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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 18, 2015

CALL NO. 101
CONTRACT ID NO. 151079
ADDENDUM # 2

Subject: Marshall County, NHPP IM 0241 (090)
Letting November 20, 2015

(1) Revised - Plan Sheets
(2) Added - Note - Page 1 of 1
(3) Revised - Bid Items - Pages 173-180 of 180

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,

Rachel Mills

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

RM:ks
Enclosures

I-24/I-69 MAINTENANCE OF TRAFFIC SPECIAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	R66

SPECIAL NOTES

1. Construction On or Adjacent to Mainline
A minimum of two 11-foot traffic lanes in each direction and a minimum paved shoulder width of 4 feet shall be maintained at all times except as detailed in the plans. If the Contractor desires to deviate from the traffic control scheme and construction schedule outlined in these plans or in the proposal, an alternate plan shall be presented in writing to the Engineer. This alternate plan can only be used after review and approval of the Divisions of Traffic, Design, and Construction and the FHWA.

Prior to the Contractor performing any construction sequence, he must apply in writing to the Engineer for approval of the period of time selected. The Engineer may, at his discretion, cancel or shorten any period of time before and during a construction sequence. If the Engineer shortens a period of time during a contruction sequence, the Contractor must remove all equipment and install all necessary traffic control devices. The Contractor shall be charged disincentives for failing to re-open traffic to two lanes of travel in each direction by the specified time. The following disincentives will apply:

a) Road Closures on Mainline in either direction for Setting Bridge Beams and other Miscellaneous Items

When blasting, setting beams, removing and setting overhead sign supports and changing from one traffic pattern to another and other activities approved by the Engineer, traffic may be halted. Prior approval by the Engineer will be required for all road closures. It is the intent that all road closures be kept to a minimum time. The Contractor is to schedule operations involving road closures so that all work proceeds in an expeditious manner. It is the intent that road closures be held to a maximum of 15 minutes. The following disincentives will be assessed if road closures are kept for longer than 15 minutes:

15 minutes to 30 minutes: $1000.00
30 minutes to 45 minutes: $2000.00
45 minutes to 60 minutes: $20,000.00 (Twenty Thousand Dollars)

All road closures longer than 60 minutes will be assessed disincentives of $20,000.00 per hour or fraction thereof. Road closures shall be allowed only during "hours of road closure operations" as described below. Interruptions to traffic shall not occur more than once in a period of permitted road closures unless normal traffic flow has been restored and the Engineer approves another road closure. If road closure occurs in both directions, the disincentive above will be doubled.

The Contractor shall submit in writing plans for stopping traffic which will be reviewed for approval by the Department of Highways.

Hours of Road Closure Operations

I-24 Westbound / I-69 Southbound		I-24 Eastbound / I-69 Northbound	
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Blasting Operation

Blasting operation shall comply with 'Special Note for Rock Blasting - 11D' (included in the proposal) and the note below.

During blasting operation, traffic may be halted a maximum of 15 minutes per hour to allow the execution of the "shot" and to remove all rock fragments and debris from the traveled way. The Contractor, when using explosives of any kind, for the purpose of excavating and removal shall halt the traffic a safe distance from the impending explosion. The Contractor shall immediately inspect the pavements for any debris that may be a hazard to traffic before allowing the traffic to proceed. Listed below are the periods of time each day that traffic may be halted for blasting:

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b) Lane Closure on Mainline

When construction adjacent to the edge of pavement is in progress and when installing barrier wall adjacent to a traveled way, one lane shall be closed. Lane Closures shall be allowed only during "hours of lane closures" as described below. Once construction adjacent to a traveled way has begun, that construction shall be expedited until complete.

If construction cannot be completed in a single approved period of "hours of lane closure", the Contractor will be required to remove the lane closure and provide the proper signing and delineation for a shoulder closure. Lane closures shall not be left in place during non-working hours.

Short term lane closures (those intended to be in place 3 days or less) and lane closures for mobile operations will not be measured for payment but will be incidental to Maintain & Control Traffic.

During normal Maintenance of Traffic periods when 2 lanes per direction have to be open, if one lane is closed due to any reason, a disincentive of $1300.00 per lane closure per hour will be charged for each hour or fraction of an hour that two lanes in each direction are not open except for permitted hours during hours of low traffic volume. The $1300.00 disincentive shall also apply to any single lanes of traffic not specifically permitted in the traffic control plan. Lane closures in place for more than one hour in excess of permitted hours will be assessed at a greater rate. The second hour or fraction thereof will be assessed at the rate of $2600.00 per hour. The third hour or fraction thereof and all additional hours shall be assessed at the rate of $4000.00 per hour.

Hours of Lane Closures

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Listed below are dates and times for holidays and special events when lane closures, road closures, or blasting will not be allowed:
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Future holiday and special events dates when lane closures will not be allowed shall be determined by the Department if necessary, comparable to above dates. The above dates are subject to change if the Department deems it necessary.

The Contractor is further cautioned that the Engineer may, with a minimum of 48 hours written notice, prohibit the closure of any lanes on days that the Engineer feels would be detrimental to traffic for special or unusual days not covered above.

2. Temporary Grates For Concrete Median Barrier
The Contractor shall be required to install temporary grates on the concrete median barrier inlets until the final phase when the concrete median barrier is placed. The grates shall be of sufficient strength for vehicular traffic areas. The grates shall be secured to the box inlet in a manner satisfactory for vehicular traffic areas. No direct payment shall be made for furnishing and installing these grates as it shall be considered incidental to the bid item for Modified Concrete Median Barrier Box Inlet (Bottom Phase).

3. Contractor's Vehicles
The Contractor will not be allowed to drive or haul construction equipment across the median from one side of the Interstate to the other side, unless appropriate lane closures for both inside lanes are installed. Temporary crossovers in the median may be installed and removed at the Contractor's expense. All other equipment movements from one side of the Interstate to the other shall utilize the nearest interchange.

4. Temporary Concrete Barrier Wall (TCBW)
The Contractor shall furnish Temporary Concrete Barrier Wall, Type 9T, and be paid under 'Temporary Concrete Median Barrier Type 9T.' Upon completion of the project, the Contractor shall take ownership of TCBW, Type 9T, except for TCBW noted to remain in place.

5. Removal of Existing Pavement Markers
All existing pavement markers shall be removed completely, not just lenses, prior to showing conflicting marking schemes when lane lines are shifted. This item will be paid for under 'Remove Pavement Marker Type V'. Used markers become the property of the Contractor.

6. Double Fine Note

Locations not routinely protected by a barrier wall are eligible for DOUBLE FINE signs. A highway zone which has barrier wall but in which unusual or hazardous conditions exist which expose the workers to traffic hazards shall be eligible for the placement of the DOUBLE FINE signs. However, the double fine signs shall only be placed in portion of highway work zone where workers are exposed to traffic hazards. The Contractor shall notify the Project Engineer at least 12 hours prior to using the DOUBLE FINE signs.

