Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

February 13, 2025

CALL NO. 201
CONTRACT ID NO. 254501
ADDENDUM # 2

Subject: Christian County, HSIP 5041(013)
Letting February 20, 2025

(1) Revised – Note – Pages 19-24 & 29-35 of 202
(2) Revised – Material Summary – Pages 94-95 of 202
(3) Revised – Typical Sections – Pages 100-102 of 202
(4) Revised – Summary Sheets – Pages 103-105 & 107-109 of 202
(5) Revised – Proposal Bid Items – Pages 201-202 of 202

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, P.E.
Director
Division of Construction Procurement

RM:mr
Enclosures

SURFACING AREAS

The Department estimates the mainline surfacing width to be 20 feet.

The Department estimates the total mainline area to be surfaced to be 71,437 square yards.

The Department estimates the shoulder width to be 1 foot on each side.

The Department estimates the total shoulder area to be surfaced to be 6,684 square yards.

ASPHALT MIXTURE

Unless otherwise noted, the Department estimates the rate of application for all asphalt mixtures to be 110 lbs/sy per inch of depth.

INCIDENTAL SURFACING

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-06 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

FUEL AND ASPHALT PAY ADJUSTMENT

The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of $1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all items on the contract with the adjustments, the Department will establish additional monies with a change order.

OPTION B

Be advised that the Department will control and accept compaction of asphalt mixtures furnished on this project under OPTION B in accordance with Sections 402 and 403.

Special Notes Applicable to Project
General Notes & Description of Work

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.

STATIONING

The contractor is advised that the planned locations of work were established from a beginning station number, which is STA 928+00 at the intersection of KY 109 (Dawson Springs Road) and CR-1405 (M J Boyd Road) and corresponds to Milepoint 17.57 along KY 109. **NOTE**: The existing mile marker signs may not correspond to the proposed work locations.

LIDAR

All survey information was obtained from available KYTC Aerial LIDAR data and should be field verified as appropriate during construction and prior to incorporating the various project work items. Refer to the Special Note for Staking concerning staking operations required to control and construct the work.

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.

RIGHT OF WAY LIMITS

The Department has not established the exact limits of the Right-of-Way. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured and environmentally cleared by the Contractor at no additional cost to the Department. In the event that private improvements (i.e., fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.

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.

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.

DESCRIPTION OF WORK

Except as specified herein, perform all work in accordance with the Department's Standard Specifications, Supplemental Specifications, applicable Special Notes and Special Provisions, and applicable Standard and Sepia Drawings, current editions. Furnish all materials, labor, equipment, and incidentals for the following work:

Pavement Widening. Areas have been identified along the route for widening the pavement. Work will include trenching the existing roadside, placing asphalt, and regrading the roadside, as shown on the Typical Sections. Perform this work at the locations identified elsewhere in the Proposal, or the locations as directed by the Engineer. Refer to the Special Note for Shoulder Milling/Trenching for more information.

After the shoulders are milled/trenched, backfill with Asphalt Base according to the applicable Typical Sections. After placing the last lift of Asphalt Base, do not construct the proposed new Asphalt Surface until a minimum of 14 calendar days have elapsed to allow for settlement. After the 14 calendar day waiting period, and/or when the Engineer determines the Asphalt Base has sufficiently stabilized, begin resurfacing operations. Prior to constructing the new Asphalt Surface, level and wedge any settlement of the pavement widening areas.

Pavement Resurfacing. The existing roadway between MP 17.579 – 23.336 is set up to be resurfaced using FD05 resurfacing funds. Other items to be associated with the pavement resurfacing include overlay 1.0" on existing pavement, leveling & wedging, application of tack coat, and installation of edgeline rumble strips. Refer to the rumble strip Standard Drawings for recommended placement of rumble strips.
Pave Striping - Temp Paint - 4 IN and Perm Paint - 6 IN are also included in the FD05 resurface contract.

Roadside Regrading. Areas have been identified along the route for Roadside Regrading. The overall intent of the Roadside Regrading work operation is to improve the existing roadside by constructing a proposed width of earth shoulder and regrading the roadside fill slopes, ditch foreslopes, and/or ditch backslopes as flat as possible within the Right-of-Way, while NOT disturbing any sensitive obstructions (i.e. fences, buildings, utilities, etc.). A variety of information is included in the proposal to communicate the proposed Roadside Regrading.

- The Special Note for Roadside Regrading provides information on:
  - The required materials and construction methods.
  - How roadside regrading is measured and paid.
- The ROADSIDE REGRADING AND EMBANKMENT BENCHING DETAILS includes:
  - 11 different Figures that show the common conditions and situations that may be encountered when performing Roadside Regrading.
  - Notes that provide guidance on how to adjust the proposed shoulder and/or roadside dimensions so that Roadside Regrading work operations will remain within the Right-of-Way and/or not impact a sensitive obstruction.
- The Typical Section(s) show:
  - The desired dimensions of the proposed shoulder, ditch, and/or roadside slopes.

  - NOTE: There may situations where the desired shoulder, ditch, and/or roadside dimensions must be modified based on existing site conditions. When situations arise where the desired roadside dimensions need to be adjusted, the Contractor and Engineer should work together to determine the final dimensions for the proposed shoulder, ditch, and/or roadside slopes. The notes within the ROADSIDE REGRADING AND EMBANKMENT BENCHING DETAILS provide guidance on ways to adjust the Roadside Regrading when common site conditions and constraints are encountered.
- The Roadside Regrading Summary:
  - Lists the locations where Roadside Regrading is to be performed. While the Department anticipates the limits of Roadside Regrading shown on the Roadside Regrading Summary are accurate, it is always possible the condition of the existing shoulders and existing ditches could change between the Design phase and Construction phase of the project. Therefore, the Contractor and the Engineer are to work together to review the limits of Roadside Regrading and make alterations per Section 104.02.
  - Lists estimated volumes of excavation and embankment for each Roadside Regrading location to help indicate the approximate level of effort of each Roadside Regrading location. NOTE: See the Special Note for Roadside Regrading for information on how Roadside Regrading will be measured and paid.
  - Indicates which Figure reference within the ROADSIDE REGRADING AND EMBANKMENT BENCHING DETAILS is the closest representation of each proposed Roadside Regrading location.
  - Lists the Targeted Fill Slope (or Ditch Foreslope) and, if applicable, the Targeted Backslope for each Roadside Regrading location.
  - Indicates if there is a need for Embankment Benching, a CSB Wedge, and/or Channel Lining for each Roadside Regrading location.
  - If applicable, lists the estimated quantities of CSB, Channel Lining, and Geotextile Fabric for each Roadside Regrading location.
  - Summarizes the quantities of the bid items associated with the Roadside Regrading work operation.

Crushed Stone Base Wedge. Some sections of "Roadside Regrading" are set up to receive a CSB Wedge after the roadside regrading operations are complete. Other areas of "Roadside Regrading" are NOT to receive the CSB Wedge. Construct the CSB Wedge at the locations identified on the Roadside Regrading Summary, or at locations as directed by the Engineer. The proposed CSB Wedge dimensions are detailed on the Roadside Regrading Summary. Refer to the Special Note for Roadside Regrading for more information on the CSB Wedge.

Entrance Pipe Replacement & Driveway Surfacing. Due to areas of existing ditch line being re-shaped and relocated further from the edge of pavement, there are areas throughout the project where the existing entrance pipe will have to be removed and replaced to line up with the new ditch line. Refer to the Entrance Detail within the Typical Sections for details on this work item. See the Entrance Pipe Summary for the locations and bid items/quantities associated with the entrance pipe replacements. The existing driveway surface is noted on the summary sheet and is to be replaced with like-kind surfacing. The Engineer will make the final determination as to the locations and quantities required to complete the work based on the existing conditions encountered during construction. Refer to the Special Note for Pipe Replacements / Extensions for more information on this item of work.

Pipe Extensions. There are locations throughout the project where culvert pipes are being extended. Locations and estimated quantities are noted on the Pipe Drainage Summary. For pipe extensions where the existing pipe is RCP, remove the existing headwall and first section of existing RCP attached to the headwall (approx. 3-4' ft). Other items that may be included with the pipe extensions/replacements include safety box inlets, sloped & mitered concrete headwalls, fittings to connect existing pipe to proposed pipe, channel lining, asphalt pavement quantities, etc. Refer to the Special Note for Pipe Replacements/Extensions for more information on this item of work.

NOTE: Do NOT Disturb any underground utility at pipe extension locations. Refer to the Pipe Cross Sections for approximate utility locations.

Sloped & Mitered Concrete Headwalls. Sloped & Mitered Concrete Headwalls shall be constructed as shown on the detail sheets titled: SLOPED & MITERED CONCRETE HEADWALL DETAILS. This headwall is intended to combine the benefits of a pipe headwall with the advantages of safety and adaptability by allowing the headwall to be custom fit to the surrounding embankment. The Pipe Drainage Summary identifies which pipe ends are to receive the Sloped & Mitered Concrete Headwalls. The identified pipe ends shall have the headwall installed and the pipe mitered at a slope that matches the final embankment slopes at each location. If the pipe is on a skew, install the headwall and miter the pipe so that the concrete slope paving of the new headwall is perpendicular to the roadway. In other words, the embankment slope should not be warped to fit the skew of the pipe; the headwall should be installed and the pipe should be mitered to match the final embankment slope, so that the roadside fill slope is fairly consistent prior to the pipe, at the pipe, and beyond the pipe, and does not create an excessive bulge in the embankment. When completed the edges of the Sloped & Mitered Concrete Headwall should be flush with the surrounding ground line. Payment at the Contract unit price Each shall be full compensation for furnishing all labor, materials, equipment, and incidentals necessary to install the headwall and miter the pipe.

