



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 14, 2012

CALL NO. 116
CONTRACT ID NO. 121055
Addendum # 3

Subject: Pike County, APD 0806 (041)
Letting November 16, 2012

- (1) Revised - Plan sheets - R1, R2D, R2F, R15, R16, R40, R41, R42, R43, R70, R71, R71A, R71B, R71C
- (2) Revised - Bid Items - Pages 97-99 of 99

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

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

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

Sincerely,

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

Ryan Griffith
Director
Division of Construction Procurement

RG:jj

Enclosures



An Equal Opportunity Employer M/F/D

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R1

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLANS OF
PROPOSED PROJECT
PIKE COUNTY

U.S. 460
KY 195 - POND CREEK

GRADE, DRAIN, AND INCIDENTAL SURFACING

APD 0806 (041)

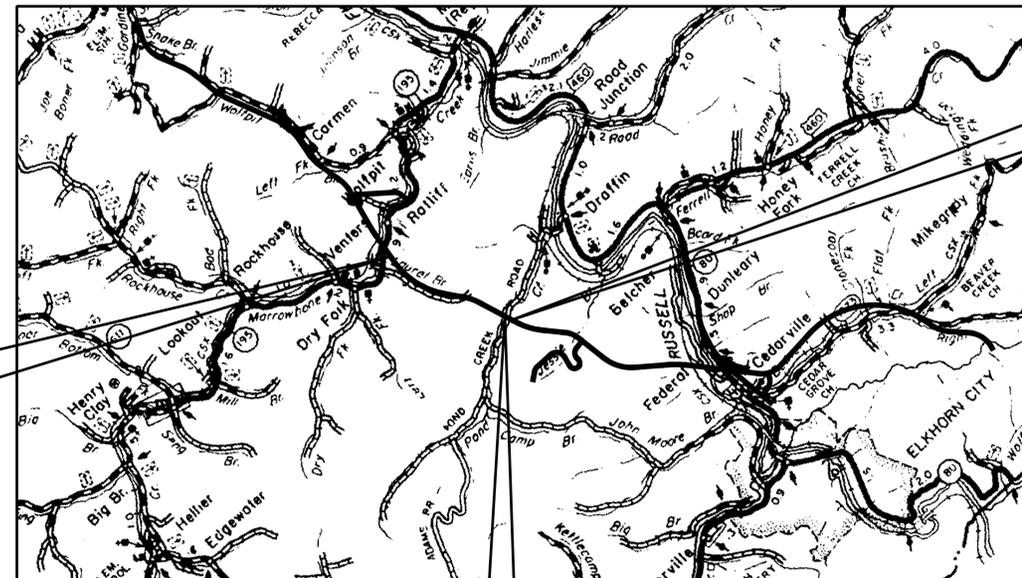
FD52 098 0460 NEW LOC

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
R1	LAYOUT SHEET
R1A	SCHEMATIC PLAN
R2 - R2E	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
R2F	GENERAL AND SPECIAL NOTES
R3 - R22	PLAN AND PROFILE SHEETS
R23 - R25	RIGHT OF WAY SUMMARY SHEETS
R26 - R28	RIGHT OF WAY STRIP MAP SHEETS
R29 - R31	CEMETERY DETAIL SHEETS
R32 - R33	COORDINATE CONTROL SHEETS
R34 - R42A	DETAIL SHEETS
R43	MAINTENANCE OF TRAFFIC PLAN SHEET
R44 - R48	EROSION CONTROL SHEETS
R49 - R68	PIPE DRAINAGE SHEETS
R69 - R81	GEOTECHNICAL NOTES AND SECTIONS
X1 - X161	CROSS SECTION SHEETS

SHEETS NOT INCLUDED IN TOTAL SHEETS
1A, 2A-2F, 3A, 4A, 7A-7C, 11A, 11B, 13A, 15A, 15B, 17A, 17B, 39A, 39B, 42A, 71A, 71B, 71C

STANDARD DRAWINGS		
RBB-002-08	RDI-001-09	RGX-200
RB1-001-10	RDI-002-04	RRE-002-04
RBM-115-05	RDI-003-04	TTC-100-03
RBM-120	RDI-004-03	TTC-105-02
RBR-001-11	RDI-020-08	TTC-150-02
RBR-010-05	RDI-021	TTD-110-01
RBR-015-04	RDI-025-04	
RBR-016-04	RDI-026	
RBR-035-10	RDI-035-01	
RDB-001-11	RDI-045-01	
RDB-002-11	RDP-001-05	
RDB-005-08	RDP-005-04	
RDB-280-05	RDP-006-03	
RDB-281-02	RDP-007-03	
RDB-282-03	RDP-010-08	
RDB-283-03	RDX-160-05	
RDB-400-04	RDX-210-02	
RDB-410-05	RDX-215	
RDB-420-04	RDX-220-04	
RDB-430-04	RDX-225	
RDD-040-04	RDX-230	
RDH-020-03	RFW-001-05	
RDH-110-02	RFW-005-07	
RDH-120-02	RG5-001-06	
RDH-210-03	RG5-002-05	
RDH-214-03	RGX-001-05	
RDH-310-04	RGX-010-03	
RDH-330-04	RGX-050-01	

TOTAL STD. DRAWINGS : 62



BEGIN PROJECT
APD-01801-008
STATION 543+00.00

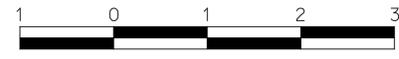
END PROJECT
APD-01801-008
STATION 622+50.00

THESE PLANS ARE FOR GRADE,
DRAIN AND INCIDENTAL SURFACING

THIS PROJECT IS A PARTIALLY CONTROLLED
ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED
ONLY WHERE SPECIFICALLY INDICATED ON THE
PLANS WITH A MINIMUM SPACING OF 1200 FEET.

THIS PROJECT IS ON THE
NATIONAL HIGHWAY SYSTEM

STATION 617+25.00
BRIDGE OVER POND CREEK
(STRUCTURE BY OTHERS)



LAYOUT MAP

DESIGN CRITERIA	
CLASS OF HIGHWAY	ARTERIAL
TYPE OF TERRAIN	MOUNTAINOUS
DESIGN SPEED	60 mph
REQUIRED NPSD	525'
REQUIRED PSD	N/A
LEVEL OF SERVICE	C
ADT PRESENT (1997)	N/A
ADT FUTURE (2020)	8300
DHV	830
D %	58/42
T %	16

GEOGRAPHIC COORDINATES	
LATITUDE	37 DEGREES 19.6 MINUTES NORTH
LONGITUDE	82 DEGREES 24.4 MINUTES WEST

DESIGNED	
% RESTRICTED SD	N/A
LEVEL OF SERVICE	A
MAX. DISTANCE W/O PASSING	N/A

GROSS LENGTH	7950	LIN. FT.	1.506	MILES
ADDED } FOR EQUALITIES		LIN. FT.		
DEDUCTED }		LIN. FT.		
NET LENGTH	7950	LIN. FT.	1.506	MILES
NOT INCLUDED				
RAILROAD CROSSINGS NO.		LIN. FT.		
BRIDGES		LIN. FT.		

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPI

6-93
FORM NO. 2m

11/19/2012
R001001.S.dgn

KENTUCKY DEPARTMENT OF HIGHWAYS	
PIKE COUNTY	
KY 195 - POND CREEK	
PROJECT FD52 098 0460 NEW LOC	
NUMBER: APD 0806 (041)	
LETTING DATE:	
DESIGNED BY _____ 20 BY _____	
RECOMMENDED BY OCT 18 2012 BY JOHN MICHAEL JOHNSON PROJECT DEVELOPMENT TEAM	
PLAN APPROVED OCT 19, 2012 BY _____ STATE HIGHWAY ENGINEER	

PREPARED BY: PALMER ENGINEERING COMPANY	
DESIGNED BY _____ 20 BY JEFFREY C. COWAN P.E. 16389	
APPROVED: _____	
F.H.W.A. DIVISION ADMINISTRATOR	

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R1

REVISION
11-09-2012

COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED PROJECT PIKE COUNTY

U.S. 460
KY 195 - POND CREEK

GRADE, DRAIN, AND INCIDENTAL SURFACING

APD 0806 (041)

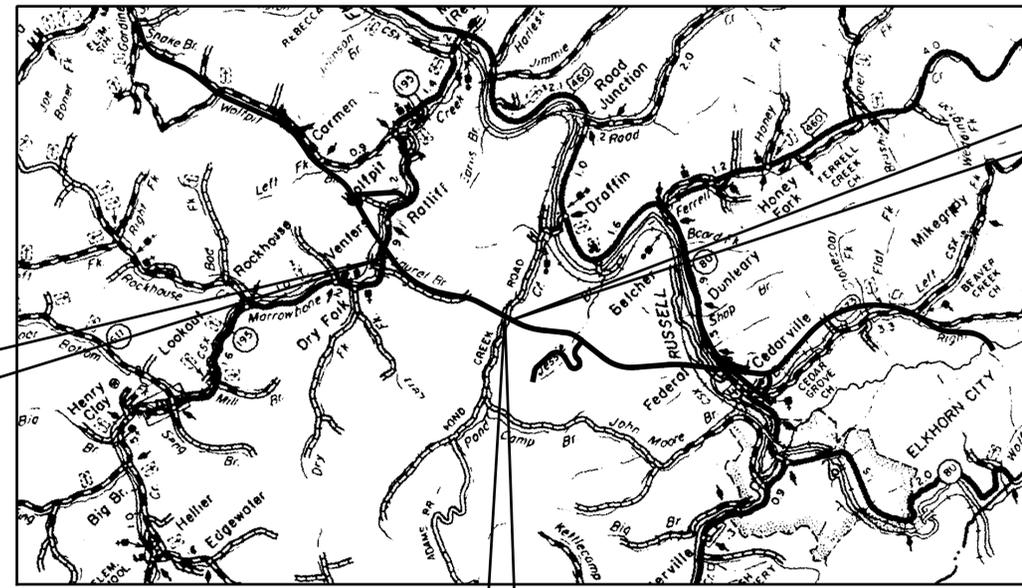
FD52 098 0460 NEW LOC

SHEET NO.	DESCRIPTION
R1	LAYOUT SHEET
R1A	SCHEMATIC PLAN
R2 - R2E	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
R2F	GENERAL AND SPECIAL NOTES
R3 - R22	PLAN AND PROFILE SHEETS
R23 - R25	RIGHT OF WAY SUMMARY SHEETS
R26 - R28	RIGHT OF WAY STRIP MAP SHEETS
R29 - R31	CEMETERY DETAIL SHEETS
R32 - R33	COORDINATE CONTROL SHEETS
R34 - R42A	DETAIL SHEETS
R43	MAINTENANCE OF TRAFFIC PLAN SHEET
R44 - R48	EROSION CONTROL SHEETS
R49 - R68	PIPE DRAINAGE SHEETS
R69 - R81	GEOTECHNICAL NOTES AND SECTIONS
X1 - X161	CROSS SECTION SHEETS

SHEETS NOT INCLUDED IN TOTAL SHEETS
1A, 2A-2F, 3A, 4A, 7A-7C, 11A, 11B, 13A, 15A, 15B, 17A, 17B, 39A, 39B, 42A, 71A, 71B, 71C

STANDARD DRAWINGS		
RBB-002-08	RDI-001-09	RGX-200
RB1-001-10	RDI-002-04	RRE-002-04
RBM-115-05	RDI-003-04	TTC-100-03
RBM-120	RDI-004-03	TTC-105-02
RBR-001-11	RDI-020-08	TTC-150-02
RBR-010-05	RDI-021	TTD-110-01
RBR-015-04	RDI-025-04	
RBR-016-04	RDI-026	
RBR-035-10	RDI-035-01	
RDB-001-11	RDI-045-01	
RDB-002-11	RDP-001-05	
RDB-005-08	RDP-005-04	
RDB-280-05	RDP-006-03	
RDB-281-02	RDP-007-03	
RDB-282-03	RDP-010-08	
RDB-283-03	RDX-160-05	
RDB-400-04	RDX-210-02	
RDB-410-05	RDX-215	
RDB-420-04	RDX-220-04	
RDB-430-04	RDX-225	
RDD-040-04	RDX-230	
RDH-020-03	RFW-001-05	
RDH-110-02	RFW-005-07	
RDH-120-02	RG5-001-06	
RDH-210-03	RG5-002-05	
RDH-214-03	RGX-001-05	
RDH-310-04	RGX-010-03	
RDH-330-04	RGX-050-01	

TOTAL STD. DRAWINGS : 62



BEGIN PROJECT
APD-01801-008
STATION 543+00.00

END PROJECT
APD-01801-008
STATION 622+50.00

THESE PLANS ARE FOR GRADE,
DRAIN AND INCIDENTAL SURFACING

THIS PROJECT IS A PARTIALLY CONTROLLED
ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED
ONLY WHERE SPECIFICALLY INDICATED ON THE
PLANS WITH A MINIMUM SPACING OF 1200 FEET.

THIS PROJECT IS ON THE
NATIONAL HIGHWAY SYSTEM

STATION 617+25.00
BRIDGE OVER POND CREEK
(STRUCTURE BY OTHERS)



LAYOUT MAP

GROSS LENGTH	7950	LIN. FT.	1.506	MILES
ADDED } FOR EQUALITIES		LIN. FT.		
DEDUCTED }		LIN. FT.		
NET LENGTH	7950	LIN. FT.	1.506	MILES
NOT INCLUDED				
RAILROAD CROSSINGS NO.		LIN. FT.		
BRIDGES		LIN. FT.		

ADDED SHEETS 71B AND 71C

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

11/9/2012
R00100LS.dgn

DESIGN CRITERIA	
CLASS OF HIGHWAY	ARTERIAL
TYPE OF TERRAIN	MOUNTAINOUS
DESIGN SPEED	60 mph
REQUIRED NPSD	525'
REQUIRED PSD	N/A
LEVEL OF SERVICE	C
ADT PRESENT (1997)	N/A
ADT FUTURE (2020)	8300
DHV	830
D %	58/42
T %	16

GEOGRAPHIC COORDINATES	
LATITUDE	37 DEGREES 19.6 MINUTES NORTH
LONGITUDE	82 DEGREES 24.4 MINUTES WEST

DESIGNED	
% RESTRICTED SD	N/A
LEVEL OF SERVICE	A
MAX. DISTANCE W/O PASSING	N/A

KENTUCKY DEPARTMENT OF HIGHWAYS PIKE COUNTY KY 195 - POND CREEK	
PROJECT	FD52 098 0460 NEW LOC
NUMBER	APD 0806 (041)
LETTING DATE:	
RECOMMENDED BY	OCT 18 2012 BY JOHN MICHAEL JOHNSON PROJECT DEVELOPMENT TEAM
PLAN APPROVED	OCT 19 2012 BY [Signature] STATE HIGHWAY ENGINEER

PREPARED BY: PALMER ENGINEERING COMPANY
DESIGNED BY _____ 20 BY JEFFREY C. COWAN P.E. 16389
APPROVED: _____
F.H.W.A. DIVISION ADMINISTRATOR

GENERAL SUMMARY

ITEM CODE	ITEM	UNIT	MAINLINE US 460
78	CRUSHED AGGREGATE SIZE NO. 2 (14)	TON	4
1987	DELINEATORS FOR GUARDRAIL BI-DIR WHITE (2)	EACH	4
1990	DELINEATORS FOR BARRIER WALL BI-DIR WHITE (2)	EACH	4
2159	TEMPORARY DITCH	LIN. FT.	7,950
2200	ROADWAY EXCAVATION (B)	CU. YD.	6,740,102
2204	SPECIAL EXCAVATION (15)	CU. YD.	164,500
2262	RIGHT OF WAY FENCE WOVEN WIRE TYPE 1	LIN. FT.	17,255
2351	GUARDRAIL STEEL "W" BEAM SINGLE FACE	LIN. FT.	425
2360	GUARDRAIL TERMINAL SECTION NO. 1	EACH	2
2391	GUARDRAIL END TREATMENT TYPE 4A (2)	EACH	2
2397	TEMP GUARDRAIL (2)	LIN. FT.	200
2429	RIGHT-OF-WAY MONUMENT TYPE 1	EACH	50
2432	WITNESS POST	EACH	3
2242	WATER	MGAL	3
2475	PLUG WATER WELL	EACH	9
2483	CHANNEL LINING CLASS II (10)	TON	9,899
2488	CHANNEL LINING CLASS IV (3)	CU YD	33,629
2545	CLEARING AND GRUBBING (1)	L.S.	1
2542	CEMENT (6)	TON	10
2562	TEMPORARY SIGNS	SQ. FT.	101
2568	MOBILIZATION	L.S.	1
2569	DEMOBILIZATION	L.S.	1
2600	FABRIC - GEOTEXTILE TY IV FOR PIPE	SQ. YD.	13,136
2610	RETAINING WALL - GABION (1)	CU. YD.	756
2650	MAINTAIN AND CONTROL TRAFFIC	L.S.	1
2701	TEMPORARY SILT FENCE	LIN. FT.	7,950
2703	SILT TRAP TYPE A	EACH	98
2704	SILT TRAP TYPE B	EACH	98
2705	SILT TRAP TYPE C	EACH	29
2706	CLEAN SILT TRAP TYPE A	EACH	294
2707	CLEAN SILT TRAP TYPE B	EACH	294
2708	CLEAN SILT TRAP TYPE C	EACH	87
2709	CLEAN TEMPORARY SILT FENCE	LIN. FT.	23,850
2711	SEDIMENTATION BASIN	CU. YD.	13,067
2712	CLEAN SEDIMENTATION BASIN	CU. YD.	39,200
2726	STAKING	L.S.	1
3171	CONCRETE BARRIER WALL TYPE 9T (2)	LIN. FT.	200
5950	EROSION CONTROL BLANKET	SQ. YD.	1,059
5952	TEMPORARY MULCH	SQ. YD.	923,987
5953	TEMPORARY SEEDING AND PROTECTION (8)	SQ. YD.	69,050
5966	TOPDRESSING FERTILIZER	TON	36
5985	SEEDING & PROTECTION (9)	SQ. YD.	690,500
8100	CONCRETE - CLASS A (7)	CU YD	64.9
8150	STEEL REINFORCEMENT (7)	LB	5,200
8901	CRASH CUSHION TY VI BT TL2 (2)	EACH	2
10020NS	FUEL ADJUSTMENT	DOLL	1,245,839
20667ED	PNEUMATIC BACKSTOWING (5)	TON	1,000
20911ED	HIGH SLUMP 3000 PSI GROUT (4)	CU YD	1,176
23131ER701	PIPELINE VIDEO INSPECTION	LIN. FT.	5,534

