIFICAT CURRENT EDITION.
E-SHEET NAME:	
MicroStation v8.11.9.919	



## ACTOR

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## **GENERAL NOTES**

NOTICE OF INTENT The contractor is required to file notice of intent (NOI) to the frankfort REGIONAL OFFICE OF THE DIVISION OF AIR QUALITY TEN (10) BUSINESS DAYS (M-F) PRIOR TO THE START OF ANY DEMOLITION OF BRIDGES.

DIVISION OF AIR QUALITY, FRANKFORT REGIONAL OFFICE 200 FAIR OAKS LANE, THIRD FLOOR, FRANKFORT, KY 40601 JARROD.BELL@KY.GOV

### TURF REINFORCEMENT MAT

SEE THE PROPOSAL ATTACHMENTS FOR SUPPLEMENTAL SPECIFICATIONS FOR ROLLED EROSION CONTROL PRODUCTS (RECP) SPECIFICATIONS FOR TURF REINFORCEMENT MATTING.

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.

### 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, KENTUCKY AT 502-564-3670.

### N.G.S. (U.S.G.S.) BENCH MARKS

DO NOT DISTURB N.G.S. (U.S.G.S.) BENCH MARKS IN ANY MANNER UNLESS DIRECTED BY THE ENGINEER.

### ADJUSTMENT TO ROADWAY GRADES

THE CONTRACTOR WILL BE ALLOWED TO ADJUST THE ROADWAY GRADES IF CONTRACTOR DEEMS IT NECESSARY DUE TO THEIR CONSTRUCTABLILITY REQUIREMENTS TO ELIMINATE THE PLANNED SPLINE GRADE AND PROVIDE FOR A CONSISTENT VERTICAL ALIGNMENT. THE CONTRACTOR WILL NEED TO PROVIDE UPDATED PROFILES, CROSS SECTIONS, AND PAVEMENT QUANTITIES TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO REMOVAL AND CONSTRUCTION OF THE MEDIAN. ALL ADDITIONAL COSTS FOR THE DEVELOPMENT AND CONSTRUCTION OF THE NEW VERTICAL ALIGNMENT EXCLUDING BID CODE 00194 LEVELING AND WEDGING PG76-22 ARE INCIDENTAL TO THE MEDIAN BARRIER WALL BID ITEM.

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.

INSPECT AND CLEAN PIPE THE CONTRACTOR SHALL INSPECT AND CLEAN ALL EXISTING PIPES AS DIRECTED BY THE ENGINEER THAT ARE TO REMAIN OF ALL SEDIMENT AND OTHER DEBRIS. THIS WORK SHALL BE DONE UNDER THE BID ITEM CLEAN PIPE STRUCTURE.

#### <u>CLEARING AND GRUBBING</u>

CLEAR AND GRUB THE ENTIRE AREA OF THE RIGHT OF WAY EXCEPT WHERE NOTED ON THE PLANS.

## CAUTION HIGH VOTAGE ELECTRIC LINES

CAUTION WHEN WORKING NEAR HIGH VOTAGE LINES AT THE EXISTING RIGHT OF WAY LINE. THE ELEVATIONS OF THE OVERHEAD LINES HAVE BEEN SHOWN ON THE PLANS AT THE POLE LOCATIONS FOR REFERENCE.

CONSTRUCTION COORDINATION CONSTRUCTION WITH THIS PROJECT SHALL BE COORDINATED WITH THE ADJACENT PROJECT THAT IS CURRENTLY UNDER CONSTRUCTION.

	COUNTY OF	ITEM NO.	SHEET NO.
	FAYETTE	7-8909.30	R2J
REVI	SED PLANS	DATE: MARC	H 18, 2024

SCALE: N/A

	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 coordin 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.
	SPECIAL NOTES FOR PORTABLE CHANGEABLE MESSAGE SIGN FOR TURF REINFORCEMENT MAT FOR ROCK BLASTING FOR BARCODE LABEL ON PERMANENT SIGNS FOR INLAID PAVEMENT MARKERS FOR PIPELINE INSPECTION FOR TRAFFIC QUEUE PROTECTION VEHICLE FOR PORTABLE QUEUE WARNING ALERT SYSTEM FOR BUILDING REMOVAL FOR TREE REMOVAL
KING\EAST01\D2795329\R0020JGN.DGN	UTILITIES ALL UTILITIES SHOWN ON THE PLANS ARE FOR REFERENCE ONLY. THE CONTRASHALL HAVE THE UTILITIES FIELD LOCATED PRIOR TO BEGINNING WORK. PERFORATED PIPE MEDIAN UNDERDRAIN OUTLETS OPENINGS FOR THE 6-INCH PERFORATED PIPE MEDIAN PAVEMENT UNDERDRAINS SHALL BE CAST INTO EACH MEDIAN BARRIER BOX INLET LOCATED ALONG I64 AS PART OF THE CASTING OPERATION FOR EITHER PRECAST OR CAST-IN-PLA DRAINAGE STRUCTURES. THE CASTING OF THE PERFORATED PIPE OPENINGS S BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE RESPECTIVE DI STRUCTURE. PERFORATED PIPE UNDERDRAINS SHALL BE CONSTRUCTED SUCH THEY OUTLET TO THE NEAREST SMALL DRAINAGE STRUCTURE DOWNGRADE FRO THE PIPE RUN. CROSS SECTIONS THE EXISTING GROUNDLINES OF CROSS SECTIONS FOR THIS PROJECT WERE
FILE NAME: C: \PWWOR	DEVELOPED FROM LIDAR AND SUPPLEMENTED WITH LIMITED AMOUNT OF FIELD SURVEYS. THE RDZ LINES SHOWN ON THE CROSS SECTIONS ARE AF AND WERE DEVELOPED FROM A LIMITED AMOUNT OF GEOTECHNICAL INVESTIGA SAW CUTTING PAVED SHOULDERS PRIOR TO REMOVAL OF THE EXISTING PAVED SHOULDERS FOR FULL-DEPTH PA WIDENING, THE PAVED SHOULDERS ALONG THE MEDIAN AND/OR THE OUTER SH SHALL BE SAW CUT ALONG A NEAT LINE TO DEPTH THAT WILL ENSURE CLEA OF PAVED SHOULDER FROM THE EXISTING LANE PAVEMENT THAT IS DESIGNAT REMAIN. THE NECESSARY SAW CUT DEPTH WILL BE DETERMINED BY THE ENGI BASED ON SAMPLE SAW CUT AND REMOVAL TESTS PERFORMED BY THE CONTR
USER: JGUINN DATE PLOTTED: March 18, 2024	THE CONTRACTOR SHALL HAVE A COMPLETE REPLACEMENT UNIT AVAILABLE O PROJECT SITE FOR THE DURATION OF THE PROJECT, UNLESS THE SUPPLIER O SPECIFIED IMPACT ATTENUATOR (CRASH CUSHION) CERTIFIES IN WRITING THAT REPLACEMENT UNITS AND/OR PARTS CAN BE DELIVERED TO THE PROJECT SIT WITHIN 24 HOURS AFTER THEY ARE ORDERED. <b>RETAINING WALLS</b> SHORING MAY BE REQUIRED TO CONSTRUCT THE PROPOSED RETAINING WALLS PROJECT WITHIN THE RIGHT OF WAY. THE SHORING WILL BE INCIDENTAL TO RETAINING WALL CONSTRUCTION. PLACE SIX INCHES OF TOP SOIL ON ALL DISTURBED AREAS AT THE TOP OF RETAINING WALLS. <b>MATERIAL TRANSFER VEHICLE</b> A MATERIAL TRANSFER VEHICLE (MTV) SHALL BE REQUIRED FOR ALL PAVING ( THIS JOB IN ACCORDANCE WITH SECTION 403.02.10 OF STANDARD SPECIFICAT CURRENT EDITION.
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## **GENERAL NOTES**