NOTE: For pipes that receive the Sloped & Mitered Concrete Headwall, the pipe length will be measured to the furthest point along the mitered end of the pipe.

Fittings. There are quantities of fittings included in the contract to construct at the pipe improvement locations. This is so the new pipe can be securely connected to the existing pipe. The fittings shall be constructed as shown on the Pipe Fittings Adapter Detail Sheet. Refer to the General Summary and Pipe Drainage Summary, for locations, sizes, and for more information regarding proposed Fittings.

Channel Lining. A quantity of 226 Tons of Channel Lining Class II has been included in the General Summary for use at the locations indicated on the summary. An additional 100 Tons of Channel Lining Class II has been included in the contract for potential use around drop box inlets, safety box inlets, inlets and outlets of pipes, along areas of regraded ditch line and/or fill slope, and other areas as directed by the Engineer. The Contractor and Engineer should work together to determine the location and best use of Channel Lining throughout this project. The Engineer will make the final determination as to the needed quantities and placement of Channel Lining.

Erosion Control Blanket. A quantity of 20,111 square yards of Erosion Control Blanket has been included in the contract for potential use along areas of regraded shoulders, ditch lines, fills slopes and/or back

slopes, inlets and outlets of pipes, and any other areas as directed by the Engineer. The Contractor and Engineer should work together to determine the location and best use of Erosion Control Blanket throughout this project. The Engineer will make the final determination as to the quantities and placement of Erosion Control Blanket.

Removal of Existing Signing Assemblies and Installation of Proposed Signing. A quantity of 51 each of "Remove Sign" has been included for removal of existing signs along the corridor where a proposed sign is being installed, as identified on the Plans. An estimated quantity of new signing and sign post is included on the Signing Summary. The Contractor and Engineer will work with the District Traffic Section to determine the final signing layout and sign types prior to installation of the proposed signing. Refer to the Special Note for Signing and the Special Note for Signage for more details concerning the procedures for determining and staking the final layout and installation of the signing.

Remove, Store & Reinstall Signs. A quantity of 1 each of "Remove-Store and Reinstall Sign" has been included in the contract for existing sheet signs that may obstruct or interfere with proposed construction activities. Do not remove an existing sign until just prior to working in the vicinity of the sign. Reinstall the sign as soon as possible once the construction activities in the vicinity of the sign has reached a stage that the sign will no longer be an obstruction or interfere with the work. Do not reinstall on old steel posts. Steel post quantity has been added to account for new post needed. The intent is for the sign to be "down" the minimum length of time necessary.

Underground Storage Tanks. There are no impacts to underground storage tanks within the project area. Note: records indicate that an underground storage tank (UST) may be located near Latitude: 37.0093, Longitude: -87.5818, as indicated on the plans. This location has two closed tanks and is outside of existing ROW. Another UST may be located near Latitude: 37.0126, Longitude: -87.5823, as indicated on the plans. This location has two closed tanks and is located outside of existing ROW. If an underground storage tank is encountered during construction activities, cease all construction activities and notify the Engineer immediately per Section 202.03. There is also a water well located near Latitude: 37.025800, Longitude: -87.582976, as indicated on the plans. This is a domestic tank and outside of existing ROW.

Contaminated Soils. The contractor should not encounter contaminated soils within the project area. There is one location where there was a transformer oil spill when power pole fell due to ice storm. The power pole transformer is around approximate station 1194+20 on the left side of KY 109. The spill traversed southwardly to an existing drainage pipe at station 1190+57. The spill was cleaned up. Surface digging and excavation less than 3' is anticipated in this area for roadside regrading. Refer to the Special Note for Contaminated Soil Disposal in the event that contaminated soils may be encountered during construction of the proposed improvements.

Special Note for Roadside Regrading

I. DESCRIPTION

Except as provided herein, all work shall be performed in accordance with Department's Standard Specifications, Interim Supplemental Specifications, applicable Standard and Sepia Drawings, applicable Special Provisions and Special Notes, current editions. Article references are to the Standard Specifications. This project shall consist of furnishing all labor, equipment, materials, and incidentals for the following:

(1) Maintaining and Controlling Traffic; (2) Site Preparation; (3) Roadside Regrading; (4) Constructing Embankments, Embankment Benching, and/or Excavation; (5) Erosion Control; and (6) Any other work as specified in this Contract.

II. MATERIALS

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Erosion Control. See Special Note for Erosion Control.

C. DGA. Furnish Dense Graded Aggregate as per Section 805.

D. Asphalt Seal Coat. See the Special Note for Double Asphalt Seal Coat.

E. Asphalt Seal Aggregate. See the Special Note for Double Asphalt Seal Coat.

F. Channel Lining, Class II. When listed as a bid item, furnish Channel Lining, Class II as per Section 805.

G. Geotextile Fabric Class 1. When listed as a bid item, furnish Geotextile Fabric Class 1 as per Section 843.

H. Crushed Stone Base. Furnish Crushed Stone Base as per Section 805.

III. CONSTRUCTION METHODS

A. Maintain and Control Traffic. See the Traffic Control Plan.

B. Erosion Control. See the Special Note for Erosion Control.

C. Site Preparation. Be responsible for all site preparation including, but not limited to: staking; clearing, grubbing, and removal of all obstructions or any other items; excavation, embankment benching, compacting embankment in place; temporary pollution and erosion control; disposal of excess, waste, and debris; and final dressing, cleanup, and seeding and protection. Perform all site preparation as approved or directed by the Engineer.

D. Staking. See the Special Note for Staking.

E. Roadside Regrading. Perform Roadside Regrading at the approximate locations listed on the Summary Sheets and/or Plan Sheets, the Roadside Regrading Summary, or at locations as directed by the Engineer. All work shall be completed according to Sections 204, 205, and 209, or as specified in the ROADSIDE REGRADING AND EMBANKMENT BENCHING DETAILS, the Typical Sections, the Plan Sheets, or as directed by the Engineer. Roadside Regrading shall consist of any necessary clearing, grubbing, grading, and/or reshaping of the existing shoulder, ditch, and/or roadside to achieve the proposed shoulder, ditch, and/or roadside dimensions detailed on the Typical Sections, and the Roadside Regrading and Embankment Benching Details. Depending on the existing conditions encountered and to achieve the dimensions as detailed in the Typical Sections, Roadside Regrading may also include, but is not limited to: embankment benching, excavating and removing excess material, excavation of rock, providing additional earth material suitable for vegetation growth and grading, shaping, and compacting the earth material.

Provide positive drainage of ditches and slopes at all times during and upon completion of construction. When asphalt surfacing or resurfacing is included in the contract, perform all Roadside Regrading operations as is practical before beginning final surfacing operations.

F. Embankment Benching. Embankment Benching shall be required when the existing groundline has an incline greater than 15%. For more information refer to the ROADSIDE REGRADING AND EMBANKMENT BENCHING DETAILS.

G. Crushed Stone Base Wedge. Some, or possibly all, areas of Roadside Regrading may be set up to receive a CSB Wedge after the Roadside Regrading operations are complete. Other areas of Roadside Regrading may NOT be set up to receive the CSB Wedge. See the Summary Sheets and/or Plan Sheets for the approximate locations to receive the CSB Wedge. The Engineer will determine the exact limits of the CSB Wedge at the time of construction. Construct and compact the CSB as required by Section 302.

H. Channel Lining. Install Class II Channel Lining along any sections of ditches, fill slopes, or ditch backslopes identified in the Proposal, or any other locations the Engineer directs for slope protection or erosion control. When Channel Lining is proposed to be installed along a steep fill slope in order to establish a width of shoulder (as shown in Figure 5 of the ROADSIDE REGRADING AND EMBANKMENT BENCHING DETAILS), the Channel Lining is to be capped with Geotextile Fabric Class 1 and 4” of Crushed Stone Base. In lieu of 4” of Crushed Stone Base, 4” of DGA and a Double Asphalt Seal Coat may be specified in the Proposal. Install whichever aggregate capping material the Proposal specifies, or as directed by the Engineer.

I. Right-of-Way Limits. The Department has not established exact limits of the Right-of-Way. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured by the Contractor at no additional cost to the Department. In the event that private improvements (i.e. fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.

J. Property Damage. The Contractor shall be responsible for all damage to public and/or private property resulting from the Contractor's activities. 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.

K. Coordination with Utility Companies. Locate all underground, above ground, and overhead utilities prior to beginning construction. Be responsible for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. Be responsible for repairing all utility damage that occurs due to the Contractor's operations at no additional cost to the Department. NOTIFY THE ENGINEER AND THE UTILITY OWNER(S) IMMEDIATELY WHEN IT IS DISCOVERED OR ANTICIPATED THAT ANY UTILITY CONFLICT COULD DELAY THE CONTRACTOR'S OPERATIONS. If the total delay exceeds ten working days, an extension of the specified completion date will be negotiated with the Contractor for delay to the Contractor's work; however, no extension will be granted for any delay caused by the Contractor's failure to notify the Engineer and/or the utility company as specified above when a conflict is discovered or anticipated as specified.