At the beginning of highway work zone, the 'FINE DOUBLED IN WORK ZONE' sign will be placed. At the end of highway work zone, the 'END DOUBLE FINE' sign will be placed. The signs shall be removed or covered when the highway work zone does not have workers for more than two (2) hour period of time. Payment for the signs shall be at unit bid price for the signs erected. The moving and covering of signs shall be incidental to Maintain and Control Traffic.

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The Contractor shall designate an employee to be the Traffic Control Coordinator. This person shall inspect the project maintenance of traffic 7 days a week for the life of the project. This person shall report all incidents throughout the work zone to the Resident Engineer. The Contractor shall furnish the name and telephone number where the Traffic Control Coordinator can be contacted at any time.

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The lengths of acceleration and deceleration available on the existing shoulders shall be of sufficient length to allow the safe movement of traffic into the traffic stream as determined by the Engineer; however, the shoulder used for the deceleration lane and acceleration lane shall be widened to a 15 ft usable shoulder and paved to adequately support heavy truck traffic. All expense necessary to construct this type of access in entirety, including but not limited to signing, widening and surfacing the existing shoulders to 15 ft usable widths, delineation and the complete removal of this access, shall be borne by the Contractor and be incidental to the Contract.
These access points shall be signed as a construction entrance and shall be barricaded or locked during non-working hours to prevent use by the general public. See Construction Access Details on the following sheet.
All movements of equipment involved in excavation and/or the movement of excavated materials shall be done in areas protected from the normal flow of traffic. All equipment moving in or out of the excavation areas shall diverge or merge with the normal flow of traffic in its direction of flow. No attempt will be made to stop or slow the normal flow of traffic to accommodate the equipment movement. Equipment moving materials to the median area shall enter the median only at the "gates" approved by the Engineer, even if it is necessary to go to the next interchange and reversing direction to enter the median area. Movement out of the median area will also be a merge with the normal flow at approved "gate" sites. Equipment moving into and out of the median area and into and out of the excavation areas shall be capable of mingling with the normal roadway traffic.

9. Speed Limit
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MAINTENANCE OF TRAFFIC
SPECIAL NOTES

I-24/I-69 MAINTENANCE OF TRAFFIC SPECIAL NOTES

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MAINTENANCE OF TRAFFIC
SPECIAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	R67

I-24/I-69 MAINTENANCE OF TRAFFIC
SPECIAL NOTES AND PHASING NOTES

SPECIAL NOTES (con't.)

10. I-24 WB Exit Ramp Closure At Purchase Parkway Interchange.

I-24 WB exit ramp shall be temporarily closed for construction of the Westbound I-24 diversion and its temporary connection to the existing I-24 WB exit ramp. The detour route shall be signed prior to road closure. The temporary closure will last no more than 14 days. The following disincentives will apply for any closure beyond this duration.

$3000 per day

11. Pavement Edge Drop-Offs

Difference in Elevation for Travel Lanes

A pavement edge that traffic is expected to cross in a lane change situation should not have an elevation difference greater than 1½ inches. This may be increased to 2 inches for low speed situations. Warning signs should be placed in advance and throughout the drop-off area.

Pavement Drop-Off

Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:

Less than 2 inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.

2 to 4 inches - Place plastic drums every 100 feet on tangent sections for speeds of 50 miles per hour or greater. For tangent sections with speeds less than 50 miles per hour and for curves, devices should be placed every 50 feet. Spacing for tapers should be in accordance with the "Manual on Uniform Control Devices."

Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, drums may be used for overnight installations.

For temporary conditions, drop-offs greater than 4 inches may be protected with plastic drums for short distances during daylight hours while work is being done in the drop-off area.

Contrary to the specifications and MUTCD, drums will be used and cones will not be allowed. Payment will be allowed for the DGA material used for wedging.

12. Delineators

Contrary to Standard Drawing RBM-020, delineators will be required every 30 feet on temporary barrier wall.

13. Temporary Pavement Markers Ty IVA

Type IVA, mono-yellow temporary pavement markers will be required on the median edgeline for concrete median barrier within 8 feet of the driving lane as shown in the "Standard Drawings," and Type IVA, mono-white markers will be used along skip stripe in lane transition areas and as directed by the Engineer.

14. Temporary Crash Cushions

Temporary crash cushions hit or damaged by the public, not through Contractor's negligence, will be paid for at the contract unit price each. This does not apply to crash cushions required on entrance/exit lanes or installed on barrier wall for the Contractor's convenience. Replacement for these will be incidental to the contract.

15. Variable Message Signs

All variable Message Signs will become the property of the KYTC at project completion.

16. Tree Cutting

No tree cutting shall take place during the months of June and July.

PHASING NOTES FOR I–24 /PURCHASE PARKWAY

PHASE 1 INCLUDES PHASE 1A & 1B

PHASE 1A

TRAFFIC IS MAINTAINED ON THE EXISTING PURCHASE PARKWAY, PURCHASE PARKWAY/I-24 INTERCHANGE AND I-24.

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- CONSTRUCT DIVERSION NO 1
- CONSTRUCT TEMPORARY PAVEMENT ON NB PARKWAY

PHASE 1B

LANE CLOSURE TO NB PARKWAY & TRAFFIC IS TRANSFERRED FROM NB PKWY (I-69) / I-24 EB RAMP TO DIVERSION NO. 1 CONSTRUCTED IN PHASE 1A

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:

- CONSTRUCT I-69 NB FROM STA.1556+58 TO STA. 1579+00 (UNDER TRAFFIC)
- CONSTRUCT I-69 NB FROM STA.1579+00 TO STA. 1620+05
- CONSTRUCT I-69 SB FROM STA. 5586+00 TO STA. 5610+00
- CONSTRUCT I-24 EB FROM STA. 3583+00 TO STA. 3605+56
- CONSTRUCT I-24 EB FROM STA. 3605+56 TO STA. 3634+40 (UNDER TRAFFIC)
- CONSTRUCT RAMP A FROM STA. 300+00 TO STA. 335+00 (NOT INCLUDING BRIDGE)
- CONSTRUCT I-69 NB BRIDGE
- CONSTRUCT I-69 SB BRIDGE
- CONSTRUCT I-24 EB BRIDGE

PHASE 2

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- EXISTING RAMP FROM NB PURCHASE PARKWAY TO EB I-24 TO BE CLOSED.
- RIGHT LANE OF PURCHASE PARKWAY, SIGNED AS NB PURCHASE PARKWAY TO EB I-24 AND IS TO BE DIVERTED TO NB I-69 (CONSTRUCTED IN PHASE 1B).