PAVING SUMMARY

ITEM	COLEMAN CEMETERY ENTRANCE	TOTALS
SQUARE YARDS		
1.25" CL2 ASPH SURF 0.38D PG 64-22	685	685
2" CL2 ASPH BASE 0.75D PG 64-22	697	697
4" DENSE GRADED AGGREGATE	718	718

ITEM CODE	ITEM	UNIT	COLEMAN CEMETERY ENTRANCE	TOTAL PROJECT
1	DENSE GRADED AGGREGATE	TON	165	165
20	TRAFFIC BOUND BASE (12)	TON		1000
221	CL2 ASPH BASE 0.75D PG 64-22	TON	77	77
301	CL2 ASPH SURF 0.38D PG 64-22	TON	47	47

EMBANKMENT	1,574,288 CY
ROCK ROADBED	75,950 CY
TOTAL EMBANKMENT	1,650,238 CY

COMMON EXCAVATION (A)	802,085 CY
ROCK EXCAVATION	5,890,457 CY
TOTAL EXCAVATION	6,692,542 CY

POTENTIAL EXCESS (13)	L.T. 567+50	4,120,145 CY
MATERIAL SITES	RT. 567+50	1,448,259 CY
	L.T. 588+00	725,147 CY
		6,293,551 CY

(A) COMMON EXCAVATION INCLUDES: 799,007 CY EXCAVATION
0 CY FROM PIPE SHEETS
202 CY DITCH LEFT
2876 CY DITCH RIGHT

(15) SPECIAL EXCAVATION INCLUDES: 42,100 CY COMMON EXCAVATION
122,400 CY ROCK EXCAVATION

(B) ROADWAY EXCAVATION INCLUDES:
802,085 CY COMMON EXCAVATION
5,890,457 CY ROCK EXCAVATION
47,207 CY EMBANKMENT BENCH
353 CY TRANSVERSE BENCH

ESTIMATE FOR EARTHWORK QUANTITIES ARE FOR DESIGN ONLY. THE CONTRACTOR IS ADVISED THAT THE EARTHWORK CALCULATIONS ARE FOR INFORMATION ONLY. ASSUMPTIONS FOR SHRINKAGE AND SWELL VALUES FACTORS ARE THE CONTRACTOR'S RESPONSIBILITY

- ① APPROXIMATELY 196 ACRES
- ② FOR MAINTENANCE OF TRAFFIC AT POND CREEK BRIDGE
- ③ INCLUDES 23,462 CY FOR EXCESS MATERIAL SITE DITCHES
- ④ FOR EXCESS MATERIAL SITE DITCHES
- ⑤ FOR BACKSTOWING OF MINE AND AUGER OPENINGS - SEE GEOTECH NOTES 12 AND 13
- ⑥ FOR BACKSTOWING OF MINE OPENINGS - SEE GEOTECH NOTE 13
- ⑦ FOR CAPPING OF VERTICAL MINE OR AIR SHAFTS - SEE GEOTECH NOTE 11 AND QUANTITIES FROM PIPE SUMMARY.
- ⑧ ESTIMATED AT 10% OF TOTAL SEEDING AND PROTECTION
- ⑨ USE SEED MIX TYPE III ON SLOPES STEEPER THAN 3:1
- ⑩ FOR LINING OF MEDIAN AND SIDE DITCHES WHERE LOCATED IN THE CLEAR ZONE
- ⑪ FOR GABION DITCH LT. STA. 607+00
- ⑫ FOR MAINTENANCE OF EXISTING COUNTY ROADS; TO BE USED AT THE DISCRETION OF THE ENGINEER
- ⑬ FINAL PLACEMENT AND QUANTITY OF MATERIAL TO BE DETERMINED BY EXCESS ULTIMATELY GENERATED, SITE CONDITIONS, AND BY THE ENGINEER
- ⑭ FOR PERFORATED PIPE OUTLET HEADWALLS
- ⑮ FOR BRIDGE PIER EXCAVATION - SEE SHEETS R40-R42 FOR DETAIL

THIS PROJECT IS A PARTIALLY CONTROLLED
ACCESS HIGHWAY. ACCESS SHALL BE ALLOWED
ONLY WHERE SPECIFICALLY SHOWN ON PLANS.
MINIMUM SPACING IS 1200 FEET

GENERAL SUMMARY

ITEM CODE	ITEM	UNIT	MAINLINE US 460
78	CRUSHED AGGREGATE SIZE NO. 2 (14)	TON	4
1987	DELINEATORS FOR GUARDRAIL BI-DIR WHITE (2)	EACH	4
1990	DELINEATORS FOR BARRIER WALL BI-DIR WHITE (2)	EACH	4
2159	TEMPORARY DITCH	LIN. FT.	7,950
2200	ROADWAY EXCAVATION (B)	CU. YD.	6,740,102
2204	SPECIAL EXCAVATION (15)	CU. YD.	164,500
2262	RIGHT OF WAY FENCE WOVEN WIRE TYPE 1	LIN. FT.	17,255
2351	GUARDRAIL STEEL "W" BEAM SINGLE FACE	LIN. FT.	425
2360	GUARDRAIL TERMINAL SECTION NO. 1	EACH	2
2391	GUARDRAIL END TREATMENT TYPE 4A (2)	EACH	2
2397	TEMP GUARDRAIL (2)	LIN. FT.	200
2429	RIGHT-OF-WAY MONUMENT TYPE 1	EACH	50
2432	WITNESS POST	EACH	3
2242	WATER	MGAL	3
2475	PLUG WATER WELL	EACH	9
2483	CHANNEL LINING CLASS II (10)	TON	9,899
2488	CHANNEL LINING CLASS IV (3)	CU YD	33,629
2545	CLEARING AND GRUBBING (1)	L.S.	1
2542	CEMENT (6)	TON	10
2562	TEMPORARY SIGNS	SQ. FT.	101
2568	MOBILIZATION	L.S.	1
2569	DEMOBILIZATION	L.S.	1
2600	FABRIC - GEOTEXTILE TY IV FOR PIPE	SQ. YD.	13,136
2610	RETAINING WALL - GABION (1)	CU. YD.	756
2650	MAINTAIN AND CONTROL TRAFFIC	L.S.	1
2701	TEMPORARY SILT FENCE	LIN. FT.	7,950
2703	SILT TRAP TYPE A	EACH	98
2704	SILT TRAP TYPE B	EACH	98
2705	SILT TRAP TYPE C	EACH	29
2706	CLEAN SILT TRAP TYPE A	EACH	294
2707	CLEAN SILT TRAP TYPE B	EACH	294
2708	CLEAN SILT TRAP TYPE C	EACH	87
2709	CLEAN TEMPORARY SILT FENCE	LIN. FT.	23,850
2711	SEDIMENTATION BASIN	CU. YD.	13,067
2712	CLEAN SEDIMENTATION BASIN	CU. YD.	39,200
2726	STAKING	L.S.	1
3171	CONCRETE BARRIER WALL TYPE 9T (2)	LIN. FT.	200
5950	EROSION CONTROL BLANKET	SQ. YD.	1,059
5952	TEMPORARY MULCH	SQ. YD.	923,987
5953	TEMPORARY SEEDING AND PROTECTION (8)	SQ. YD.	69,050
5966	TOPDRESSING FERTILIZER	TON	36
5985	SEEDING & PROTECTION (9)	SQ. YD.	690,500
8100	CONCRETE - CLASS A (7)	CU YD	64.9
8150	STEEL REINFORCEMENT (7)	LB	5,200
8901	CRASH CUSHION TY VI BT TL2 (2)	EACH	2
1002ONS	FUEL ADJUSTMENT	DOLL	1,245,839
20667ED	PNEUMATIC BACKSTOWING (5)	TON	1,000
20911ED	HIGH SLUMP 3000 PSI GROUT (4)	CU YD	1,176
23131ER701	PIPELINE VIDEO INSPECTION	LIN. FT.	5,534

PAVING SUMMARY

ITEM	COLEMAN CEMETERY ENTRANCE	TOTALS
SQUARE YARDS		
1.25" CL2 ASPH SURF 0.38D PG 64-22	685	685
2" CL2 ASPH BASE 0.75D PG 64-22	697	697
4" DENSE GRADED AGGREGATE	718	718

ITEM CODE	ITEM	UNIT	COLEMAN CEMETERY ENTRANCE	TOTAL PROJECT
1	DENSE GRADED AGGREGATE	TON	165	165
20	TRAFFIC BOUND BASE (12)	TON		1000
221	CL2 ASPH BASE 0.75D PG 64-22	TON	77	77
301	CL2 ASPH SURF 0.38D PG 64-22	TON	47	47

EMBANKMENT 1,574,288 CY
 ROCK ROADBED 75,950 CY
 TOTAL EMBANKMENT 1,650,238 CY

1 REVIS
 11-09-2012

COMMON EXCAVATION (A) 802,085 CY
 ROCK EXCAVATION 5,890,457 CY
 TOTAL EXCAVATION 6,692,542 CY

POTENTIAL EXCESS (13) LT. 567+50 4,120,145 CY
 MATERIAL SITES RT. 567+50 1,448,259 CY
 LT. 588+00 725,147 CY
 6,293,551 CY

(A) COMMON EXCAVATION INCLUDES: (15) SPECIAL EXCAVATION INCLUDES:
 799,007 CY EXCAVATION 42,100 CY COMMON EXCAVATION
 0 CY FROM PIPE SHEETS 122,400 CY ROCK EXCAVATION
 202 CY DITCH LEFT
 2876 CY DITCH RIGHT

(B) ROADWAY EXCAVATION INCLUDES:
 802,085 CY COMMON EXCAVATION
 5,890,457 CY ROCK EXCAVATION
 47,207 CY EMBANKMENT BENCH
 353 CY TRANSVERSE BENCH

ESTIMATE FOR EARTHWORK QUANTITIES ARE FOR DESIGN ONLY.
 THE CONTRACTOR IS ADVISED THAT THE EARTHWORK CALCULATIONS
 ARE FOR INFORMATION ONLY. ASSUMPTIONS FOR SHRINKAGE AND
 SWELL VALUES FACTORS ARE THE CONTRACTOR'S RESPONSIBILITY

- ① APPROXIMATELY 196 ACRES
- ② FOR MAINTENANCE OF TRAFFIC AT POND CREEK BRIDGE
- ③ INCLUDES 23,462 CY FOR EXCESS MATERIAL SITE DITCHES
- ④ FOR EXCESS MATERIAL SITE DITCHES
- ⑤ FOR BACKSTOWING OF MINE AND AUGER OPENINGS
 - SEE GEOTECH NOTES 12 AND 13
- ⑥ FOR BACKSTOWING OF MINE OPENINGS - SEE GEOTECH NOTE 13
- ⑦ FOR CAPPING OF VERTICAL MINE OR AIR SHAFTS - SEE GEOTECH NOTE 11
 AND QUANTITIES FROM PIPE SUMMARY.
- ⑧ ESTIMATED AT 10% OF TOTAL SEEDING AND PROTECTION
- ⑨ USE SEED MIX TYPE III ON SLOPES STEEPER THAN 3:1
- ⑩ FOR LINING OF MEDIAN AND SIDE DITCHES WHERE LOCATED IN THE
 CLEAR ZONE
- ⑪ FOR GABION DITCH LT. STA. 607+00
- ⑫ FOR MAINTENANCE OF EXISTING COUNTY ROADS; TO BE USED AT
 THE DISCRETION OF THE ENGINEER
- ⑬ FINAL PLACEMENT AND QUANTITY OF MATERIAL TO BE DETERMINED
 BY EXCESS ULTIMATELY GENERATED, SITE CONDITIONS, AND BY THE ENGINEER
- ⑭ FOR PERFORATED PIPE OUTLET HEADWALLS
- ⑮ FOR BRIDGE PIER EXCAVATION - SEE SHEETS R40-R42 FOR DETAIL

1 SUBTRACTED BRIDGE PIER EXCAVATION FROM NORMAL ROADWAY
 EXCAVATION AND CODED AS SPECIAL EXCAVATION; SHOWED
 SEPARATE TOTALS FOR ROADWAY AND SPECIAL EXCAVATION;
 ELIMINATED ALTERNATE ACCESS ROAD BID ITEM AND NOTE

THIS PROJECT IS A PARTIALLY CONTROLLED
 ACCESS HIGHWAY. ACCESS SHALL BE ALLOWED
 ONLY WHERE SPECIFICALLY SHOWN ON PLANS.
 MINIMUM SPACING IS 1200 FEET

GENERAL NOTES

BEFORE YOU DIG

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

DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

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

STANDARD DRAWINGS

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

SPECIAL NOTES

WORK SCHEDULE REQUIREMENTS:

GRADE, DRAIN, AND BRIDGE CONSTRUCTION OPERATIONS ARE UNDERWAY FROM STA. 501+00 TO STA. 543+00. GRADE AND DRAIN OPERATIONS ARE UNDERWAY FROM STA. 622+50 TO STA. 738+00. THE CONTRACTOR FOR THIS CONSTRUCTION SECTION WILL COORDINATE ALL GRADE, DRAIN, EROSION CONTROL, MAINTENANCE OF TRAFFIC, AND PROJECT ACCESS LOCATIONS AND TIMES WITH THE CABINET AND THE CONTRACTORS ON THE ADJACENT SECTIONS. COORDINATION IN THESE AREAS WILL ALSO BE REQUIRED WITH THE POND CREEK BRIDGE CONTRACTOR, WHEN THAT CONTRACT IS LET.

BRIDGE PIER SPECIAL EXCAVATION:

THE CONTRACTOR SHALL TAKE CARE DURING BLASTING AND OTHER EXCAVATION METHODS TO AVOID OVER-BREAKAGE AND DAMAGE TO THE BEDROCK BENEATH THE FOOTINGS.

ADDITIONAL NOTES FOR MAINTAINING TRAFFIC, BLASTING, TRAFFIC STOPPAGE, PROJECT PHASING, AND RELATED ACTIVITIES MAY BE FOUND ON SHEET R43.

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. ABUTMENT EXCAVATION BELOW THE NORMAL SUBGRADE WILL BE DONE BY THE BRIDGE CONTRACTOR. COORDINATION FOR THAT WORK WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

PREPARED BY	_____	DATE	_____
CHECKED BY	_____	DATE	_____
APPROVED BY	_____	DATE	_____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R2F

 REVISED
11-09-2012

GENERAL NOTES

BEFORE YOU DIG

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

DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

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

STANDARD DRAWINGS

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

PREPARED BY	_____	DATE	_____
CHECKED BY	_____	DATE	_____
APPROVED BY	_____	DATE	_____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

11/9/2012

R00206N.dgn

SPECIAL NOTES

WORK SCHEDULE REQUIREMENTS:

GRADE, DRAIN, AND BRIDGE CONSTRUCTION OPERATIONS ARE UNDERWAY FROM STA. 501+00 TO STA. 543+00. GRADE AND DRAIN OPERATIONS ARE UNDERWAY FROM STA. 622+50 TO STA. 738+00. THE CONTRACTOR FOR THIS CONSTRUCTION SECTION WILL COORDINATE ALL GRADE, DRAIN, EROSION CONTROL, MAINTENANCE OF TRAFFIC, AND PROJECT ACCESS LOCATIONS AND TIMES WITH THE CABINET AND THE CONTRACTORS ON THE ADJACENT SECTIONS. COORDINATION IN THESE AREAS WILL ALSO BE REQUIRED WITH THE POND CREEK BRIDGE CONTRACTOR, WHEN THAT CONTRACT IS LET.

BRIDGE PIER SPECIAL EXCAVATION:

THE CONTRACTOR SHALL TAKE CARE DURING BLASTING AND OTHER EXCAVATION METHODS TO AVOID OVER-BREAKAGE AND DAMAGE TO THE BEDROCK BENEATH THE FOOTINGS.

ADDITIONAL NOTES FOR MAINTAINING TRAFFIC, BLASTING, TRAFFIC STOPPAGE, PROJECT PHASING, AND RELATED ACTIVITIES MAY BE FOUND ON SHEET R43.