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. 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 the Engineer's decision shall be final and binding upon the Contractor.

N. Clean Up, Disposal of Waste. Clean up the project area as work progresses. Dispose of all removed excess material, debris, and other waste at approved sites off the Right of Way obtained by the Contractor at no additional cost to the Department. See the Special Provision for Waste and Borrow Sites.

O. Final Dressing, Seeding and Protection. Grade all disturbed areas to blend with the adjacent roadways features and to provide a suitable seed bed. Apply Class A Final Dressing to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

IV. METHOD OF MEASUREMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Erosion Control. See Special Note for Erosion Control.

C. Site Preparation. Other than the bid items listed, the Department will NOT measure Site Preparation for payment, but shall be incidental to the project bid items.

D. Staking. See Special Note for Staking.

E. Roadside Regrading. Roadside Regrading will not be measured in the field at the time of construction but will be measured as the proposed quantities of Embankment in Place OR Roadway Excavation (whichever is listed as a bid item), increased or decreased by authorized adjustments in accordance with 204.04.02. The proposed quantities for each proposed area listed in the Roadside Regrading Summary will be reviewed by the Engineer or their designee and approved for payment if the Contractor's roadside regrading results are accepted by the Engineer. Generally speaking, for a proposed Roadside Regrading area to be accepted by the Engineer and measured for payment, the Contractor will need to achieve the proposed shoulder, ditch, and/or roadside dimensions, including any necessary embankment benching, detailed on the Typical Section and the corresponding Figure listed on the Roadside Regrading and Embankment Benching Details, unless the Engineer approves an adjustment to the proposed dimensions. See the Special Note for Staking for more information about working with the Engineer to determine when it

would be appropriate to adjust the proposed dimensions of any particular Roadside Regrading area.

F. Embankment Benching. Embankment benching shall be required when the existing groundline has an incline greater than 15% (Approx. 6:1). Excavation of embankment benches shall be incidental; however, embankment benching will be measured as Embankment in Place. On the Roadside Regrading Summary, the Department has included quantities for embankment benching within the bid quantities of Embankment in Place for the proposed areas of Roadside Regrading that are anticipated to require embankment benching.

G. DGA, CSB. When listed as bid items, DGA and Crushed Stone Base shall be measured according to Section 302.04.

H. Chip Seal. When specified in the contract, the bid items associated with Chip Seal shall be measured according to the Special Note for Double Asphalt Seal Coat.

I. Channel Lining, Class II. When listed as a bid item, Class II Channel Lining shall be measured according to Section 703.04.

J. Geotextile Fabric, Class 1. When listed as bid items, Geotextile Fabric, Class 1 shall be measured according to Section 214.04.

K. Clean Up, Disposal of Waste, Final Dressing, Seeding and Protection. The Department will NOT measure for payment the following activities: Clean Up, Disposal of Waste, and Final Dressing. These activities shall be incidental to the project bid items. Seeding and Protection shall be measured according to Section 212.

V. BASIS OF PAYMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Erosion Control. See Special Note for Erosion Control.

C. Staking. See Special Note for Staking.

D. Roadside Regrading. The Department will make payment for the completed and accepted quantities under the bid items EMBANKMENT IN PLACE or ROADWAY EXCAVATION (whichever is listed as a bid item). The Department will consider payment full compensation for furnishing all labor, materials, equipment, and incidentals necessary to perform the proposed Roadside Regrading as required by these notes, at the locations indicated on the summary sheets, plans, and/or as directed by the Engineer.

E. DGA, CSB. When listed as bid items, the Department will make payment for DGA and Crushed Stone Base according to Section 302.05.

F. Chip Seal. When specified in the contract, the Department will make payment for the bid items associated with Chip Seal according to the Special Note for Double Asphalt Seal Coat.

G. Channel Lining, Class II. When listed as a bid item, the Department will make payment for Class II Channel Lining according to Section 703.05.

H. Geotextile Fabric, Class 1. When listed as a bid item, the Department will make payment for Geotextile Fabric, Class 1 according to Section 214.05.

Special Note for Shoulder Milling/Trenching

Trench shoulders as shown on the Typical Section. The Engineer may eliminate locations along the route from shoulder trenching (e.g. road approaches, turn lanes, entrances, etc.). For entrances and road approaches, the Engineer will determine whether to omit the trenching or continue the trenching across the entrance or approach. DO NOT trench across entrances or road approaches without the Engineer's approval. If trenching is achieved by means other than milling, saw cut the pavement 6 inches deep to create a smooth edge prior to excavating the shoulder trench. Excavate the material from the shoulder and maintain the proposed cross-slope as shown on the Typical Sections. The intent is to mill, or excavate, the entire trench so that the proposed shoulder slope is retained at the end of the paving operation. Reshape and compact excavated material from the trench on the outside edge of the newly paved shoulder as shown on the Typical Section.

Retain possession of excess materials and/or materials the Engineer deems unsuitable for reuse and waste the materials off the right-of-way at sites obtained by the Contractor at no additional cost to the Department. See Special Provision for Waste and Borrow. Asphalt material removed for the widening is considered unsuitable for reuse in or as the proposed roadside shoulder, with determination of any excess material to be at the discretion of the Engineer.

Accept payment at the contract unit price per square yard for SHOULDER MILLING/TRENCHING as full compensation for all labor, materials, equipment, and incidentals for excavating the shoulder trench and reuse and/or disposal of the excavated material.

MATERIAL SUMMARY

CONTRACT ID: 254501 **HSIP 5041(013)** **0202401092501**

DAWSON SPRINGS ROAD (KY 109) FROM THE INTERSECTION OF KY 109 AND CR 1405 EXTENDING NORTH TO THE INTERSECTION OF KY 109 AND KY 800 WIDENING, A DISTANCE OF 6 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	00003	CRUSHED STONE BASE - (REV 2-13-25)	112.00	TON
0010	00080	CRUSHED AGGREGATE SIZE NO 23	200.00	TON
0025	00212	CL2 ASPH BASE 1.00D PG64-22	4,634.00	TON
0030	02101	CEM CONC ENT PAVEMENT-8 IN	29.00	SQYD
0035	10020NS	FUEL ADJUSTMENT	7,213.00	DOLL
0040	10030NS	ASPHALT ADJUSTMENT	18,117.00	DOLL
0045	20748ED	SHOULDER MILLING/TRENCHING	14,753.00	SQYD
0050	24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	6.30	TON
0055	02159	TEMP DITCH	15,840.00	LF
0060	02160	CLEAN TEMP DITCH	7,920.00	LF
0065	02230	EMBANKMENT IN PLACE - (REV 2-13-25)	5,661.00	CUYD
0070	02483	CHANNEL LINING CLASS II	226.00	TON
0075	02562	TEMPORARY SIGNS	210.00	SQFT
0080	02602	FABRIC-GEOTEXTILE CLASS 1	193.00	SQYD
0085	02650	MAINTAIN & CONTROL TRAFFIC - CHRISTIAN KY 109 HSIP	1.00	LS
0090	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0095	02701	TEMP SILT FENCE	15,840.00	LF
0100	02703	SILT TRAP TYPE A	10.00	EACH
0105	02704	SILT TRAP TYPE B	10.00	EACH
0110	02705	SILT TRAP TYPE C	10.00	EACH
0115	02706	CLEAN SILT TRAP TYPE A	10.00	EACH
0120	02707	CLEAN SILT TRAP TYPE B	10.00	EACH
0125	02708	CLEAN SILT TRAP TYPE C	10.00	EACH
0130	02726	STAKING - CHRISTIAN KY 109 HSIP	1.00	LS
0135	05950	EROSION CONTROL BLANKET	20,111.00	SQYD
0140	05952	TEMP MULCH	31,657.00	SQYD
0145	05953	TEMP SEEDING AND PROTECTION	23,743.00	SQYD
0150	05963	INITIAL FERTILIZER	1.64	TON
0155	05964	MAINTENANCE FERTILIZER	2.74	TON
0160	05985	SEEDING AND PROTECTION	32,783.00	SQYD
0165	05992	AGRICULTURAL LIMESTONE	32.79	TON
0170	00440	ENTRANCE PIPE-15 IN	135.00	LF
0175	00441	ENTRANCE PIPE-18 IN	79.00	LF
0180	00462	CULVERT PIPE-18 IN	69.00	LF
0185	00464	CULVERT PIPE-24 IN	5.00	LF
0190	01310	REMOVE PIPE	242.00	LF
0195	01726	SAFETY BOX INLET-18 IN SDB-1	1.00	EACH
0200	01729	SAFETY BOX INLET-24 IN DBL SDB-5	1.00	EACH
0205	02625	REMOVE HEADWALL	7.00	EACH
0210	21819NN	FITTINGS - (18" RCP TO PROPOSED 18" CULVERT PIPE)	6.00	EACH
0215	21819NN	FITTINGS - (24" RCP TO PROPOSED 24" CULVERT PIPE)	1.00	EACH

