



KENTUCKY RIVERPORT IMPROVEMENT (KRI) APPLICATION

INSTRUCTIONS: A guidance document is provided to assist in completing the application packet and may be accessed at https://transportation.ky.gov/MultimodalFreight/Pages/Ky-Riverport-Grant-Program.aspx See the guidance document for required attachments and acceptable methods of submittal.

SECTION 1: APPLICANT INFORMATION

Table with 4 columns: RIVERPORT NAME, TOTAL PROJECT COST, KRI GRANT REQUEST, APPLICATION YEAR. Includes address, contact name, phone, and email.

SECTION 2: PROJECT DESCRIPTION

Table with 2 columns: PROJECT TITLE, DURATION. Includes project name and duration in months/weeks.

FACILITIES AFFECTED BY THE PROPOSED PROJECT

- Owned by Riverport Authority (checked)
Leased to: (unchecked)

Briefly describe the project, including operational and market need, and how the project will increase jobs and efficiency: (Text limited for accurate printing. Attach additional pages as needed.)

The Owensboro Riverport Authority is seeking Kentucky Riverport Improvement funds to stabilize and concrete the ORA bulk loadout dock. This dock area is primarily used for the purpose of loading out scrap steel, fueling tugboats for local marine services, providing ORA workboat access for maintenance and fueling, and local emergency management providers. Year to date in 2023-2024, ORA has loaded out over 16,000 tons of steel from this location with forecasted loading planned through June 2024. Due to the make up of the earth and general exposure to the river, this specific area is subject to soft soils and saturated ground. As a result, when in operation loading materials, the trucks dumping in this area are subject to getting stuck and creating contamination to the materials being staged for loading. The proposed engineering design will allow for sufficient drainage to the river and provide concrete stabilization for operations.

- Select ONE:
Applicant plans to use their own manpower, equipment, or materials on the project (Force Account). (unchecked)
Applicant plans to competitively bid out all work related to the project. (checked)

Table with 3 columns: TRAFFIC, CURRENT, AFTER PROJECT. Rows include Trucks per day, Train cars per week, and Barges per week.

FOR KYTC USE ONLY

Form with checkboxes for Application Complete, Eligible Applicant, Permits Needed, WTAB Approval, Sec. Approval, Award Amount, Award Date, Notification of Award, MOA #, and Notice to Proceed.



KENTUCKY RIVERPORT IMPROVEMENT (KRI) APPLICATION

SECTION 3: APPLICANT CASH MATCH

Table with columns: Cash Match Amount, Match Percentage, SOURCE(S) OF CASH MATCH, SECURED, APPLIED. Includes row for 'Checking Account' with \$61,099.00 secured and \$0.00 applied.

SECTION 4: PERMITS AND APPROVALS

Table with columns: Question, YES, NO. Includes questions about consulting with state/federal agencies and obtaining permits.

SECTION 5: SUBMISSION CHECKLIST (See guidance document for details.)

- Checklist items: Kentucky Riverport Improvement Application, Statement of Work, Scope of Work, Purchase quote or cost estimate for the project, Project Schedule/Timeline, Certification of the ability to provide the minimum 20% match requirement, Maps, aerial photos, drawings, and photographs, as needed, Engineering plans, schematics, details, drawings of the proposed project, as needed, Copies of all correspondence or evidence of consultation that has occurred with state & federal agencies, if applicable, Annual Affidavit for Bidders, Offerors and Contractors from applicant, Documentation of Port Planning.

SECTION 6: CERTIFICATION

I have read the Riverport Improvement Project Guidance Document and understand and agree to abide by what is stated therein. I agree that incomplete applications, applications missing any of the above required supporting documents, or applications received after the deadline, will be deemed ineligible by Division staff without consideration for KRI funds and returned to applicant. I also hereby certify, subject to the provision of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

Table with columns: PRINTED NAME & TITLE, SIGNATURE, DATE. Includes handwritten entry: Brian Wright President, [Signature], 5-24-24.

Completed applications and all required attachments must be submitted electronically in PDF format. Paper copies will not be accepted. Emailed applications must be received by the Division by date indicated in guidance document. PDF copies shall be sent via email to KYTC.ModalPrograms@ky.gov



## KRI Application

Applicant Name: Owensboro Riverport Authority

Project Title: Low Road Loadout Concrete and Drainage Project

Date Submitted: June 7, 2024

*Experience. Performance. Excellence.*

1771 River Road ♦ P.O. Box 21955 ♦ Owensboro, KY ♦ 42304-1955

1 877 599-7929 ♦ (270) 926-4238 ♦ FAX (270) 683-3711

[www.OwensboroRiverport.com](http://www.OwensboroRiverport.com)



June 7, 2024

RE: Low Road Loadout Concrete and Drainage Project

Dear Sir or Madam:

The Owensboro Riverport Authority is seeking the Kentucky Riverport Improvement Grant to stabilize and concrete the ORA bulk loadout dock area. This dock area is primarily used for the purpose of loading out scrap steel, fueling tugboats for local marine services, providing ORA workboat access for maintenance and fueling, and local emergency management providers. Year to date in 2023-2024, ORA has loaded out over 16,000 tons of steel from this location with forecasted loading planned through June 2024. Due to the make-up of the earth and general exposure to the river, this specific area is subject to soft soils and saturated ground. As a result, when in operation, loading materials, the trucks dumping in this area are subject to getting stuck and creating contamination to the materials being staged for loading. The proposed engineering design will allow for sufficient drainage to the river and provide concrete stabilization for operations.