NOTICE OF INTENT The contractor is required to file notice of intent (NOI) to the frankfort REGIONAL OFFICE OF THE DIVISION OF AIR QUALITY TEN (10) BUSINESS DAYS (M-F) PRIOR TO THE START OF ANY DEMOLITION OF BRIDGES.

DIVISION OF AIR QUALITY, FRANKFORT REGIONAL OFFICE 200 FAIR OAKS LANE, THIRD FLOOR, FRANKFORT, KY 40601 JARROD.BELL@KY.GOV

## TURF REINFORCEMENT MAT

SEE THE PROPOSAL ATTACHMENTS FOR SUPPLEMENTAL SPECIFICATIONS FOR ROLLED EROSION CONTROL PRODUCTS (RECP) SPECIFICATIONS FOR TURF REINFORCEMENT MATTING.

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.

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, KENTUCKY AT 502-564-3670.

N.G.S. (U.S.G.S.) BENCH MARKS

DO NOT DISTURB N.G.S. (U.S.G.S.) BENCH MARKS IN ANY MANNER UNLESS DIRECTED BY THE ENGINEER.

#### ADJUSTMENT TO ROADWAY GRADES

THE CONTRACTOR WILL BE ALLOWED TO ADJUST THE ROADWAY GRADES IF CONTRACTOR DEEMS IT NECESSARY DUE TO THEIR CONSTRUCTABLILITY REQUIREMENTS TO ELIMINATE THE PLANNED SPLINE GRADE AND PROVIDE FOR A CONSISTENT VERTICAL ALIGNMENT. THE CONTRACTOR WILL NEED TO PROVIDE UPDATED PROFILES, CROSS SECTIONS, AND PAVEMENT QUANTITIES TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO REMOVAL AND CONSTRUCTION OF THE MEDIAN. ALL ADDITIONAL COSTS FOR THE DEVELOPMENT AND CONSTRUCTION OF THE NEW VERTICAL ALIGNMENT EXCLUDING BID CODE 00194 LEVELING AND WEDGING PG76-22 ARE INCIDENTAL TO THE MEDIAN BARRIER WALL BID ITEM. 

## 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.

INSPECT AND CLEAN PIPE THE CONTRACTOR SHALL INSPECT AND CLEAN ALL EXISTING PIPES AS DIRECTED BY THE ENGINEER THAT ARE TO REMAIN OF ALL SEDIMENT AND OTHER DEBRIS. THIS WORK SHALL BE DONE UNDER THE BID ITEM CLEAN PIPE STRUCTURE.

## <u>CLEARING AND GRUBBING</u>

CLEAR AND GRUB THE ENTIRE AREA OF THE RIGHT OF WAY EXCEPT WHERE NOTED ON THE PLANS.

## CAUTION HIGH VOTAGE ELECTRIC LINES

CAUTION WHEN WORKING NEAR HIGH VOTAGE LINES AT THE EXISTING RIGHT OF WAY LINE. THE ELEVATIONS OF THE OVERHEAD LINES HAVE BEEN SHOWN ON THE PLANS AT THE POLE LOCATIONS FOR REFERENCE.

CONSTRUCTION COORDINATION CONSTRUCTION WITH THIS PROJECT SHALL BE COORDINATED WITH THE ADJACENT PROJECT THAT IS CURRENTLY UNDER CONSTRUCTION.