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- REMOVE REMAINDER OF EXISTING NB PURCHASE PARKWAY TO EB I-24 RAMP
- REMOVE DIVERSION NO. 1
- CONSTRUCT I-69 SB FROM STA. 5556+50 TO STA. 5579+00 (UNDER TRAFFIC)
- CONSTRUCT PARKWAY SB FROM STA. 4574+30 TO STA. 4600+00
- CONSTRUCT I-24 EB FROM STA. 3566+90 TO STA. 3583+00
- CONSRUCT DIVERSION NO. 2 FROM STA. 101+20 TO 111+00
- CONSRUCT DIVERSION NO. 2 FROM STA. 115+00 TO 145+50
- CONSTRUCT RAMP A FROM STA. 335+00 TO 343+25 (PART WIDTH)
- CONSTRUCT RAMP A BRIDGE

PHASE 3

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- NB PARKWAY TRAFFIC TO CALVERT CITY OR I-24 WB IS TO BE DIVERTED ONTO RAMP A (CONSTRUCTED IN PHASE 2)
- SB PARKWAY LANE DROP IMPLEMENTED (SEE SHEET R96A)

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- CONSTRUCT I-69 SB FROM STA 5579+00 TO STA. 5586+00
- COMPLETE RAMP A FROM STA. 335+00 TO 343+25

PHASE 3A

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- CLOSE I-24 WB RAMP TO CALVERT CITY. TRAFFIC DETOURED VIA U.S. 62 INTERSECTION

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- COMPLETE DIVERSION NO. 2 AND TEMP TIE TO I-24 WB RAMP TO CALVERT CITY

PHASE 4

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- DETOUR FOR I-24 WB VIA U.S. 62 FOR CALVERT CITY REMOVED.
- I-24 WB TRAFFIC DIVERTED ONTO DIVERSION NO. 2 COMPLETED IN PHASE 3A.
- I-24 EB TRAFFIC TRANSFERRED TO I-24 EB LANES COMPLETED IN PHASE 2

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- CONSTRUCT I-24 WB FROM STA. 2572+00 TO 2599+30
- CONSTRUCT I-69 SB FROM STA. 5610+00 TO 5626+00
- CONSTRUCT I-24 EB FROM STA. 3609+50 TO 3623+00
- CONSTRUCT RAMP G FROM STA. 200+00 TO 207+00

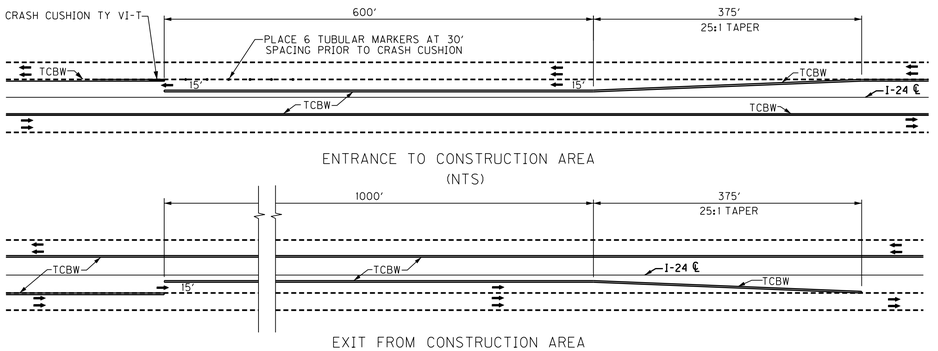
PHASE 5

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- CLOSE I-24 WB RAMP TO CALVERT CITY. TRAFFIC DETOURED VIA U.S. 62 INTERSECTION
- I-24 WB TRAFFIC DIVERTED ONTO I-24 WB (COMPLETED IN PHASE 4)
- I-24 WB TO PARKWAY SB TRAFFIC DIVERTED ONTO I-69 SB (CONSTRUCTED IN PHASE 4)

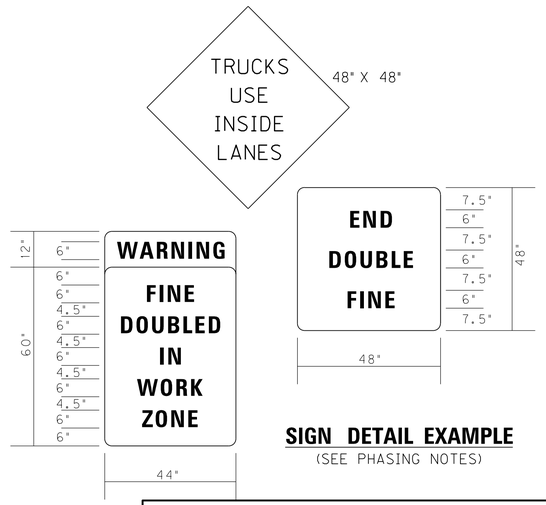
THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- REMOVE AND REGRADE DIVERSION NO. 2
- CONSTRUCT I-69 SB FROM STA. 5626+00 TO 5645+50 (UNDER TRAFFIC)
- REMOVE I-24 WB TO PARKWAY SB LOOP RAMP
- CONSTRUCT PARKWAY NB TO I-24 WB LOOP RAMP ACCELERATION LANE
- CONSTRUCT RAMP G FROM STA. 207+00 TO 216+00

PHASE 6

TRAFFIC IS MAINTAINED IN THE ULTIMATE PROJECT CONFIGURATION AND THE FINAL SURFACE LAYER IS CONSTRUCTED UNDER TRAFFIC.



CONSTRUCTION ACCESS DETAILS



SIGN DETAIL EXAMPLE

(SEE PHASING NOTES)

MAINTENANCE OF TRAFFIC
SPECIAL NOTES & PHASING NOTES

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	R67

REVISED:11-16-15

I-24/I-69 MAINTENANCE OF TRAFFIC
SPECIAL NOTES AND PHASING NOTES

SPECIAL NOTES (con't.)

10. I-24 WB Exit Ramp Closure At Purchase Parkway Interchange.

I-24 WB exit ramp shall be temporarily closed for construction of the Westbound I-24 diversion and its temporary connection to the existing I-24 WB exit ramp. The detour route shall be signed prior to road closure. The temporary closure will last no more than 14 days. The following disincentives will apply for any closure beyond this duration.

$3000 per day

11. Pavement Edge Drop-Offs

Difference in Elevation for Travel Lanes

A pavement edge that traffic is expected to cross in a lane change situation should not have an elevation difference greater than 1½ inches. This may be increased to 2 inches for low speed situations. Warning signs should be placed in advance and throughout the drop-off area.

Pavement Drop-Off

Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:

Less than 2 inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.

2 to 4 inches - Place plastic drums every 100 feet on tangent sections for speeds of 50 miles per hour or greater. For tangent sections with speeds less than 50 miles per hour and for curves, devices should be placed every 50 feet. Spacing for tapers should be in accordance with the "Manual on Uniform Control Devices."

Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, drums may be used for overnight installations.

For temporary conditions, drop-offs greater than 4 inches may be protected with plastic drums for short distances during daylight hours while work is being done in the drop-off area.

Contrary to the specifications and MUTCD, drums will be used and cones will not be allowed. Payment will be allowed for the DGA material used for wedging.

12. Delineators

Contrary to Standard Drawing RBM-020, delineators will be required every 30 feet on temporary barrier wall.

13. Temporary Pavement Markers Ty IVA

Type IVA, mono-yellow temporary pavement markers will be required on the median edgeline for concrete median barrier within 8 feet of the driving lane as shown in the "Standard Drawings," and Type IVA, mono-white markers will be used along skip stripe in lane transition areas and as directed by the Engineer.

14. Temporary Crash Cushions

Temporary crash cushions hit or damaged by the public, not through Contractor's negligence, will be paid for at the contract unit price each. This does not apply to crash cushions required on entrance/exit lanes or installed on barrier wall for the Contractor's convenience. Replacement for these will be incidental to the contract.