Your consideration of this project is critical to improving the port to meet current and future transportation needs.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Wright", is written over a light blue horizontal line.

Brian Wright  
President/CEO

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## Statement of Work

ORA will bid and award to contractor to perform the following: Excavate approximately 24 inches of soft soils and rock to an elevation of 368. Backfill with 14 inches of compactable rock base with 10 inches of fiber reinforced 4000 psi concrete. Prior to concrete, contractor will install approximately 680 feet of 6 inch French drain pipe to capture runoff water from elevation above. In addition, this concrete foundation will tie in to existing access road and taper to the river to allow for roll on roll off access.

## Scope of Work

ORA will put out for bid the project of Low Road Loadout Concrete and Drainage Project and once bids are received and reviewed ORA will proceed with project.

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## Project Schedule and Timeline

### Low Road Loadout Concrete and Drainage Project

July – September 2024– Issue RFP and Award

October – November 2024 – Construction

Construction will be dependent on river levels maintaining below 26 ft

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Demonstration of Ability to Provide 20%  
Of \$305,497  
Low Road Loadout Concrete and Drainage Project

We attest that Owensboro Riverport Authority has free cash balance generated from operations more than sufficient to provide 20% match requirements.

A handwritten signature in blue ink, appearing to read "Brian Wright", written over a horizontal line.

Brian Wright, President/CEO

5-24-24

Date

A handwritten signature in blue ink, appearing to read "Amanda Bolen", written over a horizontal line.

Amanda Bolen, Controller

5-29-24

Date

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## Detailed Budget

### Low Road Loadout Concrete and Drainage Project

**Owensboro Riverport Authority  
Low Road Loadout Concrete and Drainage Estimate**

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL COST
10" FIBER REINFORCED CONCRETE SLAB	1794	SY	\$95.00	\$170,430.00
10" DGA (NO.2)	698	TONS	\$50.00	\$34,900.00
KYTC TYPE 4 GEOTEXTILE FABRIC	1794	SY	\$3.00	\$5,382.00
EARTHWORK	1595	CY	\$12.50	\$19,937.50
TEMPORARY SILT FENCE	320	LF	\$2.00	\$640.00
SAW CUT	1250	LF	\$3.25	\$4,062.50
JOINT SEALER	1250	LF	\$2.50	\$3,125.00
NO. 5 DEFORMED TIE BAR	1875	LF	\$3.00	\$5,625.00
DOWEL BASKETS	750	EACH	\$12.50	\$9,375.00
6" FRENCH DRAIN	678	LF	\$15.00	\$10,170.00
12" MIX OF #2 AND #3 STONE	837	TONS	\$50.00	\$41,850.00

TOTAL

\$305,497.00

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Copies of correspondence or consultation with state and federal agencies:

Not Applicable

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# Owensboro Riverport Authority

## Low Road Bulk Loadout dock



# ORA RORO RAMP CONCRETE SLAB OWENSBORO RIVERPORT AUTHORITY

## GENERAL NOTES

### SPECIFICATIONS

REFERENCES TO THE SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION INCLUDING ANY CURRENT SUPPLEMENTAL SPECIFICATIONS.

### CONCRETE

1. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI WITH FIBER REINFORCING
2. REINFORCING STEEL SHALL BE AS FOLLOWS:  
STIRRUPS AND TIES: . . . . . ASTM A615 GRADE 60  
ALL OTHER REINFORCING: . . . . . ASTM A615 GRADE 60
3. PROVIDE BAR SUPPORTS AND BRACES IN ACCORDANCE WITH ACI 308 AND ACI 309. ALL SUPPORTS IN AREA WHERE CONCRETE WILL BE EXPOSED SHALL HAVE PLASTIC FEET.
4. DETAILING, FABRICATION AND PLACING OF REINFORCING SHALL CONFORM TO APPLICABLE PROVISIONS OF ACI 318 AND ACI 319.
5. THE CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH THE FINISHES AND RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND SHALL PERFORM ALL EARTHWORK OPERATIONS IN ACCORDANCE WITH THESE RECOMMENDATIONS.
6. CONCRETE SHALL BE PLACED THE SAME DAY EXCAVATIONS ARE OPENED. IF THIS IS IMPOSSIBLE, STEPS SHALL BE TAKEN TO ADEQUATELY PROTECT THE OPEN EXCAVATION.
7. ENGINEERED FILL & BACKFILL SHALL BE PLACED AND COMPACTED ACCORDING TO THE RECOMMENDATIONS OF THE SOILS REPORT.
8. CONCRETE PROTECTION  
WALLS - COVERAGE OF 3" BOTTOMS AND SIDES.  
SLABS - COVERAGE OF 3/4"
9. MATERIAL SHALL COMPLY WITH REQUIREMENTS OF DESIGNATED SPECIFICATIONS OF AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM).
10. CONSTRUCTION PROCEDURES SHALL COMPLY WITH RECOMMENDATIONS SET FORTH IN DESIGNATED STANDARDS OF AMERICAN CONCRETE INSTITUTE (ACI).
11. UNLESS OTHERWISE SPECIFIED, ALL MIXTURES SHALL NOT BE USED WITHOUT THE APPROVAL OF THE ARCHITECT/ENGINEER. AIR ENTRAINING ADMIXTURES SHALL CONFORM TO ASTM C260
12. CURING COMPOUND SHALL CONFORM TO FEDERAL SPECIFICATION TT - C800A AND ASTM C309
13. REINFORCEMENT SHALL BE PLACED AND SECURED PRIOR TO POURING CONCRETE (INC. MASONRY DOWELS).