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. ABUTMENT EXCAVATION BELOW THE NORMAL SUBGRADE WILL BE DONE BY THE BRIDGE CONTRACTOR. COORDINATION FOR THAT WORK WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

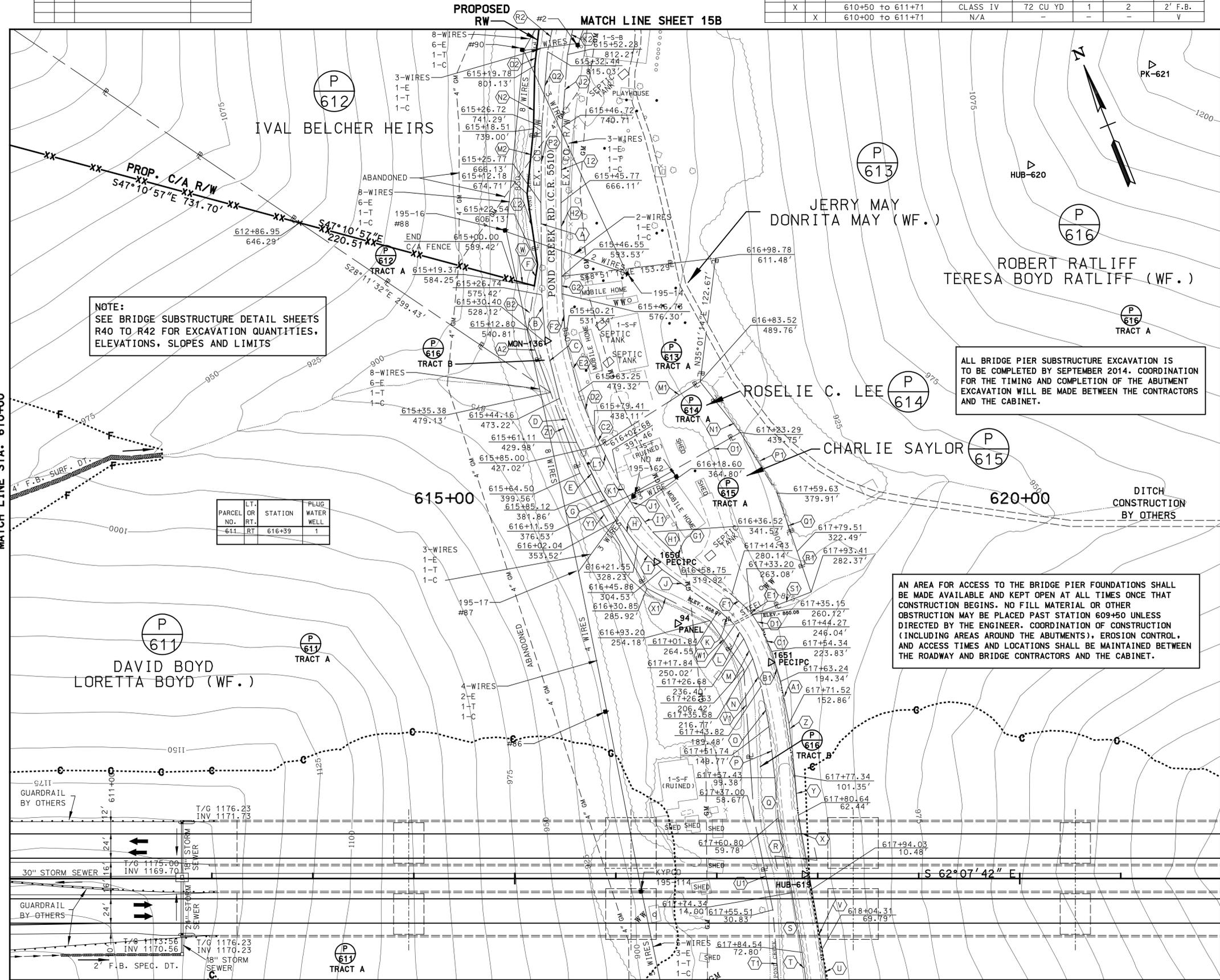
AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

 REVISED NOTES TO MORE CLEARLY STATE THAT BRIDGE CONTRACTOR WILL COMPLETE THE FINAL FEW FEET OF THE PIER AND ENTIRE ABUTMENT EXCAVATION WHEN THAT CONSTRUCTION BEGINS; REVISED COMPLETION DATE FOR ROADWAY CONTRACTOR TO COMPLETE PIER EXCAVATION

CONTROL OF ACCESS FENCE				
LT	RT	STA.	TO STA.	QUANTITY (ft)
X		610+00	to 615+19	620

DITCH CONSTRUCTION CHART									
LT	RT	MED	STA.	TO STA.	TYPE	QUANTITY	DEPTH (ft)	THICKNESS (ft)	DITCH
X			610+00	to 611+50	CLASS IV GROUTED	145 CU YD	2	2	4' F.B.
	X		610+00	to 610+50	CLASS IV	19 CU YD	1	2	V
		X	610+50	to 611+71	CLASS IV	72 CU YD	1	2	2' F.B.
			610+00	to 611+71	N/A	-	-	-	V

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R15



NOTE:
SEE BRIDGE SUBSTRUCTURE DETAIL SHEETS R40 TO R42 FOR EXCAVATION QUANTITIES, ELEVATIONS, SLOPES AND LIMITS

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

LT.	RT.	STATION	PLUG WATER WELL
611	RT	616+39	1

- (C2) N1°05'36"E 12.42'
- (D2) N6°27'54"E 44.27'
- (E2) N13°47'43"E 53.63'
- (F2) N23°27'09"E 45.09'
- (G2) N27°15'38"E 17.23'
- (H2) N27°15'32"E 72.59'
- (I2) N28°35'57"E 74.60'
- (J2) N32°19'22"E 71.72'
- (K2) N39°36'47"E 50.33'
- (L2) N19°24'30"E 70.34'
- (M2) N33°29'38"E 64.60'
- (N2) N29°02'16"E 62.14'
- (O2) N34°21'55"E 69.92'
- (P2) N28°35'57"E 75.16'
- (Q2) N32°18'22"E 73.96'
- (R2) N39°36'47"E 52.28'

- (A) N27°15'33"E 90.72'
- (B) N23°27'09"E 47.44'
- (C) N13°47'43"E 56.60'
- (D) N6°27'54"E 46.44'
- (E) N1°21'11"E 53.78'
- (F) N36°28'38"E 21.12'
- (G) N2°57'54"W 33.00'
- (H) N9°46'31"W 31.94'
- (I) N17°52'56"W 33.97'
- (J) N26°34'53"W 68.78'
- (K) N19°52'20"W 21.61'
- (L) N5°07'51"W 16.23'
- (M) N3°28'38"E 21.55'
- (N) N11°04'21"E 28.51'
- (O) N16°35'47"E 40.49'
- (P) N21°25'20"E 50.71'
- (Q) N23°00'59"E 39.75'
- (R) N17°28'17"E 75.01'
- (S) N18°01'56"E 59.68'
- (T) N20°25'40"E 51.56'
- (U) N20°25'40"E 52.16'
- (V) N18°01'56"E 60.20'
- (W) S47°10'53"E 20.05'
- (X) N17°28'17"E 74.14'
- (Y) N23°00'59"E 39.06'
- (Z) N21°25'20"E 51.83'
- (A1) N16°35'47"E 42.30'
- (B1) N11°04'21"E 30.80'
- (C1) N3°28'38"E 24.39'
- (D1) N5°02'58"W 16.78'
- (E1) N5°31'00"W 3.54'
- (F1) N19°52'20"W 25.37'
- (G1) N26°34'53"W 68.43'
- (H1) N17°52'56"W 31.03'
- (I1) N9°46'31"W 29.33'
- (J1) N2°57'54"W 13.67'
- (K1) N2°57'54"W 17.39'
- (L1) N1°26'04"E 39.71'
- (M1) N85°22'51"E 116.80'
- (N1) S10°37'10"E 63.90'
- (O1) S88°21'52"W 128.34'
- (P1) S3°24'01"E 70.01'
- (Q1) S8°46'11"W 60.77'
- (R1) S8°46'13"W 42.46'
- (S1) N83°01'33"W 62.36'
- (T1) S23°20'00"W 133.50'
- (U1) S16°11'19"W 91.39'
- (V1) S23°51'28"W 148.12'
- (W1) S7°07'13"E 58.29'
- (X1) S35°08'57"E 69.97'
- (Y1) S2°24'28"E 131.59'
- (Z1) S7°46'16"W 84.73'
- (A2) N7°46'14"E 65.68'
- (B2) N36°28'38"E 43.93'

PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL

6-93 FORM NO. 2m

11/9/2012

MATCH LINE STA. 622+00

MATCH LINE STA. 610+00

MATCH LINE SHEET 15A

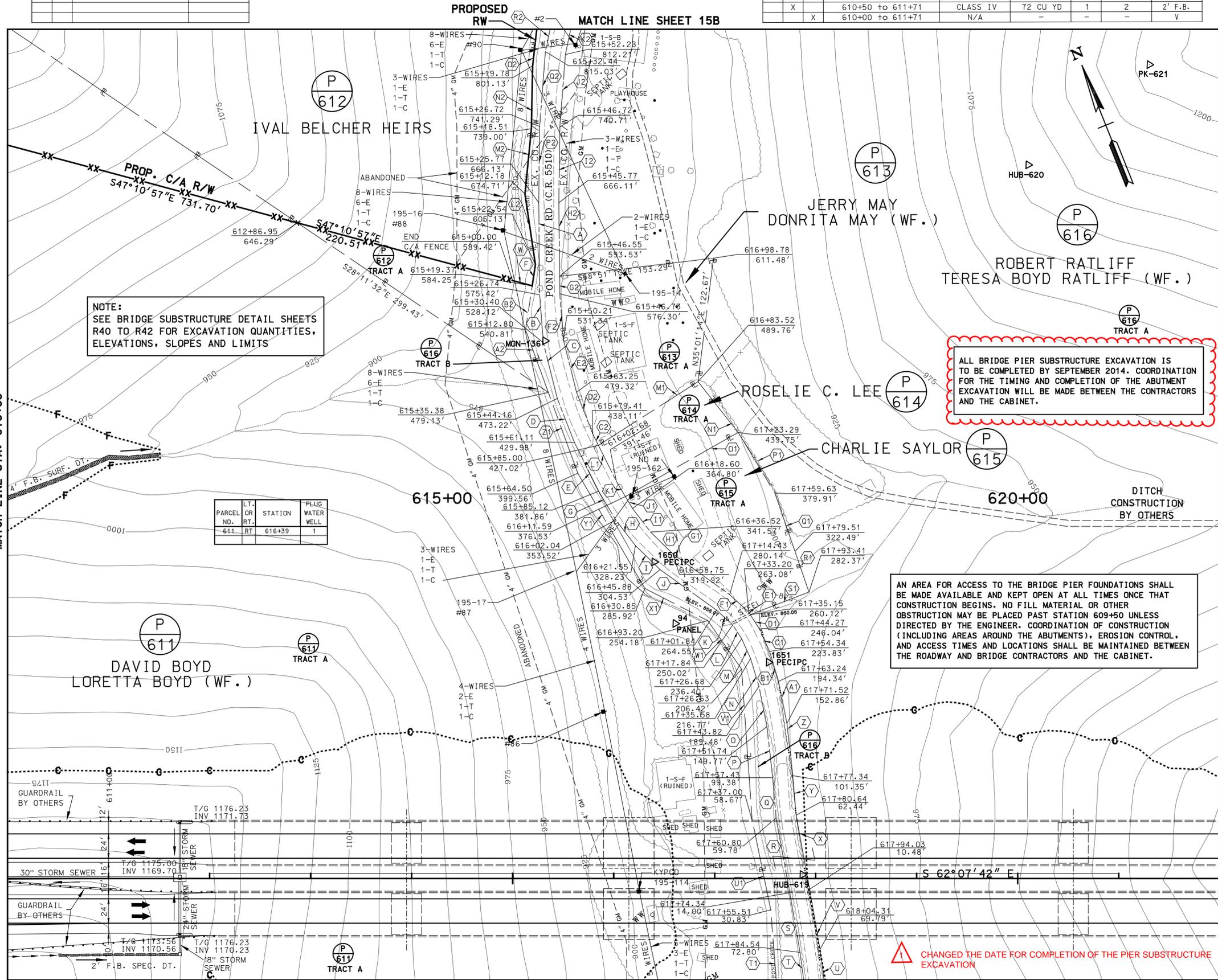
SCALE: 1" = 50'

STA. 610+00 TO STA. 622+00

CONTROL OF ACCESS FENCE				
LT	RT	STA.	TO STA.	QUANTITY (ft)
X		610+00	to 615+19	620

DITCH CONSTRUCTION CHART									
LT	RT	MED	STA.	TO STA.	TYPE	QUANTITY	DEPTH (ft)	THICKNESS (ft)	DITCH
X			610+00	to 611+50	CLASS IV GROUTED	145 CU YD	2	2	4' F.B.
X	X		610+00	to 610+50	CLASS IV	19 CU YD	1	2	V
X			610+50	to 611+71	CLASS IV	72 CU YD	1	2	2' F.B.
	X		610+00	to 611+71	N/A	-	-	-	V

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R15



NOTE:
SEE BRIDGE SUBSTRUCTURE DETAIL SHEETS R40 TO R42 FOR EXCAVATION QUANTITIES, ELEVATIONS, SLOPES AND LIMITS

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

CHANGED THE DATE FOR COMPLETION OF THE PIER SUBSTRUCTURE EXCAVATION

BRIDGE STRUCTURE CONSTRUCTION BY OTHERS

- (A) N27°15'33"E 90.72'
- (B) N23°27'09"E 47.44'
- (C) N13°47'43"E 56.60'
- (D) N6°27'54"E 46.44'
- (E) N1°21'11"E 53.78'
- (F) N36°28'38"E 21.12'
- (G) N2°57'54"W 33.00'
- (H) N9°46'31"W 31.94'
- (I) N17°52'56"W 33.97'
- (J) N26°34'53"W 68.78'
- (K) N19°52'20"W 21.61'
- (L) N5°07'51"W 16.23'
- (M) N3°28'38"E 21.55'
- (N) N11°04'21"E 28.51'
- (O) N16°35'47"E 40.49'
- (P) N21°25'20"E 50.71'
- (Q) N23°00'59"E 39.75'
- (R) N17°28'17"E 75.01'
- (S) N18°01'56"E 59.68'
- (T) N20°25'40"E 51.56'
- (U) N20°25'40"E 52.16'
- (V) N18°01'56"E 60.20'
- (W) S47°10'53"E 20.05'
- (X) N17°28'17"E 74.14'
- (Y) N23°00'59"E 39.06'
- (Z) N21°25'20"E 51.83'
- (A1) N16°35'47"E 42.30'
- (B1) N11°04'21"E 30.80'
- (C1) N3°28'38"E 24.39'
- (D1) N5°02'58"W 16.78'
- (E1) N5°31'00"W 3.54'
- (F1) N19°52'20"W 25.37'
- (G1) N26°34'53"W 68.43'
- (H1) N17°52'56"W 31.03'
- (I1) N9°46'31"W 29.33'
- (J1) N2°57'54"W 13.67'
- (K1) N2°57'54"W 17.39'
- (L1) N1°26'04"E 39.71'
- (M1) N85°22'51"E 116.80'
- (N1) S10°37'10"E 63.90'
- (O1) S88°21'52"W 128.34'
- (P1) S3°24'01"E 70.01'
- (Q1) S8°46'11"W 60.77'
- (R1) S8°46'13"W 42.46'
- (S1) N83°01'33"W 62.36'
- (T1) S23°20'00"W 133.50'
- (U1) S16°11'19"W 91.39'
- (V1) S23°51'28"W 148.12'
- (W1) S7°07'13"E 58.29'
- (X1) S35°08'57"E 69.97'
- (Y1) S2°24'28"E 131.59'
- (Z1) S7°46'16"W 84.73'
- (A2) N7°46'14"E 65.68'
- (B2) N36°28'38"E 43.93'

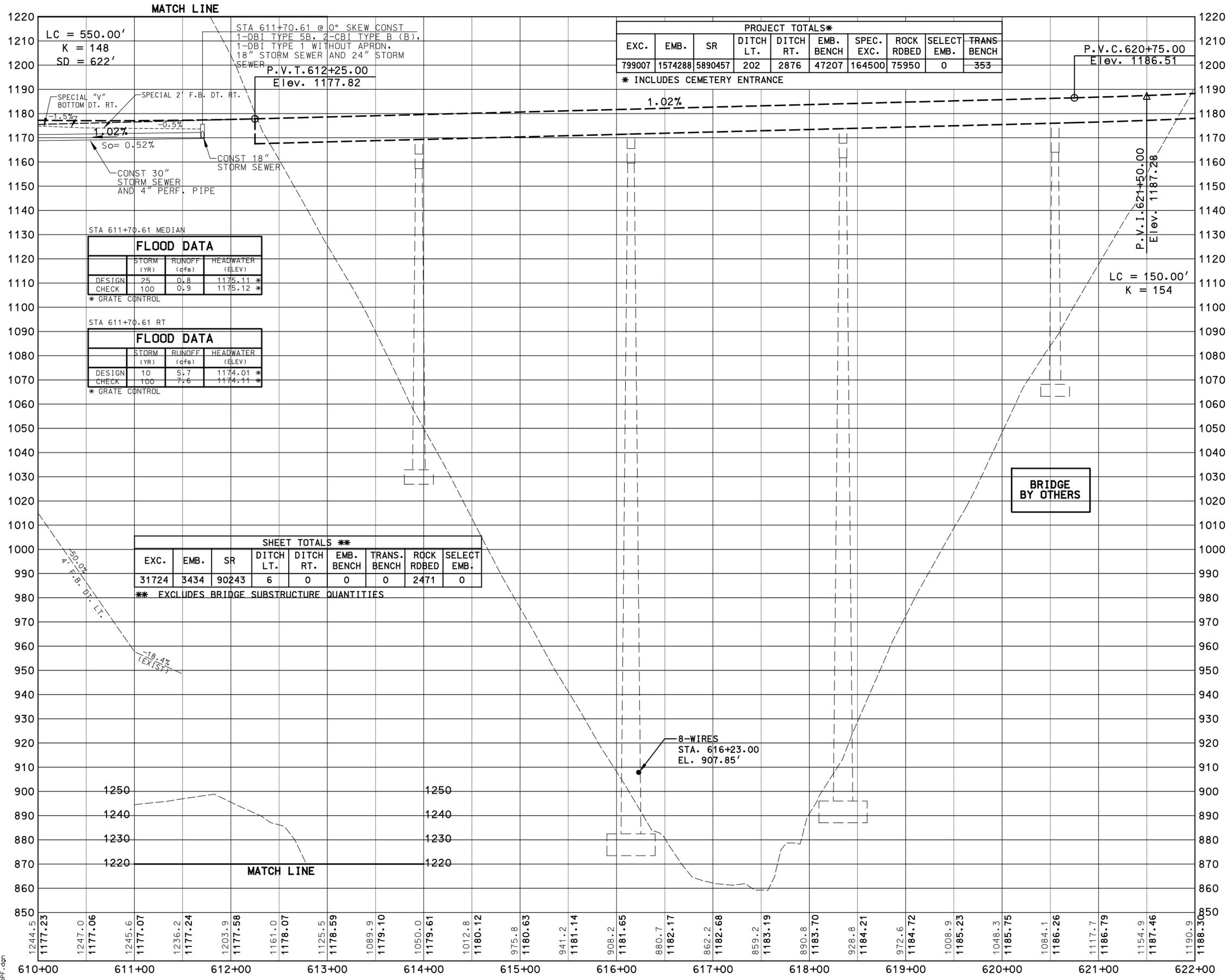
PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL

6-93 FORM NO. 2m

11/9/2012
 ROT500PL.dgn

SCALE: 1" = 50'
 STA. 610+00 TO STA. 622+00



PROJECT TOTALS*									
EXC.	EMB.	SR	DITCH LT.	DITCH RT.	EMB. BENCH	SPEC. EXC.	ROCK RDBED	SELECT EMB.	TRANS BENCH
799007	1574288	5890457	202	2876	47207	164500	75950	0	353