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0220	26131ED	SLOPED AND MITERED HEADWALL-18 IN	5.00	EACH
0225	06406	SBM ALUM SHEET SIGNS .080 IN	330.70	SQFT
0230	06407	SBM ALUM SHEET SIGNS .125 IN	107.90	SQFT
0235	06410	STEEL POST TYPE 1	975.00	LF
0240	06490	CLASS A CONCRETE FOR SIGNS	2.00	CUYD
0245	21134ND	REMOVE-STORE AND REINSTALL SIGN	1.00	EACH
0250	21373ND	REMOVE SIGN	49.00	EACH
0255	21596ND	GMSS TYPE D	8.00	EACH
0260	24631EC	BARCODE SIGN INVENTORY	135.00	EACH
0265	02569	DEMOBILIZATION	1.00	LS

CONTRACT ID: 254501 **HSIP 5041(013)** **MP02401092501**

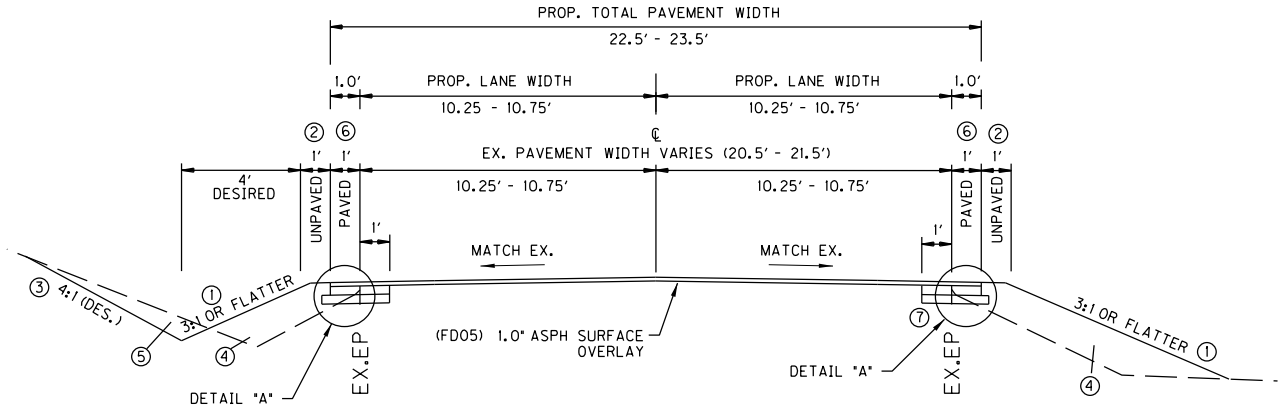
DAWSON SPRINGS ROAD (KY 109) BEGIN AT MJ BOYD ROAD EXTENDING NORTH TO KY 800 ASPHALT RESURFACING, A DISTANCE OF 5.75 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0270	00190	LEVELING & WEDGING PG64-22	795.00	TON
0275	00301	CL2 ASPH SURF 0.38D PG64-22	4,300.00	TON
0280	24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	31.00	TON
0285	02562	TEMPORARY SIGNS	290.00	SQFT
0290	02650	MAINTAIN & CONTROL TRAFFIC - (CHRISTIAN KY 109 FD05)	1.00	LS
0295	02676	MOBILIZATION FOR MILL & TEXT - (CHRISTIAN KY 109 FD05)	1.00	LS
0300	02677	ASPHALT PAVE MILLING & TEXTURING	30.00	TON
0305	02697	EDGELINE RUMBLE STRIPS	61,000.00	LF
0310	06510	PAVE STRIPING-TEMP PAINT-4 IN	120,000.00	LF
0315	06515	PAVE STRIPING-PERM PAINT-6 IN	87,000.00	LF
0320	10020NS	FUEL ADJUSTMENT	6,693.00	DOLL
0325	10030NS	ASPHALT ADJUSTMENT	16,811.00	DOLL
0330	24785EC	FIBER REINFORCEMENT FOR HMA	4,300.00	TON
0335	26228EC	ELECTRONIC DELIVERY MGMT SYSTEM - (CHRISTIAN KY 109 FD05)	1.00	LS
0340	02569	DEMOBILIZATION	1.00	LS

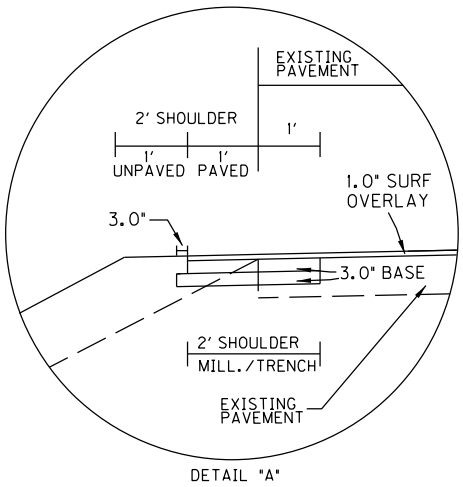
COUNTY OF	ITEM NO.
CHRISTIAN	2-938.00

TYPICAL SECTIONS

1' PAVEMENT WIDENING AND ASPHALT RESURFACE OVERLAY FD05



STA. 937 + 45 TO STA. 958 + 10
STA. 964 + 30 TO STA. 1232 + 50



NOT TO SCALE

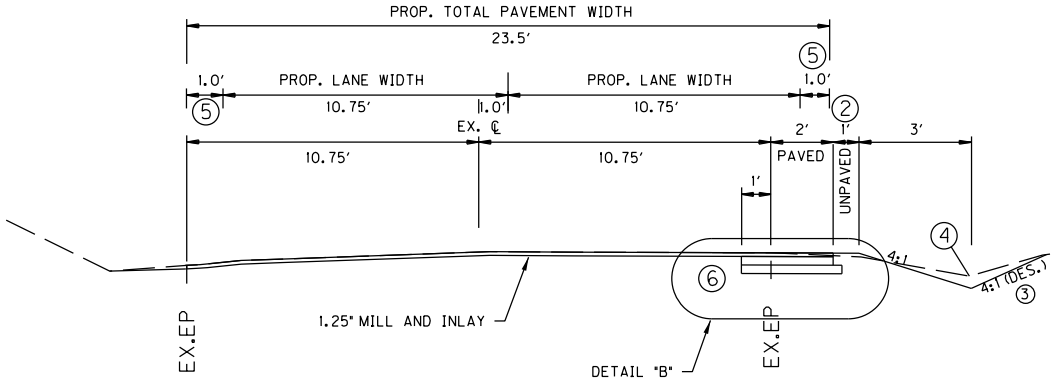
1. 3:1 OR FLATTER IS DESIRABLE. LOCATIONS THAT ARE LIMITED DUE TO RIGHT-OF-WAY, UTILITY POLES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS MAY REQUIRE EMBANKMENT BUT ONLY OUT TO THE EDGE OF THE RIGHT-OF-WAY OR SENSITIVE OBSTRUCTION(S). (SLOPE MAY BE STEEPER THAN 3:1)
2. A 1' PAVEMENT WIDENING AND EARTH SHOULDER FOR EACH SIDE IS DESIRABLE BUT MAY HAVE TO BE ELIMINATED IN ORDER TO REMAIN ON RIGHT-OF-WAY OR AVOID A SENSITIVE OBSTRUCTION.
3. FLATTEN DITCH BACKSLOPE WHEN POSSIBLE TO REMAIN IN RIGHT-OF-WAY. IN AREAS WHERE THE BACKSLOPE MUST REMAIN STEEP, THE ENGINEER MAY DETERMINE THAT CHANNEL LINING NEEDS TO BE INSTALLED TO STABILIZE THE BACKSLOPE.
4. COMPACTED EMBANKMENT. CONTRACTOR SHALL PROPERLY BENCH INTO EXISTING SLOPE AND APPLY PROPER COMPACTION. COMPACT MATERIAL ACCORDING TO STANDARD SPECIFICATIONS (SECT. 206). EXCAVATION TO ACHIEVE THE PROPOSED DITCHES IS TO BE INCIDENTAL TO THE BID ITEM FOR EMBANKMENT IN PLACE. LOCATIONS THAT ARE LIMITED DUE TO R/W, UTILITY POLES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS MAY REQUIRE EMBANKMENT BUT ONLY OUT TO THE EDGE OF R/W OR SENSITIVE OBSTRUCTION(S). (SLOPE MAY BE STEEPER THAN 3:1)
5. EXCAVATION TO ACHIEVE THE PROPOSED DITCHES IS TO BE INCIDENTAL TO THE BID ITEM FOR EMBANKMENT IN PLACE
6. EDGELINE RUMBLE STRIPS (ELRS) TO BE INSTALLED FOLLOWING PROPOSED PAVEMENT WIDENING AND RESURFACE.
7. PLACE ASPH BASE UP TO EXISTING PAVEMENT SURFACE. COMPACT ASPHALT BASE. ALLOW ASPHALT BASE TO CURE MINIMUM OF 14 CALENDAR DAYS. ONCE ENGINEER DETERMINES PAVEMENT WIDEN HAS SUFFICIENTLY STABILIZED, BEGIN ASPHALT RESURFACING OPERATIONS. LEVEL AND WEDGE ANY SETTLEMENT OF THE REPAIR AREAS (FD05).