### CONTRACTOR RESPONSIBILITIES

1. MATERIAL, WORKMANSHIP, AND DESIGN SHALL CONFORM TO THE REFERENCED CODE.
2. COORDINATE STRUCTURAL DOCUMENTS WITH THE MECHANICAL, ELECTRICAL, AND OTHER CONTRACT DOCUMENTS. STRUCTURAL ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCY OR OMISSION.
3. VERIFY THE DIMENSIONS, ELEVATIONS AND SITE CONDITIONS BEFORE STARTING WORK. ANY DISCREPANCY BETWEEN SUCH DETAILS AND DIMENSIONS AS MAY OCCUR SHALL BE REPORTED TO THE ARCHITECT/ENGINEER FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
4. NOTIFY, IN WRITING, THE STRUCTURAL ENGINEER OF CONDITIONS ENCOUNTERED IN THE FIELD CONTRADICTORY TO THOSE SHOWN IN THE STRUCTURAL DOCUMENTS.
5. CONTRACTOR HAS SOLE RESPONSIBILITY FOR MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCESS OF CONSTRUCTION.
6. CONTRACTOR HAS SOLE RESPONSIBILITY FOR THE DESIGN, ADEQUACY, AND SAFETY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC.
7. CONTRACTOR HAS THE SOLE RESPONSIBILITY TO COMPLY WITH ALL OSHA SAFETY REGULATIONS.
8. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOB SITE SAFETY DURING CONSTRUCTION. JOB SITE SAFETY IS OUTSIDE THE SCOPE OF WORK OF AMERICAN ENGINEERS, INC. AND NEITHER THE PROFESSIONAL ACTIVITIES OR THE PRESENCE OF A EIT OR SUBCONSULTANTS AT THE CONSTRUCTION SITE SHALL RELIEVE THE CONTRACTOR OF OTHER RESPONSIBILITIES. THIS INCLUDES, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCES, TECHNIQUES, TO PROCEDURES NECESSARY FOR PERFORMING SUPERINTENDING OR COORDINATING ALL PORTIONS OF THEN WORK OF CONSTRUCTION IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND HEALTH AND SAFETY PRECAUTIONS REQUIRED BY GOOD CONSTRUCTION PRACTICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING FROM THESE PLANS ACKNOWLEDGES AND WARRANTS THAT A EIT IS NOT RESPONSIBLE FOR SITE SAFETY IN ANYWAY