15. Variable Message Signs

All variable Message Signs will become the property of the KYTC at project completion.

16. Tree Cutting

No tree cutting shall take place during the months of June and July.

PHASING NOTES FOR I–24 /PURCHASE PARKWAY

PHASE 1 INCLUDES PHASE 1A & 1B

PHASE 1A

TRAFFIC IS MAINTAINED ON THE EXISTING PURCHASE PARKWAY, PURCHASE PARKWAY/I-24 INTERCHANGE AND I-24.

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- CONSTRUCT DIVERSION NO 1
- CONSTRUCT TEMPORARY PAVEMENT ON NB PARKWAY

PHASE 1B

LANE CLOSURE TO NB PARKWAY & TRAFFIC IS TRANSFERRED FROM NB PKWY (I-69) / I-24 EB RAMP TO DIVERSION NO. 1 CONSTRUCTED IN PHASE 1A

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:

- CONSTRUCT I-69 NB FROM STA.1556+58 TO STA. 1579+00 (UNDER TRAFFIC)
- CONSTRUCT I-69 NB FROM STA.1579+00 TO STA. 1620+05
- CONSTRUCT I-69 SB FROM STA. 5586+00 TO STA. 5610+00
- CONSTRUCT I-24 EB FROM STA. 3583+00 TO STA. 3605+56
- CONSTRUCT I-24 EB FROM STA. 3605+56 TO STA. 3634+40 (UNDER TRAFFIC)
- CONSTRUCT RAMP A FROM STA. 300+00 TO STA. 335+00 (NOT INCLUDING BRIDGE)
- CONSTRUCT I-69 NB BRIDGE
- CONSTRUCT I-69 SB BRIDGE
- CONSTRUCT I-24 EB BRIDGE

PHASE 2

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- EXISTING RAMP FROM NB PURCHASE PARKWAY TO EB I-24 TO BE CLOSED.
- RIGHT LANE OF PURCHASE PARKWAY, SIGNED AS NB PURCHASE PARKWAY TO EB I-24 AND IS TO BE DIVERTED TO NB I-69 (CONSTRUCTED IN PHASE 1B).

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- REMOVE REMAINDER OF EXISTING NB PURCHASE PARKWAY TO EB I-24 RAMP
- REMOVE DIVERSION NO. 1
- CONSTRUCT I-69 SB FROM STA. 5556+50 TO STA. 5579+00 (UNDER TRAFFIC)
- CONSTRUCT PARKWAY SB FROM STA. 4574+30 TO STA. 4600+00
- CONSTRUCT I-24 EB FROM STA. 3566+90 TO STA. 3583+00
- CONSRUCT DIVERSION NO. 2 FROM STA. 101+20 TO 111+00
- CONSRUCT DIVERSION NO. 2 FROM STA. 115+00 TO 145+50
- CONSTRUCT RAMP A FROM STA. 335+00 TO 343+25 (PART WIDTH)
- CONSTRUCT RAMP A BRIDGE

PHASE 3

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- NB PARKWAY TRAFFIC TO CALVERT CITY OR I-24 WB IS TO BE DIVERTED ONTO RAMP A (CONSTRUCTED IN PHASE 2)
- SB PARKWAY LANE DROP IMPLEMENTED (SEE SHEET R96A)

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- CONSTRUCT I-69 SB FROM STA 5579+00 TO STA. 5586+00
- COMPLETE RAMP A FROM STA. 335+00 TO 343+25

PHASE 3A

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- CLOSE I-24 WB RAMP TO CALVERT CITY. TRAFFIC DETOURED VIA U.S. 62 INTERSECTION

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- COMPLETE DIVERSION NO. 2 AND TEMP TIE TO I-24 WB RAMP TO CALVERT CITY

PHASE 4

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- DETOUR FOR I-24 WB VIA U.S. 62 FOR CALVERT CITY REMOVED.
- I-24 WB TRAFFIC DIVERTED ONTO DIVERSION NO. 2 COMPLETED IN PHASE 3A.
- I-24 EB TRAFFIC TRANSFERRED TO I-24 EB LANES COMPLETED IN PHASE 2

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- CONSTRUCT I-24 WB FROM STA. 2572+00 TO 2599+30
- CONSTRUCT I-69 SB FROM STA. 5610+00 TO 5626+00
- CONSTRUCT I-24 EB FROM STA. 3609+50 TO 3623+00
- CONSTRUCT RAMP G FROM STA. 200+00 TO 207+00

PHASE 5

TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:
- CLOSE I-24 WB RAMP TO CALVERT CITY. TRAFFIC DETOURED VIA U.S. 62 INTERSECTION
- I-24 WB TRAFFIC DIVERTED ONTO I-24 WB (COMPLETED IN PHASE 4)
- I-24 WB TO PARKWAY SB TRAFFIC DIVERTED ONTO I-69 SB (CONSTRUCTED IN PHASE 4)

THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:
- REMOVE AND REGRADE DIVERSION NO. 2
- CONSTRUCT I-69 SB FROM STA. 5626+00 TO 5645+50 (UNDER TRAFFIC)
- REMOVE I-24 WB TO PARKWAY SB LOOP RAMP
- CONSTRUCT PARKWAY NB TO I-24 WB LOOP RAMP ACCELERATION LANE
- CONSTRUCT RAMP G FROM STA. 207+00 TO 216+00

PHASE 6

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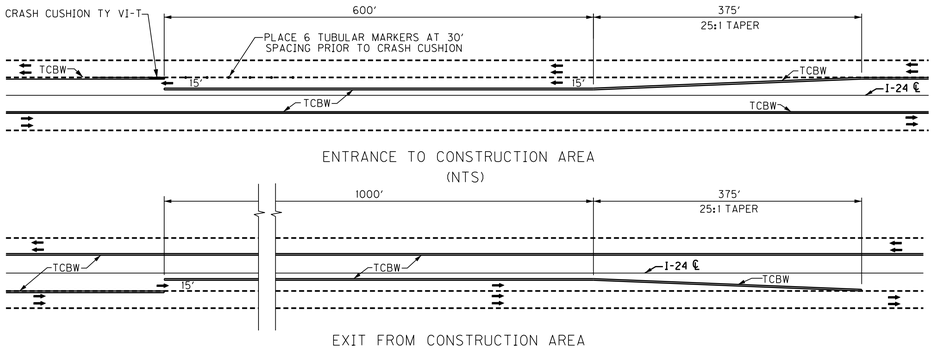

CONSTRUCTION ACCESS DETAILS

SIGN DETAIL EXAMPLE
(SEE PHASING NOTES)

