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GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

March 19, 2024

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

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,

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

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>	<u>Pay Item</u>	<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

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

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

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

EXHIBIT C
RJC SPECIAL PROVISIONS

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 Engineer 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 8-hour 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 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.

O.

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

14. INSURANCE:

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: Michael.Clark@RJCorman.com***

Return to: Katherine.Byrd@rjccorman.com

ENTRY PERMIT
RJCC _____

This agreement, made as of _____ by and between the R.J. Corman Railroad Company/Central Kentucky Lines, hereafter referred to as "Railroad" whose mailing address is P.O. Box 788, Nicholasville, Kentucky 40340, and, _____, hereafter referred to as "Company" whose mailing 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)

By: _____

Title: _____

Witnessed by:

R.J. Corman Railroad Company/Central Kentucky Lines

By: _____

Deborah J. Hawley

Title: Director- Real Estate & Contracts

***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.**

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
STV, Inc.

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

Railroad Construction Contact:

Contractor

(Phone)
(Email)

KENTUCKY TRANSPORTATION

CABINET CONTACTS *(to be provided by KYTC)*

KYTC Railroad Coordinator:

Allen 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 Summary for KYTC Projects That Involve a Railroad and Special Provisions for Protection of Railroad Interest) 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.

PROPOSAL BID ITEMS

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Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	32,466.00	TON		\$	
0020	00008		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		\$	

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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		\$	
0490	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A (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 TY A-1	4.00	EACH		\$	
0540	02391		GUARDRAIL END TREATMENT TYPE 4A	3.00	EACH		\$	
0550	02397		TEMP GUARDRAIL	187.50	LF		\$	
0560	02429		RIGHT-OF-WAY MONUMENT TYPE 1	4.00	EACH		\$	
0570	02432		WITNESS POST	4.00	EACH		\$	
0580	02469		CLEAN SINKHOLE	2.00	EACH		\$	
0590	02483		CHANNEL LINING CLASS II	137.00	TON		\$	
0600	02484		CHANNEL LINING CLASS III	6.00	TON		\$	
0610	02545		CLEARING AND GRUBBING 27 ACRES	1.00	LS		\$	
0620	02555		CONCRETE-CLASS B	4.00	CUYD		\$	
0630	02562		TEMPORARY SIGNS	1,315.00	SQFT		\$	
0640	02565		OBJECT MARKER TYPE 2	4.00	EACH		\$	
0650	02602		FABRIC-GEOTEXTILE CLASS 1	250.00	SQYD		\$	
0660	02603		FABRIC-GEOTEXTILE CLASS 2	6,250.00	SQYD		\$	
0670	02625		REMOVE HEADWALL	7.00	EACH		\$	
0680	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0690	02671		PORTABLE CHANGEABLE MESSAGE SIGN	8.00	EACH		\$	
0700	02697		EDGE LINE RUMBLE STRIPS	42,845.00	LF		\$	
0710	02701		TEMP SILT FENCE	4,975.00	LF		\$	
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		\$	
0750	02706		CLEAN SILT TRAP TYPE A	68.00	EACH		\$	
0760	02707		CLEAN SILT TRAP TYPE B	68.00	EACH		\$	
0770	02708		CLEAN SILT TRAP TYPE C	68.00	EACH		\$	
0780	02726		STAKING	1.00	LS		\$	
0790	02775		ARROW PANEL	4.00	EACH		\$	
0800	02898		RELOCATE CRASH CUSHION	8.00	EACH		\$	
0810	03171		CONCRETE BARRIER WALL TYPE 9T	20,600.00	LF		\$	
0820	03262		CLEAN PIPE STRUCTURE	28.00	EACH		\$	
0830	05950		EROSION CONTROL BLANKET	8,309.00	SQYD		\$	
0840	05952		TEMP MULCH	117,337.00	SQYD		\$	
0850	05953		TEMP SEEDING AND PROTECTION	88,009.00	SQYD		\$	

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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	HOURL		\$	
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 ARROW	3.00	EACH		\$	
1130	23871EC		PAVE STRIPE-WET REF TAPE-6 IN Y	986.00	LF		\$	
1140	23872EC		PAVE STRIPE-WET REF TAPE-6 IN W	1,725.00	LF		\$	
1150	23875NC		REMOVE THERMOPLASTIC ARROWS	3.00	EACH		\$	
1160	24388ES508		CONC MEDIAN BARRIER TYPE 14C1(50)	120.00	LF		\$	
1170	24640ED		OBJECT MARKER TYPE 1	10.00	EACH		\$	
1180	24679ED		PAVE MARK THERMO CHEVRON	1,757.00	SQFT		\$	
1190	24689EC		PAVE MARK THERMO-WRONG WAY ARROW	4.00	EACH		\$	
1200	24814EC		PIPELINE INSPECTION	4,621.00	LF		\$	
1210	24899EC		PAVE MARKING-THERMO ELONG ROUTE SHIELD	15.00	EACH		\$	
1220	25075EC		QUEUE PROTECTION VEHICLE	1,620.00	HOURL		\$	
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		\$	
1270	26137EC		QUEUE WARNING PCMS (REVISED 3-19-24)	229.50	MONT		\$	
1280	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS (REVISED 3-18-24)	229.50	MONT		\$	

PROPOSAL BID ITEMS

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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)

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
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PROPOSAL BID ITEMS

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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		\$	
1740	08140		MECHANICAL REINF COUPLER #5 EPOXY 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	1.00	LS		\$	
1780	08170		SHEAR CONNECTORS 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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PROPOSAL BID ITEMS

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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		\$	

Section: 0010 - TRAFFIC LOOPS

PROPOSAL BID ITEMS

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Section: 0010 - TRAFFIC LOOPS

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	FP	AMOUNT
2790	02568		MOBILIZATION	1.00	LS		\$	
2800	02569		DEMOBILIZATION	1.00	LS		\$	

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

FAYETTE COUNTY INTERSTATE 64 / 75 OVER

PARIS PIKE (US 27 / 68), RJ CORMAN RR AND OLD PARIS ROAD STA. 289+36.71

ESTIMATE OF QUANTITIES

BID ITEM	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	24409EC	24094EC	08526	25015EC	22146EN	08534	08510		
	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 Steel Members	Partial Depth Patching	Concrete Class W Full Depth Patch	FRP Wrap	Concrete Patching Repair	Concrete Overlay Latex	Remove Epoxy Bit. Overlay		
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	S.F.	C.Y.	S.F.	S.F.	C.Y.	S.Y.		
Northbound Bridge																																						
Substructure	End Bent #1	14.8	6.0	1760					172.0	123	3		4.1									77.0			11.7		62.2		37.0									
	Pier #1	39.2		7601				421							12	14	14	16	1																			
	Pier #2	40.1		7892				435							12	14	14	15	1																			
	Pier #3	23.3		5263				350							12	14	14	15	1																			
	Pier #4	23.8		5456											12	13	13	14	1						11.7		62.1											
	Pier #5	47.5		8171				445							12	12	12	14	1																			
	Pier #6	41.2		7284				418							12	13	13	14	1																			
	End Bent #2	14.7	6.5	1760					172.0	114	40	3		4.3								72.0																
	Superstructure	169.8		54652					46879.0			519	85.0							2360			23.0	94				62.1	37.0						141.9	3406		
Southbound Bridge																																						
Substructure	End Bent #1	18.2	7.1	2070					172.0	139	43	4		4.3								105.0			15.7		62.2		50.0									
	Pier #1	44.6		8557				444							12	8	8	9	1		20																	
	Pier #2	45.6		8886				457							12	7	7	8	1		20																	
	Pier #3	24.7		5158				326							12	14	14	16	1		20																	
	Pier #4	24.0		4967											12	14	14	15	1		20				15.7		62.1											
	Pier #5	50.1		8791				423							12	12	12	13	1		20																	
	Pier #6	45.0		7562				360							12	12	12	14	1		20																	
	End Bent #2	18.2	7.4	2069					172.0	142	4		4.1									84.0				15.7		62.1	52.0									
	Superstructure	220.3		82879					48826.0			519	85.0							2360			31.0	94					72	15	10	416	44.6	141.9	3406			
TOTALS		515.0	417.1	85588	145190	1	1	1	4079	96393.0	518	83	14	1038	186.8	148	147	163	12	4720	120	338.0	54.0	188	54.8	27.4	248.6	124.2	176.0	156	30	20	633	57.1	283.8	6812		

- ① Estimated Weight of Structural Steel = 395642 LBS.
- ② Estimated Number of Shear Connectors = 5670
- ③ Estimated Surface Area of Concrete Coating = 6970 S.F.
- ④ Estimated Surface Area for Cleaning and Painting Structural Steel = 97110 S.F.
- ⑤ Estimated Surface Area for Bridge Cleaning = 2022 S.F.

INDEX OF SHEETS	
Sheet No.	Description
S1	Title Sheet
S2-S3	General Notes
S4-S5	Layout
S6-S8	Subsurface Data
S9-S10	Foundation Layout
S11	Drilled Shaft Details
S12-S13	End Bent #1
S14-S15	Pier #1
S16-S17	Pier #2
S18-S19	Pier #3
S20-S21	Pier #4
S22-S23	Pier #5
S24-S25	Pier #6
S26	Crashwall Extension
S27	Pier #5 Crashwall
S28	Pier #6 Crashwall
S29-S30	End Bent #2
S31-S37	Structural Steel
S38-S44	Superstructure
S45	Bearing Details
S46-S49	Construction Elevations
S50	Fence Details
S51	Pier #6 Repair Details
S52	Existing Diaphragm Rehab

SPECIAL NOTES
Concrete Coating
Concrete Sealing
Drilled Shafts
Nondestructive Testing of Drilled Shafts
Bridge Deck Restoration and Waterproofing with Concrete Overlays
Concrete Patching
Fiber Reinforced Polymer Wrap
Cleaning and Painting Bridges

SPECIAL PROVISIONS
69 Embankment of Bridge End Bent Structures

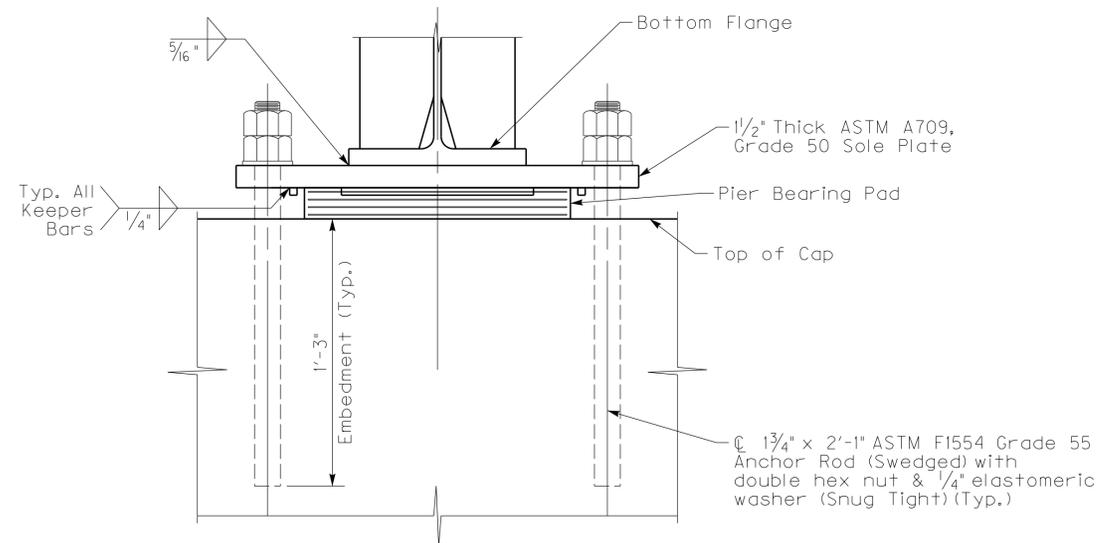
KYTC STANDARD DRAWINGS	
BGX-006-10	Stencils for Structure
BGX-012-02	Geotechnical Legend
BJE-001-14	Armored Edges
BJE-002	Expansion Dams
BJE-003	Expansion Joint Replacement 1" - 3"
BJE-004	Expansion Joint Cover Plate Details
BJE-005	Expansion Joint Replacement General Notes
BJE-006	Expansion Joint Replacement 4" & 5"
BGX-004-09	Concrete Slope Walls for Grade Separation Bridges
BGX-005-09	Concrete Slope Walls for Grade Separation Bridges
BHS-010	Railing System 40 Inch Single Slope
BPS-003-09	HP12x53 Steel Pile
RGX-100-07	Treatment of Embankment at End-Bents
RGX-105-09	Treatment of Embankment at End-Bents - Details

SPECIFICATIONS
2019 KYTC Standard Spec's. for Road and Bridge Construction (w/ current supplemental specifications)
AASHTO LRFD Bridge Design Specifications, 9th Ed.

08434	24981EC	08003
Clean & Paint Structural Steel	Bridge Cleaning	Foundation Preparation
④	⑤	
L.S.	L.S.	L.S.