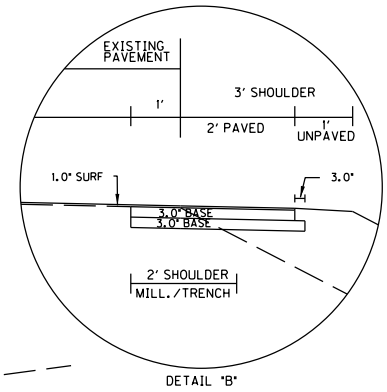
FD05	PAVEMENT WIDENING AND RESURFACE ⑦
1.0" SURFACE	1.0" DEPTH CLASS 2 ASPHALT SURFACE 0.38D PG 64-22
6" BASE	3.0" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22 3.0" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22

KY 109
TYPICAL SECTIONS
PAVEMENT WIDENING AND FD05 RESURFACE

TYPICAL SECTIONS

COUNTY OF	ITEM NO.
CHRISTIAN	2-938.00

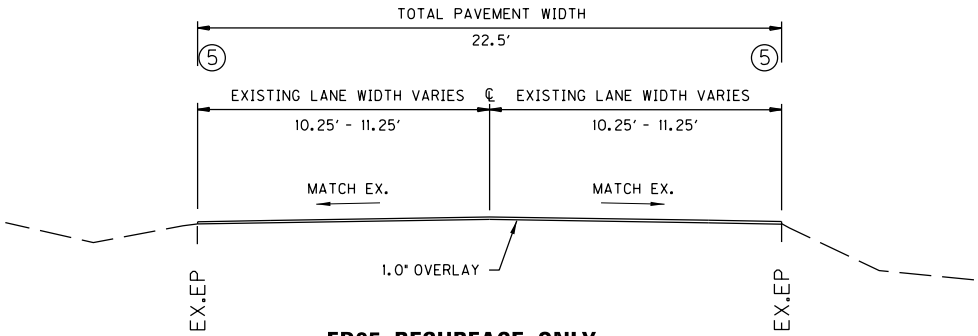




STA. 958+10 TO STA. 959+20 – TRANSITION FROM 1' WIDEN EACH SIDE TO 2' WIDEN ONE SIDE

STA. 959+20 TO STA. 963+20 2 FEET WIDEN RIGHT SIDE

STA. 963+20 TO STA. 964+30 – TRANSITION FROM 2' WIDEN ONE SIDE TO 1' WIDEN EACH SIDE



FD05 RESURFACE ONLY

STA. 928+00 TO STA. 937+45 (M J BOYD TO BEGIN WIDEN) ⑤

① 3:1 OR FLATTER IS DESIRABLE. LOCATIONS THAT ARE LIMITED DUE TO RIGHT-OF-WAY, UTILITY POLES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS MAY REQUIRE EMBANKMENT BUT ONLY OUT TO THE EDGE OF THE RIGHT-OF-WAY OR SENSITIVE OBSTRUCTION(S). (SLOPE MAY BE STEEPER THAN 3:1)

② A 1' PAVEMENT WIDENING AND EARTH SHOULDER FOR EACH SIDE (2' PAVEMENT WIDENING AND 1' EARTH SHOULDER FOR ONE SIDE) IS DESIRABLE BUT EARTH SHOULDER MAY HAVE TO BE ELIMINATED IN ORDER TO REMAIN ON RIGHT-OF-WAY OR AVOID A SENSITIVE OBSTRUCTION.

③ COMPACTED EMBANKMENT. CONTRACTOR SHALL PROPERLY BENCH INTO EXISTING SLOPE AND APPLY PROPER COMPACTION. COMPACT MATERIAL ACCORDING TO STANDARD SPECIFICATIONS (SECT. 206). EXCAVATION TO ACHIEVE THE PROPOSED DITCHES IS TO BE INCIDENTAL TO THE BID ITEM FOR EMBANKMENT IN PLACE. LOCATIONS THAT ARE LIMITED DUE TO R/W, UTILITY POLES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS MAY REQUIRE EMBANKMENT BUT ONLY OUT TO THE EDGE OF R/W OR SENSITIVE OBSTRUCTION(S). (SLOPE MAY BE STEEPER THAN 3:1)

④ EXCAVATION TO ACHIEVE THE PROPOSED DITCHES IS TO BE INCIDENTAL TO THE BID ITEM FOR EMBANKMENT IN PLACE.

⑤ EDGELINE RUMBLE STRIPS (ELRS) TO BE INSTALLED FOLLOWING PROPOSED PAVEMENT WIDENING AND FD05 RESURFACE. REFER TO RUMBLE STRIP SUMMARY FOR LIMITS.

⑥ PLACE ASPH BASE UP TO EXISTING PAVEMENT SURFACE. COMPACT ASPHALT BASE. ALLOW ASPHALT BASE TO CURE MINIMUM OF 14 CALENDAR DAYS. ONCE ENGINEER DETERMINES PAVEMENT WIDEN HAS SUFFICIENTLY STABILIZED, BEGIN RESURFACING OPERATIONS. PRIOR TO ASPHALT OVERLAY, LEVEL AND WEDGE ANY SETTLEMENT OF THE REPAIR AREAS (FD05).

FD05	PAVEMENT WIDENING AND RESURFACE ⑥
1.0" SURFACE	1.0" DEPTH CLASS 2 ASPHALT SURFACE 0.38D PG 64-22
6" BASE	3.0" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22 3.0" DEPTH CLASS 2 ASPHALT BASE 1.00D PG 64-22

NOT TO SCALE

KY 109

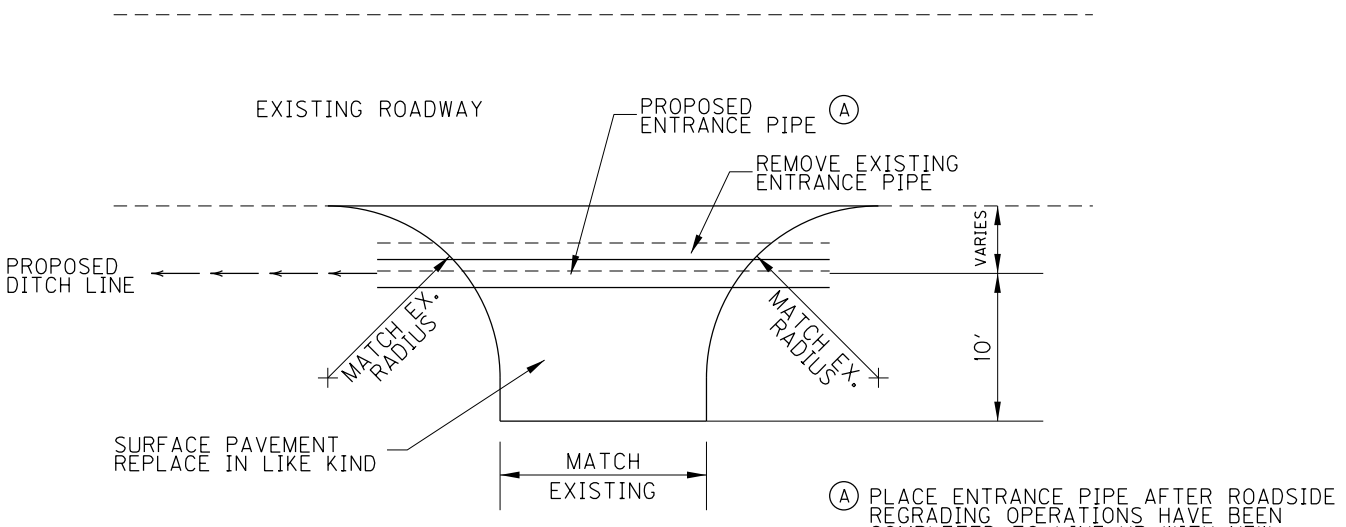
TYPICAL SECTIONS

PAVEMENT WIDENING AND FD05 RESURFACE

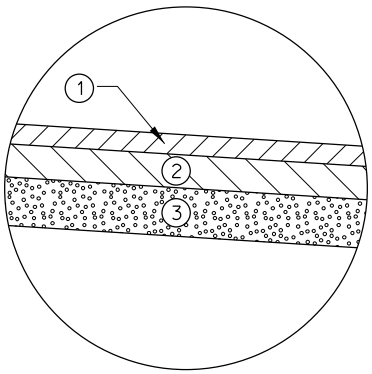
COUNTY OF	ITEM NO.
CHRISTIAN	2-938.00

TYPICAL SECTIONS

ENTRANCE DETAIL

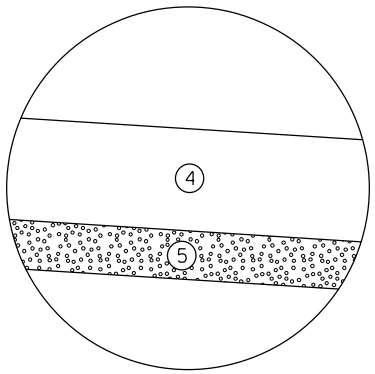


(A) PLACE ENTRANCE PIPE AFTER ROADSIDE REGRADING OPERATIONS HAVE BEEN COMPLETED TO LINE UP WITH NEW DITCH LINE.