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#### PIPE DRAINAGE SHEET 7 of 14 DESIGN PH LEVEL MAXIMUM COVER HEIGHT PIPE CULVERT HEADWALL - 15 PIPE CULVERT HEADWALL - 15 **CULVERT PIPE** 36" 24" 30" 15" 18" 48" Е Т R F Ε FT EACH EACH EACH EACH EACH EACH $\sim$ REMOVE EXISTING CONC. MED. BARRIER BOX INLET AND 411 L.F. PIPE CONST. CONC. MED. BARRIER BOX INLET TYPE 14B-2-50-(Y=0.75) (ASYMMETRICAL) CONST. 411 L.F. 30" PIPE F.L. 993.95 _F.L. / 993.20 ·Ш - EX, I.E. = 986.94 313+84 M . 5.4 . . . . . . . . (18") FIF . . . . . HEADWATER ELEV S) (ft) 996.83 996.85 PROPOSED (FT) = 997.16 ADWATER DOES NOT CEED THE ELEVATION THE ADJACENT ROADWAY . . . . . . .×. . . . . ·(·_) REMOVE EXISTING CONC. MED. BARRIER BOX INLET AND 314 L.F. PIPE CONST. CONC. MED. BARRIER BOX INLET TYPE 14B-2-50-(Y=0.71')(MOD) (ASYMMETRICAL) 4/I-75 CONST. 298 L.F. 30 PIPE BOXINLET 996.70 _F.L. / 995.99 • • <u>•</u> • • • • • • • • • • • . . . . . . . . EX. 18"_RCP. @ 2.83% E:X.....18" · RCP· F4 . . 0 -----____ EX. I.E. = 989.99 CONST. 8 L.F. 18" PIPE CONST. 8 L.F. 18" PIPE L.T. 310+84 ∩ M 5.6 OSED $\times$ D 50 30 70 60 50 40 30 20 20 40 0 10 10

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#### PIPE DRAINAGE SHEET 9 of 14 DESIGN PH LEVEL MAXIMUM COVER HEIGHT PIPE CUL VERT HEADWALL - 15 PIPE CUL VERT PIPE CUL VERT HEADWALL - 16 **CULVERT PIPE** 36" 24" 30" 15" 18" 48" Е Т R FT EACHEACH F Ε EACH EACH EACH EACH 0 Xi Ш<u></u>,-, REMOVE EXISTING CONC. MED. BARRIER BOX INLET AND 16 L.F. PIPE CONST. CONC. MED. BOX INLET TYPE 1 CONST. 8 L.F. 36"PIPE _____F.L. / 976.49 F15 PLUGGED ---+---+---+-------_____ - - - - - - - - ------Existing pla ____ ____ _ _ _ + _ _ ____ CONST. 8 L.F. 36" PIPE ...O.E. = 970.72 DWALL -----332+88 332+86 @ 43° SKEW RT. . Малада 31. 9. к 100 80 60 20 10 90 70 50 40 30 10 0 - 10-· · · · · · · · · · · · · · · · REMOVE EXISTING CONC. MED. BARRIER BOX INLET AND 24 L.F. PIPE CONST. CONC. MED. BARRIER BOX INLET TYPE 14B-2-50(MOD.) CONST. 8 L.F. 36" PIPE /1-75 F.L._ 979.64 ∖ __F.L. / 979.65 OX INLET ΞЩ _____ EX. 18" RCP @ 1.95% EX. 18" RCP 0 1.91% CONST. 8 L.F. 18" RCP +---------T. 8 L.F. 327+83 $\rightarrow$ $\times$ $\vdash$ 1 $\checkmark$ 30 50 40 60 50 30 20 20 70 40 0 10 10

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#### PIPE DRAINAGE SHEET 9 of 14 DESIGN PH LEVEL MAXIMUM COVER HEIGHT PIPE CULVERT HEADWALL - 15 PIPE CULVERT HEADWALL - 15 **CULVERT PIPE** 24" 15" 18" 30" 36" 48" Ε Т R F Ε FT EACH EACH EACH EACH EACH EACH j jog l Ш<u>)</u>-, REMOVE EXISTING CONC. MED. BARRIER BOX INLET AND 16 L.F. PIPE CONST. CONC. MED. BOX INLET TYPE 14 CONST. 8 L.F. 36" PIPE _____F.L. /___976.49 F15 PLUGGED EX. 18" RCP @ 0.68% ---+---+---+---+----_____ -----____ Existing pla ____ ____ ____ - - - + - -_____ CONST. 8 L.F. 36" PIPE ...O.E. = 970.72 DWALL -----332+88 332+86 $\frown$ @ 43° SKEW RT. ζ 1 100 80 20 10 90 70 60 50 40 30 10 10 0 · · · · · · · · · · · · · · · · REMOVE EXISTING CONC. MED. BARRIER BOX INLET AND 24 L.F. PIPE CONST. CONC. MED. BARRIER BOX INLET TYPE 14B-2-50(MOD.) CONST. 8 L.F. 36" PIPE /1-75 F.L._ 979.64 ∖ __F.L. / 979.65 OX INLET сh _____ EX. 18" RCP @ 1.95% EX. 1.8" RCP @ 1.95% EX. 1.8" RCP @ 1.95% EX. 1.8" RCP EX. 18" RCP. 0. 1.91% *************** CONST. 8 L.F. 18" RCP +----____ T. 8 L.F. 327+83 $\rightarrow$ $\times$ $\vdash$ 1 $\checkmark$ 30 50 40 60 50 30 20 20 70 40 0 10 10

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# TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS FAYETTE COUNTY I-64 / I-75 WIDENING SOUND BARRIER WALLS STA. 289+00 TO STA. 368+84

	ES
BID ITEM CODE	
BID ITEM	
UNIT	
SOUND BARRIER WALL	
SOLDIER PILE RETAINING WALL	
TOTALS	

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Crushed Aggregate Size 57	Flowable Fill	Structure Excavation Common	Structure Excavation Solid Rock	Pre – Drilling For Piles (Soil)	Pre – Drilling For Piles (Rock)	Concrete Class "A" Modified	Sound Barrier Wall	Concrete Sealing	Concrete Lagging	Timber Lagging	Drainage Goecomposite	Permanent Steel Casing	Drilled Shaft 36 Inch Solid Rock	Drilled Shaft 42 Inch Common	Piles Steel W21 × 101	Piles Steel W21 x 147	
TON	C.Y.	C.Y.	C.Y.	L.F.	L.F.	C.Y.	S.F.	S.F.	S.F.	S.F.	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	
132							170,179	321,994				226	3,075	5,728			
796	585	760	31	3,034	2,599	1,170	33,616	84,689	17,457	12,543	1,287	74			2,998	5,545	
928	585	760	31	3,034	2,599	1,170	203,795	406,683	17,457	12,543	1,287	300	3,075	5,728	2,998	5,545	
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① Structure Excavation quantity is only between steel soldier piles. ① Excavation from the front face of precast lagging and sound barrier wall to the finished grade is accounted for in roadway plans.