### GENERAL NOTES

1. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY UNDERSTOOD ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL PERMITTING AGENCIES.
  2. NO GRADING, STRIPPING, EXCAVATION, FILLING OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE UNTIL PROPOSED SOIL EROSION CONTROL PLAN HAS BEEN APPROVED AND IN PLACE.
  3. IN THE CASE OF CONFLICT BETWEEN THIS DRAWING AND ANY OTHER DRAWING AND OR SPECIFICATIONS, THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED FOR CLARIFICATION.
  4. THE CONTRACTOR SHALL BID AND PERFORM THE WORK IN ACCORDANCE WITH ALL APPLICABLE STATE, FEDERAL, NATIONAL CODES AND THE REQUIREMENTS OF LOCAL UTILITY COMPANIES.
  5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL BE IN EFFECT THROUGHOUT THE ENTIRE DURATION OF THE WORK. THROUGHOUT THE WORK, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL BARRICADES, WARNING SIGNS, FLASHING LIGHTS AND THE TRAFFIC CONTROL DEVICES DURING CONSTRUCTION. CONTRACTOR SHALL COMPLY WITH OSHA REGULATIONS AND SAFETY REQUIREMENTS.
  6. THE CONTRACTOR IS RESPONSIBLE FOR THE SAFETY OF ALL VEHICLE TRAFFIC IN AND AROUND THE CONSTRUCTION AREA.
- GRADING AND DRAINAGE NOTES
1. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
  2. NO CUT OR FILL SLOPES SHALL BE CONSTRUCTED STEEPER THAN 1:SH:IV UNLESS SPECIFICALLY NOTED ON THE PLANS.
  3. SITE GRADES AROUND PAVEMENT AREAS SHALL BE GRADED DURING CONSTRUCTION TO PREVENT PONDING. ANY SURFACE WATER ACCUMULATION IN THE PAVEMENT SHALL BE DRAINED IMMEDIATELY TO AVOID SATURATION OF THE SUBGRADE SOILS.
  4. ALL EXCAVATIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST OSHA GUIDELINES AS MANDATED IN CURRENT FEDERAL, STATE AND LOCAL REGULATIONS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE IN PROVIDING SAFE WORKING CONDITIONS IN CONNECTION WITH ANY EXCAVATION WORK.
  5. SUITABLE FILL MATERIAL PLACED SHALL BE PLACED IN ACCORDANCE WITH CED TECHNICAL REPORT RECOMMENDATION.
  6. GRADE LINES SHOWN ARE FINISHED GRADE. CONTRACTOR SHOULD SEE DETAIL SHEET FOR APPROPRIATE PAVEMENT TYPE TO DETERMINE SUB GRADE ELEVATIONS FOR PAVING AREAS.

### BEZEL TEMPORARY SILT FENCE

1. POSTS, USE EITHER HARDWOOD OR STEEL GREATER THAN 4 FEET IN HEIGHT. FOR HARDWOOD, PROVIDE A MINIMUM 1 1/2 INCH BY 1 1/2 INCH CROSS SECTION THAT IS STRAIGHT ENOUGH TO PROVIDE A FENCE WITHOUT NOTICEABLE MISALIGNMENT. FOR STEEL, PROVIDE A 1 1/4 INCH BY ONE INCH T SECTION WITH PROJECTIONS TO FASTEN WIRE AND FABRIC IN POSITION.
2. WOVEN OR WELDED WIRE FABRIC, PROVIDE FABRIC WITH A MINIMUM HEIGHT OF 2 FEET 8 INCHES, REQUIRE AT LEAST 6 HORIZONTAL WIRES SPACED 6 1/4 INCHES OR CLOSER WITH THE TOP AND BOTTOM WIRES 0.124 INCH OR LARGER AND ALL OTHER WIRES 0.1 INCH OR LARGER. REQUIRE 6.1 INCH OR LARGER VERTICAL WIRES SPACED 12 INCHES OR CLOSER.
3. GEOTEXTILE FABRIC, CONFORM TO AASHTO M 288 FOR TEMPORARY SILT FENCE. PROVIDE FABRIC WITH A HEIGHT OF 3 FEET.
4. FASTENERS, USE NO. 9, ONE-INCH-LONG WIRE STAPLES AND/OR FABRIC TIES.

### BEFORE YOU DIG

The contractor is instructed to call 1-800-252-0099 to check KY 811. The special section for information on the location of existing underground utilities. The call is to be placed before any excavation work begins. If any underground facilities are not reported to be contacted, the contractor shall be liable for any damage to those facilities. The contractor shall be liable for any damage to those facilities. The contractor shall be liable for any damage to those facilities. The contractor shall be liable for any damage to those facilities.



Scale  
Date: 5/6/2024  
Drawn by: C. TODD  
Checked by: K. OTT  
Sheet: S-1

NOTES

SHEET NAME:

OWENSBORO RIVERPORT  
AUTHORITY  
1771 RIVER ROAD  
OWENSBORO, KY 42304

CLIENT:

OWENSBORO RIVERPORT  
AUTHORITY  
ORA RORO RAMP

PROJECT:

AMERICAN ENGINEERS, INC.  
DESIGNING YOUR FUTURE  
2520 NORTON MILLER HIGHWAY, LOUISVILLE, KY 40216-1343

SCALE

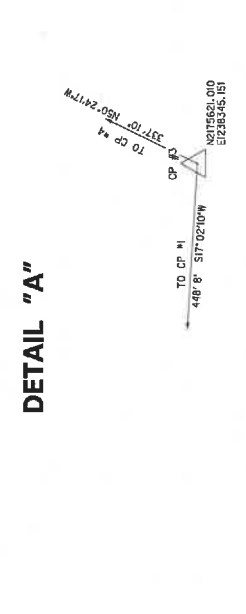
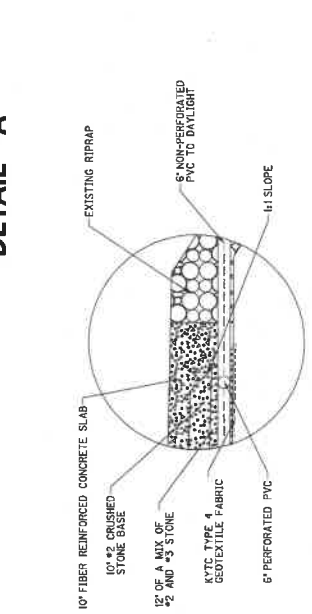
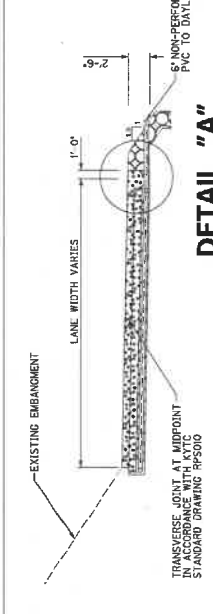
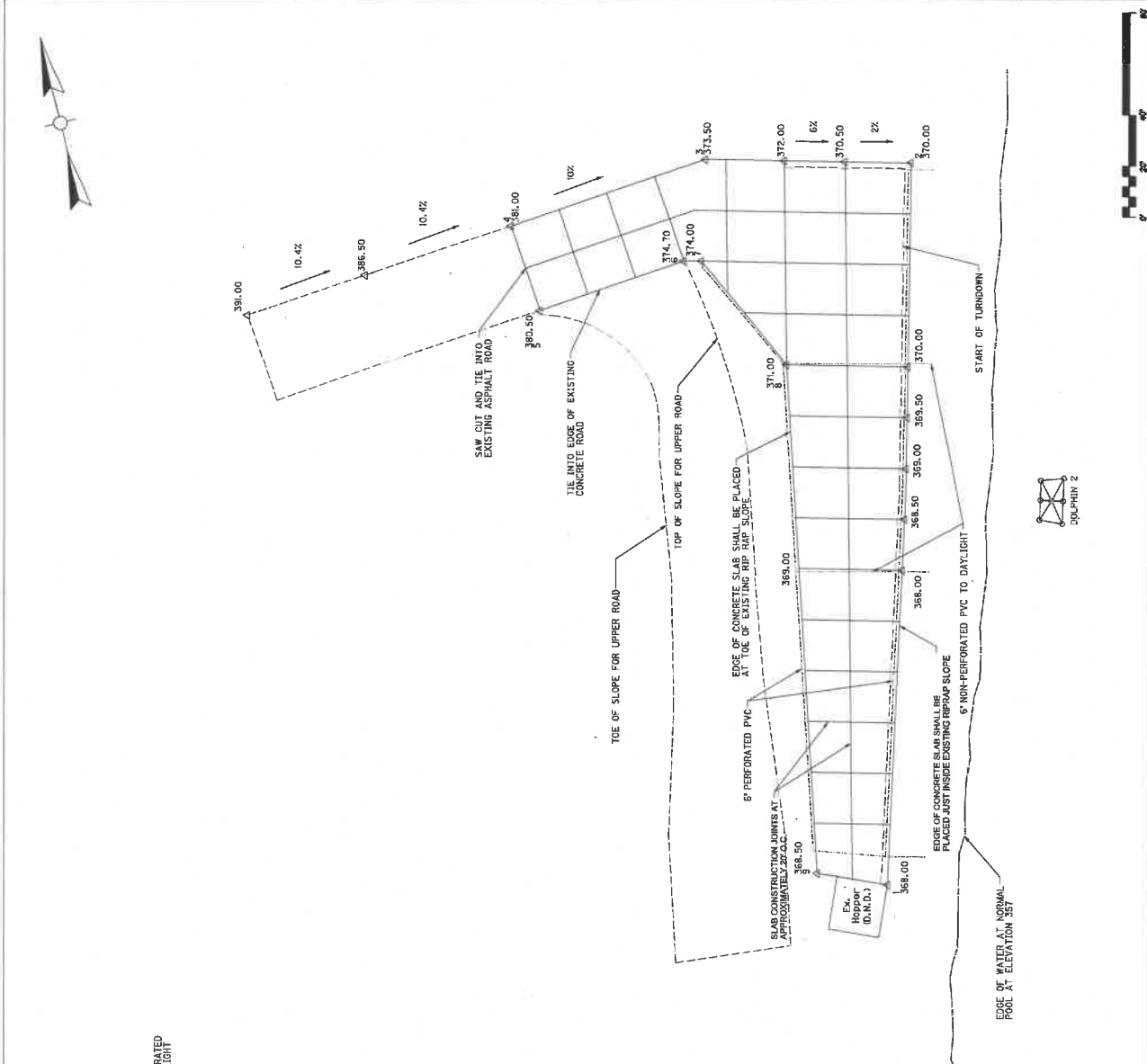
DATE: 5/6/2024

DRAWN BY: C. TODD

CHECKED BY: K. OTT

SHEET:

S-1

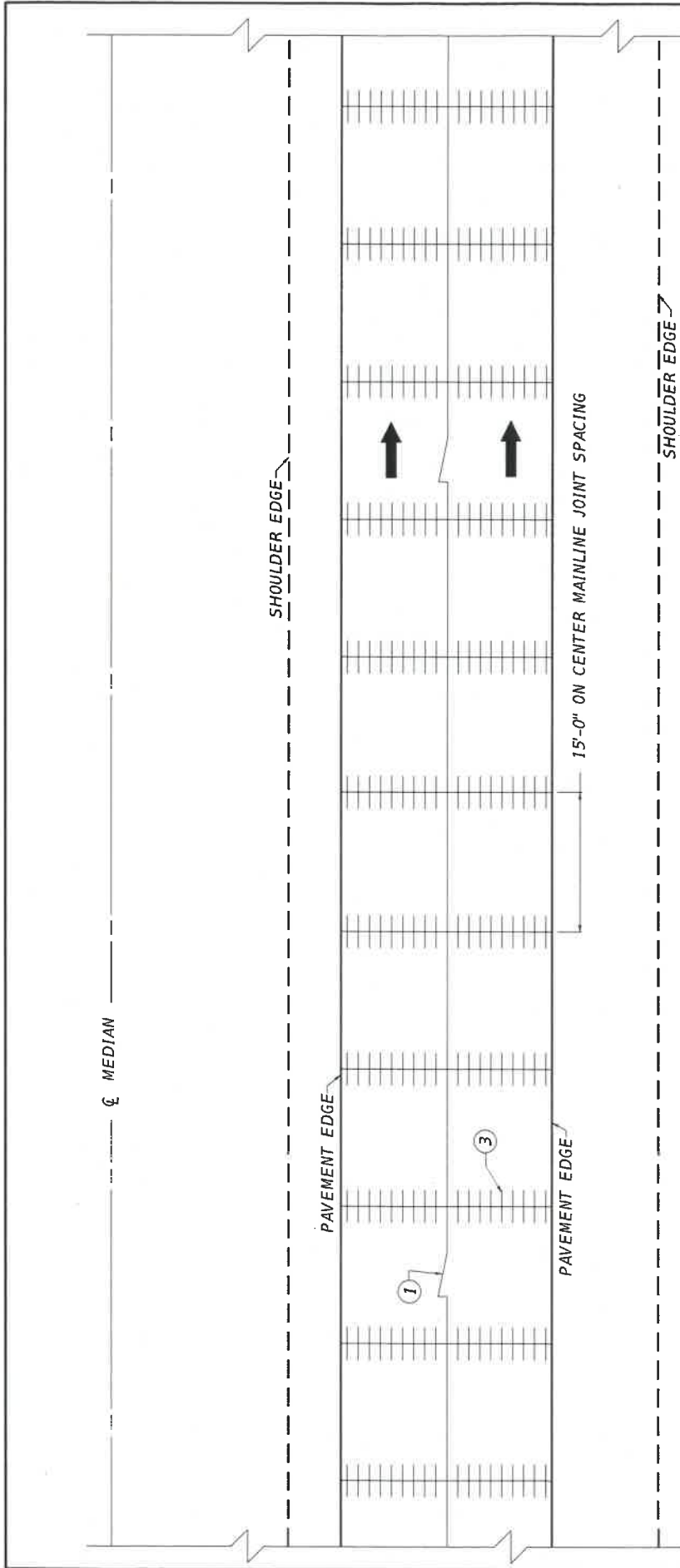


**NORTHING AND EASTING TABLE**

PT	NORTHING	EASTING
1	N215723.282	E123466.784
2	N215723.282	E123466.784
3	N215723.282	E123466.784
4	N215723.282	E123466.784
5	N215723.282	E123466.784
6	N215723.282	E123466.784
7	N215723.282	E123466.784
8	N215723.282	E123466.784
9	N215723.282	E123466.784
10	N215723.282	E123466.784

**CONTROL POINT TABLE**

POINT	NORTHING	EASTING	DESCRIPTION
CP 1	N215723.282	E123466.784	MAGNAIL
CP 2	N215723.282	E123466.784	MAGNAIL
CP 3	N215723.282	E123466.784	MAGNAIL
CP 4	N215723.282	E123466.784	MAGNAIL
CP 5	N215723.282	E123466.784	MAGNAIL
CP 6	N215723.282	E123466.784	MAGNAIL
CP 7	N215723.282	E123466.784	MAGNAIL
CP 8	N215723.282	E123466.784	MAGNAIL
CP 9	N215723.282	E123466.784	MAGNAIL
CP 10	N215723.282	E123466.784	MAGNAIL



PLAN VIEW

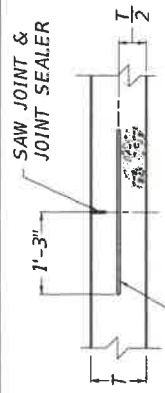
~ NOTES ~

1. TRANSVERSE CONTRACTION JOINTS SHALL BE SPACED 15'-0" ON CENTER AND SAWED TO A MINIMUM DEPTH OF ONE THIRD OF THE PAVEMENT THICKNESS (7/3) OR 4" WHICHEVER IS LESS. ALL TRANSVERSE CONTRACTION AND TRANSVERSE EXPANSION JOINTS SHALL REQUIRE LOAD TRANSFER ASSEMBLIES AS DETAILED ON THE PLANS OR STANDARD DRAWINGS.
2. JOINT SPACING AND TYPE, AT BRIDGE ENDS, SHALL BE REQUIRED AS SHOWN ON THE PLANS OR CUR. STD. DWG. RPS-010.
3. TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 501.03.17 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
4. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.