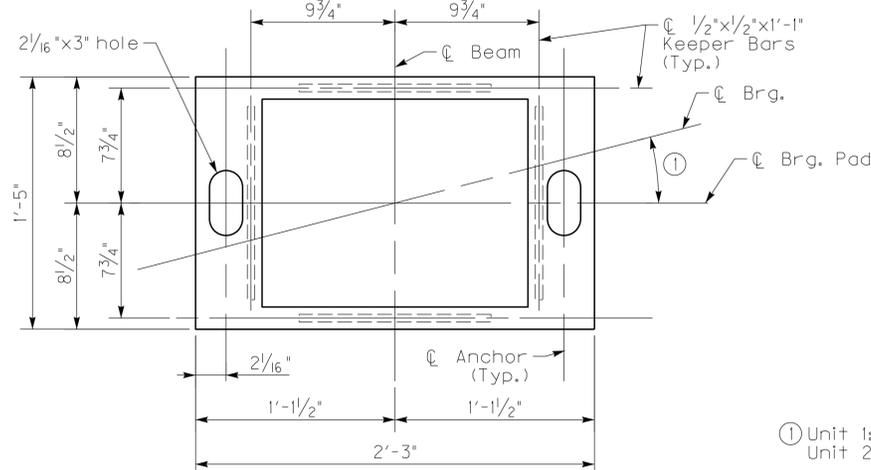
PLANS PREPARED BY
HDR ENGINEERING, INC.

WESLEY W. HAGERMAN, PE
KY #26093



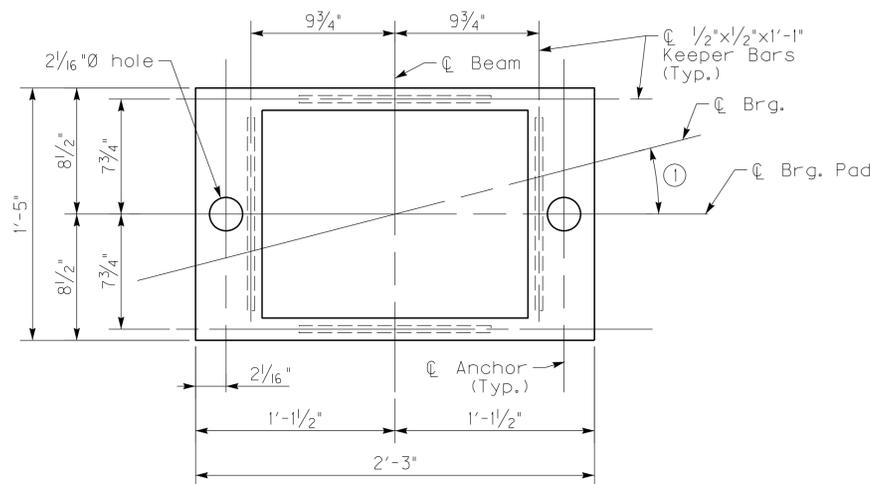
BEARING ASSEMBLY

Note: Install lower nut in contact with top plate and then back off 1/2 turn. Install upper nut snug tight to prevent lower nut from loosening.

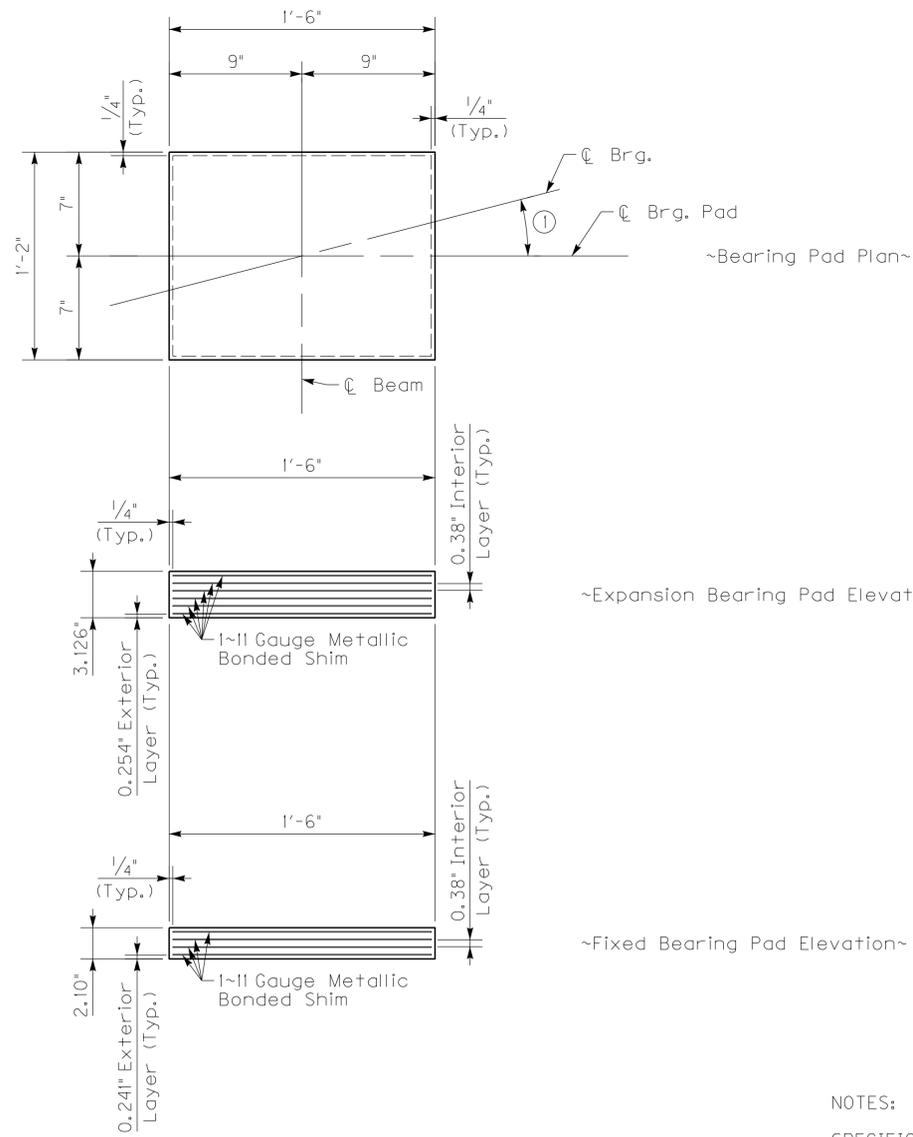


EXPANSION SOLE PLATE PLAN

① Unit 1: 4°25'54"
Unit 2: 3°12'29"



FIXED SOLE PLATE PLAN



ELASTOMERIC BEARING PAD ASSEMBLY

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 (polychloroprene), 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.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



KENTUCKY
TRANSPORTATION
CABINET

REVISION	DATE
Callout welds on keeper bars	3/12/24
Revised Elastomeric Bearing	3/15/24

PREPARED BY
HR

DATE: January 2024	CHECKED BY:
DESIGNED BY: T. Swieterman	L. Miller
DETAILED BY: L. Decker	T. Swieterman

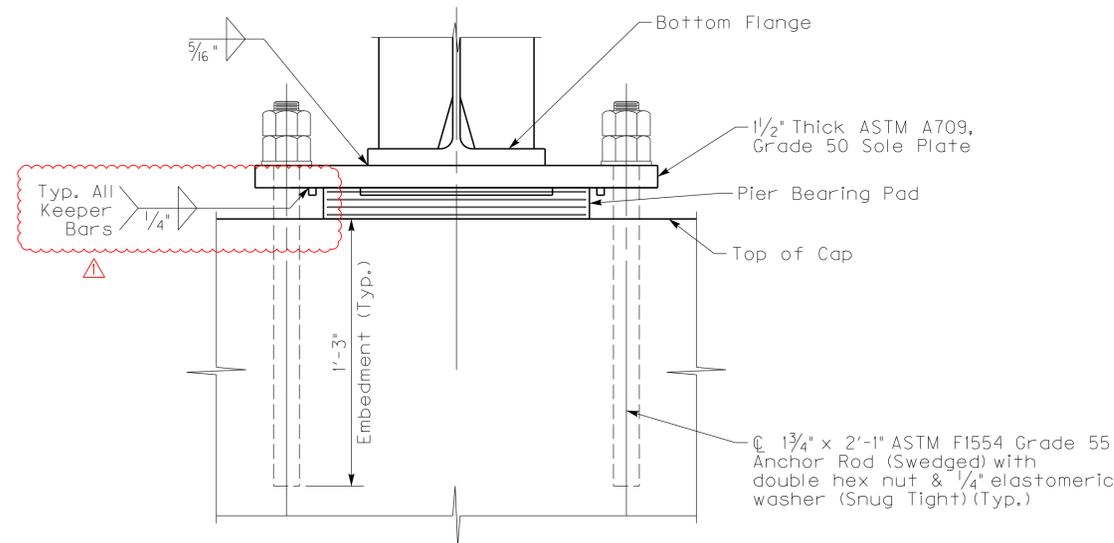
BEARING DETAILS

CROSSING
PARIS PIKE, RJ CORMAN RR & OLD PARIS RD

ROUTE
I-64/I-75

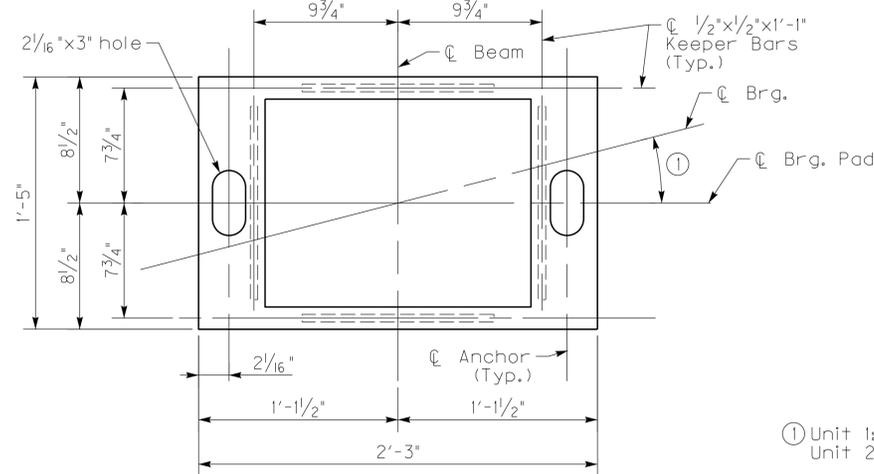
ITEM NO.
7-8909.30
SHEET NO.
S45

COUNTY OF
FAYETTE
DRAWING NUMBER
28750



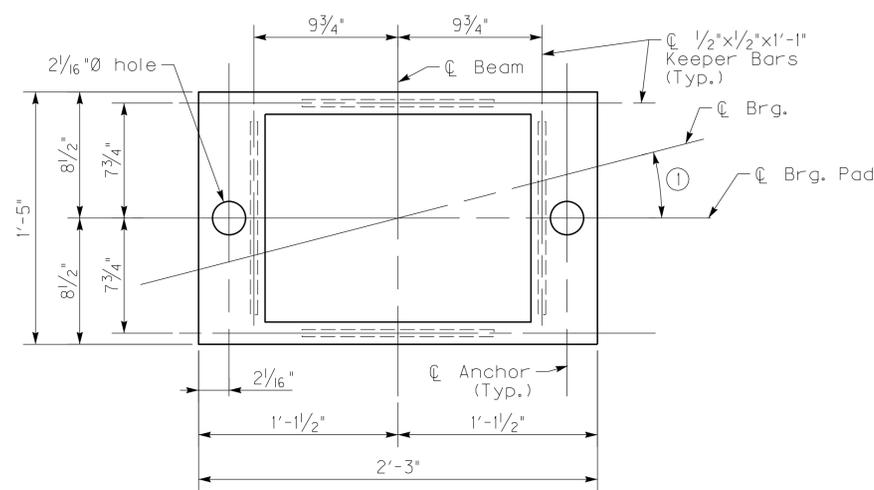
BEARING ASSEMBLY

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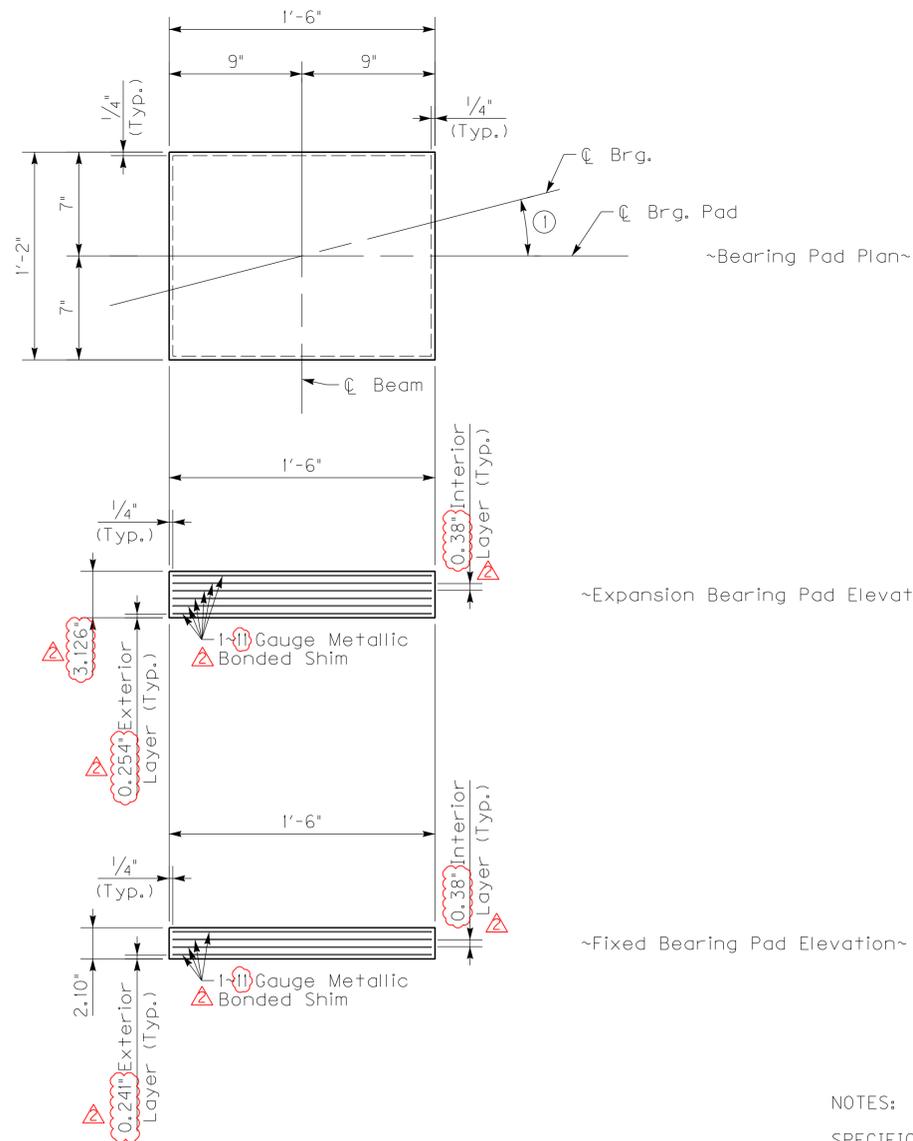


EXPANSION SOLE PLATE PLAN

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Pneumatic drilling is permitted to place anchor rods.