	INDEX OF SHEETS
Sheet No.	Description
S01	Title Sheet
S02	General Notes
S03-S28	Plan and Profile of Sound Barrier Walls
S29	Sound Barrier Wall Typical
S30-S31	Soldier Pile Wall Typical
S32-S48	Drilled Shaft Details and Record
S49-S57	Soldier Pile Rock Socket and Record
S58-S64	Post Details
S65-S72	Panel Details
S73	Soldier Pile Wall Details
S74-S97	Subsurface Data

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Special Note For Concrete Sealing Special Note For Drilled Shafts Special Note For Hot Dip Galvanizing of Steel Special Note For Sound Barrier Walls

## SPECIAL PROVISIONS

## **STANDARD DRAWINGS**

3GX-012-02Geotechnical Legend3GX-018Treatment of Open Sinkholes

## **SPECIFICATIONS**

2019 KYTC Standard Specifications for Road and Bridge Construction.

9th Edition AASHTO LRFD Bridge Design Specifications



# TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS FAYETTE COUNTY I-64 / I-75 WIDENING SOUND BARRIER WALLS STA. 289+00 TO STA. 368+84

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BID ITEM CODE	
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UNIT	
SOUND BARRIER WALL	
SOLDIER PILE RETAINING WALL	
TOTALS	

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SPECIAL	NOTES

Special Note For Concrete Sealing Special Note For Drilled Shafts Special Note For Hot Dip Galvanizing of Steel Special Note For Sound Barrier Walls

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9th Edition AASHTO LRFD Bridge Design Specifications

7-8909.30	PALME	R ENGINEI	ERING CO.	DRAWING NO.
ITEM NUMBER		PREPARED BY		sheet no. SM1
	TITLE SHEET			
	ROUTE I–64 / I–75	SOUND BARF	CROSSING RIER WALLS PH	ASE 3
P.E. 31175	FAYETTE			
AARON C. THOMAS	Commonwealth of Kentucky DEPARTMENT OF HIGHWAY			
ONAL ENT	DETAILED BY	:J.A. ROSE	A.C. THOMAS	
CENSE	DESIGNED BY	: A.C. THOMAS	J.P. MURRIN	
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## **DRILLED SHAFT NOTES**

- current edition.

- sinkhole locations and remediation.
- Casing".

For estimating quantities, it was assumed permanent casing will be required at shafts 8-185 to 8-190 and will extend 12'-6" below the top of weathered rock. Locations of permanent casing and elevations for the bottom of permanent casing will be determined by the Engineer. Measurement for permanent steel casing will be from the top of shaft 42" to the bottom of permanent casing elevation. Quantities for permanent casing are estimates and the actual installed and paid quantity will be determined after the shaft is complete.

## FIELD DATA

FOR EACH DRILLED SHAFT, THE PROJECT ENGINEER SHALL RECORD THE FOLLOWING ON THE DRILLED SHAFT RECORD SHEETS S33-S48: TOP OF DRILLED SHAFT 36" AS BUILT. BOTTOM OF SHAFT AS BUILT. LENGTH OF DRILLED SHAFT COMMON AS BUILT. LENGTH OF WEATHERED ROCK AS BUILT. AND LENGTH OF ROCK SOCKET AS BUILT.

SUBMIT THIS RECORD TO: KENTUCKY TRANSPORTATION CABINET DIRECTOR, DIVISION OF STRUCTURAL DESIGN 3rd FLOOR EAST 200 MERO STREET FRANKFORT, KENTUCKY 40622

THIS RECORD DOES NOT REPLACE OTHER DRILLED SHAFT RECORDS THE PROJECT ENGINEER IS REQUIRED TO KEEP AND SUBMIT.



1. Solid rock excavation will be required for the installation of the drilled shaft foundations.

2. The drilled shafts shall be constructed in accordance with the Special Note for Drilled Shafts, current edition, except that subsurface exploration borings in accordance with Section 3.5 of the Special Note is not required. Include all cost (materials, labor, and equipment) associated with the drilled shafts in the unit price bid for drilled shaft, common or solid rock, as applicable. Materials shall include ties and longitudinal reinforcement, reinforcement splices and mechanical couplers, concrete and temporary or permanent casing as needed.

3. Permanent casing is not required. The contractor may elect to use temporary casing in deeper soil areas. Temporary casing may be omitted if the contractor can demonstrate the ability to maintain an open excavation without collapse of the side walls, fall back of material into the excavation, or fall back into and contamination of freshly placed concrete. In shallow overburden unsupported excavation or some other shoring method may be utilized at the contractor's discretion. Use an uncased rock socket that is 6 inches smaller than the inside of the casing. Casing is incidental to the unit bid price for "DRILLED SHAFT 42 IN-COMMON" and "DRILLED SHAFT 36 IN-SOLID ROCK", as applicable.

4. Elevations for the bottom of drilled shaft-common, top of rock socket and bottom of drilled shaft will be determined by the Engineer based on the drilled shaft common excavation. Quantities for Drilled Shaft Common are estimates, and the actual installed and paid quantity will be determined after the shaft is complete in accordance with the special note for drilled shafts.

5. Due to variability in the rockline, the potential for field adjustment in shaft lengths shall be addressed in the following manner. When bedrock is below the anticipated tip elevation the contractor must extend the shaft to bedrock in order to provide the required socket length unless the Engineer considers and approves the corresponding reduction in axial and lateral capacity.

6. No more than 50% of the longitudinal reinforcement shall be spliced within 3 feet of the splice location. When drilled shaft is lengthened in the field, 100% of the longitudinal reinforcement may be spliced at the bottom of the reinforcement cage.