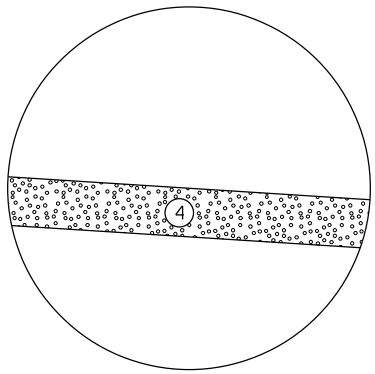
ASPHALT ENTRANCE

(1) 1.00" CL2 ASPH SURF 0.38D PG64-22
(2) 3.00" CL2 ASPH BASE 1.00D PG64-22
(3) 3.00" CRUSHED STONE BASE



CONCRETE ENTRANCE

(4) 8.00" CEM CONC ENT PAVEMENT
(5) 4.00" CRUSHED STONE BASE



GRAVEL ENTRANCE

(4) 4.00" CRUSHED STONE BASE

NOT TO SCALE

KY 109
TYPICAL SECTIONS
ENTRANCE DETAIL

CHRISTIAN COUNTY - KY 109
MILEPOST 17.44 TO 23.44
ITEM NO. 2-938.00
GENERAL SUMMARY
SHEET 1 OF 2

ITEM NUMBER	ITEM	UNIT	QUANTITY
3	CRUSHED STONE BASE (1)(2)	TON	112
80	CRUSHED AGGREGATE SIZE NO 23 (B)	TON	200
212	CL2 ASPH BASE 1.00D PG64-22 (1)	TON	4,634
440	ENTRANCE PIPE-15 IN (4)	LF	135
441	ENTRANCE PIPE-18 IN (4)	LF	79
462	CULVERT PIPE-18 IN (3)	LF	69
464	CULVERT PIPE-24 IN (3)	LF	5
1310	REMOVE PIPE (3)(4)	LF	242
1726	SAFETY BOX INLET-18 IN SDB-1 (3)	EACH	1
1729	SAFETY BOX INLET-24 IN DBL SDB-5 (3)	EACH	1
2101	CEM CONC ENT PAVEMENT 8 IN (1)	SQYD	29
2159	TEMPORARY DITCH	LF	15,840
2160	CLEAN TEMPORARY DITCH	LF	7,920
2230	EMBANKMENT IN PLACE (2)	CU YD	5,661
2483	CHANNEL LINING CLASS II (2)(3)(A)	TON	226
2562	TEMPORARY SIGNS	SQFT	210
2569	DEMOBILIZATION	LS	1
2603	FABRIC-GEOTEXTILE CLASS 2 (2)	SQYD	193
2625	REMOVE HEADWALL (3)	EACH	7
2650	MAINTAIN & CONTROL TRAFFIC (HSIP) (C)	LS	1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2

(1) CARRIED OVER FROM THE PAVING SUMMARY
(2) CARRIED OVER FROM THE ROADSIDE REGRADING SUMMARY
(3) CARRIED OVER FROM THE PIPE DRAINAGE SUMMARY
(4) CARRIED OVER FROM THE ENTRANCE PIPE SUMMARY
(A) INCLUDES 100 TONS TO BE USED AT THE DISCRETION OF THE ENGINEER
(B) INCLUDES 200 TONS TO BE USED AT THE DISCRETION OF THE ENGINEER
(C) MOT FOR HSIP CONSTRUCTION ACTIVITIES

CHRISTIAN COUNTY - KY 109
MILEPOST 17.44 TO 23.44
ITEM NO. 2-938.00
GENERAL SUMMARY
SHEET 2 OF 2

ITEM NUMBER	ITEM		UNIT	QUANTITY
2701	TEMPORARY SILT FENCE		LF	15,840
2703	SILT TRAP TYPE A		EACH	10
2704	SILT TRAP TYPE B		EACH	10
2705	SILT TRAP TYPE C		EACH	10
2706	CLEAN SILT TRAP TYPE A		EACH	10
2707	CLEAN SILT TRAP TYPE B		EACH	10
2708	CLEAN SILT TRAP TYPE C		EACH	10
2726	STAKING		LS	1
5950	EROSION CONTROL BLANKET		SQYD	20,111
5952	TEMPORARY MULCH		SQYD	31,657
5953	TEMP SEEDING AND PROTECTION		SQYD	23,743
5963	INITIAL FERTILIZER		TON	1.64
5964	MAINTENANCE FERTILIZER		TON	2.74
5985	SEEDING AND PROTECTION		SQYD	32,783
5992	AGRICULTURAL LIMESTONE		TON	32.79
6406	SBM ALUM SHEET SIGNS .080 IN	(5)	SQFT	330.7
6407	SBM ALUM SHEET SIGNS .125 IN	(5)	SQFT	96.5
6410	STEEL POST TYPE 1	(5)	LF	973
6490	CLASS A CONCRETE FOR SIGNS	(5)	CUYD	2
10020NS	FUEL ADJUSTMENT		DOLL	7,213
10030NS	ASPHALT ADJUSTMENT		DOLL	18,117
20748ED	SHOULDER MILLING/TRENCHING	(1)	SQYD	14,753
21134ND	REMOVE-STORE AND REINSTALL SIGN	(5)	EACH	1
21373ND	REMOVE SIGN	(5)	EACH	51
21596ND	GMSS TYPE D	(5)	EACH	8
21819NN	FITTINGS (18" RCP TO PROPOSED 18" CULVERT PIPE)	(3)	EACH	6
21819NN	FITTINGS (24" RCP TO PROPOSED 24" CULVERT PIPE)	(3)	EACH	1
24631EC	BARCODE SIGN INVENTORY	(5)	EACH	135
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	(1)	TON	6.3
26131ED	SLOPED AND MITERED HEADWALL-18 IN	(3)	EACH	5

(1) CARRIED OVER FROM THE PAVING SUMMARY
(3) CARRIED OVER FROM THE PIPE DRAINAGE SUMMARY
(5) CARRIED OVER FROM THE SIGN SUMMARY

CHRISTIAN COUNTY - KY 109
MILEPOST 17.44 TO 23.44
ITEM NO. 2-938.00
PAVING SUMMARY

PAVING AREAS			PAVING QUANTITIES	
ITEM		TOTAL	ITEM	TOTAL
PIPE EXTENSIONS (1)		**SY**	**PIPE EXTENSIONS** (1)	**TON**
6"	CL2 ASPH BASE 1.00D PG64-22	12	CL2 ASPH BASE 1.00D PG64-22	4.1
ASPHALT MATERIAL FOR TACK NON-TRACKING		25	ASPHALT MATERIAL FOR TACK NON-TRACKING	0.01
ENTRANCE PAVING (2)		**SY**	**ENTRANCE PAVING** (2)	**TON**
3"	CRUSHED STONE BASE	248	CRUSHED STONE BASE	44
3"	CL2 ASPH BASE 1.00D PG64-22	178	CL2 ASPH BASE 1.00D PG64-22	29
1"	CL2 ASPH SURF 0.38D PG64-22	178	CL2 ASPH SURF 0.38D PG64-22 (3)	10
ASPHALT MATERIAL FOR TACK NON-TRACKING		178	ASPHALT MATERIAL FOR TACK NON-TRACKING	0.07
CEM CONC ENT PAVEMENT-8 IN		29		
1' WIDENING		**SY**	**1' WIDENING**	**TON**
3"	CL2 ASPH BASE 1.00D PG64-22	12,838	CL2 ASPH BASE 1.00D PG64-22	2,119
3"	CL2 ASPH BASE 1.00D PG64-22	14,443	CL2 ASPH BASE 1.00D PG64-22	2,384
SHOULDER MILLING AND TRENCHING		14,443		
ASPHALT MATERIAL FOR TACK NON-TRACKING		14,443	ASPHALT MATERIAL FOR TACK NON-TRACKING	6.07
2' WIDENING TO ONE SIDE		**SY**	**2' WIDENING TO ONE SIDE**	**TON**
3"	CL2 ASPH BASE 1.00D PG64-22	276	CL2 ASPH BASE 1.00D PG64-22	46
3"	CL2 ASPH BASE 1.00D PG64-22	310	CL2 ASPH BASE 1.00D PG64-22	52
SHOULDER MILLING AND TRENCHING		310		
ASPHALT MATERIAL FOR TACK NON-TRACKING		310	ASPHALT MATERIAL FOR TACK NON-TRACKING	0.13

PAVING SUMMARY

CODE	ITEM	UNITS	PROJECT TOTAL
3	CRUSHED STONE BASE	TON	44
212	CL2 ASPH BASE 1.00D PG64-22	TON	4,634
2101	CEM CONC ENT PAVEMENT-8 IN	SQYD	29
20748ED	SHOULDER MILLING AND TRENCHING	SQYD	14,753
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	TON	6.3

NOTES:

All asphalt mixtures shall be estimated at 110 lbs. per SQ. YD. per inch of depth unless noted otherwise