		REVISION	DATE		DATE: January 2024	CHECKED BY:	BEARING DETAILS CROSSING PARIS PIKE, RJ CORMAN RR & OLD PARIS RD	ROUTE	ITEM NO.	COUNTY OF
		Callout welds on keeper bars Revised Elastomeric Bearing	3/12/24 3/15/24		DESIGNED BY: T. Swieterman DETAILED BY: L. Decker	L. Miller T. Swieterman		I-64/I-75	7-8909.30 SHEET NO. S45	FAYETTE DRAWING NUMBER 28750

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R2E

GENERAL SUMMARY

NOTES:

- ① APPROXIMATELY 27 ACRES (SEE SPECIAL NOTE FOR BUILDING REMOVAL)
- ② FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY.
- ③ EROSION CONTROL QUANTITIES ARE BASED ON THE PROBABLE AMOUNT OF EROSION CONTROL FEATURES AS ESTIMATED BY THE DESIGNER.
- ④ 2000 TONS CRUSHED AGGREGATE NO. 2 TO BE USED WHERE THERE IS SOFT AND/OR WET SUBGRADE OR WHERE CHEMICAL STABILIZATION IS NOT POSSIBLE.
- ⑤ 19 TONS CRUSHED AGGREGATE NO.2 FOR PERFORATED PIPE HEADWALLS.
- ⑥ ASSOCIATED WITH SOUND WALL AT SHOULDER (SEE SOUND WALL PLANS FOR DETAILS)
- ⑦ GUARDRAIL REMOVED BECOMES PROPERTY OF KYTC. SEE KYTC STANDARD SPECIFICATION 719.03.07
- ⑧ TEMPORARY CONCRETE BARRIER BECOMES THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF PROJECT.
- ⑨ SEE SHEET T33 FOR ROADWAY LIGHTING QUANTITIES.
- ⑩ ELIMINATE THE RUB RAIL ON THE BRIDGE END CONNECTOR
- ⑪ AS PER KYTC TPM-202: LANE USE ARROWS ARE FORMED AND PAID AS "PAVE STRIPING-THERMO-12 IN W" PER SINGLE LANE USE ARROW: 16.5' x 8.5' x 2 = 33.5' PER COMB. LANE USE ARROW: 14'+10.33'+8.5' x 4 = 58.33' *SEE STRIPING SHEETS
- ⑫ QUANTITY UNDERLAYING CHANNEL LINING
- ⑬ 46 CU YD REQUIRED FOR THE CONCRETE MEDIAN BARRIER TYPE 14C2-50.
*THERE IS A SEPARATE QUANTITY ASSOCIATED WITH THE INTERMEDIATE ANCHOR FOR PIPE IN THE PIPE DRAINAGE SHEETS AND SUMMARY.
- ⑭ EXISTING PIPE REMOVAL AND CONC. MEDIAN BARRIER BOX INLET REMOVAL WITHIN THE MEDIAN ARE INCIDENTAL TO PROPOSED MEDIAN BOX INLET CONSTRUCTION.
- ⑮ SEE SHEET T1 FOR ROADWAY SIGNING QUANTITIES.
- ⑯ ADDITIONAL 2,000 FEET TO BE USED AS DIRECTED BY THE ENGINEER FOR THE REPAIR OF THE RIGHT OF WAY FENCE THAT MAY HAVE BEEN DAMAGED AS A RESULT OF CLEARING AND GRUBBING NEXT TO THE FENCE.
- ⑰ AN EXTRA TWO ARE INCLUDED HERE, BUT NOT IN THE PLAN SHEETS. PLACEMENT TO BE DETERMINED IN FIELD BY KYTC D7 TRAFFIC STAFF.
- ⑱ 890 EA FOR THE MAINTENANCE OF TRAFFIC BARRIER WALL 77 EA FOR THE PERMANENT BARRIER WALL TYPE 12C2-50
- ⑲ FOR THE MAINTENANCE OF TRAFFIC BARRIER WALL
- ⑳ FOR THE PERMANENT MEDIAN BARRIER WALL (TOP MOUNTED)
- ㉑ FOR TEMPORARY SIGN RELOCATION DURING THE MAINTENANCE OF TRAFFIC
- ㉒ SEE SHEET T41 FOR THE IT SUMMARY OF QUANTITIES
- ㉓ FOR THE TRAFFIC COUNTING STATIONS
- ㉔ QUANTITY FOR ESTIMATING PURPOSES ONLY
- ㉕ QUANTITY FOR WOVEN WIRE FENCE TYPE 1 END, CORNER, AND INTERMEDIATE CONCRETE POST ANCHORS
- ㉖ QUANTITY FOR TREATMENT OF SINKHOLES. SEE GEOTECHNICAL PLANS AND THE GEOTECHNICAL REPORT.

ITEM	DESCRIPTION	UNIT	PROJECT TOTALS
00071	CRUSHED AGGREGATE SIZE NO. 57 ⑥	TONS	4,216
00078	CRUSHED AGGREGATE SIZE NO. 2 ④ ⑤	TONS	2,019
01000	PERFORATED PIPE - 4 IN	LF	4,445
01001	PERFORATED PIPE - 6 IN	LF	5,224
01010	NON-PERFORATED PIPE - 4 IN	LF	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	LF	61
01982	DELINEATOR FOR GUARDRAIL M/W	EACH	68
01984	DELINEATOR FOR BARRIER - WHITE ⑱	EACH	967
01985	DELINEATOR FOR BARRIER - YELLOW ⑲	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 ⑳	CU YD	10,550
02242	WATER ②	M GAL	1,044
02262	FENCE-WOVEN WIRE TYPE 1 ⑯	LF	2,373
02351	GUARDRAIL - STEEL W BEAM-S FACE	LF	3,882.5
02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	EACH	3
02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A (MOD.) ⑩	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 HOLE ㉖	EACH	2
02483	CHANNEL LINING CLASS II	TON	137
02484	CHANNEL LINING CLASS III	TON	6
02545	CLEARING AND GRUBBING ①	LS	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 & CONTROL TRAFFIC	LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	8
02697	EDGE LINE RUMBLE STRIPS	LF	42,845
02701	TEMP SILT FENCE ③	LF	4,975
02703	SILT TRAP TYPE A ③	EACH	68
02704	SILT TRAP TYPE B ③	EACH	68
02705	SILT TRAP TYPE C ③	EACH	68
02706	CLEAN SILT TRAP TYPE A ③	EACH	68
02707	CLEAN SILT TRAP TYPE B ③	EACH	68
02708	CLEAN SILT TRAP TYPE C ③	EACH	68

ITEM	DESCRIPTION	UNIT	PROJECT TOTALS
02726	STAKING	LS	1
02775	ARROW PANEL	EACH	4
02898	RELOCATE CRASH CUSHION	EACH	8
03171	CONCRETE BARRIER WALL TYPE 9T ⑧	LF	20,600
03262	CLEAN PIPE STRUCTURE	EACH	28
04793	CONDUIT 1/4 INCH	LF	80
04795	CONDUIT 2 INCH	LF	20
04820	TRENCHING AND BACKFILLING	LF	90
04829	PIEZOELECTRIC SENSOR	EACH	8
04830	LOOP WIRE	LF	4,300
04895	LOOP SAW SLOT AND FILL	LF	650
05950	EROSION CONTROL BLANKET	SQ YD	8,309
05952	TEMP MULCH ③	SQ YD	117,337
05953	TEMP SEEDING AND PROTECTION ③	SQ YD	88,009
05963	INITIAL FERTILIZER ③	TONS	9.0
05964	MAINTENANCE FERTILIZER ③	TONS	5.5
05985	SEEDING AND PROTECTION ③	SQ YD	176,006
05992	AGRICULTURAL LIMESTONE ③	TONS	109.1
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	101,984
06533	PAVE STRIPING REMOVAL 12 IN	LF	1,250
06542	PAVE STRIPING-THERMO-6 IN W	LF	37,198
06543	PAVE STRIPING-THERMO-6 IN Y	LF	33,333
06546	PAVE STRIPING-THERMO-12 IN W ⑪	LF	6,176
06613	INLAID PAVEMENT MARKER-B W/R	EACH	1,041
06614	INLAID PAVEMENT MARKER-B Y/R	EACH	19
08100	CONCRETE-CLASS A ⑬	CU YD	46
08903	CRASH CUSHION TY VI CLASS BT TL3	EACH	10
10020NS	FUEL ADJUSTMENT	DOLL	103,036
10030NS	ASPHALT ADJUSTMENT	DOLL	173,981
20191ED	OBJECT MARKER TY 3	EACH	7
20359NN	GALVANIZED STEEL CABINET	EACH	2
20360ES818	WOOD POST	EACH	4
20391NS835	ELECTRICAL JUNCTION BOX TYPE A	EACH	2
20411ED	LAW ENFORCEMENT OFFICER ㉔	hour	300
20430ED	SAW CUT	LF	29,040
20591EC	REMOVE BARRIER	LF	5,591
21288ND	CONCRETE MEDIAN BARRIER TYPE 12C2-50 IN	LF	4,532
21289ED	LONGITUDINAL EDGE KEY	LF	29,040
21383ES508	CONCRETE MEDIAN BARRIER TY 14C2(50)	LF	109
22664EN	WATER BLASTING EXISTING STRIPE	LF	45,262
23044ES508	CONCRETE MEDIAN BARRIER TY 14C(50)	LF	4,937
23254ES717	PAVE MARK TY I TAPE DOTTED LANE EXT	LF	230
23274EN11F	TURF REINFORCEMENT MAT 1	SQ YD	4,487
23607EC	PAVE MARK THERMO-LANE REDUCTION ARROW	EACH	3
23871EC	PAVE STRIPE-WET REF TAPE-6 IN Y	LF	986
23872EC	PAVE STRIPE-WET REF TAPE-6 IN W	LF	1,725
23875NC	REMOVE THERMOPLASTIC ARROW	EACH	3
24388ES508	CONCRETE MEDIAN BARRIER TY 14C1(50)	LF	120
24640ED	OBJECT MARKER TY 1	EACH	10
24679ED	PAVE MARKING THERMO CHEVRON	SQ FT	1,757
24689EC	PAVE MARK THERMO-WRONG WAY ARROW ⑰	EACH	4
24814EC	PIPELINE INSPECTION	LF	4,621
24899EC	PAVE MARK THERMO ELONG ROUTE SHIELD	EACH	15
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	EACH	2
25120EC	PAVE STRIPE-WET REF TAPE-12 IN W	LF	68
25075EC	QUEUE PROTECTION VEHICLE	hour	1620
25117EC	FURNISH QUEUE PROTECTION VEHICLES	mont	25.5
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	mont	25.5
26137EC	QUEUE WARNING PCMS	mont	229.5
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	mont	229.5

TOTAL PROJECT EARTHWORK					
EXCAVATION			EMBANKMENT		
49,620	CY	COMMON	60,907	CY	EMBANKMENT
41,513	CY	EMB. BENCH	41,513	CY	EMB. BENCH
14,083	CY	ROCK			
105,216	CY	COMMON	102,420	CY	EMBANKMENT

NOTE:

THE EARTHWORK SHOWN ABOVE IS FOR INFORMATION ONLY. ASSUMPTIONS FOR SHRINKAGE AND SWELL FACTORS ARE THE CONTRACTOR'S RESPONSIBILITY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DISPOSE OF ANY WASTE MATERIAL.