7. The bedrock socket shall start in unweathered bedrock at least 3 feet below the top of weathered bedrock. Axial resistance and lateral support shall be nealected above the bedrock socket.

8 Due to the project being located in a karst intense site, treatment may be required of sinkholes encountered during construction in accordance with Standard Drawing BGX-018. Karst features may result in concrete loss during placement or extensions of rock sockets beyond scheduled length. Remedies for karst features could include extending shaft lengths, extending casing, or placement and subsequent redrilling of sacrificial lean concrete. The Contractor shall be prepared to address complications arising from the presence of karst features along the noise wall alignment. See Roadway Plans for potential

/ 9. Karst activity is possible in the vicinity of the drilled shaft foundations for the noise barrier walls. If horizontal cavities and/or vertical crevices greater than or equal to 6 inches are encountered during drilled shaft construction, permanent casing will be required within this zone as stated. Additionally, please contact the Geotechnical Services Branch for further assistance.

// 10. Permanent casing will be required to extend through the portions of solid rock where voids or karst features are found and is to remain in place after construction is complete. The minimum rock socket length, listed in the drilled shaft record, shall extend into solid rock below the bottom of the permanent casing. The permanent casing shall have a minimum inner diameter of 3'-6" and a minimum thickness of 3/8". The permanent casing grade shall meet ASTM A 252 Grade 2 or better. Include all cost (material, labor, and equipment) associated with installing the permanent casing with the unit bid price for "Permanent Steel

	▲ REVISED NOTES	3-19-24	
	REVISION	DATE	
	DATE: JANUARY, 2024	3Y	
	DESIGNED BY: J.P. MURRIN	A.C. THOMAS	
	DETAILED BY: D.L. HORTON	A.C. THOMAS	
	Commonwealth DEPARTMENT (	of Kentuck OF HIGHWAY	y ZS
	FAYETTE		
	I-64 / I-75 SOUND BARF	CROSSING	ASE 3
	DRILLED SHA	FT DETAILS	
ITEM NUMBER	PREPARED BY		SHEET NO.
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## **DRILLED SHAFT NOTES**

- current edition.

- Casing".
- complete.

# FIELD DATA

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KENTUCKY TRANSPORTATION CABINET DIRECTOR, DIVISION OF STRUCTURAL DESIGN

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<u> </u>	REVISED NOTES			3-19-24
	REVISION			DATE
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	DESIGNED BY	J.P. MURRIN	A.C. THOMAS	
	DETAILED BY	D.L. HORTON	A.C. THOMAS	
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	DEPARTMENT OF HIGHWAYS			
	COUNTY			
	FAYETTE			
	ROUTE		CROSSING	
	I-64 / I-75	SOUND BARH	RIER WALLS PH	ASE 3
	DRILLED SHAFT DETAILS			
ITEM NUMBER		PREPARED BY		SHEET NO.
	DAIME	<b>ENCINE</b>	FRINC CO	532
7-8909.30				DRAWING NO.
7-0707.50				28813



## **NOTES**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY AND SAFETY OF ALL EXCAVATIONS AND SHALL BE RESPONSIBLE FOR THE STABILITY OF ADJACENT PROPERTY AND INFRASTRUCTURE ABOVE THE EXCAVATIONS THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EVALUATION OF CONSTRUCTION LOADS ON THE PROPOSED RETAINING WALL.

2. SOLID ROCK EXCAVATION (DRILLING) WILL BE REQUIRED FOR THE INSTALLATION OF THE SOLDIER PILE WALL. SOLID ROCK EXCAVATION MAY BE REQUIRED FOR INSTALLATION OF THE SOLDIER PILE LAGGING.

3. SOLDIER PILE ROCK SOCKETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIAL NOTE FOR DRILLED SHAFTS, CURRENT EDITION, EXCEPT THAT SUBSURFACE EXPLORATION BORINGS IN ACCORDANCE WITH SECTION 3.5 OF THE SPECIAL NOTE IS NOT REQUIRED. INCLUDE ALL COST (MATERIAL, LABOR, AND EQUIPMENT) ASSOCIATED WITH THE SOLDIER PILE ROCK SOCKETS IN THE PRICE FOR PRE-DRILLING FOR PILES, SOIL OR ROCK, AS APPLICABLE. MATERIALS SHALL INCLUDE TEMPORARY OR PERMANENT CASING AS NEEDED.

4. PERMANENT CASING IS NOT REQUIRE. THE CONTRACTOR MAY ELECT TO USE TEMPORARY CASING IN DEEPER SOIL AREAS. TEMPORARY CASING MAY BE OMITTED IF THE CONTRACTOR CAN DEMONSTRATE THE ABILITY TO MAINTAIN AN OPEN EXCAVATION WITHOUT COLLAPSE OF THE SIDE WALLS, FALL BACK OF MATERIAL INTO THE EXCAVATION, OR FALL BACK INTO AND CONTAMINATION OF FRESHLY PLACED CONCRETE. IN SHALLOW OVERBURDEN UNSUPPORTED EXCAVATION OR SOME OTHER SHORING METHOD MAY BE UTILIZED AT THE CONTRACTOR'S DISCRETION. USE AN UNCASED ROCK SOCKET THAT IS 6 INCHES SMALLER THAN THE INSIDE OF THE CASING. CASING IS INCIDENTAL TO THE UNIT BID PRICE FOR PRE-DRILLING FOR PILES (SOIL) AND PRE-DRILLING FOR PILES (ROCK), AS APPLICABLE.

5. ELEVATIONS FOR THE TOP OF SHAFT 36, TOP OF ROCK SOCKET, AND BOTTOM OF SHAFT 36 WILL BE DETERMINED BY THE ENGINEER BASED ON THE PRE-DRILLING FOR PILES (SOIL) EXCAVATION. QUANTITIES FOR PRE-DRILLING FOR PILES (SOIL) ARE ESTIMATES. AND THE ACTUAL INSTALLED AND PAID QUANTITY WILL BE DETERMINED AFTER THE SHAFT IS COMPLETE IN ACCORDANCE WITH THE SPECIAL NOTE FOR DRILLED SHAFTS, CURRENT EDITION.