* INCLUDES CEMETERY ENTRANCE

STA 611+70.61 MEDIAN

FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER (ELEV)
DESIGN	25	0.8	1175.11 *
CHECK	100	0.9	1175.12 *

* GRATE CONTROL

STA 611+70.61 RT

FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER (ELEV)
DESIGN	10	5.7	1174.01 *
CHECK	100	7.6	1174.11 *

* GRATE CONTROL

SHEET TOTALS **								
EXC.	EMB.	SR	DITCH LT.	DITCH RT.	EMB. BENCH	TRANS. BENCH	ROCK RDBED	SELECT EMB.
31724	3434	90243	6	0	0	0	2471	0

** EXCLUDES BRIDGE SUBSTRUCTURE QUANTITIES

PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL
 6-93 FORM NO. 2m

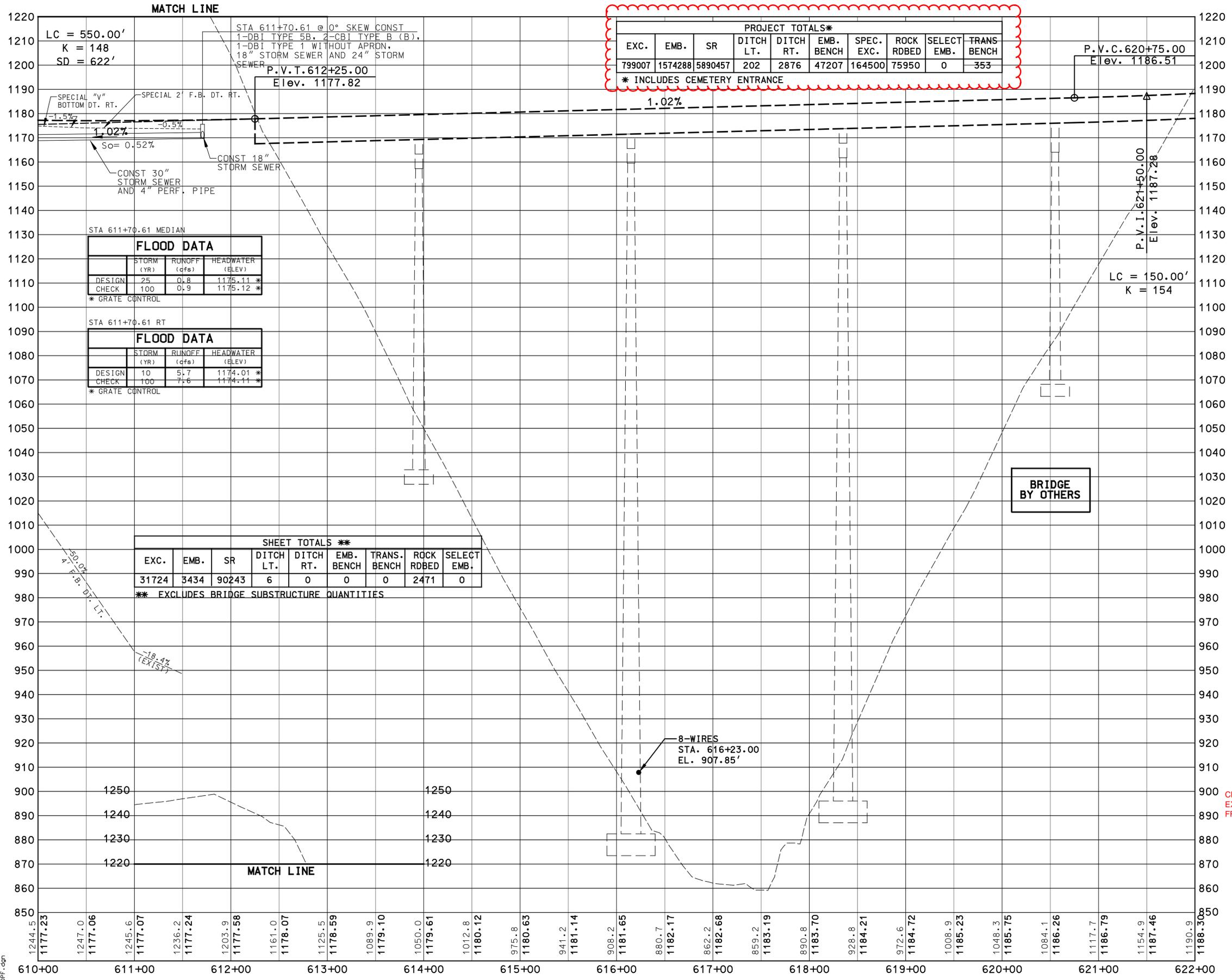
ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

NOTE:
 SEE BRIDGE SUBSTRUCTURE DETAIL SHEETS R40 TO R42 FOR EXCAVATION QUANTITIES, ELEVATIONS, SLOPES AND LIMITS

HORIZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 20'

MAINLINE PROFILE STA. 610+00 TO STA. 622+00

REVIS
11-09-2012



PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL
 6-93 FORM NO. 2m

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

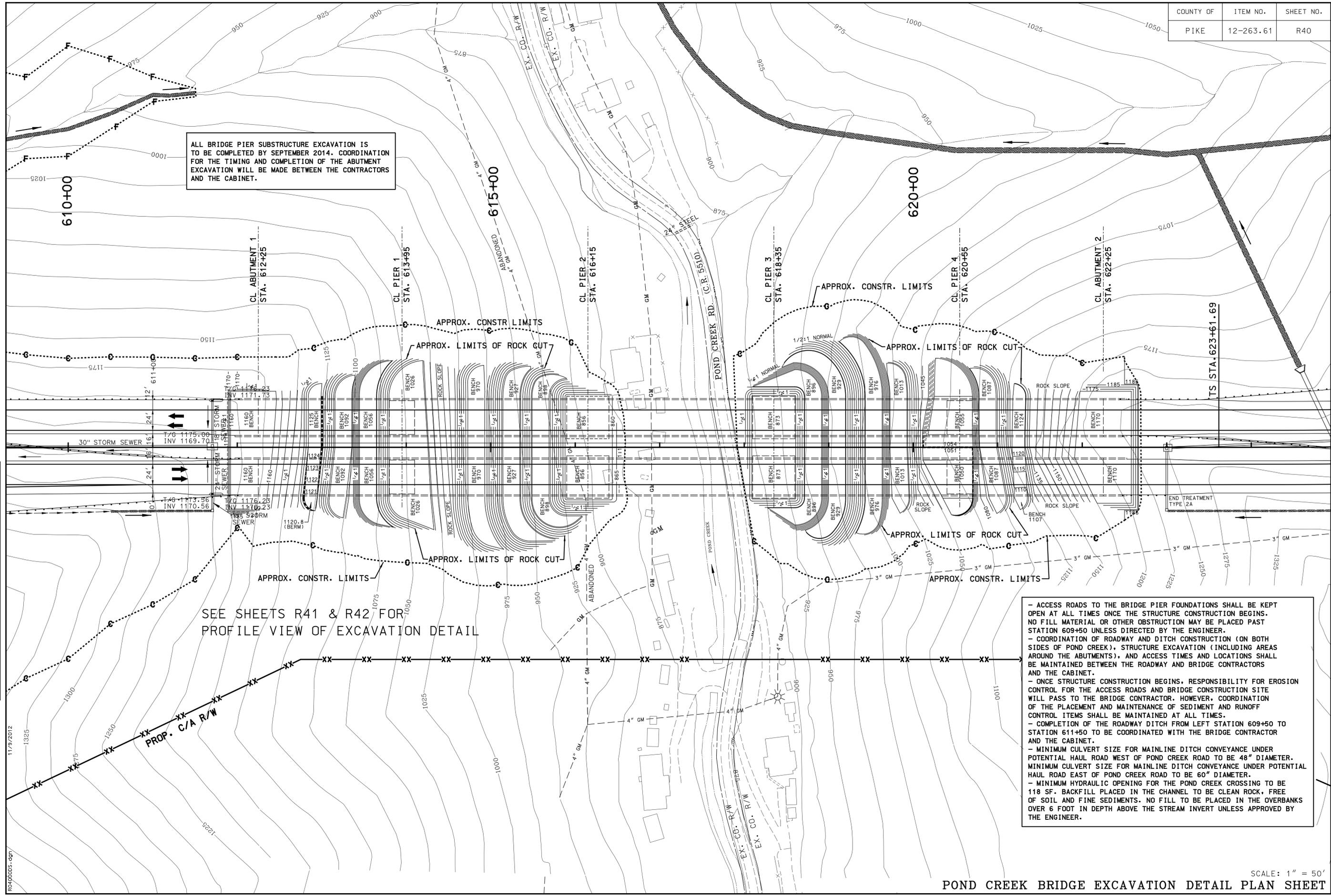
CHANGED THE DATE FOR COMPLETION OF THE PIER SUBSTRUCTURE EXCAVATION; SEPARATED OUT THE SPECIAL EXCAVATION TOTAL FROM THE EXCAVATION AND SOLID ROCK TOTALS

NOTE:
 SEE BRIDGE SUBSTRUCTURE DETAIL SHEETS R40 TO R42 FOR EXCAVATION QUANTITIES, ELEVATIONS, SLOPES AND LIMITS

HORIZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 20'

MAINLINE PROFILE STA. 610+00 TO STA. 622+00

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.



SEE SHEETS R41 & R42 FOR PROFILE VIEW OF EXCAVATION DETAIL

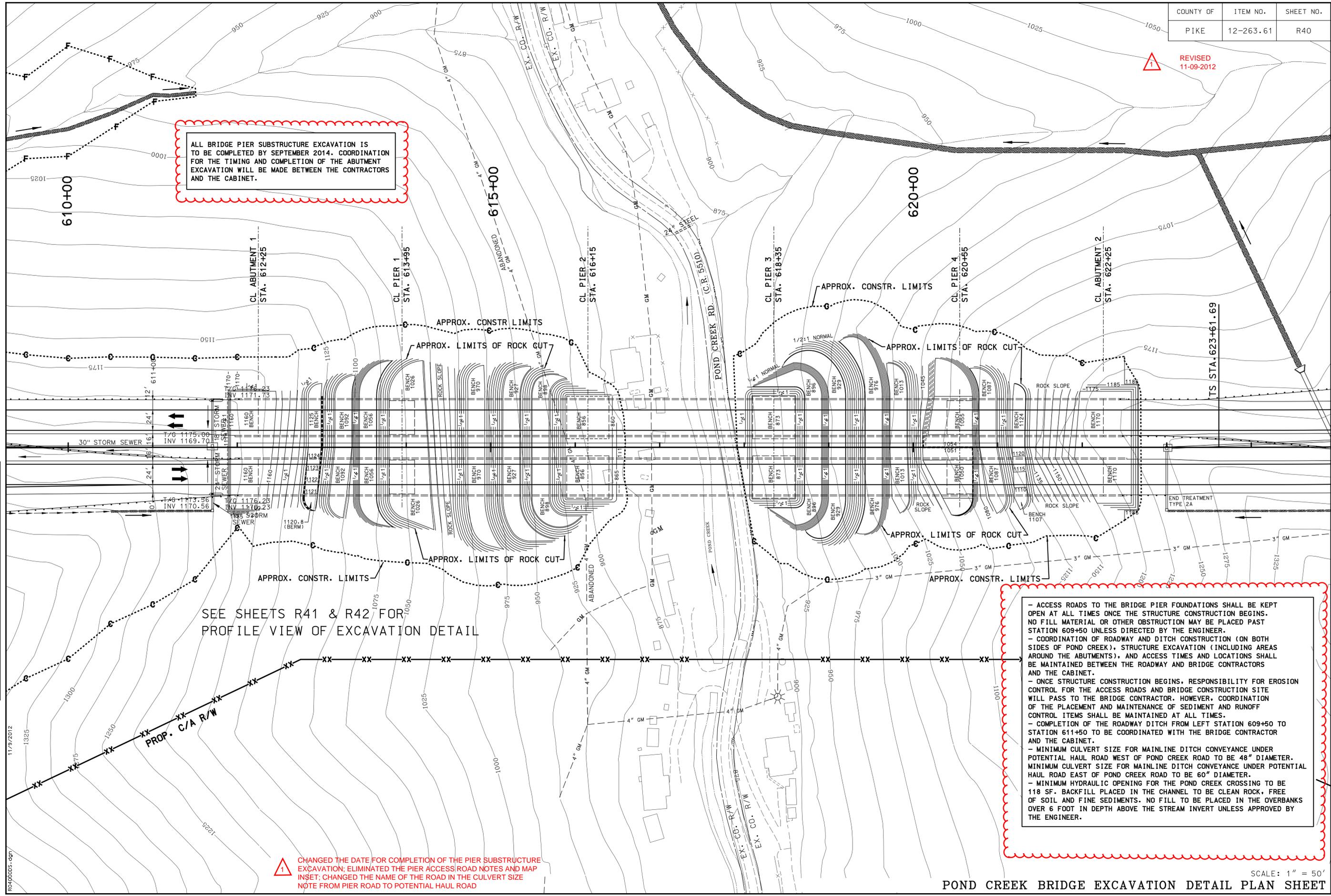
- ACCESS ROADS TO THE BRIDGE PIER FOUNDATIONS SHALL BE KEPT OPEN AT ALL TIMES ONCE THE STRUCTURE CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER.
- COORDINATION OF ROADWAY AND DITCH CONSTRUCTION (ON BOTH SIDES OF POND CREEK), STRUCTURE EXCAVATION (INCLUDING AREAS AROUND THE ABUTMENTS), AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.
- ONCE STRUCTURE CONSTRUCTION BEGINS, RESPONSIBILITY FOR EROSION CONTROL FOR THE ACCESS ROADS AND BRIDGE CONSTRUCTION SITE WILL PASS TO THE BRIDGE CONTRACTOR. HOWEVER, COORDINATION OF THE PLACEMENT AND MAINTENANCE OF SEDIMENT AND RUNOFF CONTROL ITEMS SHALL BE MAINTAINED AT ALL TIMES.
- COMPLETION OF THE ROADWAY DITCH FROM LEFT STATION 609+50 TO STATION 611+50 TO BE COORDINATED WITH THE BRIDGE CONTRACTOR AND THE CABINET.
- MINIMUM CULVERT SIZE FOR MAINLINE DITCH CONVEYANCE UNDER POTENTIAL HAUL ROAD WEST OF POND CREEK ROAD TO BE 48" DIAMETER. MINIMUM CULVERT SIZE FOR MAINLINE DITCH CONVEYANCE UNDER POTENTIAL HAUL ROAD EAST OF POND CREEK ROAD TO BE 60" DIAMETER.
- MINIMUM HYDRAULIC OPENING FOR THE POND CREEK CROSSING TO BE 118 SF. BACKFILL PLACED IN THE CHANNEL TO BE CLEAN ROCK, FREE OF SOIL AND FINE SEDIMENTS. NO FILL TO BE PLACED IN THE OVBANKS OVER 6 FOOT IN DEPTH ABOVE THE STREAM INVERT UNLESS APPROVED BY THE ENGINEER.

PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL

6-93
 FORM NO. 2m

REVISED
11-09-2012



ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

SEE SHEETS R41 & R42 FOR PROFILE VIEW OF EXCAVATION DETAIL

- ACCESS ROADS TO THE BRIDGE PIER FOUNDATIONS SHALL BE KEPT OPEN AT ALL TIMES ONCE THE STRUCTURE CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER.

- COORDINATION OF ROADWAY AND DITCH CONSTRUCTION (ON BOTH SIDES OF POND CREEK), STRUCTURE EXCAVATION (INCLUDING AREAS AROUND THE ABUTMENTS), AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

- ONCE STRUCTURE CONSTRUCTION BEGINS, RESPONSIBILITY FOR EROSION CONTROL FOR THE ACCESS ROADS AND BRIDGE CONSTRUCTION SITE WILL PASS TO THE BRIDGE CONTRACTOR. HOWEVER, COORDINATION OF THE PLACEMENT AND MAINTENANCE OF SEDIMENT AND RUNOFF CONTROL ITEMS SHALL BE MAINTAINED AT ALL TIMES.

- COMPLETION OF THE ROADWAY DITCH FROM LEFT STATION 609+50 TO STATION 611+50 TO BE COORDINATED WITH THE BRIDGE CONTRACTOR AND THE CABINET.

- MINIMUM CULVERT SIZE FOR MAINLINE DITCH CONVEYANCE UNDER POTENTIAL HAUL ROAD WEST OF POND CREEK ROAD TO BE 48" DIAMETER. MINIMUM CULVERT SIZE FOR MAINLINE DITCH CONVEYANCE UNDER POTENTIAL HAUL ROAD EAST OF POND CREEK ROAD TO BE 60" DIAMETER.

- MINIMUM HYDRAULIC OPENING FOR THE POND CREEK CROSSING TO BE 118 SF. BACKFILL PLACED IN THE CHANNEL TO BE CLEAN ROCK, FREE OF SOIL AND FINE SEDIMENTS. NO FILL TO BE PLACED IN THE OVBANKS OVER 6 FOOT IN DEPTH ABOVE THE STREAM INVERT UNLESS APPROVED BY THE ENGINEER.