I-64/I-75
GENERAL SUMMARY

SCALE: N/A

FILE NAME: G:\PWORK\ING\EA\ST01\02795329\R0020E05.DGN

USER: RCAUDILL
DATE PLOTTED: January 15, 2024

E-SHEET NAME:

MicroStation v8.11.9.919

GENERAL SUMMARY

1 REVISED PLANS DATE: MARCH 18, 2024

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R2E

NOTES:

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- ⑳ FOR THE PERMANENT MEDIAN BARRIER WALL (TOP MOUNTED)
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02242	WATER ②	M GAL	1,044
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02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	EACH	3
02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A (MOD.) ⑩	EACH	3
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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 ⑳	EACH	2
02483	CHANNEL LINING CLASS II	TON	137
02484	CHANNEL LINING CLASS III	TON	6
02545	CLEARING AND GRUBBING ①	LS	1
02555	CONCRETE-CLASS B ⑳	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 ⑳	SQ YD	6,250
02625	REMOVE HEADWALL	EACH	7
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	8
02697	EDGE LINE RUMBLE STRIPS	LF	42,845
02701	TEMP SILT FENCE ③	LF	4,975
02703	SILT TRAP TYPE A ③	EACH	68
02704	SILT TRAP TYPE B ③	EACH	68
02705	SILT TRAP TYPE C ③	EACH	68
02706	CLEAN SILT TRAP TYPE A ③	EACH	68
02707	CLEAN SILT TRAP TYPE B ③	EACH	68
02708	CLEAN SILT TRAP TYPE C ③	EACH	68

ITEM	DESCRIPTION	UNIT	PROJECT TOTALS
02726	STAKING	LS	1
02775	ARROW PANEL	EACH	4
02898	RELOCATE CRASH CUSHION	EACH	8
03171	CONCRETE BARRIER WALL TYPE 9T ⑧	LF	20,600
03262	CLEAN PIPE STRUCTURE	EACH	28
04793	CONDUIT 1/4 INCH	LF	80
04795	CONDUIT 2 INCH	LF	20
04820	TRENCHING AND BACKFILLING	LF	90
04829	PIEZOELECTRIC SENSOR	EACH	8
04830	LOOP WIRE	LF	4,300
04895	LOOP SAW SLOT AND FILL	LF	650
05950	EROSION CONTROL BLANKET	SQ YD	8,309
05952	TEMP MULCH ③	SQ YD	117,337
05953	TEMP SEEDING AND PROTECTION ③	SQ YD	88,009
05963	INITIAL FERTILIZER ③	TONS	9.0
05964	MAINTENANCE FERTILIZER ③	TONS	5.5
05985	SEEDING AND PROTECTION ③	SQ YD	176,006
05992	AGRICULTURAL LIMESTONE ③	TONS	109.1
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	101,984
06533	PAVE STRIPING REMOVAL 12 IN	LF	1,250
06542	PAVE STRIPING-THERMO-6 IN W	LF	37,198
06543	PAVE STRIPING-THERMO-6 IN Y	LF	33,333
06546	PAVE STRIPING-THERMO-12 IN W ⑪	LF	6,176
06613	INLAID PAVEMENT MARKER-B W/R	EACH	1,041
06614	INLAID PAVEMENT MARKER-B Y/R	EACH	19
08100	CONCRETE-CLASS A ⑬	CU YD	46
08903	CRASH CUSHION TY VI CLASS BT TL3	EACH	10
10020NS	FUEL ADJUSTMENT	DOLL	103,036
10030NS	ASPHALT ADJUSTMENT	DOLL	173,981
20191ED	OBJECT MARKER TY 3	EACH	7
20359NN	GALVANIZED STEEL CABINET	EACH	2
20360ES818	WOOD POST	EACH	4
20391NS835	ELECTRICAL JUNCTION BOX TYPE A	EACH	2
20411ED	LAW ENFORCEMENT OFFICER ⑳	hour	300
20430ED	SAW CUT	LF	29,040
20591EC	REMOVE BARRIER	LF	5,591
21288ND	CONCRETE MEDIAN BARRIER TYPE 12C2-50 IN	LF	4,532
21289ED	LONGITUDINAL EDGE KEY	LF	29,040
21383ES508	CONCRETE MEDIAN BARRIER TY 14C2(50)	LF	109
22664EN	WATER BLASTING EXISTING STRIPE	LF	45,262
23044ES508	CONCRETE MEDIAN BARRIER TY 14C(50)	LF	4,937
23254ES717	PAVE MARK TY I TAPE DOTTED LANE EXT	LF	230
23274EN11F	TURF REINFORCEMENT MAT 1	SQ YD	4,487
23607EC	PAVE MARK THERMO-LANE REDUCTION ARROW	EACH	3
23871EC	PAVE STRIPE-WET REF TAPE-6 IN Y	LF	986
23872EC	PAVE STRIPE-WET REF TAPE-6 IN W	LF	1,725
23875NC	REMOVE THERMOPLASTIC ARROW	EACH	3
24388ES508	CONCRETE MEDIAN BARRIER TY 14C1(50)	LF	120
24640ED	OBJECT MARKER TY 1	EACH	10
24679ED	PAVE MARKING THERMO CHEVRON	SQ FT	1,757
24689EC	PAVE MARK THERMO-WRONG WAY ARROW ⑰	EACH	4
24814EC	PIPELINE INSPECTION	LF	4,621
24899EC	PAVE MARK THERMO ELONG ROUTE SHIELD	EACH	15
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	EACH	2
25120EC	PAVE STRIPE-WET REF TAPE-12 IN W	LF	68
25075EC	QUEUE PROTECTION VEHICLE	hour	1620
25117EC	FURNISH QUEUE PROTECTION VEHICLES	mont	25.5
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	mont	25.5
26137EC	QUEUE WARNING PCMS	mont	229.5
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	mont	229.5

TOTAL PROJECT EARTHWORK					
EXCAVATION			EMBANKMENT		
49,620	CY	COMMON	60,907	CY	EMBANKMENT
41,513	CY	EMB. BENCH	41,513	CY	EMB. BENCH
14,083	CY	ROCK			
105,216	CY	COMMON	102,420	CY	EMBANKMENT

NOTE:
THE EARTHWORK SHOWN ABOVE IS FOR INFORMATION ONLY. ASSUMPTIONS FOR SHRINKAGE AND SWELL FACTORS ARE THE CONTRACTOR'S RESPONSIBILITY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DISPOSE OF ANY WASTE MATERIAL.

I-64/I-75
GENERAL SUMMARY

1

SCALE: N/A

FILE NAME: G:\PWORKING\EA\01\02795329\0020E0S.DGN

USER: RCAUDILL
DATE PLOTTED: January 15, 2024

E-SHEET NAME:

MicroStation v8.11.9.919

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	I-64/I-75 MAINLINE	I-64/75 RAMP B	I-64/75 RAMP C	MAINTENANCE OF TRAFFIC	TOTAL PROJECT
3	CRUSHED STONE BASE ①②	TON	30,463	909	976	118	32,466
8	CEMENT STABILIZED ROADBED	SQ YD	37,375	1,323	1,490		40,188
100	ASPHALT SEAL AGGREGATE ③④	TON	98	6	6		110
103	ASPHALT SEAL COAT ③⑤	TON	11.7	0.7	0.7		13.1
194	LEVELING & WEDGING PG76-22 ⑩	TON	4,924			1,101	6,025
212	CL2 ASPH BASE 1,000 PG64-22	TON		163	175		338
214	CL3 ASPH BASE 1,000 PG64-22	TON	21,998	249	294	50	22,591
217	CL4 ASPH BASE 1,000 PG64-22	TON	5,083				5,083
219	CL4 ASPH BASE 1,000 PG76-22	TON	2,802				2,802
301	CL2 ASPH SURF 0.380 PG64-22	TON		39	42		81
342	CL4 ASPH SURF 0.38A PG76-22	TON	8,359				8,359
24970E	ASPHALT MATERIAL FOR TACK ⑥	TON	113	1.0	1.1	5.7	120.8
358	NON-TRACKING ASPHALT CURING SEAL ⑧	TON	75	3	3		81
388	CL3 ASPH SURF 0.38B PG64-22	TON	3,380				3,380
2542	CEMENT ⑦	TON	1,013	36	41		1,090
2676	MOBILIZATION FOR MILL & TEXT	LS					1
2677	ASPHALT PAVE MILLING & TEXT	TON	7,237			1,101	8,338
2702	SAND FOR BLOTTER ⑨	TON	94	4	4		102
22906E5403	CL3 ASPH SURF 0.38A PG64-22	TON		58	69		127
23229EC	HIGH FRICTION SURFACE TREATMENT	SQ YD		559			559

NOTES

- ① ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.
- ② ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ③ THIS INCLUDES FULL DEPTH CSB SHOULDER WEDGE
- ④ TWO APPLICATIONS PER PAVING AREA
- ⑤ ESTIMATED AT 20 LBS. PER SQ. YD. (SIZE NO. 8 OR 9 M)
- ⑥ ESTIMATED AT 2.4 LBS. PER SQ. YD.
- ⑦ ASPHALT MATERIAL FOR TACK NON-TRACKING SHALL BE APPLIED IN BETWEEN EACH LAYER OF ASPHALT. ESTIMATED @ 0.84 LBS PER SQ. YD.
- ⑧ ESTIMATED AT 6% BY DRY WEIGHT AT 100.3 LBS. PER CU. FT.
- ⑨ ESTIMATED AT 2.0 LBS. PER SQ. YD. (2 APPLICATIONS)
- ⑩ ESTIMATED AT 5.0 LBS. PER SQ. YD.
- ⑪ 4,500 TONS ADDED FOR ADJUSTMENT TO ROADWAY GRADES AS DESCRIBED IN THE ADJUSTMENT TO ROADWAY GRADES NOTE ON THE GENERAL NOTES SHEET R2J.

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R21

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	I-64/I-75 MAINLINE	I-64/75 RAMP B	I-64/75 RAMP C	MAINTENANCE OF TRAFFIC	TOTAL PROJECT
3	CRUSHED STONE BASE ①②	TON	30,463	909	976	118	32,466
8	CEMENT STABILIZED ROADBED	SQ YD	37,375	1,323	1,490		40,188
100	ASPHALT SEAL AGGREGATE ③④	TON	98	6	6		110
103	ASPHALT SEAL COAT ③⑤	TON	11.7	0.7	0.7		13.1
194	LEVELING & WEDGING PG76-22 ⑩	TON	4,924			1,101	6,025
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342	CL4 ASPH SURF 0.38A PG76-22	TON	8,359				8,359
24970EC	ASPHALT MATERIAL FOR TACK ⑥	TON	113	1.0	1.1	5.7	120.8
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388	CL3 ASPH SURF 0.38B PG64-22	TON	3,380				3,380
2542	CEMENT ⑦	TON	1,013	36	41		1,090
2676	MOBILIZATION FOR MILL & TEXT	LS					1
2677	ASPHALT PAVE MILLING & TEXT	TON	7,237			1,101	8,338
2702	SAND FOR BLOTTER ⑨	TON	94	4	4		102
22906ES403	CL3 ASPH SURF 0.38A PG64-22	TON		58	69		127
23229EC	HIGH FRICTION SURFACE TREATMENT	SQ YD		559			559

NOTES

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- ② ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ③ THIS INCLUDES FULL DEPTH CSB SHOULDER WEDGE
- ④ TWO APPLICATIONS PER PAVING AREA
- ⑤ ESTIMATED AT 20 LBS. PER SQ. YD. (SIZE NO. 8 OR 9 M)
- ⑥ ESTIMATED AT 2.4 LBS. PER SQ. YD. ASPHALT MATERIAL FOR TACK
- ⑦ NON-TRACKING SEAL SHALL BE APPLIED IN BETWEEN EACH LAYER OF ASPHALT. ESTIMATED @ 0.84 LBS PER SQ. YD. AT 100.3 LBS. PER CU. FT.
- ⑧ ESTIMATED AT 2.0 LBS. PER SQ. YD. (2 APPLICATIONS)
- ⑨ ESTIMATED AT 5.0 LBS. PER SQ. YD.
- ⑩ 4,500 TONS ADDED FOR ADJUSTMENT TO ROADWAY GRADES AS DESCRIBED IN THE ADJUSTMENT TO ROADWAY GRADES NOTE ON THE GENERAL NOTES SHEET R2J.



REVISED PLANS DATE: MARCH 15, 2024

GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R2J

REVISED PLANS DATE: MARCH 18, 2024

BEFORE YOU DIG

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

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

UTILITIES

ALL UTILITIES SHOWN ON THE PLANS ARE FOR REFERENCE ONLY. THE CONTRACTOR SHALL 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/I75 AS PART OF THE CASTING OPERATION FOR EITHER PRECAST OR CAST-IN-PLACE DRAINAGE STRUCTURES. THE CASTING OF THE PERFORATED PIPE OPENINGS SHALL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE RESPECTIVE DRAINAGE STRUCTURE. PERFORATED PIPE UNDERDRAINS SHALL BE CONSTRUCTED SUCH THAT THEY OUTLET TO THE NEAREST SMALL DRAINAGE STRUCTURE DOWNGRADE FROM THE PIPE RUN.

CROSS SECTIONS

THE EXISTING GROUND LINES OF CROSS SECTIONS FOR THIS PROJECT WERE DEVELOPED FROM LIDAR AND SUPPLEMENTED WITH LIMITED AMOUNT OF FIELD SURVEYS. THE RDZ LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE AND WERE DEVELOPED FROM A LIMITED AMOUNT OF GEOTECHNICAL INVESTIGATIONS.

SAW CUTTING PAVED SHOULDERS

PRIOR TO REMOVAL OF THE EXISTING PAVED SHOULDERS FOR FULL-DEPTH PAVEMENT WIDENING, THE PAVED SHOULDERS ALONG THE MEDIAN AND/OR THE OUTER SHOULDERS SHALL BE SAW CUT ALONG A NEAT LINE TO DEPTH THAT WILL ENSURE CLEAN BREAKAGE OF PAVED SHOULDER FROM THE EXISTING LANE PAVEMENT THAT IS DESIGNATED TO REMAIN. THE NECESSARY SAW CUT DEPTH WILL BE DETERMINED BY THE ENGINEER BASED ON SAMPLE SAW CUT AND REMOVAL TESTS PERFORMED BY THE CONTRACTOR.

CRASH CUSHION REPLACEMENT ELEMENTS

THE CONTRACTOR SHALL HAVE A COMPLETE REPLACEMENT UNIT AVAILABLE ON THE PROJECT SITE FOR THE DURATION OF THE PROJECT, UNLESS THE SUPPLIER OF THE SPECIFIED IMPACT ATTENUATOR (CRASH CUSHION) CERTIFIES IN WRITING THAT REPLACEMENT UNITS AND/OR PARTS CAN BE DELIVERED TO THE PROJECT SITE WITHIN 24 HOURS AFTER THEY ARE ORDERED.