6. DUE TO VARIABILITY IN THE ROCKLINE. THE POTENTIAL FOR FIELD ADJUSTMENT IN SHAFT LENGTHS SHALL BE ADDRESSED IN THE FOLLOWING MANNER. WHEN BEDROCK IS BELOW THE ANTICIPATED TIP ELEVATION THE CONTRACTOR MUST EXTEND THE SHAFT TO BEDROCK IN ORDER TO PROVIDE THE REQUIRED SOCKET LENGTH UNLESS THE ENGINEER CONSIDERS AND APPROVES THE CORRESPONDING REDUCTION IN AXIAL AND LATERAL CAPACITY.

7. THE BEDROCK SOCKET SHALL START IN UNWEATHERED BEDROCK AT LEAST 3 FEET BELOW THE TOP OF WEATHERED BEDROCK. AXIAL RESISTANCE AND LATERAL SUPPORT SHALL BE NEGLECTED ABOVE THE BEDROCK SOCKET.

8. DUE TO THE PROJECT BEING LOCATED IN A KARST INTENSE SITE, TREATMENT MAY BE REQUIRED OF SINKHOLES ENCOUNTERED DURING CONSTRUCTION IN ACCORDANCE WITH STANDARD DRAWING BGX-018. KARST FEATURES MAY RESULT IN CONCRETE LOSS DURING PLACEMENT OR EXTENSIONS OF ROCK SOCKETS BEYOND SCHEDULED LENGTH. REMEDIES FOR KARST FEATURES COULD INCLUDE EXTENDING SHAFT LENGTHS, EXTENDING CASING, OR PLACEMENT AND SUBSEQUENT REDRILLING OF SACRIFICIAL LEAN CONCRETE. THE CONTRACTOR SHALL BE PREPARED TO ADDRESS COMPLICATIONS ARISING FROM THE PRESENCE OF KARST FEATURES ALONG THE NOISE WALL ALIGNMENT. SEE ROADWAY PLANS FOR POTENTIAL SINKHOLE LOCATIONS AND REMEDIATION.

FOR ESTIMATING QUANTITIES, IT WAS ASSUMED PERMANENT CASING WILL BE REQUIRED AT ROCK SOCKETS 8-183 TO 8-184 AND WILL EXTEND 12'-6" BELOW THE TOP OF WEATHERED ROCK. LOCATIONS OF PERMANENT CASING AND ELEVATIONS FOR THE BOTTOM OF PERMANENT CASING WILL BE DETERMINED BY THE ENGINEER. MEASUREMENT FOR PERMANENT STEEL CASING WILL BE FROM THE TOP OF SHAFT 42" TO THE BOTTOM OF PERMANENT CASING ELEVATION. QUANTITIES FOR PERMANENT CASING ARE ESTIMATES AND THE ACTUAL INSTALLED AND PAID QUANTITY WILL BE DETERMINED AFTER THE SHAFT IS COMPLETE.

UNIT BID PRICE FOR "PERMANENT STEEL CASING".

THE INSTALLATION SEQUENCE SHALL BE SUCH THAT NO ROCK SOCKET IS INSTALLED ADJACENT TO EITHER AND OPEN ROCK

SOCKET EXCAVATION OR A ROCK SOCKET IN WHICH THE CONCRETE HAS LESS THAN A 24 HOUR CURE. INSTALLING THE ROCK SOCKETS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THIS CRITERIA IS PERMISSIBLE.

W21 x 147 OR

W21 × 101

HIGHWAY SIDE

~Lp

36" DIAMETER

SECTION "A"

W21 × 147 OR

W21 × 101

9. KARST ACTIVITY IS POSSIBLE IN THE VICINITY OF THE DRILLED SHAFT FOUNDATIONS FOR THE NOISE BARRIER WALLS. IF HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED SHAFT CONSTRUCTION, PERMANENT CASING WILL BE REQUIRED WITHIN THIS ZONE AS STATED. ADDITIONALLY, PLEASE CONTACT THE GEOTECHNICAL SERVICES BRANCH FOR FURTHER ASSISTANCE.

10. PERMANENT CASING WILL BE REQUIRED TO EXTEND THROUGH THE PORTIONS OF SOLID ROCK WHERE VOIDS OR KARST FEATURES ARE FOUND AND IS TO REMAIN IN PLACE AFTER CONSTRUCTION IS COMPLETE. THE TOP OF THE PERMANENT CASING WILL BE THE BOTTOM OF PRECAST LAGGING ELEVATION. THE MINIMUM ROCK SOCKET LENGTH, LISTED IN THE SOLDIER PILE RECORD, SHALL EXTEND INTO SOLID ROCK BELOW THE BOTTOM OF THE PERMANENT CASING. THE PERMANENT CASING SHALL HAVE A MINIMUM INNER DIAMETER OF 3'-6" AND A MINIMUM THICKNESS OF 3/8". THE PERMANENT CASING GRADE SHALL MEET ASTM A 252 GRADE 2 OR BETTER. INCLUDE ALL COST (MATERIAL, LABOR, AND EQUIPMENT) ASSOCIATED WITH INSTALLING THE PERMANENT CASING WITH THE

**FIELD DATA** 

FOR EACH PILE, THE PROJECT ENGINEER SHALL RECORD THE FOLLOWING ON THE PILE RECORD SHEETS S50-S57: TOP OF SHAFT 42" AS BUILT, TOP OF SHAFT 36" AS BUILT, BOTTOM OF SHAFT 36" AS BUILT, LENGTH OF PRE-DRILLING FOR PILES (SOIL) AS BUILT, LENGTH OF WEATHERED ROCK AS BUILT, AND LENGTH OF ROCK SOCKET AS BUILT.