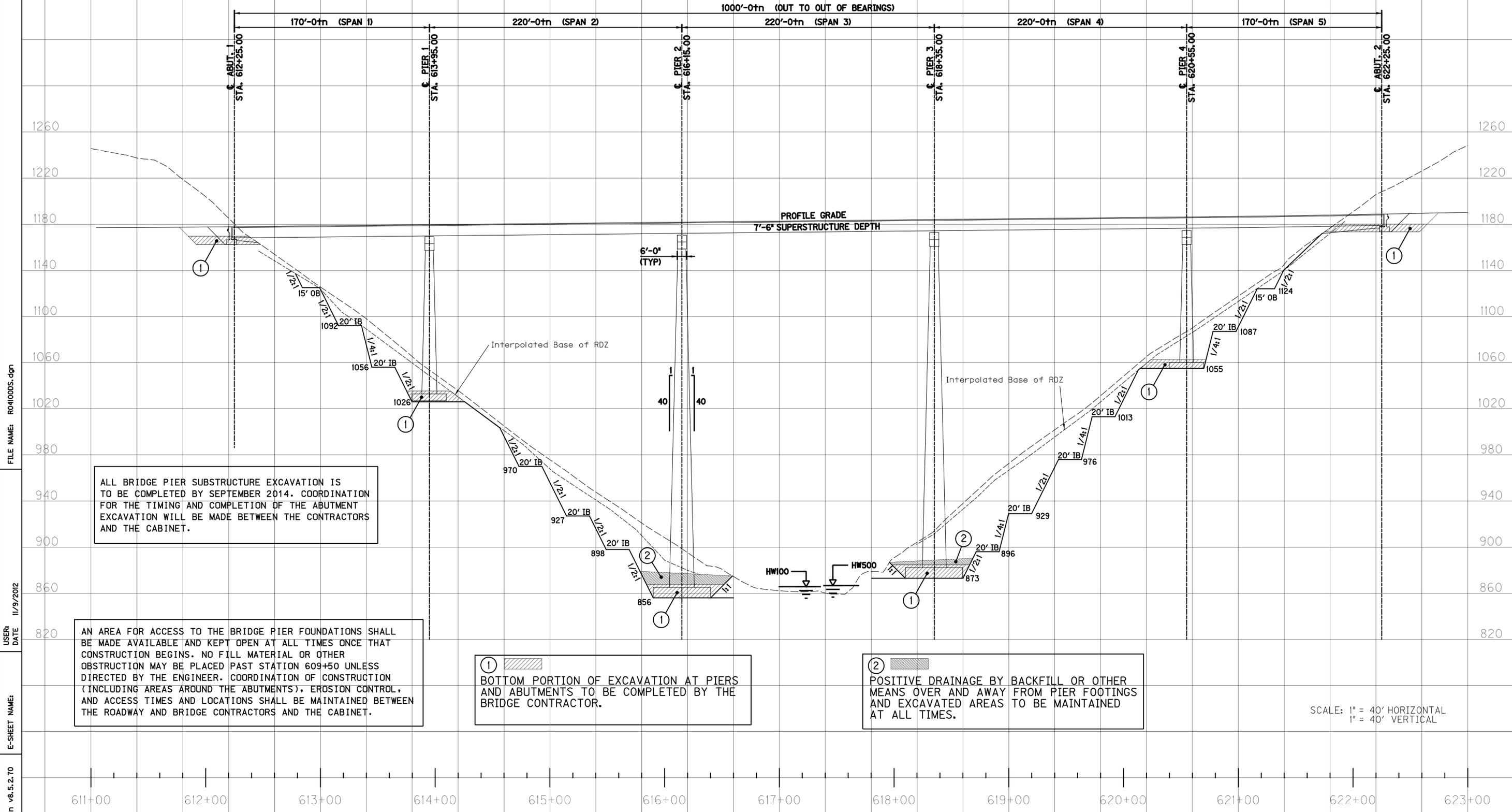
CHANGED THE DATE FOR COMPLETION OF THE PIER SUBSTRUCTURE EXCAVATION; ELIMINATED THE PIER ACCESS ROAD NOTES AND MAP INSET; CHANGED THE NAME OF THE ROAD IN THE CULVERT SIZE NOTE FROM PIER ROAD TO POTENTIAL HAUL ROAD

DATE _____
 PREPARED BY _____
 DATE _____
 CHECKED BY _____
 DATE _____
 APPROVED BY _____

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL

6-93
 FORM NO. 2m

	BRIDGE SUBSTRUCTURE EXCAVATION QUANTITIES		TOTALS
	WEST (BACK-STATION) OF POND CREEK	EAST (AHEAD-STATION) OF POND CREEK	
COMMON	22,400 CY	19,700 CY	42,100 CY
ROCK	52,800 CY	69,600 CY	122,400 CY



ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

① BOTTOM PORTION OF EXCAVATION AT PIERS AND ABUTMENTS TO BE COMPLETED BY THE BRIDGE CONTRACTOR.

② POSITIVE DRAINAGE BY BACKFILL OR OTHER MEANS OVER AND AWAY FROM PIER FOOTINGS AND EXCAVATED AREAS TO BE MAINTAINED AT ALL TIMES.

SCALE: 1" = 40' HORIZONTAL
1" = 40' VERTICAL

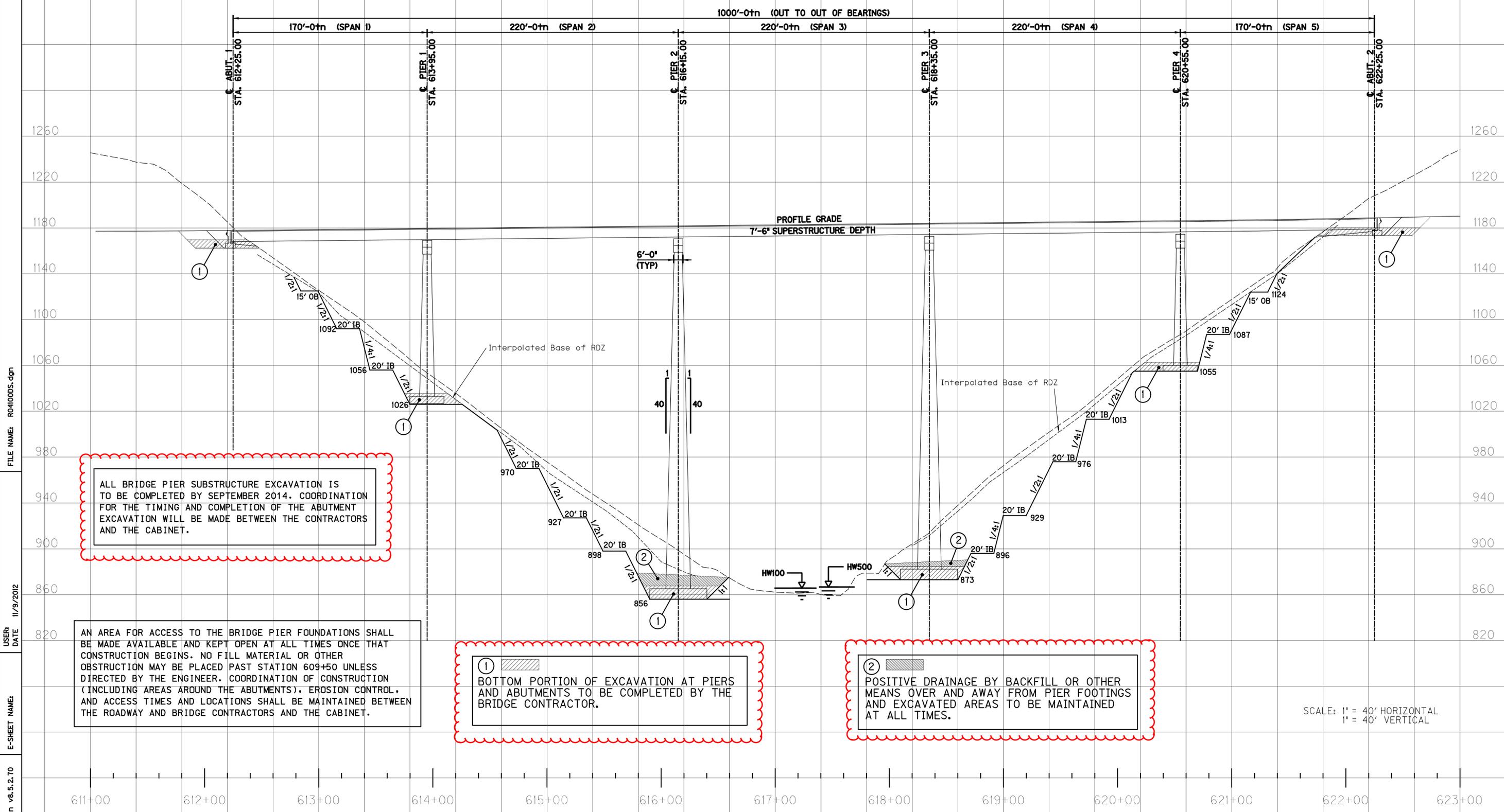
FILE NAME: R04000S.dgn
USER: 11/9/2012
E-SHEET NAME:
MicroStation v8.5.2.70

CUT STABILITY SECTION FOR POND CREEK BRIDGE STRUCTURE FOUNDATION EXCAVATION

BRIDGE SUBSTRUCTURE EXCAVATION QUANTITIES			
	WEST (BACK-STATION) OF POND CREEK	EAST (AHEAD-STATION) OF POND CREEK	TOTALS
COMMON	22,400 CY	19,700 CY	42,100 CY
ROCK	52,800 CY	69,600 CY	122,400 CY

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R41

REVIS
11-09-2012



ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

① BOTTOM PORTION OF EXCAVATION AT PIERS AND ABUTMENTS TO BE COMPLETED BY THE BRIDGE CONTRACTOR.

② POSITIVE DRAINAGE BY BACKFILL OR OTHER MEANS OVER AND AWAY FROM PIER FOOTINGS AND EXCAVATED AREAS TO BE MAINTAINED AT ALL TIMES.

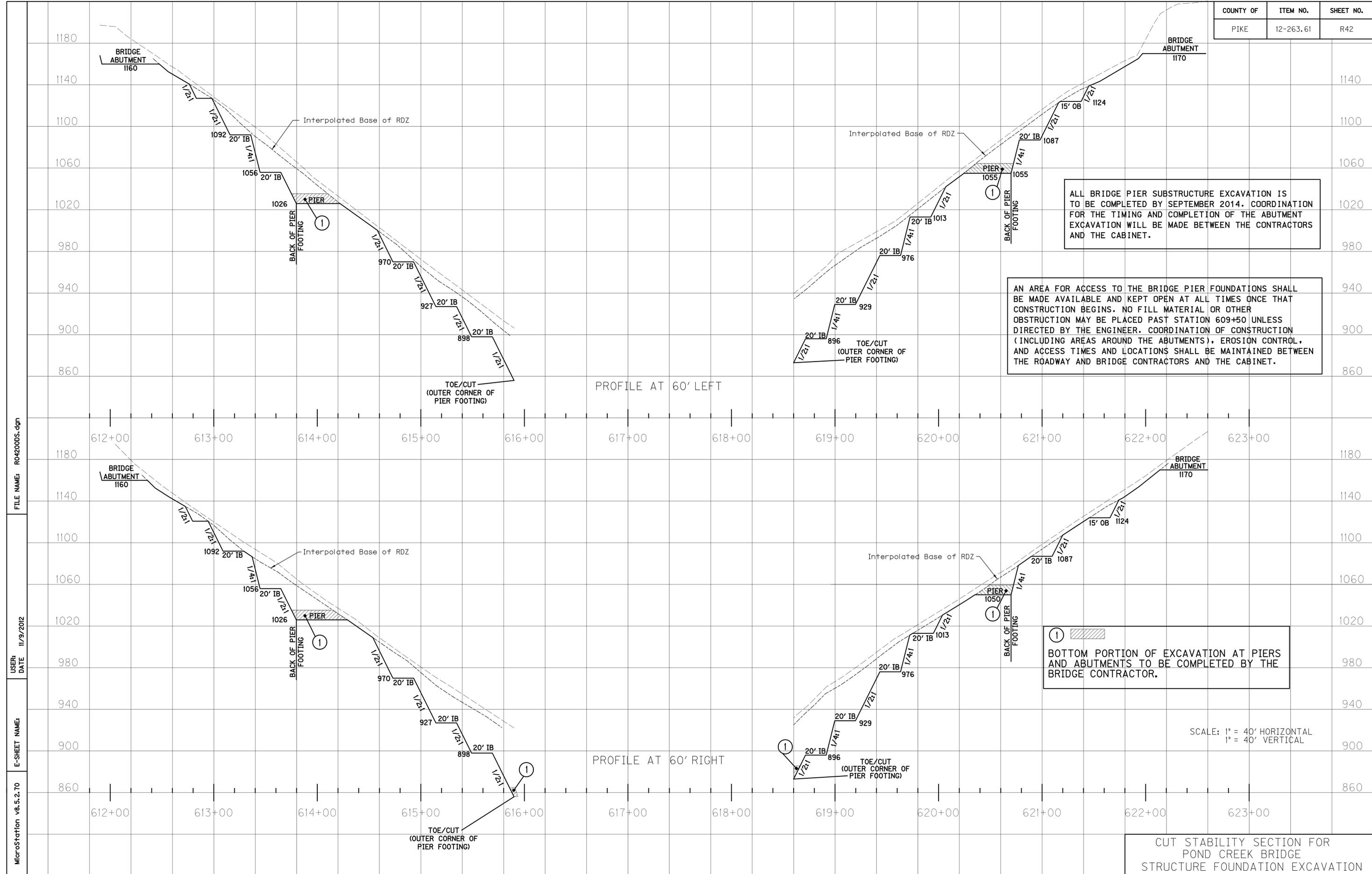
SCALE: 1" = 40' HORIZONTAL
1" = 40' VERTICAL

FILE NAME: R04000S.dgn
USER: 11/9/2012
E-SHEET NAME:
MicroStation v8.5.2.70

CHANGED THE DATE FOR COMPLETION OF THE PIER SUBSTRUCTURE EXCAVATION; MODIFIED NOTE 1 TO STATE THAT THE BRIDGE CONTRACTOR WILL COMPLETE THE BOTTOM PORTION OF THE PIER EXCAVATION AND ALL THE ABUTMENT EXCAVATION; MODIFIED NOTE 2 TO DESCRIBE POSITIVE DRAINAGE

CUT STABILITY SECTION FOR
POND CREEK BRIDGE
STRUCTURE FOUNDATION EXCAVATION

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R42



ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

① BOTTOM PORTION OF EXCAVATION AT PIERS AND ABUTMENTS TO BE COMPLETED BY THE BRIDGE CONTRACTOR.

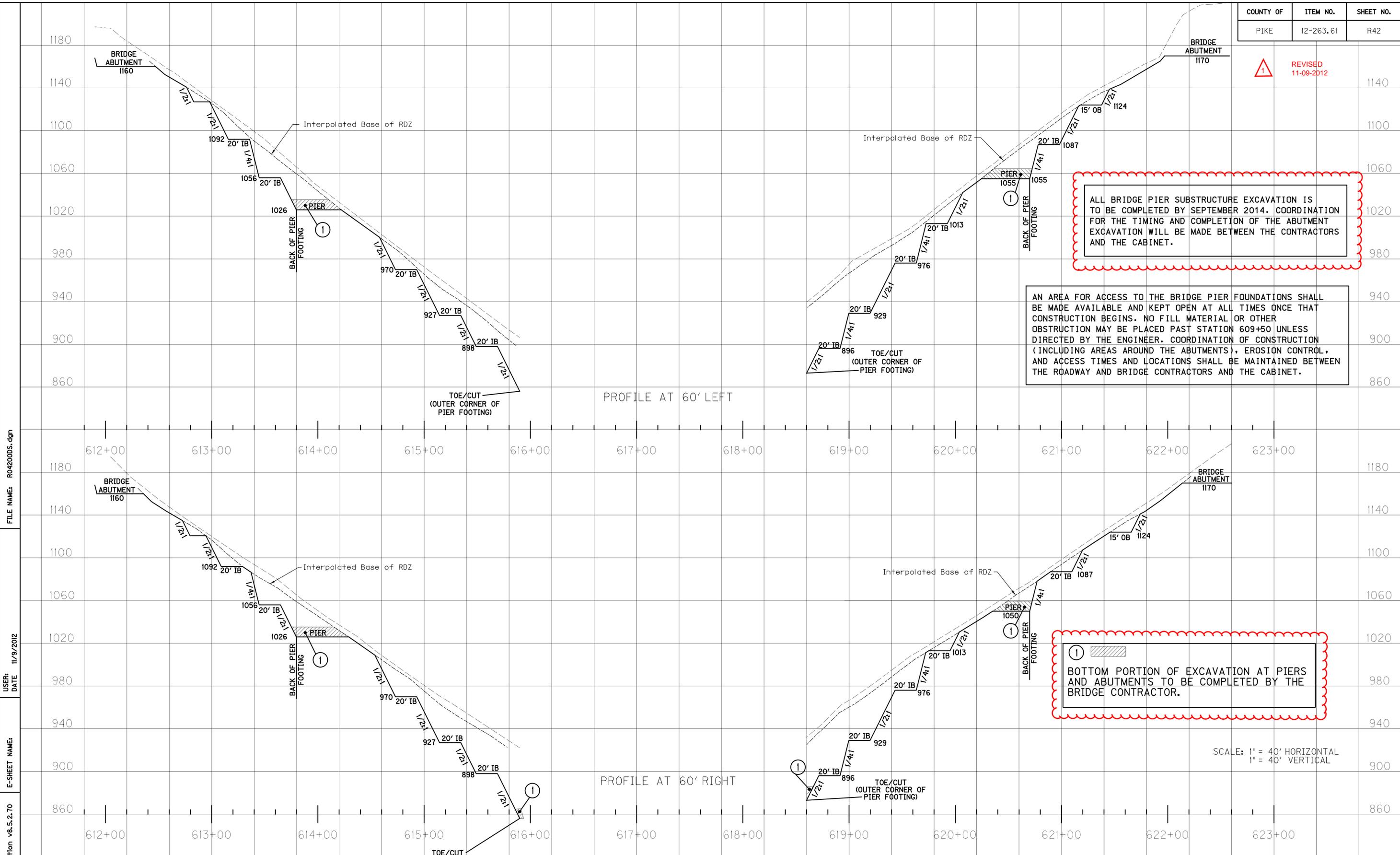
SCALE: 1" = 40' HORIZONTAL
1" = 40' VERTICAL

CUT STABILITY SECTION FOR
POND CREEK BRIDGE
STRUCTURE FOUNDATION EXCAVATION

FILE NAME: R04200DS.dgn
USER: DATE 11/9/2012
E-SHEET NAME:
MicroStation v8.5.2.70

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R42

REVISION 1
 REVISED 11-09-2012



ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

1 BOTTOM PORTION OF EXCAVATION AT PIERS AND ABUTMENTS TO BE COMPLETED BY THE BRIDGE CONTRACTOR.

SCALE: 1" = 40' HORIZONTAL
 1" = 40' VERTICAL

CHANGED THE DATE FOR COMPLETION OF THE PIER SUBSTRUCTURE EXCAVATION; MODIFIED NOTE 1 TO STATE THAT THE BRIDGE CONTRACTOR WILL COMPLETE THE BOTTOM PORTION OF THE PIER EXCAVATION AND ALL THE ABUTMENT EXCAVATION

CUT STABILITY SECTION FOR POND CREEK BRIDGE STRUCTURE FOUNDATION EXCAVATION

FILE NAME: R04200DS.dgn
 USER: DATE 11/9/2012
 E-SHEET NAME:
 MicroStation v8.5.2.70

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R43

ENVIRONMENTAL NOTES

EROSION CONTROL AND WATER POLLUTION CONTROL

THE PROVISIONS OF SECTION 212 (EROSION CONTROL) AND 213 (WATER POLLUTION CONTROL) OF THE KENTUCKY STANDARD SPECIFICATIONS SHALL BE FULLY ENFORCED TO MINIMIZE ADVERSE IMPACTS TO THE WATER QUALITY OF POND CREEK, GROUND WATER, AND OTHER AQUATIC FEATURES. SILT TRAPS (PER CURRENT KENTUCKY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION) ARE NOT TO BE CONSTRUCTED IN A NATURAL STREAM CHANNEL AND SILT IS TO BE PREVENTED FROM ENTERING POND CREEK BY USE OF SEDIMENTATION BASINS, SILT CHECKS, SILT TRAPS, SILT FENCES, TEMPORARY SEEDING AND, IF NECESSARY, TEMPORARY SILT DITCHES, PROPERLY LOCATED ALONG THE LENGTH OF THE CONSTRUCTION AND IN EPHEMERAL DITCHES TRIBUTARY TO THESE FEATURES. ALL RUNOFF FROM CONSTRUCTION IS TO BE ROUTED THROUGH THESE EROSION CONTROL STRUCTURES. WITH THE EXCEPTION OF THE PROPOSED CHANNEL TIE-IN, POND CREEK IS TO REMAIN UNDISTURBED UNLESS APPROPRIATE PERMITS ARE OBTAINED.