RETAINING WALLS

SHORING MAY BE REQUIRED TO CONSTRUCT THE PROPOSED RETAINING WALLS ON THIS PROJECT WITHIN THE RIGHT OF WAY. THE SHORING WILL BE INCIDENTAL TO THE RETAINING WALL CONSTRUCTION.

PLACE SIX INCHES OF TOP SOIL ON ALL DISTURBED AREAS AT THE TOP OF ALL RETAINING WALLS.

MATERIAL TRANSFER VEHICLE

A MATERIAL TRANSFER VEHICLE (MTV) SHALL BE REQUIRED FOR ALL PAVING ON THIS JOB IN ACCORDANCE WITH SECTION 403.02.10 OF STANDARD SPECIFICATION, CURRENT EDITION.

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 CONSTRUCTABILITY 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.

CLEARING AND GRUBBING

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.

FILE NAME: G:\PWORK\ING\EA\ST01\02795329\AR0020JON.DGN

USER: JGUJNN
DATE PLOTTED: March 18, 2024

E-SHEET NAME:

MicroStation v8.11.9.919

I64/I75
GENERAL NOTES

SCALE: N/A

GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R2J

 REVISED PLANS DATE: MARCH 18, 2024

BEFORE YOU DIG



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SPECIAL NOTES

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- FOR TURF REINFORCEMENT MAT
- FOR ROCK BLASTING
- FOR BARCODE LABEL ON PERMANENT SIGNS
- FOR INLAID PAVEMENT MARKERS
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- FOR TRAFFIC QUEUE PROTECTION VEHICLE
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RETAINING WALLS

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PLACE SIX INCHES OF TOP SOIL ON ALL DISTURBED AREAS AT THE TOP OF ALL RETAINING WALLS.

MATERIAL TRANSFER VEHICLE

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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 CONSTRUCTABILITY 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.

CLEARING AND GRUBBING

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.

ADJUSTMENT TO ROADWAY GRADES

THE CONTRACTOR WILL BE ALLOWED TO ADJUST THE ROADWAY GRADES IF CONTRACTOR DEEMS IT NECESSARY DUE TO THEIR CONSTRUCTABILITY 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.



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DATE PLOTTED: March 18, 2024

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MicroStation v8.11.9.919

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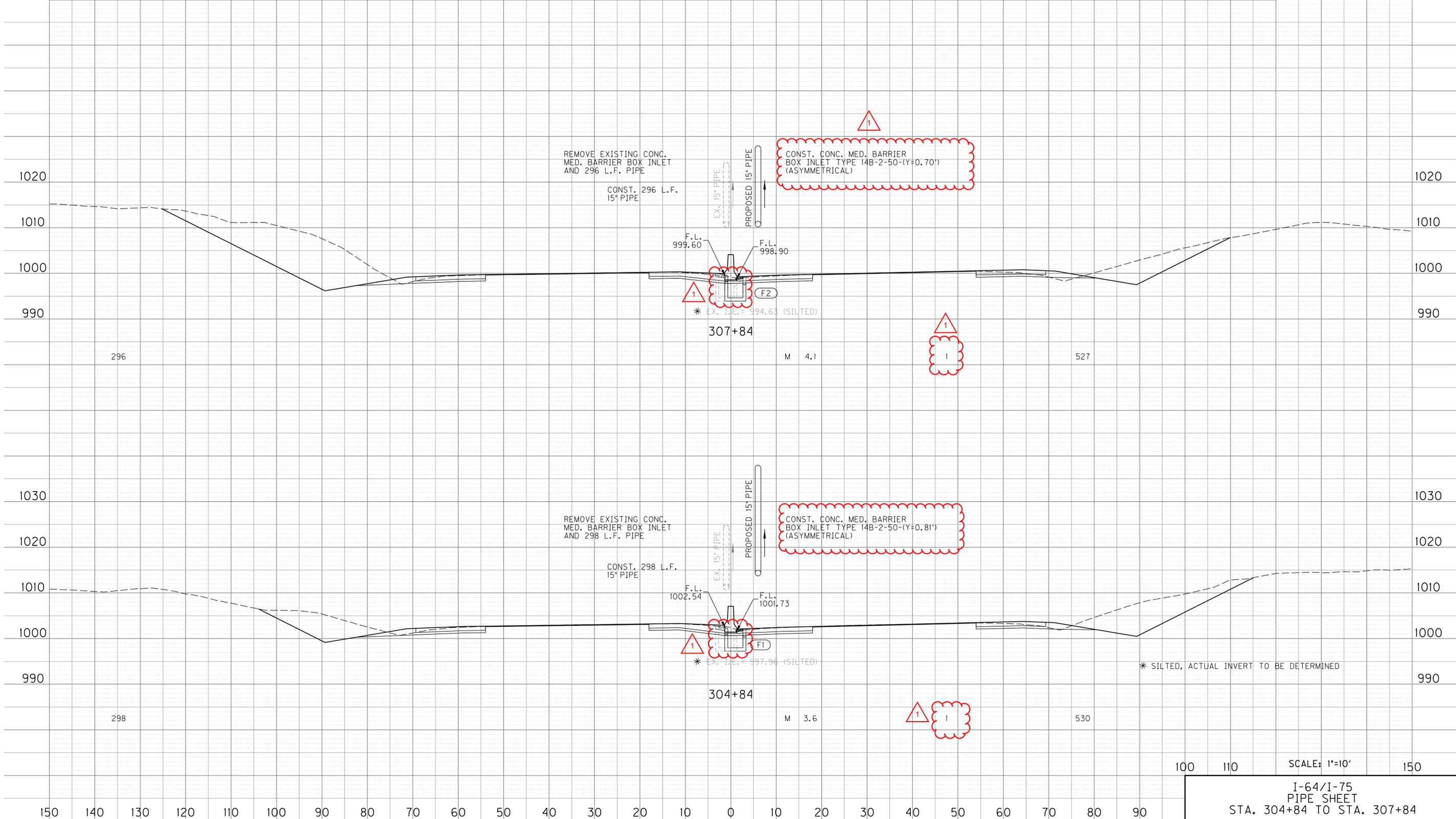
I64/I75
GENERAL NOTES

PIPE DRAINAGE SHEET 6 of 14

1 REVISED PLANS DATE: MARCH 19, 2024

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R93

STORM SEWER PIPE								CULVERT PIPE							DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	PIPE CULVERT HEADWALL - 15"	PIPE CULVERT HEADWALL - 18"	CONC. MED. BARR BOX INLET (TYPE 14B-2-50 (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.))	JUNCTION BOX 18"	SAFETY BOX INLET 18 IN	SAFETY BOX INLET 24 IN	CONCRETE CLASS A	FABRIC GEOTEXTILE CLASS 2 FOR PIPE	BORE AND JACK PIPE 18 IN	PRECAST CONCRETE BOX INLET 25 DEC-15 IN
12"	15"	18"	24"	30"	36"	42"		15"	18"	24"	30"	36"	48"	FT															
L I N E A R F E E T																													



FILE NAME: C:\PWORKING\EASTON\02795329\R06900PD - R08200PD.DGN
 USER: RCAUDILL
 DATE PLOTTED: April 28, 2023
 E-SHEET NAME:
 MicroStation v8.11.9.919

100 110 150
 SCALE: 1"=10'
 I-64/I-75
 PIPE SHEET
 STA. 304+84 TO STA. 307+84

PIPE DRAINAGE SHEET 7 of 14

REVISED PLANS DATE: MARCH 19, 2024

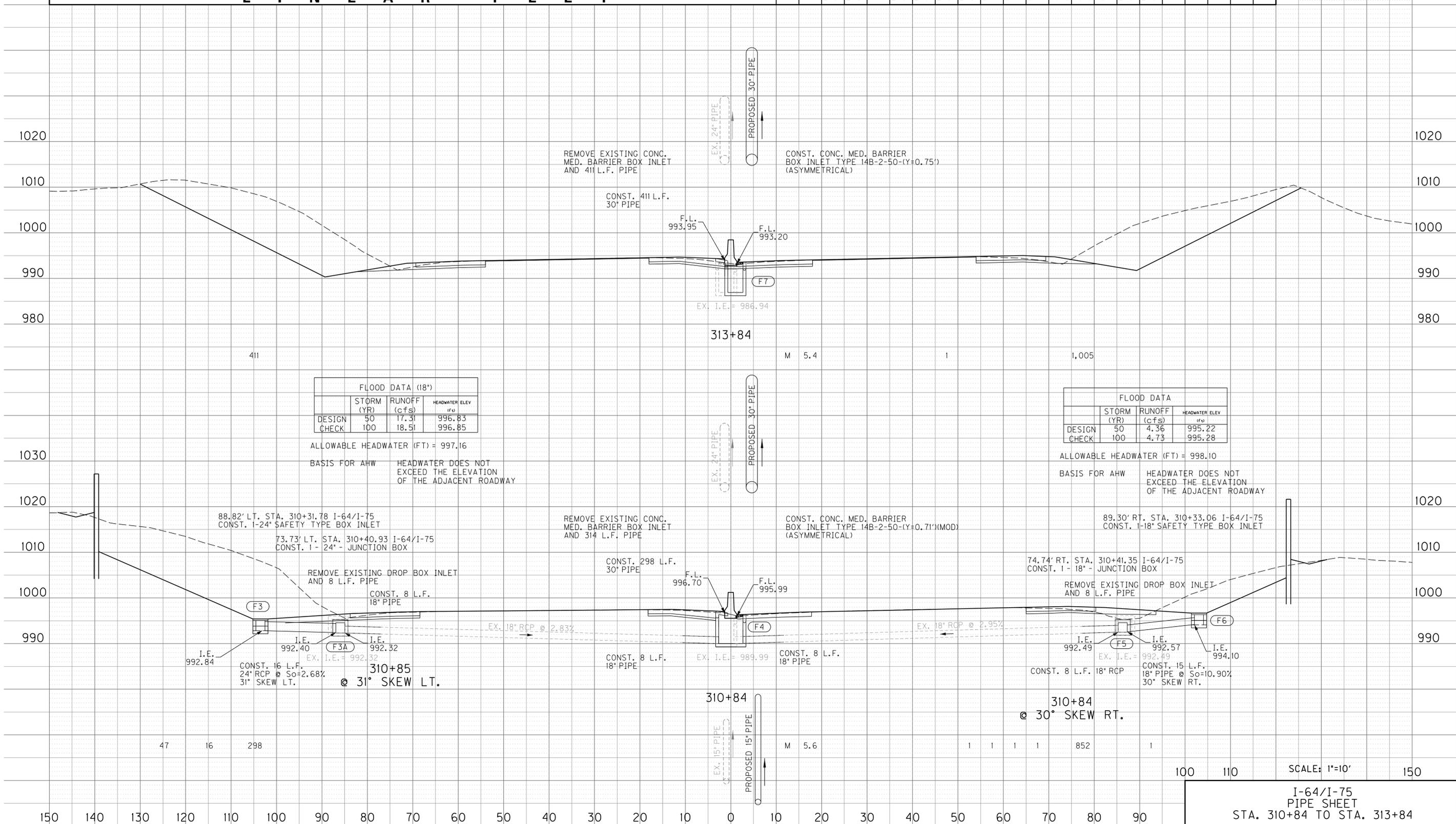
COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R94

STORM SEWER PIPE

CULVERT PIPE

12"	15"	18"	24"	30"	36"	42"			15"	18"	24"	30"	36"	48"
L I N E A R									F E E T					
FT									EACH					

DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	PIPE CULVERT HEADWALL - 15"	PIPE CULVERT HEADWALL - 18"	CONC. MED. BARR BOX INLET (MOD.) TYPE 14B-2-50	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.)	JUNCTION BOX 18"	SAFETY BOX INLET 18 IN	SAFETY BOX INLET 24 IN	CONCRETE CLASS A	FABRIC GEOTEXTILE CLASS 2 FOR PIPE	BORE AND JACK PIPE 18 IN	PREFAB BOND CONCRETE 25 DEC-15 IN	JUNCTION BOX 24"
											CUYD	SOYD	LF	EACH	EACH



	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	50	17.31	996.83
CHECK	100	18.51	996.85

ALLOWABLE HEADWATER (FT) = 997.16
 BASIS FOR AHW HEADWATER DOES NOT EXCEED THE ELEVATION OF THE ADJACENT ROADWAY

	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	50	4.36	995.22
CHECK	100	4.73	995.28

ALLOWABLE HEADWATER (FT) = 998.10
 BASIS FOR AHW HEADWATER DOES NOT EXCEED THE ELEVATION OF THE ADJACENT ROADWAY

FILE NAME: C:\PWORKING\EASTON\02795329\R06900PD - R08200PD.DGN
 USER: RCAUDILL
 DATE PLOTTED: April 28, 2023
 E-SHEET NAME:
 MicroStation v8.11.9.919