MAINTENANCE OF TRAFFIC
SPECIAL NOTES & PHASING NOTES

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	T21

SIGNING

ESTIMATE OF QUANTITIES

ITEM		CODE NUMBER	UNIT	QUANTITY					TOTALS
GROUND MOUNTED SIGN SUPPORTS									
GMSS GALV STEEL TYPE A	(8)	6400	LB	13564.2					13564.2
GMSS GALV STEEL TYPE C	(8)	6441	LB	19461					19461
FOOTINGS FOR SIGNS									
CLASS A CONCRETE FOR SIGNS	(12)	6490	CUYD	264					264
STEEL REINFORCEMENT FOR SIGNS	(13)	6491	LB	21,576					21,576
SIGN BASE MATERIAL									
SBM ALUMINUM PANEL SIGNS	(11)	6405	SQFT	9170.8					9170.8
SBM ALUM SHEET SIGNS .080 IN		6406	SQFT	71.5					71.5
SBM ALUM SHEET SIGNS .125 IN		6407	SQFT	203					203
STEEL POST									
TYPE 1	(1)(2)	6410	LF	648					648
TYPE 2	(1)(2)	6411	LF	21					21
TYPE D	(5)	21596ND	EACH	8					8
FLEXIBLE DELINEATOR POST - WHITE		6417	EACH	0					0
FLEXIBLE DELINEATOR POST - YELLOW		6418	EACH	0					0
REMOVAL ITEMS	(3)								
REMOVE OVERHEAD SIGN SUPPORT STRUCTURE		6449	EACH	4					4
REMOVE OVERHEAD SIGN SUPPORT CONC. BASE		6450	EACH	7					7
REMOVE SIGN SUPPORT BEAM	(6)	6451	EACH	43					43
REMOVE SIGN	(4)(9)	21373ND	EACH	70					70
REMOVE AND RELOCATE SIGN		20418ED	EACH	54					54
REMOVE SIGN BRIDGE MOUNT ATTACHMENT		23639ED	EACH	2					2
ROADWAY CROSS SECTION	(7)	20419ED	EACH	9					9
BARCODE SIGN INVENTORY	(10)	24631EC	EACH	67					67

ITEM	CODE NUMBER	UNIT	QUANTITY					TOTALS
OVERHEAD SIGN SUPPORTS								
OSS GALV STEEL CANTILEVER	6415	EACH	1					1
OSS ALUMINUM 55 FT TRUSS	6420	EACH	1					1
OSS ALUMINUM 60 FT TRUSS	6422	EACH	2					2
OSS ALUMINUM 70 FT TRUSS	6426	EACH	3					3
OSS ALUMINUM 80 FT TRUSS	6438	EACH	1					1
SIGN BRIDGE ATTACHMENT BRACKET	6448	EACH	2					2

NOTES :

(1) QUANTITY IS ESTIMATED. THE EXACT LENGTH SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. WHERE REQUIRED, BRACING FOR SHEETING SIGNS SHALL BE INCIDENTAL TO THE STEEL POST. TYPE II POST MAY BE USED IN PLACE OF TYPE 1 POSTS FOR 0.080 GA. SHEET SIGNS IF THE POST MEETS MANUFACTURER SPECIFICATIONS FOR 90 MPH WINDLOADS.

(2) WHERE REQUIRED, BRACING FOR SHEETING SIGNS SHALL BE INCIDENTAL TO STEEL POST. SEE SHEETING SIGN DETAIL SHEET.

(3) ALL MATERIALS REMOVED AND NOT REUSED, SUCH AS SIGNS, SIGN POSTS, SIGN SUPPORTS, ETC. SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

(4) THE REMOVAL OF ALL TYPE I OR II POSTS AND ALL SHEETING SIGNS SHALL BE INCIDENTAL TO THE PROJECT WITH NO ADDITIONAL PAYMENT BEING ALLOWED.

(5) TYPE D SUPPORTS REQUIRED FOR SHEETING SIGN INSTALLATIONS WITH MORE THAN ON SIGN ATTACHED PER LOCATION.

(6) WHERE THE REMOVAL OF BEAM SIGN SUPPORTS IS CALLED FOR, THE BEAM AND ANY CONCRETE PROJECTING ABOVE THE GROUND LINE ARE TO BE CUT OFF A MINIMUM OF ONE FOOT BELOW THE EXISTING GROUND LINE OR THE ENTIRE BEAM AND CONCRETE BASE ARE TO BE REMOVED COMPLETELY AND BACKFILLED TO THE EXISTING GROUND LINE. BACKFILL IS INCIDENTAL.

(7) THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS AT THE PANEL SIGN LOCATIONS. A CROSS SECTION SHALL BE DEVELOPED TO VERIFY BEAM LENGTHS. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. BEAM LENGTHS SHOWN IN THE PLANS ARE FOR INFORMATION ONLY.

(8) PAYMENT FOR GROUND MOUNTED SIGN SUPPORTS TYPE A AND TYPE C SHALL BE BASED ON THE NOMINAL WEIGHT OF THE BEAMS. THE NECESSARY GALVANIZING, HARDWARE, ETC... IS TO BE CONSIDERED INCIDENTAL. QUANTITIES FOR TYPC C SUPPORTS SHALL INCLUDE ALL NECESSARY HARDWARE TO FORM COMPLETE BREAK-AWAY BEAMS. SEE PANEL SIGN DETAIL SHEETS.

(9) WHERE A PANEL SIGN WITH EXIT PLAQUE IS TO BE REMOVED, THE REMOVE SIGN QUANTITY IS 1. WHERE ONLY AN EXIT PLAQUE IS BEIGN REMOVED, THE REMOVE SIGN QUANTITY IS 1.

(10) FOR NEW SHEET SIGNS. SEE PROPOSAL AND PAYMENT NOTE ON T2.

(11) QUANTITY SHALL INCLUDE ALL COPY AND HARDWARE NECESSARY TO FORM COMPLETE SIGNS. NO DEDUCTION IN AREA IS TO BE MADE FOR ROUNDING OF CORNERS.

(12) INCLUDES 205.57 CU. YDS. FOR OH SIGN FOUNDATIONS.

(13) INCLUDES 18,264 LBS. FOR OH SIGN FOUNDATIONS.

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF
MARSHALL

RECONSTRUCT I-24 / I-69 CORRIDOR
JULIAN CARROLL (PURCHASE) PARKWAY INTERCHANGE

PROJECT NUMBERS: NHPP IM 0241(090)
FD52 079 0024 024-026

SIGNING QUANTITY SHEET

SIGNING

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	T21

REVISED: 11-16-15

ESTIMATE OF QUANTITIES

ITEM	CODE NUMBER	UNIT	QUANTITY	TOTALS
GROUND MOUNTED SIGN SUPPORTS				
GMSS GALV STEEL TYPE A (8)	6400	LB	13564.3	13564.3
GMSS GALV STEEL TYPE C (8)	6441	LB	19461	19461
FOOTINGS FOR SIGNS				
CLASS A CONCRETE FOR SIGNS (12)	6490	CUYD	264	264
STEEL REINFORCEMENT FOR SIGNS (13)	6491	LB	21,576	21,576
SIGN BASE MATERIAL				
SBM ALUMINUM PANEL SIGNS (11)	6405	SQFT	9170.8	9170.8
SBM ALUM SHEET SIGNS .080 IN	6406	SQFT	113	113
SBM ALUM SHEET SIGNS .125 IN	6407	SQFT	203	203
STEEL POST				
TYPE 1 (1)(2)	6410	LF	648	648
TYPE 2 (1)(2)	6411	LF	21	21
TYPE D (5)	21596ND	EACH	8	8
FLEXIBLE DELINEATOR POST - WHITE	6417	EACH	0	0
FLEXIBLE DELINEATOR POST - YELLOW	6418	EACH	0	0
REMOVAL ITEMS (3)				
REMOVE OVERHEAD SIGN SUPPORT STRUCTURE	6449	EACH	4	4
REMOVE OVERHEAD SIGN SUPPORT CONC. BASE	6450	EACH	7	7
REMOVE SIGN SUPPORT BEAM (6)	6451	EACH	43	43
REMOVE SIGN (4)(9)	21373ND	EACH	70	70
REMOVE AND RELOCATE SIGN	20418ED	EACH	54	54
REMOVE SIGN BRIDGE MOUNT ATTACHMENT	23639ED	EACH	2	2
ROADWAY CROSS SECTION (7)	20419ED	EACH	9	9
BARCODE SIGN INVENTORY (10)	24631EC	EACH	67	67