SUBMIT THIS RECORD TO:

42" DIAMET

**SECTION** 

KENTUCKY TRANSPORTATION CABINET DIRECTOR, DIVISION OF STRUCTURAL DESIGN

3rd FLOOR EAST 200 MERO STREET

FRANKFORT, KENTUCKY 40622

THIS RECORD DOES NOT REPLACE OTHER PILE RECORDS THE PROJECT ENGINEER IS REQUIRED TO KEEP AND SUBMIT.

	7_8909 30	PALMER	R ENGINEI	ERING CO.	つ代当 DRAWING NO.
	ITEM NUMBER		PREPARED BY		SHEET NO.
D		SOLDER PILE ROCK SOCKET			
"D"		ROUTE I–64 / I–75	SOUND BARF	CROSSING RIER WALLS PH	IASE 3
ER		FAYETTE			
		€om DEPA	a <mark>monwealth</mark> ARTMENT (	of Kentuck OF HIGHWA	ty YS
		DETAILED BY:	J.A. ROSE	A.C. THOMAS	
	- HIGHWAY SIDE	DESIGNED BY:	A.C. THOMAS	J.P. MURRIN	
n N		REVISION			DATE
X		A REVISED	NOTES		3-19-24
	TEMPORARY CASING				



THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY AND SAFETY OF ALL EXCAVATIONS AND SHALL BE RESPONSIBLE FOR THE STABILITY OF ADJACENT PROPERTY AND INFRASTRUCTURE ABOVE THE EXCAVATIONS THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EVALUATION OF CONSTRUCTION LOADS ON THE PROPOSED RETAINING WALL.

2. SOLID ROCK EXCAVATION (DRILLING) WILL BE REQUIRED FOR THE INSTALLATION OF THE SOLDIER PILE WALL. SOLID ROCK EXCAVATION MAY BE REQUIRED FOR INSTALLATION OF THE SOLDIER PILE LAGGING.

3. SOLDIER PILE ROCK SOCKETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIAL NOTE FOR DRILLED SHAFTS, CURRENT EDITION, EXCEPT THAT SUBSURFACE EXPLORATION BORINGS IN ACCORDANCE WITH SECTION 3.5 OF THE SPECIAL NOTE IS NOT REQUIRED. INCLUDE ALL COST (MATERIAL, LABOR, AND EQUIPMENT) ASSOCIATED WITH THE SOLDIER PILE ROCK SOCKETS IN THE PRICE FOR PRE-DRILLING FOR PILES. SOIL OR ROCK. AS APPLICABLE. MATERIALS SHALL INCLUDE TEMPORARY OR PERMANENT CASING AS NEEDED.

4. PERMANENT CASING IS NOT REQUIRE. THE CONTRACTOR MAY ELECT TO USE TEMPORARY CASING IN DEEPER SOIL AREAS. TEMPORARY CASING MAY BE OMITTED IF THE CONTRACTOR CAN DEMONSTRATE THE ABILITY TO MAINTAIN AN OPEN EXCAVATION WITHOUT COLLAPSE OF THE SIDE WALLS, FALL BACK OF MATERIAL INTO THE EXCAVATION, OR FALL BACK INTO AND CONTAMINATION OF FRESHLY PLACED CONCRETE. IN SHALLOW OVERBURDEN UNSUPPORTED EXCAVATION OR SOME OTHER SHORING METHOD MAY BE UTILIZED AT THE CONTRACTOR'S DISCRETION. USE AN UNCASED ROCK SOCKET THAT IS 6 INCHES SMALLER THAN THE INSIDE OF THE CASING. CASING IS INCIDENTAL TO THE UNIT BID PRICE FOR PRE-DRILLING FOR PILES (SOIL) AND PRE-DRILLING FOR PILES (ROCK), AS APPLICABLE.

5. ELEVATIONS FOR THE TOP OF SHAFT 36, TOP OF ROCK SOCKET, AND BOTTOM OF SHAFT 36 WILL BE DETERMINED BY THE ENGINEER BASED ON THE PRE-DRILLING FOR PILES (SOIL) EXCAVATION. QUANTITIES FOR PRE-DRILLING FOR PILES (SOIL) ARE ESTIMATES, AND THE ACTUAL INSTALLED AND PAID QUANTITY WILL BE DETERMINED AFTER THE SHAFT IS COMPLETE IN ACCORDANCE WITH THE SPECIAL NOTE FOR DRILLED SHAFTS, CURRENT EDITION.

6. DUE TO VARIABILITY IN THE ROCKLINE, THE POTENTIAL FOR FIELD ADJUSTMENT IN SHAFT LENGTHS SHALL BE ADDRESSED IN THE FOLLOWING MANNER. WHEN BEDROCK IS BELOW THE ANTICIPATED TIP ELEVATION THE CONTRACTOR MUST EXTEND THE SHAFT TO BEDROCK IN ORDER TO PROVIDE THE REQUIRED SOCKET LENGTH UNLESS THE ENGINEER CONSIDERS AND APPROVES THE CORRESPONDING REDUCTION IN AXIAL AND LATERAL CAPACITY.

7. THE BEDROCK SOCKET SHALL START IN UNWEATHERED BEDROCK AT LEAST 3 FEET BELOW THE TOP OF WEATHERED BEDROCK. AXIAL RESISTANCE AND LATERAL SUPPORT SHALL BE NEGLECTED ABOVE THE BEDROCK SOCKET.