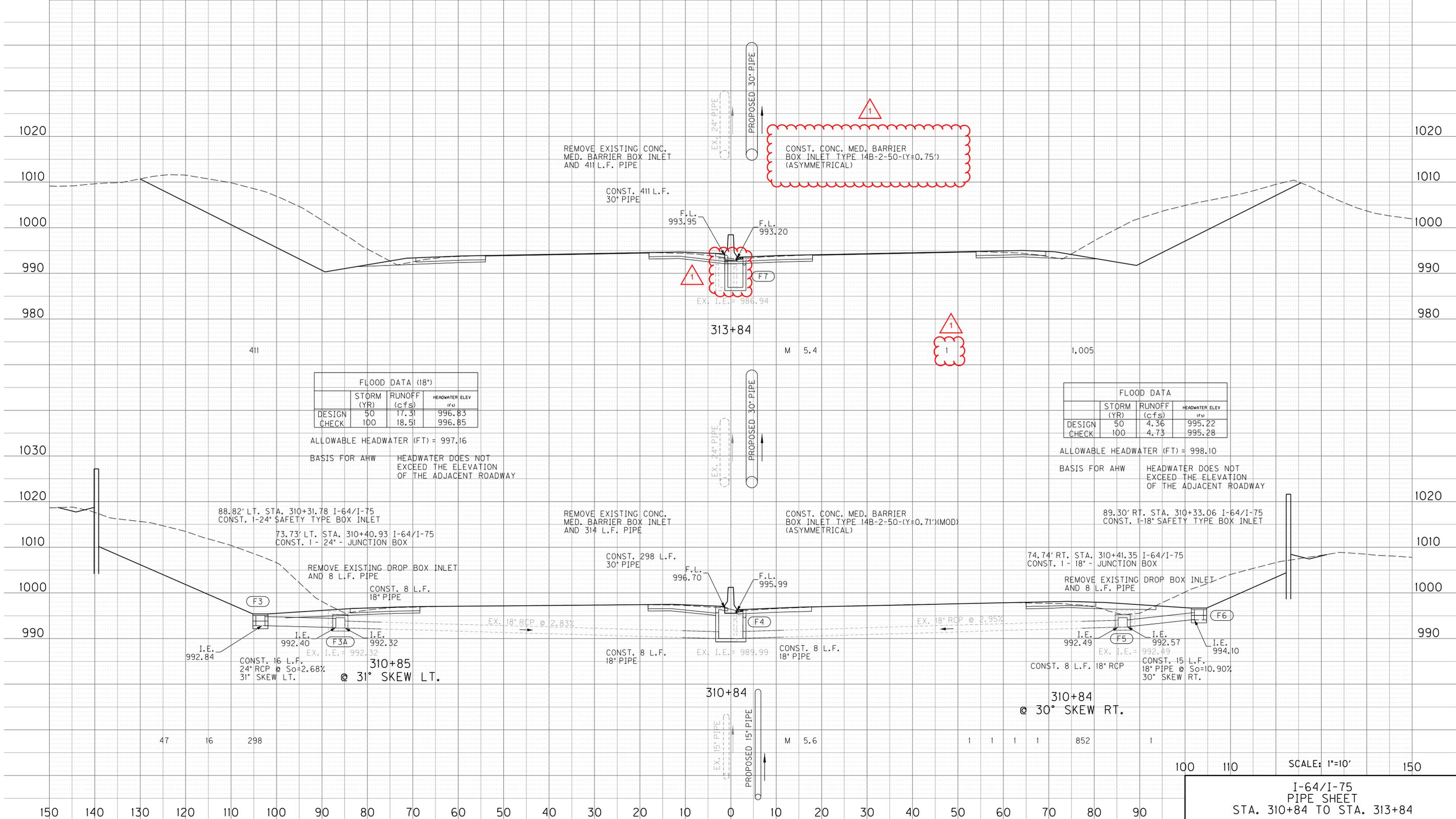
SCALE: 1"=10'
 I-64/I-75
 PIPE SHEET
 STA. 310+84 TO STA. 313+84

PIPE DRAINAGE SHEET 7 of 14

REVISOR: 1 REVISED PLANS DATE: MARCH 19, 2024

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R94

STORM SEWER PIPE							CULVERT PIPE							DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	PIPE CULVERT HEADWALL - 15"	PIPE CULVERT HEADWALL - 18"	CONC. MED. BARR BOX INLET (18" MOD.)	CONC. MED. BARR TYPE 14B-2-50 (MOD.)	CONC. MED. BARR TYPE 14B-2-50	CONC. MED. BARR TYPE 14B-2-50	CONC. MED. BARR TYPE 14B-2-50 (MOD.)	JUNCTION BOX 18"	SAFETY BOX INLET 18 IN	SAFETY BOX INLET 24 IN	CONCRETE CLASS A	FABRIC GEOTEXTILE CLASS 2 FOR PIPE	BORE AND JACK PIPE 18 IN	PREFAB BOND CONCRETE 25 DEC-15 IN	JUNCTION BOX 24"		
12"	15"	18"	24"	30"	36"	42"	15"	18"	24"	30"	36"	48"	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CUYD	SOYD	LF	EACH	EACH			
L I N E A R F E E T																																



DESIGN CHECK	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
50	17.31	996.83	
100	18.51	996.85	

ALLOWABLE HEADWATER (FT) = 997.16
 BASIS FOR AHW HEADWATER DOES NOT EXCEED THE ELEVATION OF THE ADJACENT ROADWAY

DESIGN CHECK	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
50	4.36	995.22	
100	4.73	995.28	

ALLOWABLE HEADWATER (FT) = 998.10
 BASIS FOR AHW HEADWATER DOES NOT EXCEED THE ELEVATION OF THE ADJACENT ROADWAY

FILE NAME: C:\PWORKING\EASTON\02795329\R06900PD - R08200PD.DGN
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 DATE PLOTTED: April 28, 2023
 E-SHEET NAME:
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SCALE: 1"=10'
 I-64/I-75
 PIPE SHEET
 STA. 310+84 TO STA. 313+84

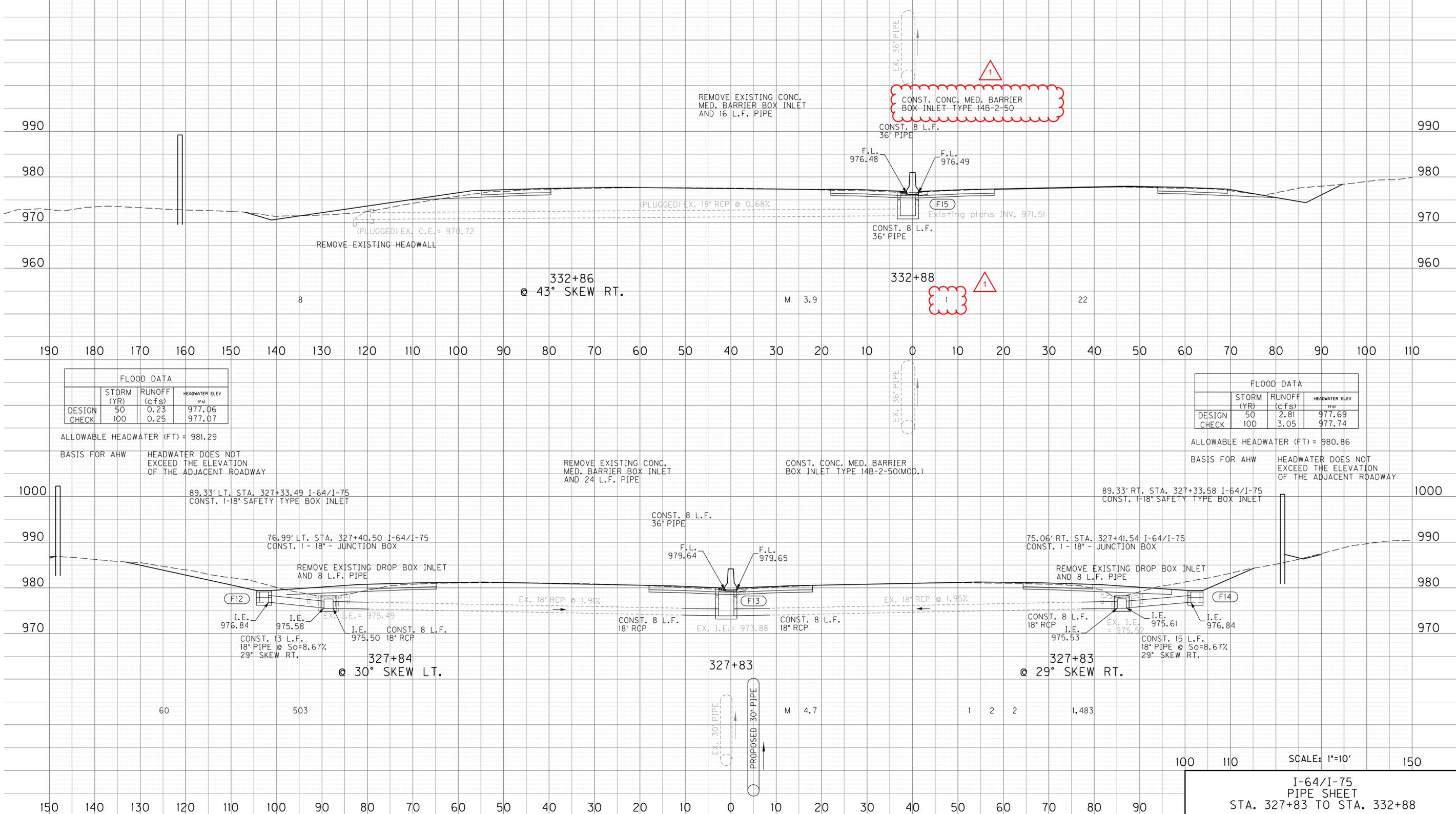
PIPE DRAINAGE SHEET 9 of 14

REVISOR: 1 REVISIONS DATE: MARCH 19, 2024

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-8909.30	R96

STORM SEWER PIPE							CULVERT PIPE							DESIGN PH LEVEL	MAXIMUM COVER HEIGHT	PIPE CULVERT HEADWALL - 15"	PIPE CULVERT HEADWALL - 18"	CONC. MED. BARR BOX INLET (BT-30(MOD.))	CONC. MED. BARR BOX INLET TYPE 14B-2-50	CONC. MED. BARR BOX INLET TYPE 14B-2-50	CONC. MED. BARR BOX INLET TYPE 14B-2-50 (MOD.)	JUNCTION BOX 18"	SAFETY BOX INLET 18 IN	SAFETY BOX INLET 24 IN	CONCRETE CLASS A	FABRIC GEOTEXTILE CLASS 2 FOR PIPE	BORE AND JACK PIPE 18 IN	PREPARED CONC. CONCRETE 25 DEC-15 IN
12"	15"	18"	24"	30"	36"	42"	15"	18"	24"	30"	36"	48"	FT															

L I N E A R F E E T



FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	50	0.23	977.06
CHECK	100	0.25	977.07

ALLOWABLE HEADWATER (FT) = 981.29
 BASIS FOR AHW HEADWATER DOES NOT EXCEED THE ELEVATION OF THE ADJACENT ROADWAY

FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	50	2.81	977.69
CHECK	100	3.05	977.74

ALLOWABLE HEADWATER (FT) = 980.86
 BASIS FOR AHW HEADWATER DOES NOT EXCEED THE ELEVATION OF THE ADJACENT ROADWAY

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 DATE PLOTTED: April 28, 2023
 E-SHEET NAME:
 MicroStation v8.11.9.919

SCALE: 1"=10'
 I-64/I-75
 PIPE SHEET
 STA. 327+83 TO STA. 332+88

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

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

ESTIMATE OF QUANTITIES																	
BID ITEM CODE	00071	02220	08001	08002	08039	08039	08101	21590EN	23378EC	23642EC	24132EC	24461ED	24884ED	26172EC	26173EC	26229EC	26230EC
BID ITEM	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 Geocomposite	Permanent Steel Casing	Drilled Shaft 36 Inch Solid Rock	Drilled Shaft 42 Inch Common	Piles Steel W21 x 101	Piles Steel W21 x 147
UNIT	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.
SOUND BARRIER WALL	132							170,179	321,994				226	3,075	5,728		
SOLDIER PILE RETAINING WALL	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
TOTALS	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

⊙ Structure Excavation quantity is only between steel soldier piles. Excavation from the front face of precast lagging and sound barrier wall to the finished grade is accounted for in roadway plans.

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	
SPECIAL PROVISIONS	
STANDARD DRAWINGS	
BGX-012-02	Geotechnical Legend
BGX-018	Treatment of Open Sinkholes
SPECIFICATIONS	
2019 KYTC Standard Specifications for Road and Bridge Construction.	
9th Edition AASHTO LRFD Bridge Design Specifications	

⚠ UPDATED QUANTITIES		3-19-24
REVISION		DATE
DATE: JANUARY, 2024	CHECKED BY	
DESIGNED BY: A.C. THOMAS	J.P. MURRIN	
DETAILED BY: J.A. ROSE	A.C. THOMAS	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY FAYETTE		
ROUTE I-64 / I-75	CROSSING SOUND BARRIER WALLS PHASE 3	
TITLE SHEET		
ITEM NUMBER 7-8909.30	PREPARED BY PALMER ENGINEERING CO.	
		SHEET NO. S01 DRAWING NO. 28813



AARON C. THOMAS
P.E. 31175

Aaron Thomas

Digitally signed by Aaron Thomas
DN: cn=Aaron Thomas, o=Palmer Engineering, ou=Palmer Engineering, email=aathomas@palmermet.com, c=US
Date: 2024.03.19 12:01:12 -0400

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 USER: jeffr
 DATE PLOTTED: September 18, 2012
 E-SHEET NAME:
 MicroStation v8.11.9.536

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

INDEX OF SHEETS

Sheet No.	Description
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S03-S28	Plan and Profile of Sound Barrier Walls
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S58-S64	Post Details
S65-S72	Panel Details
S73	Soldier Pile Wall Details
S74-S97	Subsurface Data

ESTIMATE OF QUANTITIES

BID ITEM CODE	00071	02220	08001	08002	08039	08039	08101	21590EN	23378EC	23642EC	24132EC	24461ED	24884ED	26172EC	26173EC	26229EC	26230EC
BID ITEM	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 Geocomposite	Permanent Steel Casing	Drilled Shaft 36 Inch Solid Rock	Drilled Shaft 42 Inch Common	Piles Steel W21 x 101	Piles Steel W21 x 147
UNIT	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.
SOUND BARRIER WALL	132							170,179	321,994				226	3,075	5,728		
SOLDIER PILE RETAINING WALL	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
TOTALS	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

① Structure Excavation quantity is only between steel soldier piles. Excavation from the front face of precast lagging and sound barrier wall to the finished grade is accounted for in roadway plans.