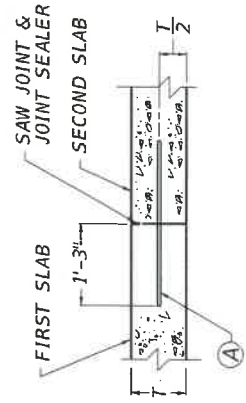
USE WITH CUR. STD. DWG.  
RPS-010

KENTUCKY DEPARTMENT OF HIGHWAYS
JOINTED PLAIN CONCRETE PAVEMENT
STANDARD DRAWING NO. RPN-015-05 SUBMITTED BY <i>[Signature]</i> DATE 12-01-15 APPROVED BY <i>[Signature]</i> DATE 12-01-15 DIVISION CHIEF OF DESIGN STATE HIGHWAY ENGINEER

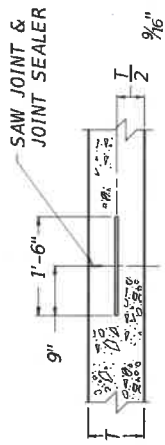
MANUFACTURER'S RECOMMENDATION FOR SPECIFIC ANCHOR USED



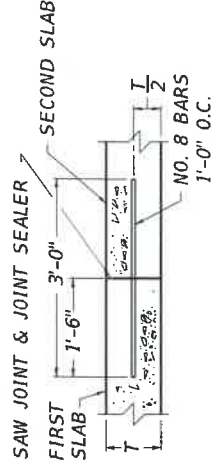
① LONGITUDINAL SAWED JOINT



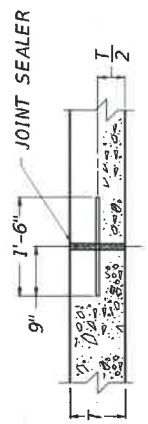
② LONGITUDINAL SAWED CONSTRUCTION JOINT



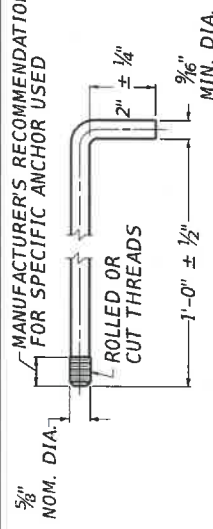
③ TRANSVERSE SAWED CONSTRUCTION JOINT



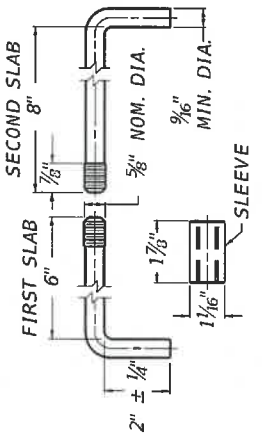
④ TRANSVERSE SAWED CONSTRUCTION JOINT



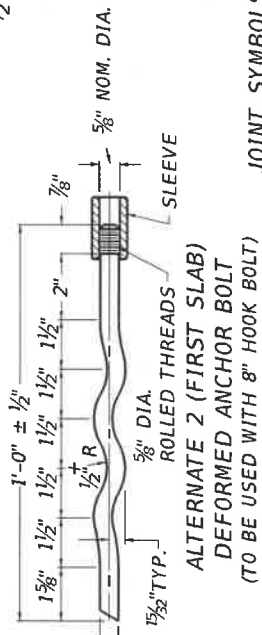
⑤ TRANSVERSE EXPANSION JOINT



⑥ HOOK BOLT FOR USE WITH EXPANSION ANCHOR (SEE STANDARD SPECIFICATIONS FOR BASIS OF PAYMENT)



ALTERNATE 1 HOOK BOLTS FOR CONSTRUCTION JOINTS



ALTERNATE 2 (FIRST SLAB) DEFORMED ANCHOR BOLT (TO BE USED WITH 8\"/>



5/8\"/>

JOINT SYMBOLS

- ① LONGITUDINAL SAWED JOINT
- ② LONGITUDINAL SAWED CONSTRUCTION JOINT
- ③ TRANSVERSE SAWED CONSTRUCTION JOINT
- ④ TRANSVERSE SAWED CONSTRUCTION JOINT (1'-0\"/>
- ⑤ TRANSVERSE EXPANSION JOINT
- ①a LONGITUDINAL SAWED JOINT (WITHOUT TIE BARS)
- ②a LONGITUDINAL SAWED CONSTRUCTION JOINT (WITHOUT TIE BARS)
- ③a TRANSVERSE SAWED CONSTRUCTION JOINT (WITHOUT LOAD TRANSFER ASSEMBLY)
- ④a TRANSVERSE SAWED CONSTRUCTION JOINT (WITHOUT TIE BARS)
- ⑤a 1/2\"/>