BLASTING OPERATIONS

DURING BLASTING OPERATIONS, TRAFFIC MAY BE HALTED FOR A MAXIMUM OF 20 MINUTES PER HOUR TO ALLOW EXECUTION OF THE "SHOT" AND ALLOW FOR REMOVAL OF ROCK FRAGMENTS AND DEBRIS. TRAFFIC STOPPAGE WILL NOT BE PERMITTED BETWEEN THE HOURS OF 6:30 A.M. - 8:30 A.M. OR 2:30 P.M. - 5:30 P.M.

THE CONTRACTOR, WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, REMOVAL, ETC., ON THIS PROJECT SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE IMPENDING EXPLOSION.

THE CONTRACTOR SHALL HAVE SUITABLE EQUIPMENT AT THE SITE AND IN RUNNING MODE FOR THE PURPOSE OF CLEANING THE EXISTING PAVEMENT OF ALL DEBRIS.

AFTER ANY BLAST, THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENT FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION.

WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME POSSIBLE.

GENERAL NOTES

ALL TRAFFIC CONTROL DEVICES AND OPERATIONS SHALL COMPLY WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE CURRENT KENTUCKY STANDARD DRAWINGS.

SIGN SPACING MAY BE ADJUSTED TO FIT THE PHYSICAL CONDITIONS ENCOUNTERED. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES.

TRAFFIC STOPPAGE

TRAFFIC MAY BE HALTED FOR A MAXIMUM OF 20 MINUTES PER HOUR. TRAFFIC STOPPAGE WILL NOT BE PERMITTED BETWEEN THE HOURS OF 6:30 A.M. - 8:30 A.M. OR 2:30 P.M. - 5:30 P.M. PRIOR TO STOPPAGE, APPROPRIATE SIGNING AND FLAGMEN ARE TO BE IN PLACE.

LANE WIDTHS

THE CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF 10' ON POND CREEK RD. PREVENTING ANY CONSTRUCTION ACTIVITY OR EQUIPMENT FROM OBSTRUCTING SIGHT DISTANCE ALONG THE ROADWAY.

PROJECT PHASING

GRADE, DRAIN, AND BRIDGE CONSTRUCTION OPERATIONS ARE UNDERWAY FROM STA. 501+00 TO STA. 543+00. GRADE AND DRAIN OPERATIONS ARE UNDERWAY FROM STA. 622+50 TO 738+00. THE CONTRACTOR FOR THIS CONSTRUCTION SECTION WILL COORDINATE ALL GRADE, DRAIN, EROSION CONTROL, MAINTENANCE OF TRAFFIC, AND PROJECT ACCESS LOCATIONS AND TIMES WITH THE CABINET AND THE CONTRACTORS ON THE ADJACENT SECTIONS. COORDINATION IN THESE AREAS WILL ALSO BE REQUIRED WITH THE POND CREEK BRIDGE CONTRACTOR, WHEN THAT CONTRACT IS LET.

PLACE ALL INITIAL EROSION CONTROL STRUCTURES AND TRAFFIC CONTROL DEVICES.

CONSTRUCT EXCAVATION AND EMBANKMENT FOR BOTH ROADWAY AND POND CREEK BRIDGE FOUNDATION. EXISTING DRAINAGE PATTERNS AND STRUCTURES ALONG POND CREEK ROAD ARE TO BE LEFT UNCHANGED, UNLESS DIRECTED OTHERWISE BY THE ENGINEER. AS CONSTRUCTION PROGRESSES AWAY FROM POND CREEK ROAD, SIGNING MAY BE ALTERED TO ACCOMMODATE SITE CONDITIONS.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

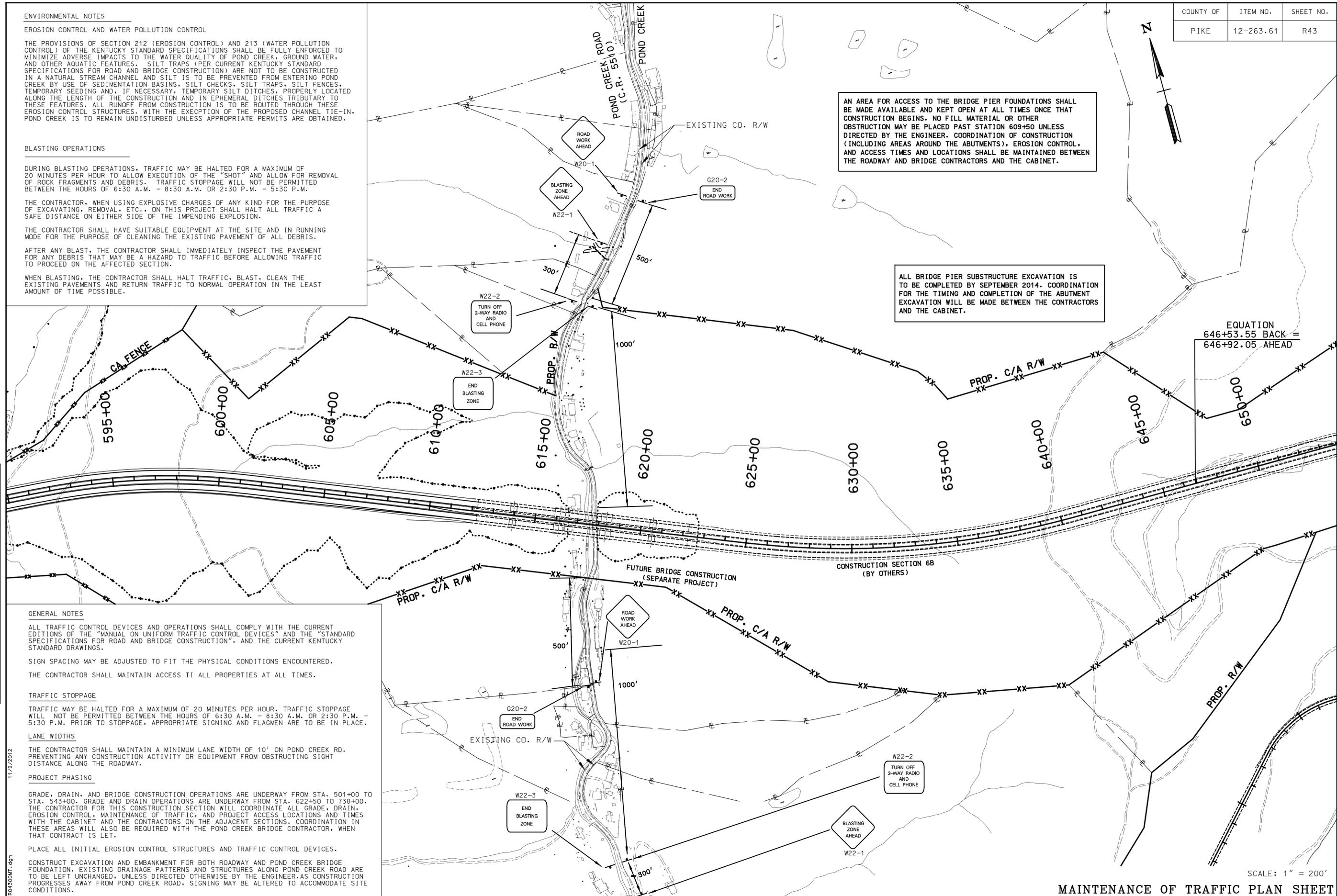
EQUATION
 $646+53.55 \text{ BACK} =$
 $646+92.05 \text{ AHEAD}$

PREPARED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL

6-93
 FORM NO. 2m

11/9/2012
 R04300MT.dgn



SCALE: 1" = 200'

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R43

REVISION 1
11-09-2012

ENVIRONMENTAL NOTES

EROSION CONTROL AND WATER POLLUTION CONTROL

THE PROVISIONS OF SECTION 212 (EROSION CONTROL) AND 213 (WATER POLLUTION CONTROL) OF THE KENTUCKY STANDARD SPECIFICATIONS SHALL BE FULLY ENFORCED TO MINIMIZE ADVERSE IMPACTS TO THE WATER QUALITY OF POND CREEK, GROUND WATER, AND OTHER AQUATIC FEATURES. SILT TRAPS (PER CURRENT KENTUCKY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION) ARE NOT TO BE CONSTRUCTED IN A NATURAL STREAM CHANNEL AND SILT IS TO BE PREVENTED FROM ENTERING POND CREEK BY USE OF SEDIMENTATION BASINS, SILT CHECKS, SILT TRAPS, SILT FENCES, TEMPORARY SEEDING AND, IF NECESSARY, TEMPORARY SILT DITCHES, PROPERLY LOCATED ALONG THE LENGTH OF THE CONSTRUCTION AND IN EPHEMERAL DITCHES TRIBUTARY TO THESE FEATURES. ALL RUNOFF FROM CONSTRUCTION IS TO BE ROUTED THROUGH THESE EROSION CONTROL STRUCTURES. WITH THE EXCEPTION OF THE PROPOSED CHANNEL TIE-IN, POND CREEK IS TO REMAIN UNDISTURBED UNLESS APPROPRIATE PERMITS ARE OBTAINED.

BLASTING OPERATIONS

DURING BLASTING OPERATIONS, TRAFFIC MAY BE HALTED FOR A MAXIMUM OF 20 MINUTES PER HOUR TO ALLOW EXECUTION OF THE "SHOT" AND ALLOW FOR REMOVAL OF ROCK FRAGMENTS AND DEBRIS. TRAFFIC STOPPAGE WILL NOT BE PERMITTED BETWEEN THE HOURS OF 6:30 A.M. - 8:30 A.M. OR 2:30 P.M. - 5:30 P.M.

THE CONTRACTOR, WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, REMOVAL, ETC., ON THIS PROJECT SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE IMPENDING EXPLOSION.

THE CONTRACTOR SHALL HAVE SUITABLE EQUIPMENT AT THE SITE AND IN RUNNING MODE FOR THE PURPOSE OF CLEANING THE EXISTING PAVEMENT OF ALL DEBRIS.

AFTER ANY BLAST, THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENT FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION.

WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME POSSIBLE.

GENERAL NOTES

ALL TRAFFIC CONTROL DEVICES AND OPERATIONS SHALL COMPLY WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE CURRENT KENTUCKY STANDARD DRAWINGS.

SIGN SPACING MAY BE ADJUSTED TO FIT THE PHYSICAL CONDITIONS ENCOUNTERED.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES.

TRAFFIC STOPPAGE

TRAFFIC MAY BE HALTED FOR A MAXIMUM OF 20 MINUTES PER HOUR. TRAFFIC STOPPAGE WILL NOT BE PERMITTED BETWEEN THE HOURS OF 6:30 A.M. - 8:30 A.M. OR 2:30 P.M. - 5:30 P.M. PRIOR TO STOPPAGE, APPROPRIATE SIGNING AND FLAGMEN ARE TO BE IN PLACE.

LANE WIDTHS

THE CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF 10' ON POND CREEK RD. PREVENTING ANY CONSTRUCTION ACTIVITY OR EQUIPMENT FROM OBSTRUCTING SIGHT DISTANCE ALONG THE ROADWAY.

PROJECT PHASING

GRADE, DRAIN, AND BRIDGE CONSTRUCTION OPERATIONS ARE UNDERWAY FROM STA. 501+00 TO STA. 543+00. GRADE AND DRAIN OPERATIONS ARE UNDERWAY FROM STA. 622+50 TO 738+00. THE CONTRACTOR FOR THIS CONSTRUCTION SECTION WILL COORDINATE ALL GRADE, DRAIN, EROSION CONTROL, MAINTENANCE OF TRAFFIC, AND PROJECT ACCESS LOCATIONS AND TIMES WITH THE CABINET AND THE CONTRACTORS ON THE ADJACENT SECTIONS. COORDINATION IN THESE AREAS WILL ALSO BE REQUIRED WITH THE POND CREEK BRIDGE CONTRACTOR, WHEN THAT CONTRACT IS LET.

PLACE ALL INITIAL EROSION CONTROL STRUCTURES AND TRAFFIC CONTROL DEVICES.

CONSTRUCT EXCAVATION AND EMBANKMENT FOR BOTH ROADWAY AND POND CREEK BRIDGE FOUNDATION. EXISTING DRAINAGE PATTERNS AND STRUCTURES ALONG POND CREEK ROAD ARE TO BE LEFT UNCHANGED, UNLESS DIRECTED OTHERWISE BY THE ENGINEER. AS CONSTRUCTION PROGRESSES AWAY FROM POND CREEK ROAD, SIGNING MAY BE ALTERED TO ACCOMMODATE SITE CONDITIONS.

AN AREA FOR ACCESS TO THE BRIDGE PIER FOUNDATIONS SHALL BE MADE AVAILABLE AND KEPT OPEN AT ALL TIMES ONCE THAT CONSTRUCTION BEGINS. NO FILL MATERIAL OR OTHER OBSTRUCTION MAY BE PLACED PAST STATION 609+50 UNLESS DIRECTED BY THE ENGINEER. COORDINATION OF CONSTRUCTION (INCLUDING AREAS AROUND THE ABUTMENTS), EROSION CONTROL, AND ACCESS TIMES AND LOCATIONS SHALL BE MAINTAINED BETWEEN THE ROADWAY AND BRIDGE CONTRACTORS AND THE CABINET.

ALL BRIDGE PIER SUBSTRUCTURE EXCAVATION IS TO BE COMPLETED BY SEPTEMBER 2014. COORDINATION FOR THE TIMING AND COMPLETION OF THE ABUTMENT EXCAVATION WILL BE MADE BETWEEN THE CONTRACTORS AND THE CABINET.

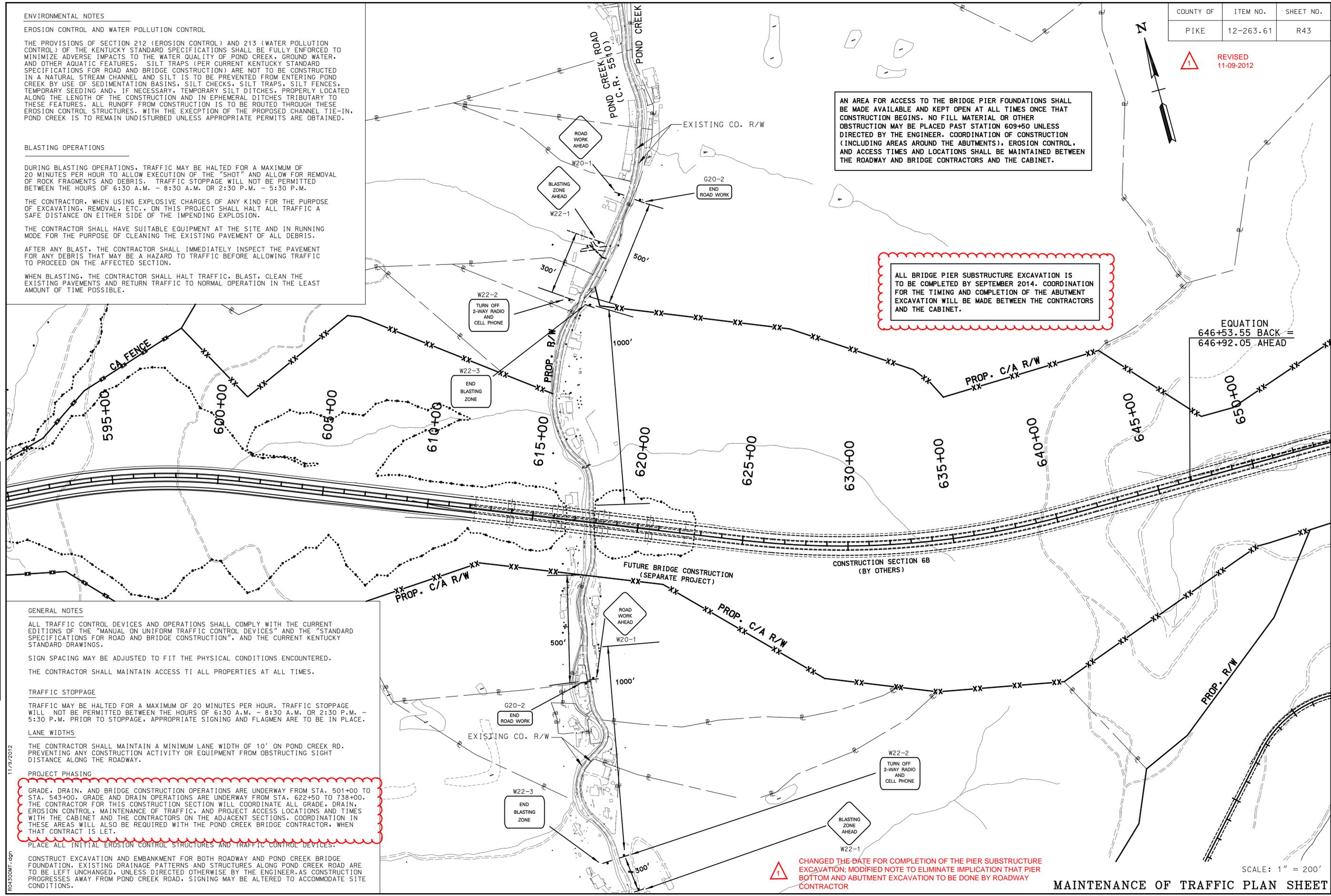
EQUATION
 $646+53.55 \text{ BACK} = 646+92.05 \text{ AHEAD}$