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

SPECIAL PROVISIONS

STANDARD DRAWINGS

BGX-012-02 Geotechnical Legend
BGX-018 Treatment of Open Sinkholes

SPECIFICATIONS

2019 KYTC Standard Specifications for Road and Bridge Construction.
9th Edition AASHTO LRFD Bridge Design Specifications

△ UPDATED QUANTITIES 3-19-24

DATE: JANUARY, 2024 CHECKED BY
DESIGNED BY: A.C. THOMAS J.P. MURRIN
DETAILED BY: J.A. ROSE A.C. THOMAS

**Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS**

COUNTY
FAYETTE

ROUTE CROSSING
I-64 / I-75 SOUND BARRIER WALLS PHASE 3

TITLE SHEET

ITEM NUMBER SHEET NO.
7-8909.30 S01

PREPARED BY DRAWING NO.
PALMER ENGINEERING CO. 28813



AARON C. THOMAS
P.E. 31175

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3/19/2024

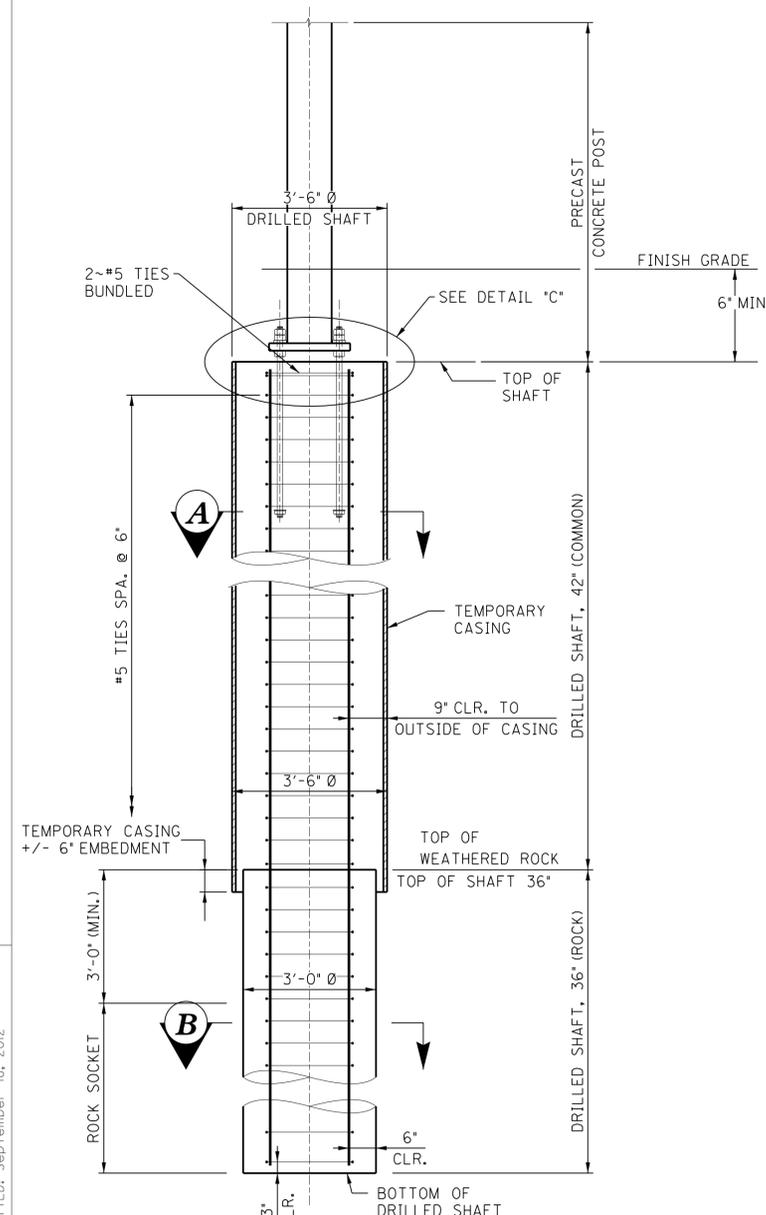
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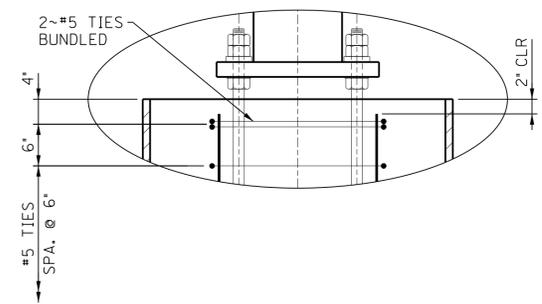
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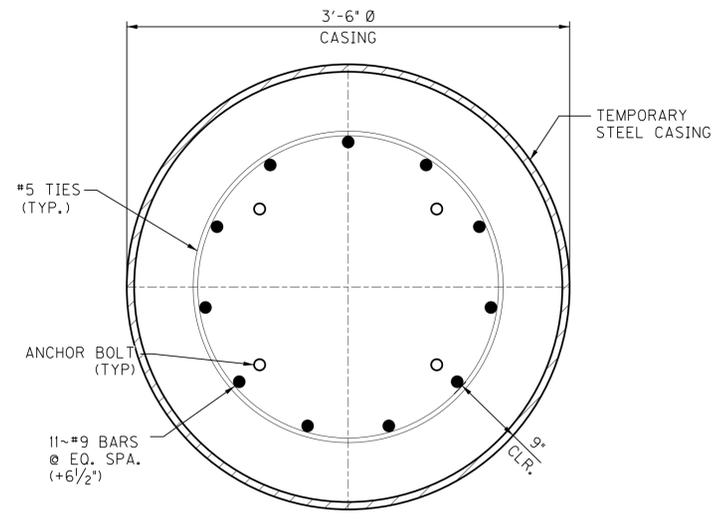
DRILLED SHAFT DETAIL

NOTE: ALL #5 TIES SHALL HAVE A MINIMUM LAP SPLICE LENGTH OF 2'-9"

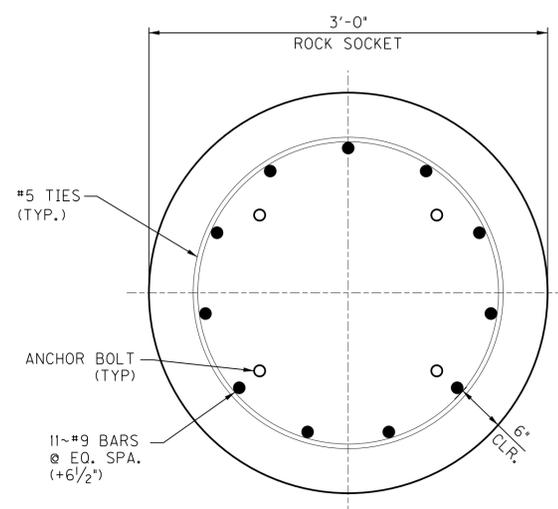
#9 DRILLED SHAFT BAR MINIMUM SPLICE LENGTH OF 3'-10"



DETAIL "C"



SECTION "A"



SECTION "B"

DRILLED SHAFT NOTES

- Solid rock excavation will be required for the installation of the drilled shaft foundations.
- 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.
- 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.
- 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, current edition.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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 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.

REVISION		DATE
△ REVISED NOTES		3-19-24
DATE: JANUARY, 2024	CHECKED BY	
DESIGNED BY: J.P. MURRIN	A.C. THOMAS	
DETAILED BY: D.L. HORTON	A.C. THOMAS	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
FAYETTE		
ROUTE	CROSSING	
I-64 / I-75	SOUND BARRIER WALLS PHASE 3	
DRILLED SHAFT DETAILS		
ITEM NUMBER	PREPARED BY	SHEET NO.
7-8909.30	PALMER ENGINEERING CO.	S32
		DRAWING NO.
		28813

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3/19/2024

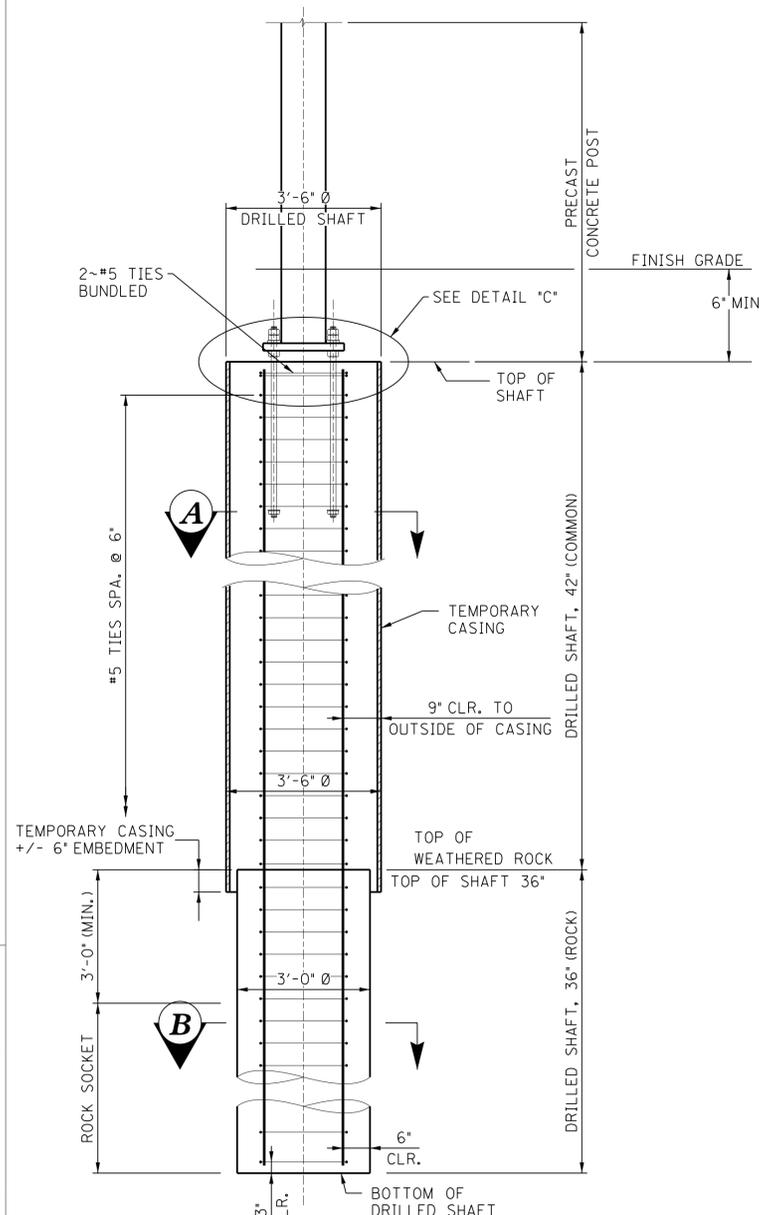
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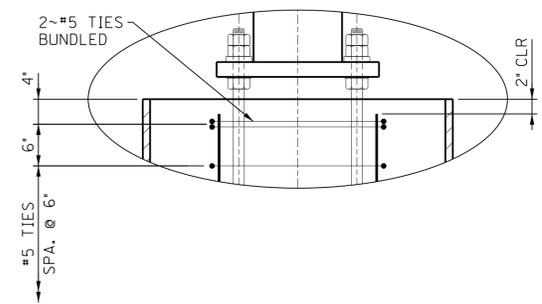
USER: Jeffr DATE PLOTTED: September 18, 2012



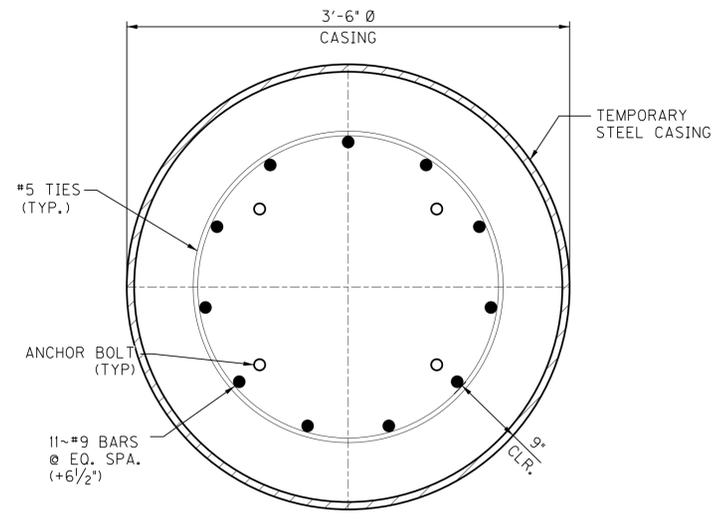
DRILLED SHAFT DETAIL

NOTE: ALL #5 TIES SHALL HAVE A MINIMUM LAP SPLICE LENGTH OF 2'-9"

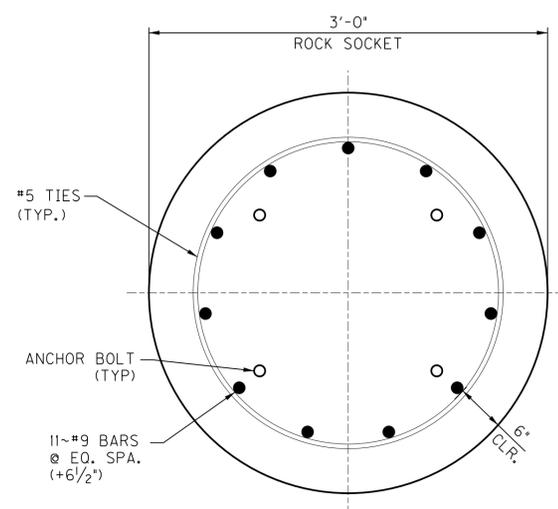
#9 DRILLED SHAFT BAR MINIMUM SPLICE LENGTH OF 3'-10"



DETAIL "C"



SECTION "A"



SECTION "B"

DRILLED SHAFT NOTES

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, current edition.
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 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.