ITEM	CODE NUMBER	UNIT	QUANTITY	TOTALS
OVERHEAD SIGN SUPPORTS				
OSS GALV STEEL CANTILEVER	6415	EACH	1	1
OSS ALUMINUM 55 FT TRUSS	6420	EACH	1	1
OSS ALUMINUM 60 FT TRUSS	6422	EACH	2	2
OSS ALUMINUM 70 FT TRUSS	6426	EACH	3	3
OSS ALUMINUM 80 FT TRUSS	6438	EACH	1	1
SIGN BRIDGE ATTACHMENT BRACKET	6448	EACH	2	2

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Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
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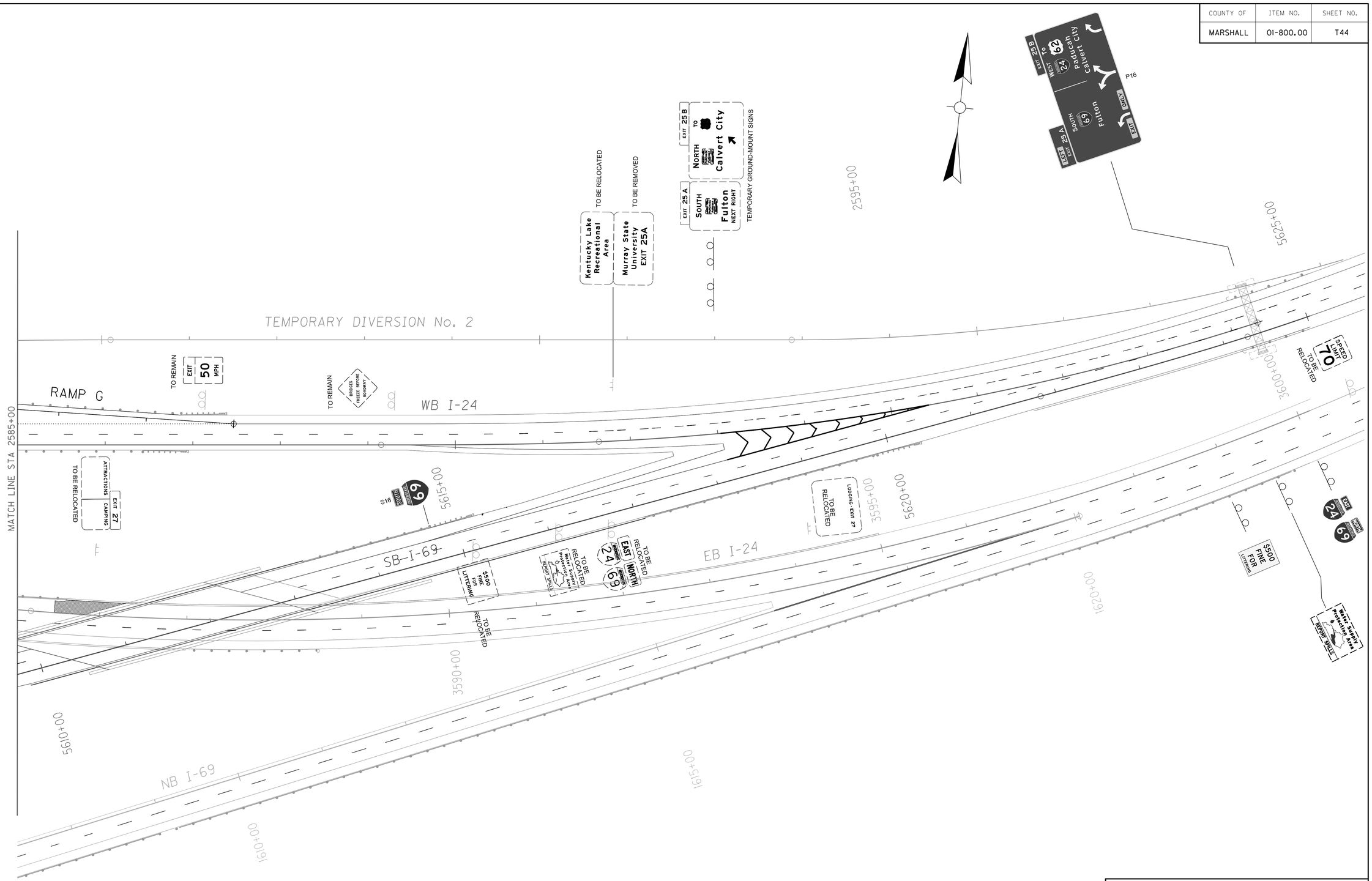
MARSHALL