PREPARED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

Cell Library: PEC-3D.CEL
 Cell Name: PIKEPL

6-93
 FORM NO. 2m

11/9/2012
 R043000T-06P



CHANGED THE DATE FOR COMPLETION OF THE PIER SUBSTRUCTURE EXCAVATION; MODIFIED NOTE TO ELIMINATE IMPLICATION THAT PIER BOTTOM AND ABUTMENT EXCAVATION TO BE DONE BY ROADWAY CONTRACTOR

SCALE: 1" = 200'

GEOTECHNICAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R70

PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

- 1) In accordance with Section 206 of the current Standard Specifications, the moisture content of embankment material shall not vary from the optimum moisture content as determined by KM 64-511 by more than +2 percent or less than -2 percent. This moisture content requirement shall have equal weight with the density requirement when determining the acceptability of embankment construction. Refer to the Family of Curves for moisture/density correlation.
- 2) All soils, whether from roadway or borrow, may require manipulation to obtain proper moisture content prior to compaction. Direct payment shall not be permitted for rehandling, hauling, stockpiling, and/or manipulating soils.
- 3) The contractor is responsible for conducting any operations necessary (such as construction of temporary drainage ditches, etc.) to excavate the out areas to the required typical section. These operations shall be incidental to Roadway Excavation and no additional compensation shall be made for this work.
- 4) The contractor shall construct foundation embankment benches and transverse benches as indicated on the plans and/or as directed by the Engineer, prior to placement of embankments in areas requiring such benches.
- 5) Transverse benching and/or perforated pipe underdrains shall be installed at the following approximate locations and any others designated by the Engineer. Contrary to Standard Drawing RDP-006-03, transverse benches and perforated pipe underdrains shall be placed on both the upgrade and downgrade out to fill transitions.

Mainline
Station 549+80
Station 585+80
- 6) Foundation embankment benches shall be placed in accordance with Standard Drawing RGX-010-03 at the locations listed below and/or as directed by the Engineer.

Mainline
Station 549+25 to 550+25, Right Side
Station 605+75 to 608+25, Left Side

Coleman Cemetery Entrance
Station 2+00 to 3+25, Right Side
- 7) Excavation of surface ditches and channel changes adjacent to embankment areas shall be performed prior to the placement of the adjacent embankments. The material excavated for the channel changes and surface ditches is suitable for embankment construction if dried to proper moisture content in accordance with Section 206 of the current Standard Specifications.
- 8) The contractor shall conduct grading operations in such a manner that durable sandstone (SDD=95) from roadway excavation be stockpiled separately or otherwise manipulated so that ample quantities are available for those areas requiring said material. No direct payment will be allowed for such necessary manipulating as stockpiling, hauling and/or rehandling the material.
- 9) All embankments shall be constructed entirely with durable sandstone (SDD=95) from roadway excavation, as directed by the Engineer. Shales, coal and underlays shall be wasted and not utilized in the construction of the roadway. The placement of this material is incidental to the unit bid price for roadway excavation.
- 10) Any coal encountered at/or within four (4) feet of planned grade shall be removed to a depth of 4 feet below planned grade. The Contractor shall not perform additional undercutting to recover coal without prior approval of the Engineer. Any such undercutting at or near grade for recovery of coal shall be backfilled with durable rock (sandstone) from roadway excavation in two (2) foot lifts, and positive drainage shall be maintained through the out using eight (8) inch perforated pipe underdrains, as applicable.

- 11) Any vertical mine or air shaft under the proposed embankment, whether shown on the plans or not, shall be filled with broken stone (durable sandstone) from roadway excavation and capped with an eight (8) inch thick reinforced concrete slab. The slab shall be in accordance with Section 708 of the current Standard Specifications for Road and Bridge Construction.
- 12) Any mine tunnels or horizontal auger openings in mined-out areas below grade which show signs of subsidence, whether shown on the plans or not, shall be thoroughly investigated at the direction of the Engineer by rock coring, probing or other means. The openings shall be collapsed or undercut and backfilled with broken stone (durable sandstone) from roadway excavation. The material shall be backfilled in accordance with Section 206. At the direction of the Engineer, pneumatic backstowing of crushed stone (maximum size 1 inch with no more than 5% passing the No. 100 sieve) may be utilized to backfill openings which are inaccessible or difficult to backfill by other means. If feasible, positive drainage of the tunnels or openings shall be provided through the use of pipe underdrains or other suitable drainage features. Pipes and other material used for drainage shall be paid for at the unit bid price for those items. Pneumatic backstowing or other special equipment shall be paid for at the unit price per ton of backstowed material.
- 13) Any mine tunnels or horizontal openings which are exposed in out slopes, whether shown on the plans or not, shall be backfilled a minimum distance of 20 feet from the face of the out. To insure that the void is completely backfilled, pneumatic backstowing with broken stone (maximum size 1 inch with no more than 5% passing the No. 100 sieve) shall be required in an effort to completely fill any voids. The last 5 feet, horizontally, of backstowed material shall contain five (5) percent cement, by weight, and shall be backstowed as a slurry mix. This will help provide stability of the backstowed material at the face of the out. If feasible, positive drainage of the tunnels or openings shall be provided through the use of pipe drains, surface ditches or other suitable drainage facilities. Pipes and other material used for drainage shall be paid for at the unit bid price for those items. Pneumatic backstowing or other special equipment shall be paid for at the unit bid price per ton of backstowed material. The following areas have been identified as possible mined-out zones.

Mainline
Station 592+00 to 609+00
- 14) When excavating for the pier foundations, the contractor shall take care during blasting and other excavation methods to avoid over-breakage and damage to the bedrock beneath the footings.

USER: \$\$\$USER\$\$\$
 DATE: \$\$\$DATE\$\$\$
 FILE NAME: \$\$\$design\$file\$specification\$\$\$
 E-SHEET NAME: R070006T.dgn
 11/9/2012

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
 COUNTY OF

PIKE

PROJECT APD 0806 (041)
 NUMBERS: FD52 098 0460 NEW LOC

GEOTECHNICAL NOTE SHEET

GEOTECHNICAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R70

REVISED
11-09-2012

PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____

- 1) In accordance with Section 206 of the current Standard Specifications, the moisture content of embankment material shall not vary from the optimum moisture content as determined by KM 64-511 by more than +2 percent or less than -2 percent. This moisture content requirement shall have equal weight with the density requirement when determining the acceptability of embankment construction. Refer to the Family of Curves for moisture/density correlation.
- 2) All soils, whether from roadway or borrow, may require manipulation to obtain proper moisture content prior to compaction. Direct payment shall not be permitted for rehandling, hauling, stockpiling, and/or manipulating soils.
- 3) The contractor is responsible for conducting any operations necessary (such as construction of temporary drainage ditches, etc.) to excavate the out areas to the required typical section. These operations shall be incidental to Roadway Excavation and no additional compensation shall be made for this work.
- 4) The contractor shall construct foundation embankment benches and transverse benches as indicated on the plans and/or as directed by the Engineer, prior to placement of embankments in areas requiring such benches.
- 5) Transverse benching and/or perforated pipe underdrains shall be installed at the following approximate locations and any others designated by the Engineer. Contrary to Standard Drawing RDP-006-03, transverse benches and perforated pipe underdrains shall be placed on both the upgrade and downgrade out to fill transitions.

Mainline
 Station 549+80
 Station 585+80

- 6) Foundation embankment benches shall be placed in accordance with Standard Drawing RGX-010-03 at the locations listed below and/or as directed by the Engineer.

Mainline
 Station 549+25 to 550+25, Right Side
 Station 605+75 to 608+25, Left Side

Coleman Cemetery Entrance
 Station 2+00 to 3+25, Right Side

- 7) Excavation of surface ditches and channel changes adjacent to embankment areas shall be performed prior to the placement of the adjacent embankments. The material excavated for the channel changes and surface ditches is suitable for embankment construction if dried to proper moisture content in accordance with Section 206 of the current Standard Specifications.
- 8) The contractor shall conduct grading operations in such a manner that durable sandstone (SDD=95) from roadway excavation be stockpiled separately or otherwise manipulated so that ample quantities are available for those areas requiring said material. No direct payment will be allowed for such necessary manipulating as stockpiling, hauling and/or rehandling the material.
- 9) All embankments shall be constructed entirely with durable sandstone (SDD=95) from roadway excavation, as directed by the Engineer. Shales, coal and underlays shall be wasted and not utilized in the construction of the roadway. The placement of this material is incidental to the unit bid price for roadway excavation.
- 10) Any coal encountered at/or within four (4) feet of planned grade shall be removed to a depth of 4 feet below planned grade. The Contractor shall not perform additional undercutting to recover coal without prior approval of the Engineer. Any such undercutting at or near grade for recovery of coal shall be backfilled with durable rock (sandstone) from roadway excavation in two (2) foot lifts, and positive drainage shall be maintained through the out using eight (8) inch perforated pipe underdrains, as applicable.

- 11) Any vertical mine or air shaft under the proposed embankment, whether shown on the plans or not, shall be filled with broken stone (durable sandstone) from roadway excavation and capped with an eight (8) inch thick reinforced concrete slab. The slab shall be in accordance with Section 708 of the current Standard Specifications for Road and Bridge Construction.

- 12) Any mine tunnels or horizontal auger openings in mined-out areas below grade which show signs of subsidence, whether shown on the plans or not, shall be thoroughly investigated at the direction of the Engineer by rock coring, probing or other means. The openings shall be collapsed or undercut and backfilled with broken stone (durable sandstone) from roadway excavation. The material shall be backfilled in accordance with Section 206. At the direction of the Engineer, pneumatic backfilling of crushed stone (maximum size 1 inch with no more than 5% passing the No. 100 sieve) may be utilized to backfill openings which are inaccessible or difficult to backfill by other means. If feasible, positive drainage of the tunnels or openings shall be provided through the use of pipe underdrains or other suitable drainage features. Pipes and other material used for drainage shall be paid for at the unit bid price for those items. Pneumatic backfilling or other special equipment shall be paid for at the unit price per ton of backfilled material.

- 13) Any mine tunnels or horizontal openings which are exposed in out slopes, whether shown on the plans or not, shall be backfilled a minimum distance of 20 feet from the face of the out. To insure that the void is completely backfilled, pneumatic backfilling with broken stone (maximum size 1 inch with no more than 5% passing the No. 100 sieve) shall be required in an effort to completely fill any voids. The last 5 feet, horizontally, of backfilled material shall contain five (5) percent cement, by weight, and shall be backfilled as a slurry mix. This will help provide stability of the backfilled material at the face of the out. If feasible, positive drainage of the tunnels or openings shall be provided through the use of pipe drains, surface ditches or other suitable drainage facilities. Pipes and other material used for drainage shall be paid for at the unit bid price for those items. Pneumatic backfilling or other special equipment shall be paid for at the unit bid price per ton of backfilled material. The following areas have been identified as possible mined-out zones.

Mainline
 Station 592+00 to 609+00

- 14) When excavating for the pier foundations, the contractor shall take care during blasting and other excavation methods to avoid over-breakage and damage to the bedrock beneath the footings.

USER: \$\$\$USER\$\$\$
 DATE: \$\$\$DATE\$\$\$
 FILE NAME: \$\$\$design\$file\$specification\$\$\$
 E-SHEET NAME: R070006T.dgn
 11/9/2012

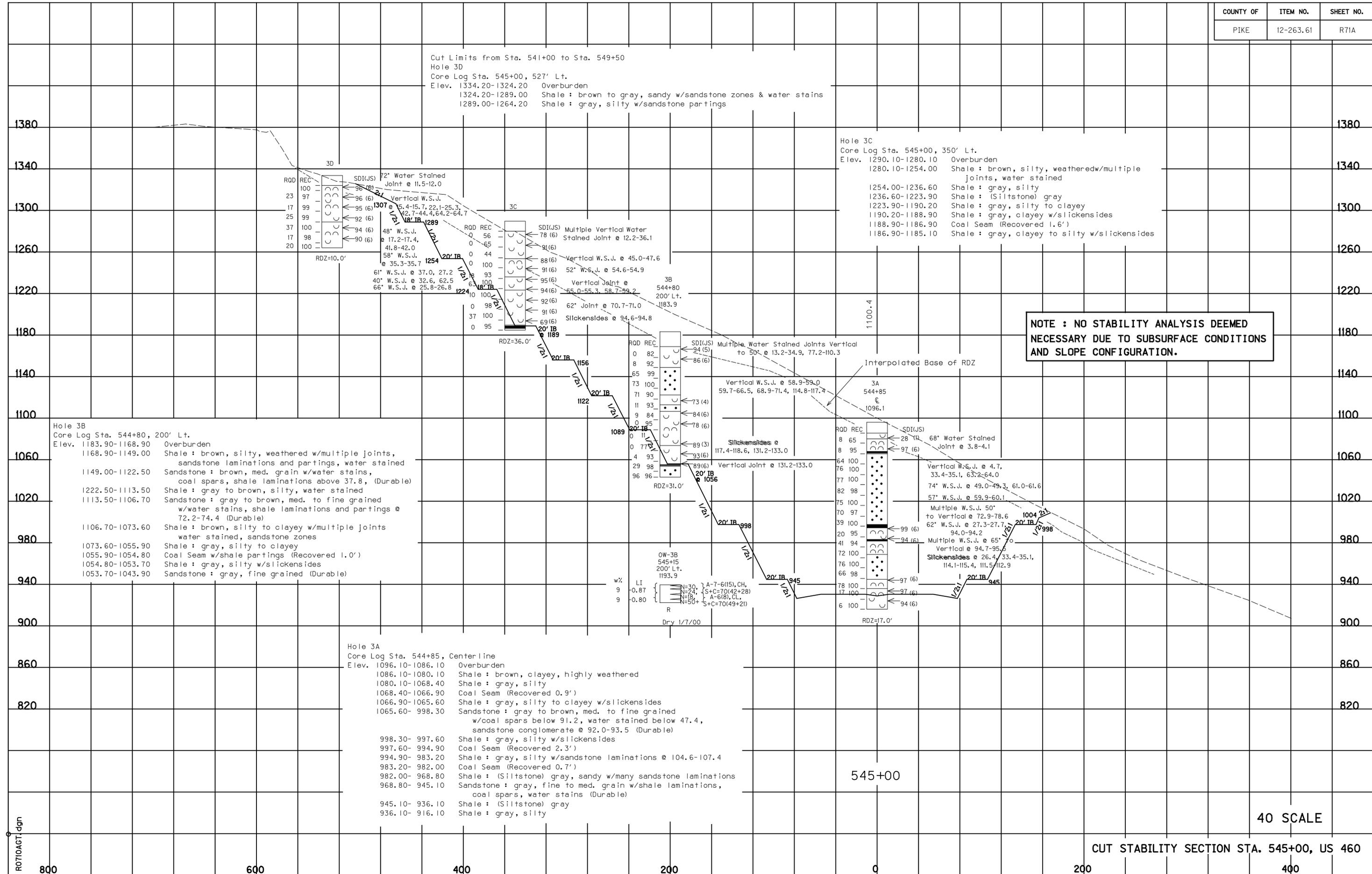
Commonwealth of Kentucky
 DEPARTMENT OF HIGHWAYS
 COUNTY OF