Crushed Stone Base shall be estimated at 115 lbs. per SQ. YD. per inch of depth

(1) Carried over from Pipe Drainage Summary

(2) Carried over from Entrance Pipe and Entrance Paving Summary

(3) Line items carried over to FD05 Resurfacing Project

CHRISTIAN COUNTY - KY 109
MILEPOST 17.44 TO 23.44
ITEM NO. 2-938.00
ENTRANCE PIPE AND ENTRANCE PAVING SUMMARY

STATION	MILE POINT	OFFSET	ENTRANCE PAVEMENT TYPE	ENTRANCE PIPE			ENTRANCE PAVING				REMARKS
				ENTRANCE PIPE-15 IN	ENTRANCE PIPE-18 IN	REMOVE PIPE	CRUSHED STONE BASE	CL2 ASPH BASE 1.00D PG64-22	CL2 ASPH SURF 0.38D PG64-22	CEM CONC ENT PAVEMENT-8 IN	
BID ITEM				**440**	**441**	**1310**	**3**	**212**	**301**	**2101**	
UNITS				**LF**			**TON**			**SQYD**	
975+05	18.47	RT	CONCRETE	27		27	6			29	
1002+25	18.98	LT	GRAVEL	18		18	5				
1004+34	19.02	LT	GRAVEL		15	15	2				
1005+30	19.04	LT	ASPHALT		38	38	8	7	3		Replace Entrance Pipe Due to 1' Pavement Widening and Roadside Regrading. Place Entrance Pipes after Roadside Regrading operations.
1027+13	19.45	LT	ASPHALT	25		25	7	6	2		
1042+65	19.75	LT	ASPHALT	27		27	5	5	2		
1135+45	21.50	LT	CONCRETE		26	26	4	4	1		
1138+87	21.57	LT	ASPHALT	38		38	7	7	2		
			TOTALS:	**135**	**79**	**214**	**44**	**29**	**10**	**29**	

NOTE:

THESE NUMBERS ARE FOR ESTIMATE PURPOSES ONLY. ACTUAL LOCATIONS AND QUANTITIES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

Roadside Regrading Summary — CHRISTIAN County — KY 109

Notes:
* The "Figure References" noted below refer to the Figure number within the Roadside Regrading and Embankment Benching Detail Sheet that is the closest representation of the intended Roadside Regrading.
** The Estimated Volumes of Excavation and Embankment are provided for informational purposes ONLY. The Department gives no guarantee to the accuracy of the estimated volumes. The Bidder must draw his/her own conclusion. Payment will be based on the Estimated Volumes of Embankment in Place per Sections 204 and 206.

LOCATION					Length (LF)	Estimated Excavation Volume** (CU YD)	Estimated Embankment Volume** (CU YD)	Roadside Regrading Detail Sheet Figure Ref.*	Embankment Benching Required?	Target Fill Slope or Ditch Foreslope	Target Ditch Backslope	Include CSB Wedge? (Yes/No)	Crushed Stone Base (TONS)	Channel Line Ditch, Fill Slope or Cut Slope? (Yes/No)	Channel Lining Class II (TONS)	Geotex. Fabric Class 1 (SQ YD)	Remarks
Side of Road	Approx. BEGIN Station	Approx. BEGIN Milepoint	Approx. END Station	Approx. END Milepoint													
RT	928+00	17.576	933+00	17.670	500	0	54	Figure 2	No	3 : 1		No		No			
RT	933+00	17.670	945+00	17.898	1,200	0	51	Figure 3	Yes	3 : 1		No		No			Tie-down prior to backslope
RT	945+00	17.898	948+00	17.955	300	0	10	Figure 3	Yes	3 : 1		No		No			
RT	948+00	17.955	958+00	18.144	1,000	9	50	Figure 8	No	3 : 1	3 : 1	No		No			
RT	958+00	18.144	967+00	18.314	900	0	21	Figure 1	No	6 : 1		No		No			
RT	967+00	18.314	991+00	18.769	2,400	200	122	Figure 9	No	4 : 1	4 : 1	No		No			
RT	991+00	18.769	1000+00	18.939	900	0	50	Figure 1	No	3 : 1		No		No			
RT	1000+00	18.939	1015+00	19.223	1,500	81	13	Figure 8	No	4 : 1	4 : 1	No		No			
RT	1015+00	19.223	1018+50	19.290	350	0	8	Figure 1	No	4 : 1		No		No			
RT	1018+50	19.290	1044+00	19.773	2,550	118	142	Figure 7	No	3 : 1	4 : 1	No		No			
RT	1044+00	19.773	1048+00	19.848	400	13	23	Figure 8	No	3 : 1	4 : 1	No		No			
RT	1048+00	19.848	1059+00	20.057	1,100	0	48	Figure 2	No	4 : 1		No		No			
RT	1059+00	20.057	1072+00	20.303	1,300	0	150	Figure 3	No	3 : 1		No		No			Tie-down prior to backslope
RT	1072+00	20.303	1079+00	20.436	700	0	269	Figure 2	No	4 : 1		No		No			
RT	1079+00	20.436	1091+00	20.663	1,200	68	233	Figure 8	No	3 : 1	4 : 1	No		No			
RT	1091+00	20.663	1096+00	20.758	500	113	37	Figure 9	No	3 : 1	3 : 1	No		No			
RT	1096+00	20.758	1110+00	21.023	1,400	0	344	Figure 2	No	4 : 1		No		No			
RT	1110+00	21.023	1113+00	21.080	300	0	15	Figure 2	No	3 : 1		No		No			Tie-down prior to backslope
RT	1113+00	21.080	1120+00	21.212	700	19	107	Figure 8	No	3 : 1	4 : 1	No		No			
RT	1120+00	21.212	1135+00	21.496	1,500	0	160	Figure 3	No	3.5 : 1		No		No			Tie-down prior to backslope
RT	1135+00	21.496	1167+00	22.102	3,200	652	735	Figure 8	No	3 : 1	4 : 1	No		No			
RT	1167+00	22.102	1172+00	22.197	500	0	37	Figure 1	No	4 : 1		No		No			
RT	1172+00	22.197	1183+00	22.405	1,100	0	411	Figure 2	No	3 : 1		No		No			
RT	1183+00	22.405	1189+00	22.519	600	14	42	Figure 8	No	4 : 1	4 : 1	No		No			
RT	1189+00	22.519	1232+00	23.333	4,300	611	1,035	Figure 9	No	3 : 1	3 : 1	No		No			
LT	928+00	17.576	939+50	17.794	1,150	0	88	Figure 3	No	3 : 1		No		No			Flat slope for approx. 8-10' from edge of existing pavement, then steep sideslope at 2:1. Tie-down prior to steep foreslope. NOTE: Sta. 939+50 to Sta. 943+00 includes section of channel lining where there is narrow flat slope.
LT	939+50	17.794	943+00	17.860	350	0	65	Figure 5	No	3 : 1		Yes	14	Yes - Fill Slope	24	39	
LT	943+00	17.860	945+00	17.898	200	0	15	Figure 3	No	3 : 1		No		No			
LT	945+00	17.898	953+00	18.049	800	89	53	Figure 8	No	3 : 1	4 : 1	No		No			
LT	953+00	18.049	958+10	18.146	510	47	24	Figure 7	No	3 : 1	4 : 1	No		No			No roadside regrading in 2' widen to right section Sta. 958+10 - Sta. 964+30
LT	964+30	18.263	980+50	18.570	1,620	150	75	Figure 7	No	3 : 1	4 : 1	No		No			
LT	980+50	18.570	983+00	18.617	250	0	21	Figure 1	No	5 : 1		No		No			
LT	983+00	18.617	984+50	18.646	150	0	33	Figure 5	No	2.5 : 1		Yes	6	Yes - Fill Slope	10	17	
LT	984+50	18.646	996+00	18.864	1,150	240	47	Figure 9	No	3 : 1	3 : 1	No		No			
LT	996+00	18.864	1018+00	19.280	2,200	51	71	Figure 8	No	3.5 : 1	3 : 1	No		No			
LT	1018+00	19.280	1023+50	19.384	550	13	17	Figure 8	No	4 : 1	3 : 1	No		No			
LT	1023+50	19.384	1030+00	19.508	650	18	24	Figure 8	No	4 : 1		No		No			
LT	1030+00	19.508	1033+00	19.564	300	0	15	Figure 5	No	2.5 : 1		Yes	12	Yes - Fill Slope	20	34	
LT	1033+00	19.564	1036+00	19.621	300	8	8	Figure 9	No	4 : 1	4 : 1	No		No			
LT	1036+00	19.621	1038+00	19.659	200	0	15	Figure 1	No	3 : 1		No		No			
LT	1038+00	19.659	1052+50	19.934	1,450	13	46	Figure 9	No	3 : 1	4 : 1	No		No			
LT	1052+50	19.934	1060+00	20.076	750	0	52	Figure 5	No	2.5 : 1		Yes	29	Yes - Fill Slope	50	84	
LT	1060+00	20.076	1072+50	20.313	1,250	0	12	Figure 1	No	4 : 1		No		No			
LT	1072+50	20.313	1086+25	20.573	1,375	13	25	Figure 8	No	4 : 1	4 : 1	No		No			
LT	1086+25	20.573	1091+00	20.663	475	4	9	Figure 7	No	5 : 1	4 : 1	No		No			

Roadside Regrading Summary — CHRISTIAN County — KY 109

Notes:
* The "Figure References" noted below refer to the Figure number within the Roadside Regrading and Embankment Benching Detail Sheet that is the closest representation of the intended Roadside Regrading.
** The Estimated Volumes of Excavation and Embankment are provided for informational purposes ONLY. The Department gives no guarantee to the accuracy of the estimated volumes. The Bidder must draw his/her own conclusion. Payment will be based on the Estimated Volumes of Embankment in Place per Sections 204 and 206.