~ NOTES ~

1. LONGITUDINAL JOINTS SHALL BE USED WHEN SHOWN ON THE TYPICAL SECTION, AND STANDARD DRAWINGS AND SHALL BE CONSTRUCTED AS SHOWN ON THIS DRAWING.
2. LONGITUDINAL CONSTRUCTION JOINTS BETWEEN ADJOINING SLABS, AND PAVED IN SEPARATE OPERATIONS SHALL USE HOOK-BOLTS OR TIE BARS AND BE CONSTRUCTED AS SHOWN ON THIS DRAWING.
3. IN LIEU OF THE DEFORMED TIE BARS THE CONTRACTOR SHALL BE PERMITTED TO USE EITHER ALT. 1 OR ALT. 2 HOOK BOLT AS DETAILED.
- ④ DEFORMED TIE BARS USED IN TRANSVERSE CONSTRUCTION JOINTS SHALL BE NO CLOSER THAN 6\"/>
- ⑤ NO. 5 DEFORMED TIE BAR 2'-6\"/>
- ⑥ EXPANSION ANCHOR FOR BOLT SIZE INDICATED SHALL BE BETHLEHEM MINE ROOF EXPANSION TYPE WITH K-1 SHELL, PHILLIPS RED HEAD ANCHOR, CHICAGO EXPANSION BOLT CO. - SPECIAL FLUSH SELF DRILLING ANCHOR, OR APPROVED TYPE. INSTALLATION SHALL CONFORM TO MANUFACTURER'S RECOMMENDATION. HOOK BOLTS WITH EXPANSION ANCHORS ATTACHED SHALL NOT BE LESS THAN 14\"/>



METHODS OF FORMING CONSTRUCTION JOINTS WHEN FORMS ARE USED

USE WITH CUR. STD. DWGS.  
 RPN-001 RPN-010 RPN-015  
 RPN-020 RPS-030 RPS-031  
 RPS-032 RPS-033 RPS-034  
 RPS-035 RPS-036 RPS-037  
 RPS-038 RPS-039 RPS-040  
 RPX-015 RPX-020

KENTUCKY  
 DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT  
 JOINT DETAILS

STANDARD DRAWING NO. RPS-010-11  
 SUBMITTED: [Signature] 12-01-15  
 APPROVED: [Signature] 12-01-15  
 STATE HIGHWAY ENGINEER



Owensboro Riverport Authority  
Strategic Capital Plan- 10 year

	Land Acquisition and Land Development										Total
	Equipment	Highway Access	Development	Rail Access	Security and Technology	Warehousing	Waterfront Infrastructure	Other			
24-25	1,092,446.00	2,412,129.00	380,000.00	390,000.00		4,970,000.00	1,500,000.00	5,000.00			10,749,575.00
25-26	5,070,147.00		402,300.00	2,680,000.00		5,065,000.00	35,000.00				13,252,447.00
26-27	1,222,780.00	300,000.00	2,080,000.00	540,000.00	40,000.00	1,100,000.00	540,000.00	400,000.00			6,222,780.00
27-28	512,289.00		80,000.00	40,000.00	250,000.00	1,575,000.00	1,000,000.00	500,000.00			3,957,289.00
28-29	1,378,950.00		80,000.00	40,000.00		500,000.00	15,000.00				2,013,950.00
29-30	448,250.00		80,000.00	40,000.00		460,000.00		10,000.00			1,038,250.00
30-31	1,798,000.00		120,000.00	40,000.00		500,000.00	150,000.00				2,608,000.00
31-32	222,912.00		160,000.00	40,000.00		39,702.00					462,614.00
32-33			410,000.00	40,000.00		25,000.00	531,800.00				1,006,800.00
33-34+	6,762,553.00			40,000.00	40,000.00	324,000.00	3,702,395.00	156,200.00			11,025,148.00
Grand Total	18,508,327.00	2,712,129.00	3,792,300.00	3,890,000.00	330,000.00	14,558,702.00	7,474,195.00	1,071,200.00			52,336,853.00



### Required Affidavit for Bidders, Offerors and Contractors (KRS 45A.110 & 45A.115)

#### Affidavit Effective for One (1) Year from Date of Execution

**Instructions:** Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor (“Contractor”) is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

#### Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

Brian Wright  
Signature

Brian Wright  
Printed Name

President/CEO  
Title

5.24.24  
Date

Bidder or Offeror Name: Owensboro Riverport Authority  
Address: 1771 River Road  
Owensboro, KY 42301

Commonwealth of Kentucky Vendor Code (If known): \_\_\_\_\_

Subscribed and sworn to before me this 24 day of May, 2024.

State of: Kentucky

Notary: Carolyn KVNP 70213

County of: Daviess

My Commission Expires: May 21, 2027