RECONSTRUCT I-24 / I-69 CORRIDOR
JULIAN CARROLL (PURCHASE) PARKWAY INTERCHANGE

PROJECT NUMBERS: NHPP IM 0241(090)
FD52 079 0024 024-026

SIGNING QUANTITY SHEET

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	T44



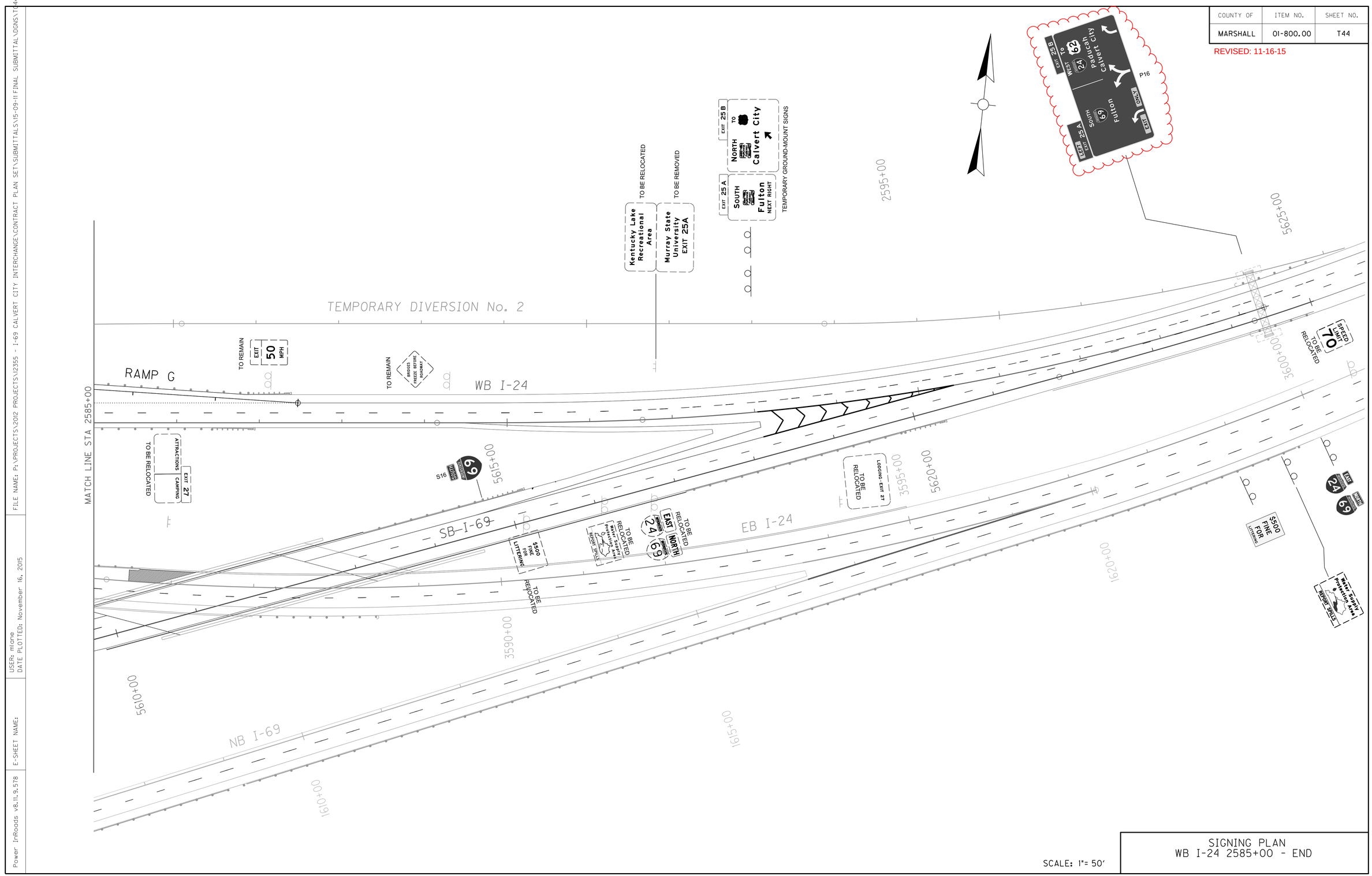
SCALE: 1"= 50'

SIGNING PLAN
WB I-24 2585+00 - END

Power InRoads v8.11.9.578 | E-SHEET NAME: | USER: mlane DATE PLOTTED: November 16, 2015 | FILE NAME: P:\PROJECTS\2012 PROJECTS\12355 - I-69 CALVERT CITY INTERCHANGE\CONTRACT PLAN SET\SUBMITTALS\15-09-11 FINAL SUBMITTAL\DGNS\T44005.dgn

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	T44

REVISED: 11-16-15



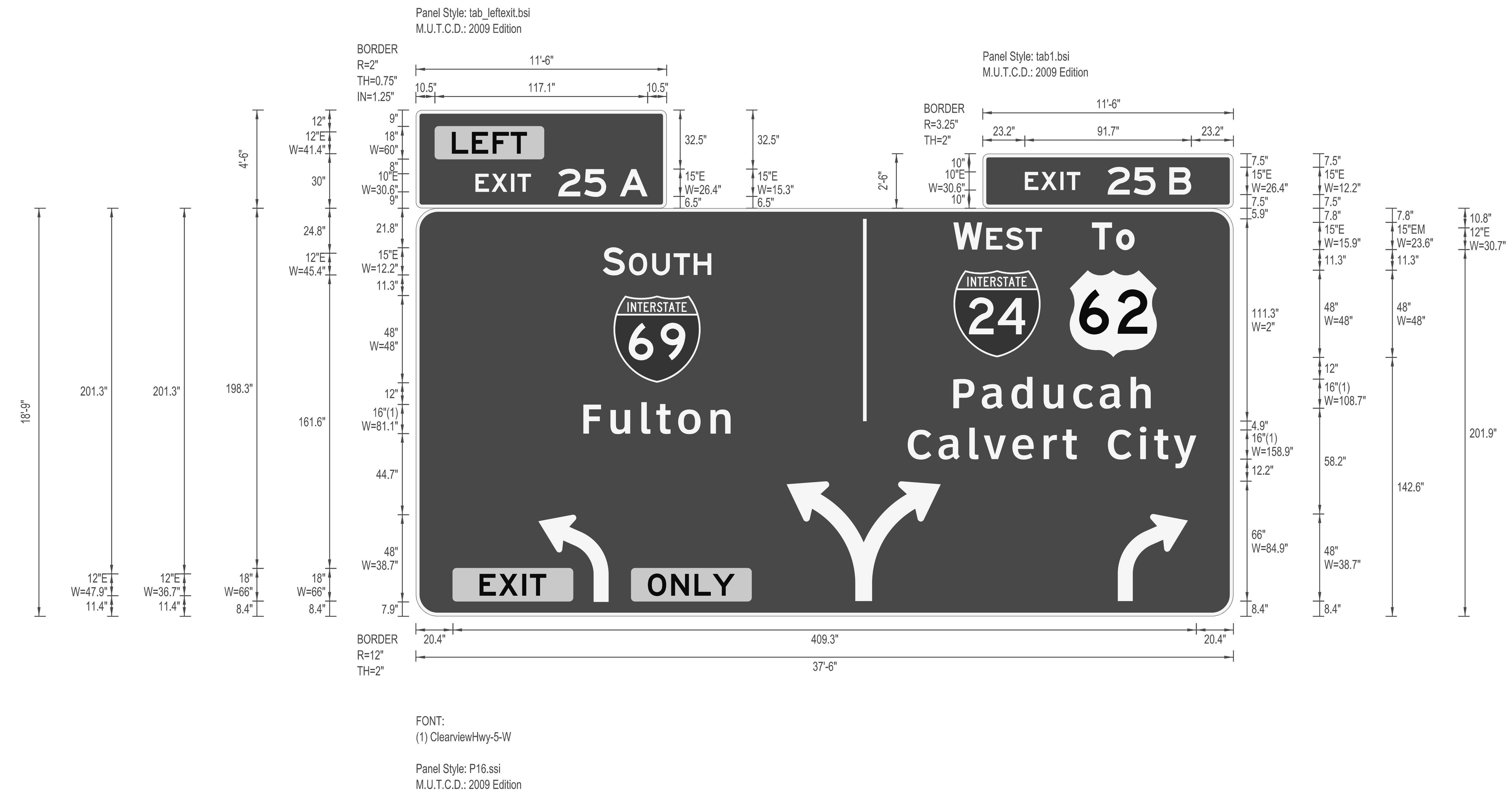
SCALE: 1"= 50'