LOCATION					Length (LF)	Estimated Excavation Volume** (CU YD)	Estimated Embankment Volume** (CU YD)	Roadside Regrading Detail Sheet Figure Ref.*	Embankment Benching Required?	Target Fill Slope or Ditch Foreslope	Target Ditch Backslope	Include CSB Wedge? (Yes/No)	Crushed Stone Base (TONS)	Channel Line Ditch, Fill Slope or Cut Slope? (Yes/No)	Channel Lining Class II (TONS)	Geotex. Fabric Class 1 (SQ YD)	Remarks
Side of Road	Approx. BEGIN Station	Approx. BEGIN Milepoint	Approx. END Station	Approx. END Milepoint													
LT	1091+00	20.663	1099+00	20.814	800	0	15	Figure 1	No	4 : 1		No		No			
LT	1099+00	20.814	1114+70	21.112	1,570	331	233	Figure 8	No	3 : 1	3 : 1	No		No			
LT	1114+70	21.112	1115+50	21.127	80	0	4	Figure 2	No	4 : 1		No		No			
LT	1115+50	21.127	1125+80	21.322	1,030	14	14	Figure 7	No	4 : 1	4 : 1	No		No			
LT	1125+80	21.322	1127+50	21.354	170	0	24	Figure 5	No	2.5 : 1		Yes	7	Yes - Fill Slope	12	19	
LT	1127+50	21.354	1131+00	21.420	350	0	5	Figure 1	No	4 : 1		No		No			
LT	1131+00	21.420	1167+00	22.102	3,600	67	67	Figure 9	No	3 : 1	3 : 1	No		No			
LT	1167+00	22.102	1168+00	22.121	100	0	14	Figure 2	No	4 : 1		No		No			Tie-down prior to drop off
LT	1168+00	22.121	1177+25	22.296	925	11	24	Figure 9	No	3 : 1	3 : 1	No		No			
LT	1177+25	22.296	1182+00	22.386	475	0	70	Figure 3	No	3 : 1		No		No			
LT	1182+00	22.386	1189+00	22.519	700	26	32	Figure 8	No	4 : 1	4 : 1	No		No			
LT	1189+00	22.519	1197+00	22.670	800	30	74	Figure 9	No	3 : 1	3 : 1	No		No			
LT	1197+00	22.670	1206+50	22.850	950	22	22	Figure 7	No	4 : 1	4 : 1	No		No			
LT	1206+50	22.850	1208+00	22.879	150	0	2	Figure 2	No	3 : 1		No		No			
LT	1208+00	22.879	1218+25	23.073	1,025	24	90	Figure 9	No	3 : 1	3 : 1	No		No			
LT	1218+25	23.073	1224+00	23.182	575	0	85	Figure 1	No	3.5 : 1		No		No			
LT	1224+00	23.182	1232+00	23.333	800	7	7	Figure 8	No	4 : 1	4 : 1	No		No			
					LF	CU YD	CU YD										
				Estimated Totals:	60,180	3,078	5,661										

Summary of Items					
Embankment in Place	5,661	CU YD	Channel Lining Class II	116	TONS
Roadway Excavation	3,078	CU YD	Fabric - Geotextile Class 2	193	SQ YD
Crushed Stone Base	68	TONS			

NOTE: CSB Wedge Width is 1' and CSB Wedge Depth is 6 inches.

PROPOSAL BID ITEMS

Report Date 2/13/25

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE (REV 2-13-25)	112.00	TON		$	
0020	00080		CRUSHED AGGREGATE SIZE NO 23	200.00	TON		$	
0050	00190		LEVELING & WEDGING PG64-22	795.00	TON		$	
0060	00212		CL2 ASPH BASE 1.00D PG64-22	4,634.00	TON		$	
0070	00301		CL2 ASPH SURF 0.38D PG64-22	4,300.00	TON		$	
0080	02101		CEM CONC ENT PAVEMENT-8 IN	29.00	SQYD		$	
0090	02562		TEMPORARY SIGNS	290.00	SQFT		$	
0100	02650		MAINTAIN & CONTROL TRAFFIC (CHRISTIAN KY 109 FD05)	1.00	LS		$	
0110	02676		MOBILIZATION FOR MILL & TEXT (CHRISTIAN KY 109 FD05)	1.00	LS		$	
0120	02677		ASPHALT PAVE MILLING & TEXTURING	30.00	TON		$	
0130	02697		EDGELINE RUMBLE STRIPS	61,000.00	LF		$	
0140	06510		PAVE STRIPING-TEMP PAINT-4 IN	120,000.00	LF		$	
0150	06515		PAVE STRIPING-PERM PAINT-6 IN	87,000.00	LF		$	
0160	10020NS		FUEL ADJUSTMENT	13,906.00	DOLL	$1.00	$	$13,906.00
0170	10030NS		ASPHALT ADJUSTMENT	34,928.00	DOLL	$1.00	$	$34,928.00
0180	20748ED		SHOULDER MILLING/TRENCHING	14,753.00	SQYD		$	
0190	24785EC		FIBER REINFORCEMENT FOR HMA	4,300.00	TON		$	
0200	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	37.30	TON		$	
0210	26228EC		ELECTRONIC DELIVERY MGMT SYSTEM (CHRISTIAN KY 109 FD05)	1.00	LS		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0220	02159		TEMP DITCH	15,840.00	LF		$	
0230	02160		CLEAN TEMP DITCH	7,920.00	LF		$	
0240	02230		EMBANKMENT IN PLACE (REV 2-13-25)	5,661.00	CUYD		$	
0250	02483		CHANNEL LINING CLASS II	226.00	TON		$	
0260	02562		TEMPORARY SIGNS	210.00	SQFT		$	
0270	02602		FABRIC-GEOTEXTILE CLASS 1	193.00	SQYD		$	
0280	02650		MAINTAIN & CONTROL TRAFFIC CHRISTIAN KY 109 HSIP	1.00	LS		$	
0290	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		$	
0300	02701		TEMP SILT FENCE	15,840.00	LF		$	
0310	02703		SILT TRAP TYPE A	10.00	EACH		$	
0320	02704		SILT TRAP TYPE B	10.00	EACH		$	
0330	02705		SILT TRAP TYPE C	10.00	EACH		$	
0340	02706		CLEAN SILT TRAP TYPE A	10.00	EACH		$	
0350	02707		CLEAN SILT TRAP TYPE B	10.00	EACH		$	
0360	02708		CLEAN SILT TRAP TYPE C	10.00	EACH		$	
0370	02726		STAKING CHRISTIAN KY 109 HSIP	1.00	LS		$	
0380	05950		EROSION CONTROL BLANKET	20,111.00	SQYD		$	

PROPOSAL BID ITEMS

Report Date 2/13/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0390	05952		TEMP MULCH	31,657.00	SQYD		$	
0400	05953		TEMP SEEDING AND PROTECTION	23,743.00	SQYD		$	
0410	05963		INITIAL FERTILIZER	1.64	TON		$	
0420	05964		MAINTENANCE FERTILIZER	2.74	TON		$	
0430	05985		SEEDING AND PROTECTION	32,783.00	SQYD		$	
0440	05992		AGRICULTURAL LIMESTONE	32.79	TON		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0450	00440		ENTRANCE PIPE-15 IN	135.00	LF		$	
0460	00441		ENTRANCE PIPE-18 IN	79.00	LF		$	
0470	00462		CULVERT PIPE-18 IN	69.00	LF		$	
0480	00464		CULVERT PIPE-24 IN	5.00	LF		$	
0490	01310		REMOVE PIPE	242.00	LF		$	
0500	01726		SAFETY BOX INLET-18 IN SDB-1	1.00	EACH		$	
0510	01729		SAFETY BOX INLET-24 IN DBL SDB-5	1.00	EACH		$	
0520	02625		REMOVE HEADWALL	7.00	EACH		$	
0530	21819NN		FITTINGS (18" RCP TO PROPOSED 18" CULVERT PIPE)	6.00	EACH		$	
0540	21819NN		FITTINGS (24" RCP TO PROPOSED 24" CULVERT PIPE)	1.00	EACH		$	
0550	26131ED		SLOPED AND MITERED HEADWALL-18 IN	5.00	EACH		$	

Section: 0004 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0560	06406		SBM ALUM SHEET SIGNS .080 IN	330.70	SQFT		$	
0570	06407		SBM ALUM SHEET SIGNS .125 IN	107.90	SQFT		$	
0580	06410		STEEL POST TYPE 1	975.00	LF		$	
0590	06490		CLASS A CONCRETE FOR SIGNS	2.00	CUYD		$	
0600	21134ND		REMOVE-STORE AND REINSTALL SIGN	1.00	EACH		$	
0610	21373ND		REMOVE SIGN	49.00	EACH		$	
0620	21596ND		GMSS TYPE D	8.00	EACH		$	
0630	24631EC		BARCODE SIGN INVENTORY	135.00	EACH		$	

Section: 0005 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0640	02569		DEMOBILIZATION	1.00	LS		$	