8. DUE TO THE PROJECT BEING LOCATED IN A KARST INTENSE SITE, TREATMENT MAY BE REQUIRED OF SINKHOLES ENCOUNTERED DURING CONSTRUCTION IN ACCORDANCE WITH STANDARD DRAWING BGX-018. KARST FEATURES MAY RESULT IN CONCRETE LOSS DURING PLACEMENT OR EXTENSIONS OF ROCK SOCKETS BEYOND SCHEDULED LENGTH. REMEDIES FOR KARST FEATURES COULD INCLUDE EXTENDING SHAFT LENGTHS, EXTENDING CASING, OR PLACEMENT AND SUBSEQUENT REDRILLING OF SACRIFICIAL LEAN CONCRETE. THE CONTRACTOR SHALL BE PREPARED TO ADDRESS COMPLICATIONS ARISING FROM THE PRESENCE OF KARST FEATURES

9. KARST ACTIVITY IS POSSIBLE IN THE VICINITY OF THE DRILLED SHAFT FOUNDATIONS FOR THE NOISE BARRIER WALLS. IF 9. KARST ACTIVITY IS PUSSIBLE IN THE VICINITY OF THE DRILLED SHALL FOUNDATIONS FOR THE RECOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED DURING DRILLED HORIZONTAL CAVITIES AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE ENCOUNTERED AND/OR VERTICAL CREVICES GREATER THAN OR EQUAL TO 6 INCHES ARE EN SHAFT CONSTRUCTION, PERMANENT CASING WILL BE REQUIRED WITHIN THIS ZONE AS STATED. ADDITIONALLY, PLEASE CONTACT THE GEOTECHNICAL SERVICES BRANCH FOR FURTHER ASSISTANCE.

10. PERMANENT CASING WILL BE REQUIRED TO EXTEND THROUGH THE PORTIONS OF SOLID ROCK WHERE VOIDS OR KARST FEATURES ARE FOUND AND IS TO REMAIN IN PLACE AFTER CONSTRUCTION IS COMPLETE. THE TOP OF THE PERMANENT CASING WILL BE THE BOTTOM OF PRECAST LAGGING ELEVATION. THE MINIMUM ROCK SOCKET LENGTH, LISTED IN THE SOLDIER PILE RECORD, SHALL EXTEND INTO SOLID ROCK BELOW THE BOTTOM OF THE PERMANENT CASING. THE PERMANENT CASING SHALL HAVE A MINIMUM INNER DIAMETER OF 3'-6" AND A MINIMUM THICKNESS OF 3/8". THE PERMANENT CASING GRADE SHALL MEET ASTM A 252 GRADE 2 OR BETTER. INCLUDE ALL COST (MATERIAL, LABOR, AND EQUIPMENT) ASSOCIATED WITH INSTALLING THE PERMANENT CASING WITH THE UNIT BID PRICE FOR "PERMANENT STEEL CASING".

FOR ESTIMATING QUANTITIES, IT WAS ASSUMED PERMANENT CASING WILL BE REQUIRED AT ROCK SOCKETS 8-183 TO 8-184 AND WILL EXTEND 12'-6" BELOW THE TOP OF WEATHERED ROCK. LOCATIONS OF PERMANENT CASING AND ELEVATIONS FOR THE BOTTOM OF PERMANENT CASING WILL BE DETERMINED BY THE ENGINEER. MEASUREMENT FOR PERMANENT STEEL CASING WILL BE FROM THE TOP OF SHAFT 42" TO THE BOTTOM OF PERMANENT CASING ELEVATION. QUANTITIES FOR PERMANENT CASING ARE ESTIMATES AND THE ACTUAL INSTALLED AND PAID QUANTITY WILL BE DETERMINED AFTER THE SHAFT IS COMPLETE.

THE INSTALLATION SEQUENCE SHALL BE SUCH THAT NO ROCK SOCKET IS INSTALLED ADJACENT TO EITHER AND OPEN ROCK

ALONG THE NOISE WALL ALIGNMENT, SEE ROADWAY PLANS FOR POTENTIAL SINKHOLE LOCATIONS AND REMEDIATION.

W21 × 147 OR

W21 × 101

W21 × 147 OR

W21 × 101

~Lp 36" DIAMETER SECTION "A"

HIGHWAY SIDE

SOCKET EXCAVATION OR A ROCK SOCKET IN WHICH THE CONCRETE HAS LESS THAN A 24 HOUR CURE. INSTALLING THE ROCK SOCKETS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THIS CRITERIA IS PERMISSIBLE. 

FIELD DATA

FOR EACH PILE, THE PROJECT ENGINEER SHALL RECORD THE FOLLOWING ON THE PILE RECORD SHEETS S50-S57: TOP OF SHAFT 42" AS BUILT, TOP OF SHAFT 36" AS BUILT, BOTTOM OF SHAFT 36" AS BUILT, LENGTH OF PRE-DRILLING FOR PILES (SOIL) AS BUILT, LENGTH OF WEATHERED ROCK AS BUILT, AND LENGTH OF ROCK SOCKET AS BUILT.

SUBMIT THIS RECORD TO:

KENTUCKY TRANSPORTATION CABINET DIRECTOR, DIVISION OF STRUCTURAL DESIGN

3rd FLOOR EAST 200 MERO STREET

FRANKFORT, KENTUCKY 40622

THIS RECORD DOES NOT REPLACE OTHER PILE RECORDS THE PROJECT ENGINEER IS REQUIRED TO KEEP AND SUBMIT.

	ITEM NUMBER		PREPARED BY		SHEET NO.
SECTION D		SOLL	SOLDER PILE ROCK SOCKET		
SECTION "D"		ROUTE <b>I-64 / I-75</b>	SOUND BAF	CROSSING RRIER WALLS P	HASE 3
42" DIAMETER		FAYETTE			
Commonwealth of Kentuc DEPARTMENT OF HIGHWA					:ky AYS
		DETAILED BY	:J.A. ROSE	A.C. THOMAS	
	- HIGHWAY SIDE	DESIGNED BY	: A.C. THOMAS	J.P. MURRIN	
ĥ π Ν		DATE: JANUA	RY, 2024	CHECKED	) BY
	a a a a a a a a a a a a a a a a a a a				THE PARTY
	CASING	REVISED	NOTES		3-19-24
		(ΥΥΥΥΥΥΥΥ	ΥΥΥΥΥΥΥ	<u> </u>	
	TEMPORARY				