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 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

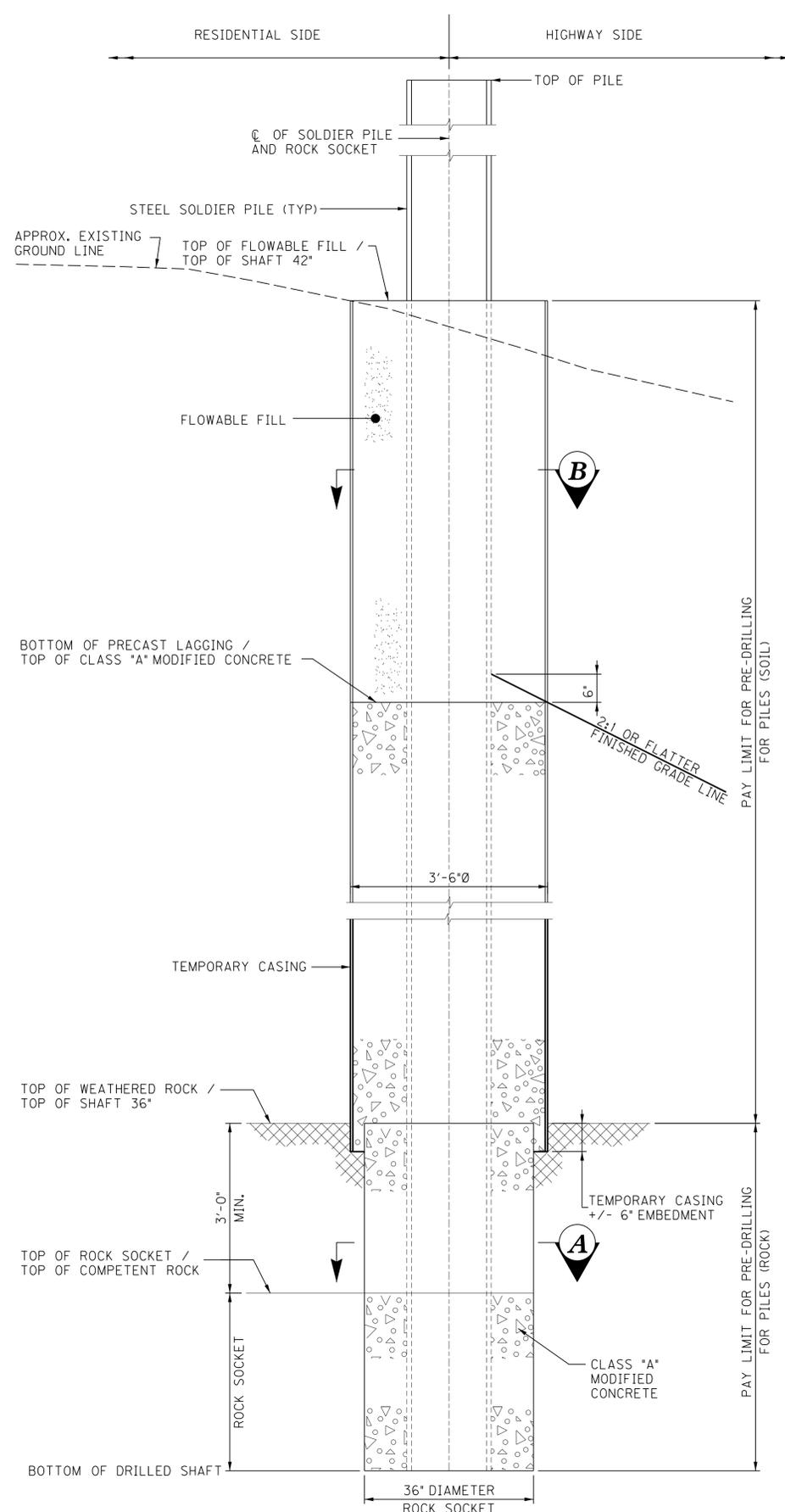
FOR EACH DRILLED SHAFT, THE PROJECT ENGINEER SHALL RECORD THE FOLLOWING ON THE DRILLED SHAFT RECORD SHEETS S33-S48: TOP OF DRILLED SHAFT 36" AS BUILT, BOTTOM OF SHAFT AS BUILT, LENGTH OF DRILLED SHAFT COMMON AS BUILT, LENGTH OF WEATHERED ROCK AS BUILT, AND LENGTH OF ROCK SOCKET AS BUILT.

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

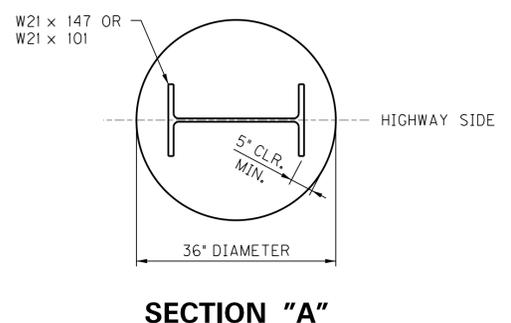
THIS RECORD DOES NOT REPLACE OTHER DRILLED SHAFT RECORDS THE PROJECT ENGINEER IS REQUIRED TO KEEP AND SUBMIT.

REVISION		DATE
▲ REVISED NOTES		3-19-24
DATE: JANUARY, 2024	CHECKED BY	
DESIGNED BY: J.P. MURRIN	A.C. THOMAS	
DETAILED BY: D.L. HORTON	A.C. THOMAS	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
FAYETTE		
ROUTE	CROSSING	
I-64 / I-75	SOUND BARRIER WALLS PHASE 3	
DRILLED SHAFT DETAILS		
ITEM NUMBER	PREPARED BY	SHEET NO.
7-8909.30	PALMER ENGINEERING CO.	S32
		DRAWING NO.
		28813

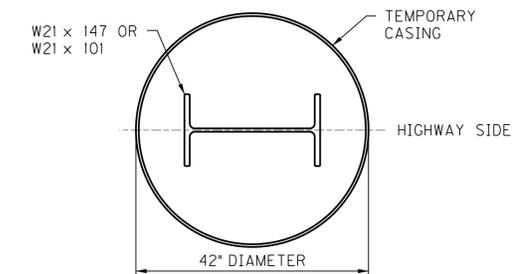
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 USER: jeffr
 DATE PLOTTED: September 18, 2012
 E-SHEET NAME:
 Microstation v8.11.9.536



SOLDIER PILE ROCK SOCKET DETAIL



SECTION "A"



SECTION "B"

NOTES

1. 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 UNCASD 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 BCX-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.
 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 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.
11. 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.

FIELD DATA

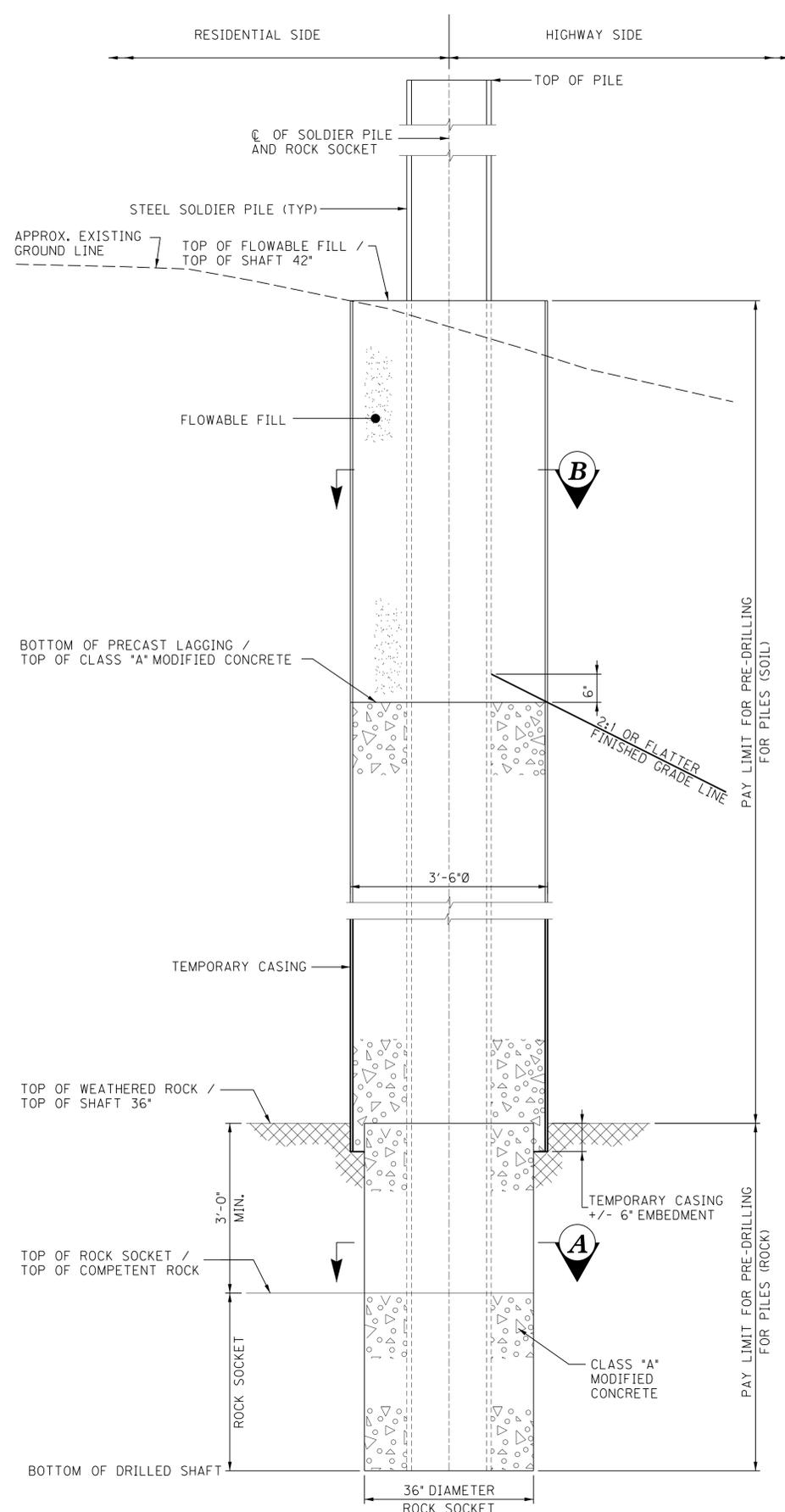
FOR EACH PILE, THE PROJECT ENGINEER SHALL RECORD THE FOLLOWING ON THE PILE RECORD SHEETS S50-S57:
 TOP OF SHAFT 42" AS BUILT, TOP OF SHAFT 36" AS BUILT, BOTTOM OF SHAFT 36" AS BUILT, LENGTH OF PRE-DRILLING FOR PILES (SOIL) AS BUILT, LENGTH OF WEATHERED ROCK AS BUILT, AND LENGTH OF ROCK SOCKET AS BUILT.

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

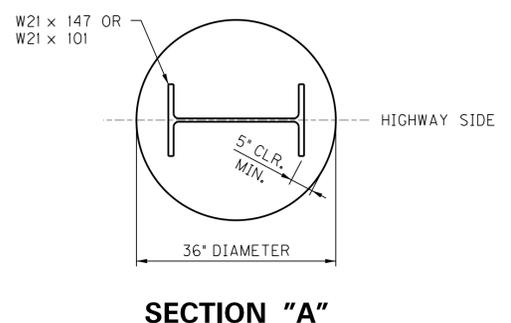
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REVISD NOTES		3-19-24
DATE: JANUARY, 2024	CHECKED BY	
DESIGNED BY: A.C. THOMAS	J.P. MURRIN	
DETAILED BY: J.A. ROSE	A.C. THOMAS	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
FAYETTE		
ROUTE	CROSSING	
I-64 / I-75	SOUND BARRIER WALLS PHASE 3	
SOLDER PILE ROCK SOCKET		
ITEM NUMBER	PREPARED BY	SHEET NO.
7-8909.30	PALMER ENGINEERING CO.	S49
		DRAWING NO.
		28813

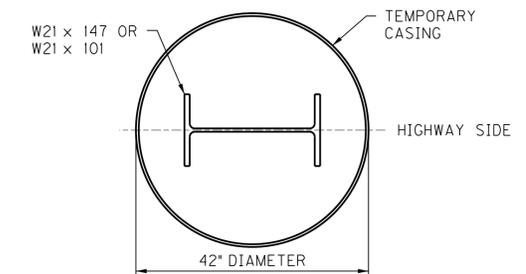
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 USER: jeffr
 DATE PLOTTED: September 18, 2012
 E-SHEET NAME:
 MicroStation v8.11.9.536



SOLDIER PILE ROCK SOCKET DETAIL



SECTION "A"



SECTION "B"

NOTES

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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:
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DATE: JANUARY, 2024	CHECKED BY	
DESIGNED BY: A.C. THOMAS	J.P. MURRIN	
DETAILED BY: J.A. ROSE	A.C. THOMAS	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS <small>COUNTY</small> FAYETTE		
ROUTE I-64 / I-75	CROSSING SOUND BARRIER WALLS PHASE 3	
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