PIKE

PROJECT: APD 0806 (041)
 NUMBERS: FD52 098 0460 NEW LOC

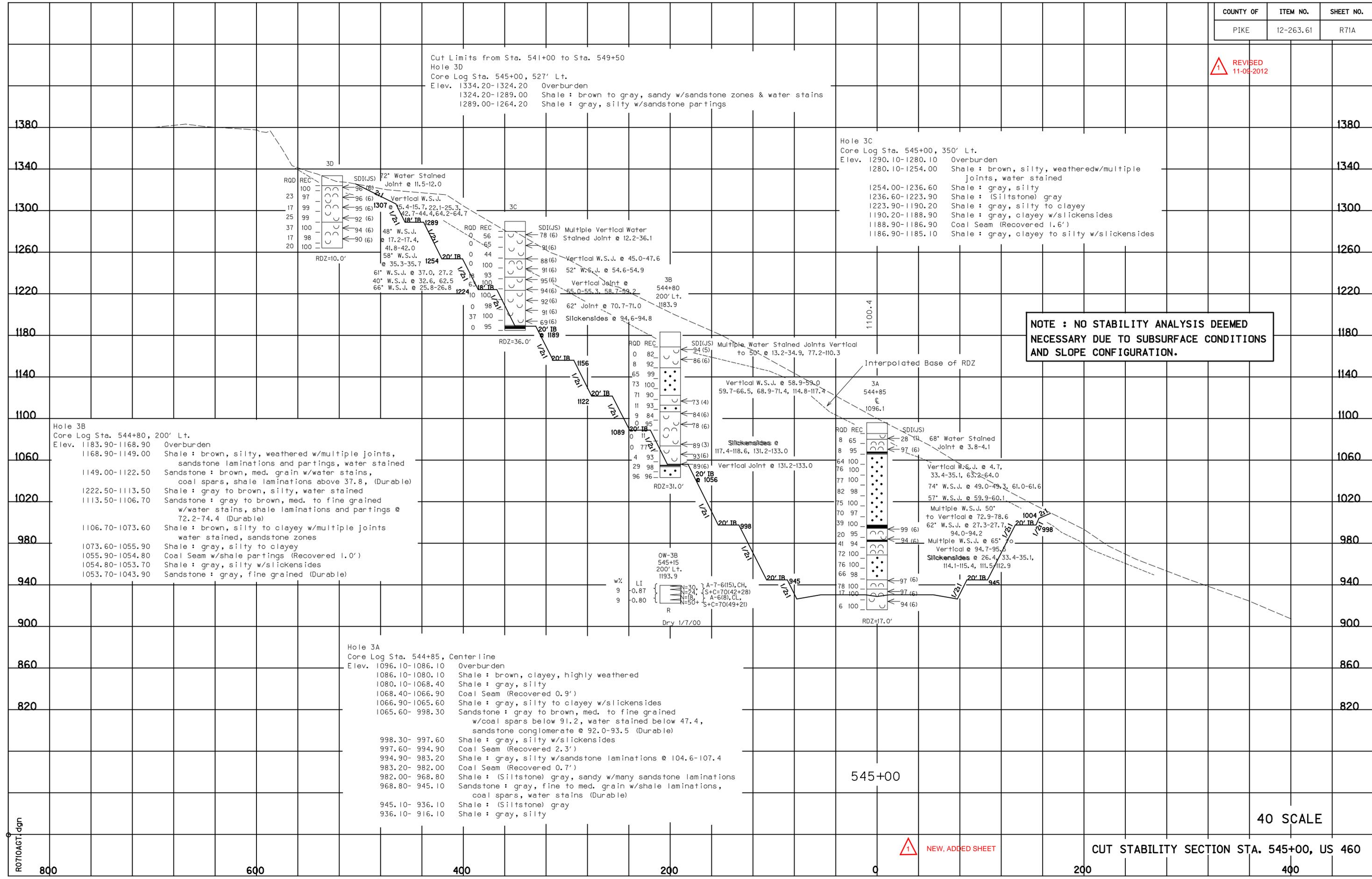
GEOTECHNICAL NOTE SHEET

MODIFIED NOTE TO ELIMINATE IMPLICATION THAT PIER BOTTOM AND ABUTMENT EXCAVATION TO BE DONE BY ROADWAY CONTRACTOR



ROT10AGT.dgn

REVIS¹
11-09-2012



NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

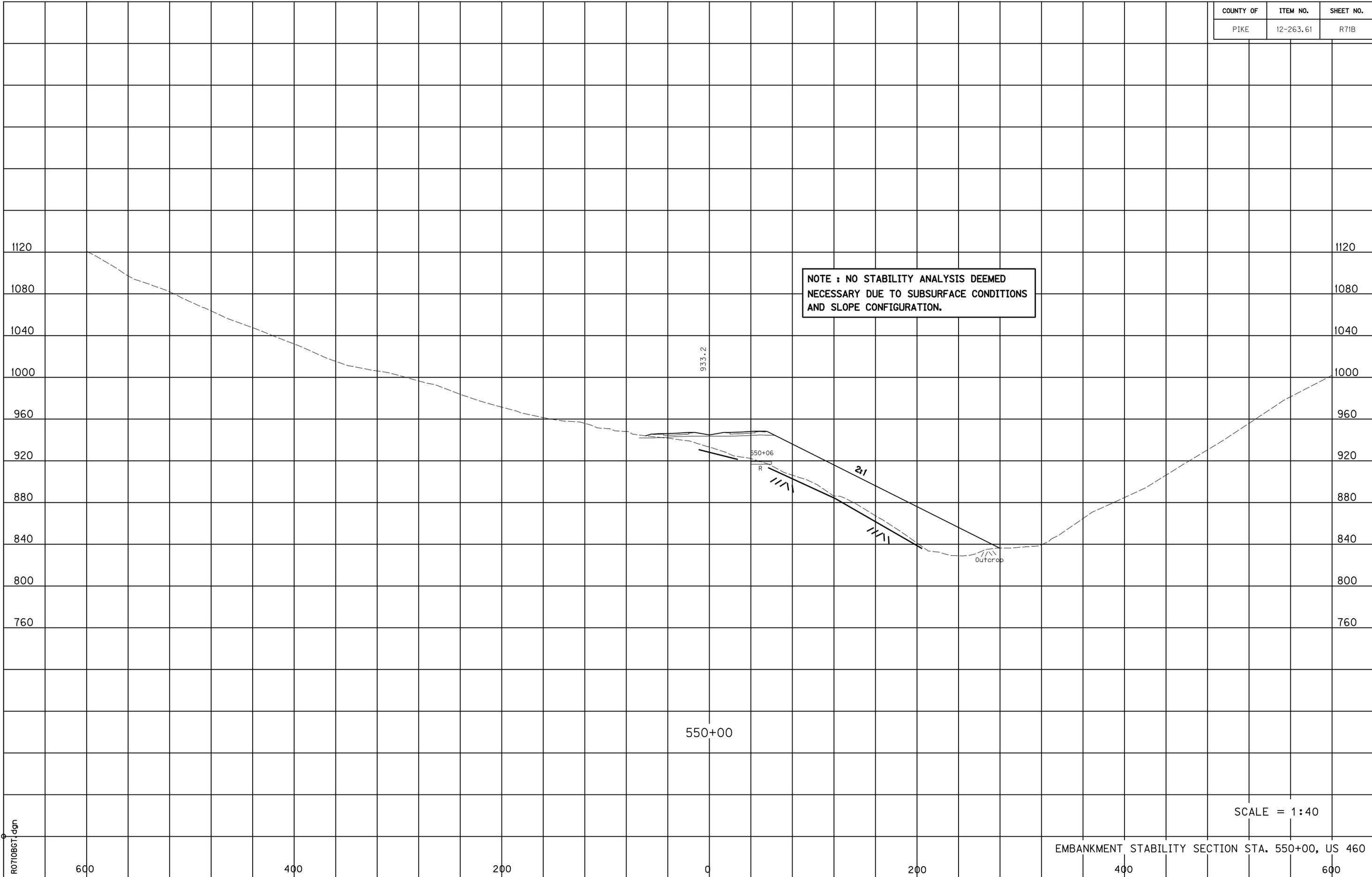
ROT10AGT.dgn

NEW, ADDED SHEET

40 SCALE

CUT STABILITY SECTION STA. 545+00, US 460

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R71B



R0710BGT.dgn

SCALE = 1:40

EMBANKMENT STABILITY SECTION STA. 550+00, US 460

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R71B

1 REVISÉD
11-09-2012

NOTE : NO STABILITY ANALYSIS DEEMED
NECESSARY DUE TO SUBSURFACE CONDITIONS
AND SLOPE CONFIGURATION.



R0710B6T.dgn

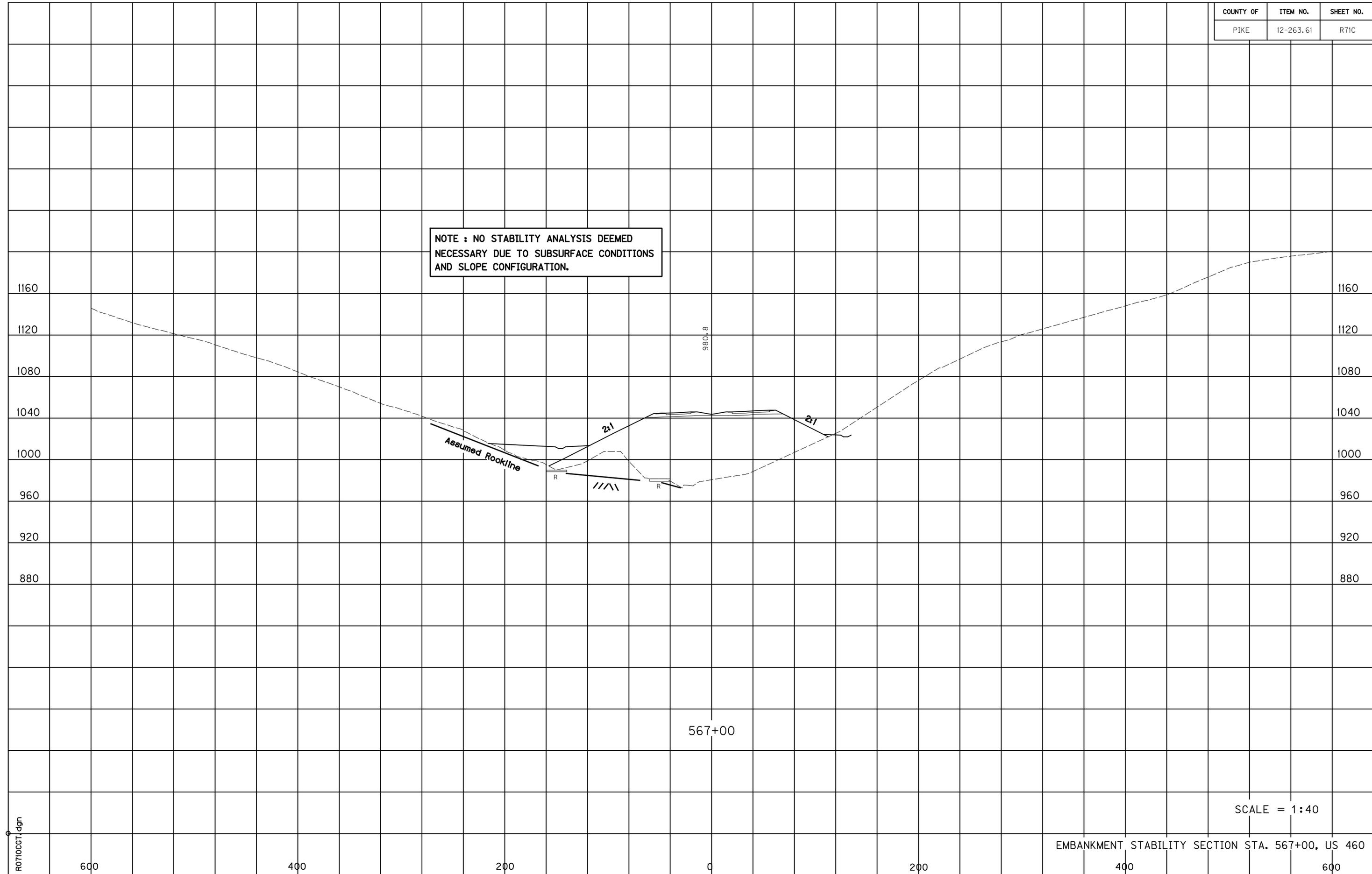
SCALE = 1:40

1 NEW, ADDED SHEET

EMBANKMENT STABILITY SECTION STA. 550+00, US 460

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R71C

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.



SCALE = 1:40

EMBANKMENT STABILITY SECTION STA. 567+00, US 460

R0710CG1.dgn

COUNTY OF	ITEM NO.	SHEET NO.
PIKE	12-263.61	R71C

REVIS
11-09-2012

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.



SCALE = 1:40

R0710CG1.dgn

NEW, ADDED SHEET

EMBANKMENT STABILITY SECTION STA. 567+00, US 460

PROPOSAL BID ITEMS

Report Date 11/13/12

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0010	00001		DGA BASE(REVISED: 10-31-12)	165.00	TON		\$	
0020	00020		TRAFFIC BOUND BASE(REVISED: 10-31-12)	1,000.00	TON		\$	
0030	00221		CL2 ASPH BASE 0.75D PG64-22(REVISED: 10-31-12)	77.00	TON		\$	
0040	00301		CL2 ASPH SURF 0.38D PG64-22(REVISED: 10-31-12)	47.00	TON		\$	

Section: 0002 - ROADWAY

PROPOSAL BID ITEMS

Report Date 11/13/12

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0050	00078		CRUSHED AGGREGATE SIZE NO 2	4.00	TON		\$	
0060	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	4.00	EACH		\$	
0070	01990		DELINEATOR FOR BARRIER WALL-B/W	4.00	EACH		\$	
0080	02159		TEMP DITCH	7,950.00	LF		\$	
0090	02200		ROADWAY EXCAVATION(REVISED: 11-13-12)	6,740,102.00	CUYD		\$	
0100	02204		SPECIAL EXCAVATION(ADDED: 11-13-12)	164,500.00	CUYD		\$	
0110	02242		WATER	3.00	MGAL		\$	
0120	02262		FENCE-WOVEN WIRE TYPE 1	17,255.00	LF		\$	
0130	02351		GUARDRAIL-STEEL W BEAM-S FACE	425.00	LF		\$	
0140	02360		GUARDRAIL TERMINAL SECTION NO 1	2.00	EACH		\$	
0150	02391		GUARDRAIL END TREATMENT TYPE 4A	2.00	EACH		\$	
0160	02397		TEMP GUARDRAIL	200.00	LF		\$	
0170	02429		RIGHT-OF-WAY MONUMENT TYPE 1	50.00	EACH		\$	
0180	02432		WITNESS POST	3.00	EACH		\$	
0190	02475		PLUG WATER WELL	9.00	EACH		\$	
0200	02483		CHANNEL LINING CLASS II	9,899.00	TON		\$	
0210	02488		CHANNEL LINING CLASS IV	33,629.00	CUYD		\$	
0220	02542		CEMENT	10.00	TON		\$	
0230	02545		CLEARING AND GRUBBING196 ACRES	1.00	LS		\$	
0240	02562		SIGNS	101.00	SQFT		\$	
0250	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	13,136.00	SQYD	\$2.00	\$	\$26,272.00
0260	02610		RETAINING WALL-GABION	756.00	CUYD		\$	
0270	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0280	02701		TEMP SILT FENCE	7,950.00	LF		\$	
0290	02703		SILT TRAP TYPE A	98.00	EACH		\$	
0300	02704		SILT TRAP TYPE B	98.00	EACH		\$	
0310	02705		SILT TRAP TYPE C	29.00	EACH		\$	
0320	02706		CLEAN SILT TRAP TYPE A	294.00	EACH		\$	
0330	02707		CLEAN SILT TRAP TYPE B	294.00	EACH		\$	
0340	02708		CLEAN SILT TRAP TYPE C	87.00	EACH		\$	
0350	02709		CLEAN TEMP SILT FENCE	23,850.00	LF		\$	
0360	02711		SEDIMENTATION BASIN	13,067.00	CUYD		\$	
0370	02712		CLEAN SEDIMENTATION BASIN	39,200.00	CUYD		\$	
0380	02726		STAKING	1.00	LS		\$	
0390	03171		CONCRETE BARRIER WALL TYPE 9T	200.00	LF		\$	
0400	05950		EROSION CONTROL BLANKET	1,059.00	SQYD		\$	
0410	05952		TEMP MULCH	923,987.00	SQYD		\$	
0420	05953		TEMP SEEDING AND PROTECTION	69,050.00	SQYD		\$	
0430	05966		TOPDRESSING FERTILIZER	36.00	TON		\$	
0440	05985		SEEDING AND PROTECTION	690,500.00	SQYD		\$	
0450	08100		CONCRETE-CLASS A	64.90	CUYD		\$	
0460	08150		STEEL REINFORCEMENT	5,200.00	LB		\$	
0470	08901		CRASH CUSHION TY VI CLASS BT TL2	2.00	EACH		\$	
0480	10020NS		FUEL ADJUSTMENT	1,245,839.00	DOLL	\$1.00	\$	\$1,245,839.00
0490	20667ED		PNEUMATIC BACKSTOWING	1,000.00	TON		\$	
0500	20911ED		HIGH SLUMP 3000 PSI GROUT	1,176.00	CUYD		\$	
0510	23131ER701		PIPELINE VIDEO INSPECTION	5,534.00	LF		\$	

PROPOSAL BID ITEMS

Report Date 11/13/12

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0520	00462		CULVERT PIPE-18 IN	422.00	LF		\$	
0530	00468		CULVERT PIPE-36 IN	277.00	LF		\$	
0540	00469		CULVERT PIPE-42 IN	421.00	LF		\$	
0550	00470		CULVERT PIPE-48 IN	210.00	LF		\$	
0560	00471		CULVERT PIPE-54 IN	66.00	LF		\$	
0570	00472		CULVERT PIPE-60 IN	224.00	LF		\$	
0580	00522		STORM SEWER PIPE-18 IN	351.00	LF		\$	
0590	00524		STORM SEWER PIPE-24 IN	201.00	LF		\$	
0600	00526		STORM SEWER PIPE-30 IN	795.00	LF		\$	
0610	00528		STORM SEWER PIPE-36 IN	697.00	LF		\$	
0620	00529		STORM SEWER PIPE-42 IN	729.00	LF		\$	
0630	00530		STORM SEWER PIPE-48 IN	183.00	LF		\$	
0640	00531		STORM SEWER PIPE-54 IN	879.00	LF		\$	
0650	00532		STORM SEWER PIPE-60 IN	79.00	LF		\$	
0660	01000		PERFORATED PIPE-4 IN	701.00	LF		\$	
0670	01002		PERFORATED PIPE-8 IN	100.00	LF		\$	
0680	01010		NON-PERFORATED PIPE-4 IN	35.00	LF		\$	
0690	01012		NON-PERFORATED PIPE-8 IN	100.00	LF		\$	
0700	01020		PERF PIPE HEADWALL TY 1-4 IN	1.00	EACH		\$	
0710	01026		PERF PIPE HEADWALL TY 2-8 IN	1.00	EACH		\$	
0720	01032		PERF PIPE HEADWALL TY 4-4 IN	1.00	EACH		\$	
0730	01433		SLOPED BOX OUTLET TYPE 1-18 IN	2.00	EACH		\$	
0740	01483		CURB BOX INLET TYPE B-B	2.00	EACH		\$	
0750	01490		DROP BOX INLET TYPE 1	7.00	EACH		\$	
0760	01493		DROP BOX INLET TYPE 2	5.00	EACH		\$	
0770	01505		DROP BOX INLET TYPE 5B	8.00	EACH		\$	
0780	22628NN		DROP BOX INLET-MOD	9.00	EACH		\$	

Section: 0004 - TRAINEES

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0790	02742		TRAINEE PAYMENT REIMBURSEMENT2 CLASS B OPERATORS	2,800.00	HOUR		\$	

Section: 0005 - MOB AND DEMOB

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0800	02568		MOBILIZATION	1.00	LS		\$	
0810	02569		DEMOBILIZATION	1.00	LS		\$	