SIGNING PLAN
WB I-24 2585+00 - END

Power InRoads v8.11.9.578 | E-SHEET NAME: | USER: mlane DATE PLOTTED: November 16, 2015 | FILE NAME: P:\PROJECTS\2012 PROJECTS\12355 - I-69 CALVERT CITY INTERCHANGE\CONTRACT PLAN SET\SUBMITTALS\15-09-11 FINAL SUBMITTAL\DGNS\T44005.dgn

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	T85

GENERAL SIGN INFORMATION	
SIGN NUMBER	P-16
QUANITY	1
WIDTH	37'-6"
HEIGHT	18'-9"
AREA (Sq. Ft.)	783.625 Sq. Ft.
BORDER WIDTH	2"
BORDER RADII	12"
PANEL COLOR	Green/ Yellow
LEGEND/BORDER COLOR	White/White
STATIONS(S)	
PANEL MATERIAL	Reflective
LEGEND MATERIAL	Reflective
PANEL STYLE	



SYMBOL(S)	X	Y	WIDTH	HEIGHT
M1-1			48	48
M1-1			48	48
M1-4			48	48
ARPCR1	64.27	19.9	56.8	48
AR_SPLIT	241.82	19.9	20.5	68.83
ARPCR1	426.54	19.9	56.8	41.5

LETTER SPACING / INFORMATION

S=	COPY																
L=	SPACE																
S=	COPY																
L=	SPACE																
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SIGN LOCATION & MOUNTING INFORMATION

SIDE OF ROAD	TRAFFIC DIRECTION	ON ROAD	MILE POINT

MOUNTING STYLE	
BEAM MATERIAL	
BEAM SIZE	

	HORIZONTAL CLEARANCE	
BEAM/POST 1 LENGTH =		
BEAM/POST 2 LENGTH =	' LT.	' RT.
BEAM/POST 3 LENGTH =		

TYPE "A" FIXED	TYPE "B" BREAK-A-WAY

CONCRETE BASE DIMENSIONS

a = DIA.	b =	Cu. Yds.

COUNTY OF	ITEM NO.	SHEET NO.
MARSHALL	01-800.00	T85

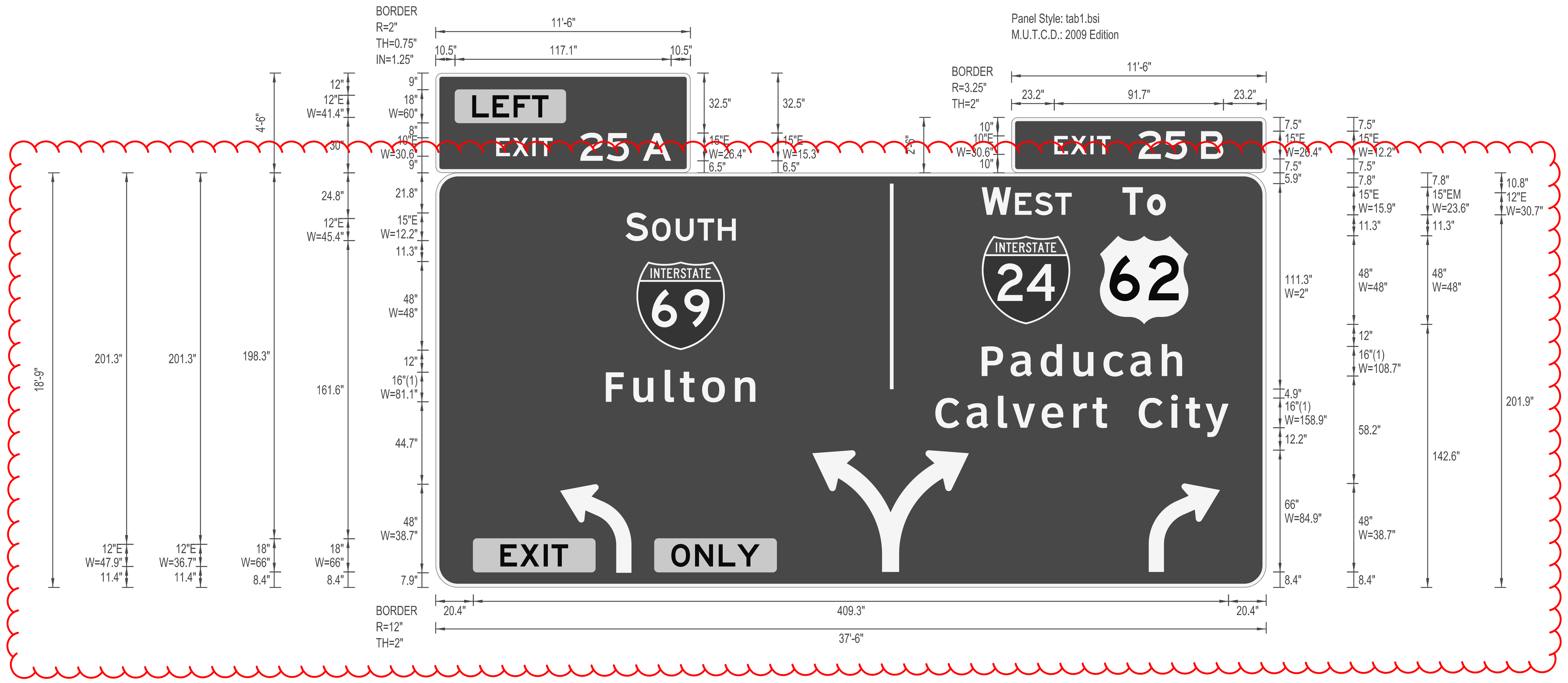
REVISED: 11-16-15

GENERAL SIGN INFORMATION	
SIGN NUMBER	P-16
QUANITY	1
WIDTH	37'-6"
HEIGHT	18'-9"
AREA (Sq. Ft.)	783.625 Sq. Ft.
BORDER WIDTH	2"
BORDER RADII	12"
PANEL COLOR	Green/ Yellow
LEGEND/BORDER COLOR	White/White
STATIONS(S)	
PANEL MATERIAL	Reflective
LEGEND MATERIAL	Reflective
PANEL STYLE	

SYMBOL(S)	X	Y	WIDTH	HEIGHT
M1-1			48	48
M1-1			48	48
M1-4			48	48
ARPCR1	64.27	19.9	56.8	48
AR_SPLIT	241.82	19.9	20.5	68.83
ARPCR1	426.54	19.9	56.8	41.5

Panel Style: tab_leftexit.bsi
M.U.T.C.D.: 2009 Edition

Panel Style: tab1.bsi
M.U.T.C.D.: 2009 Edition



FONT:
(1) ClearviewHwy-5-W

Panel Style: P16.ssi
M.U.T.C.D.: 2009 Edition

LETTER SPACING / INFORMATION

S=	COPY																
L=	SPACE																
S=	COPY																
L=	SPACE																
S=	COPY																
L=	SPACE																
S=	COPY																
L=	SPACE																
S=	COPY																
L=	SPACE																
S=	COPY																
L=	SPACE																

SIGN LOCATION & MOUNTING INFORMATION

SIDE OF ROAD	TRAFFIC DIRECTION	ON ROAD	MILE POINT

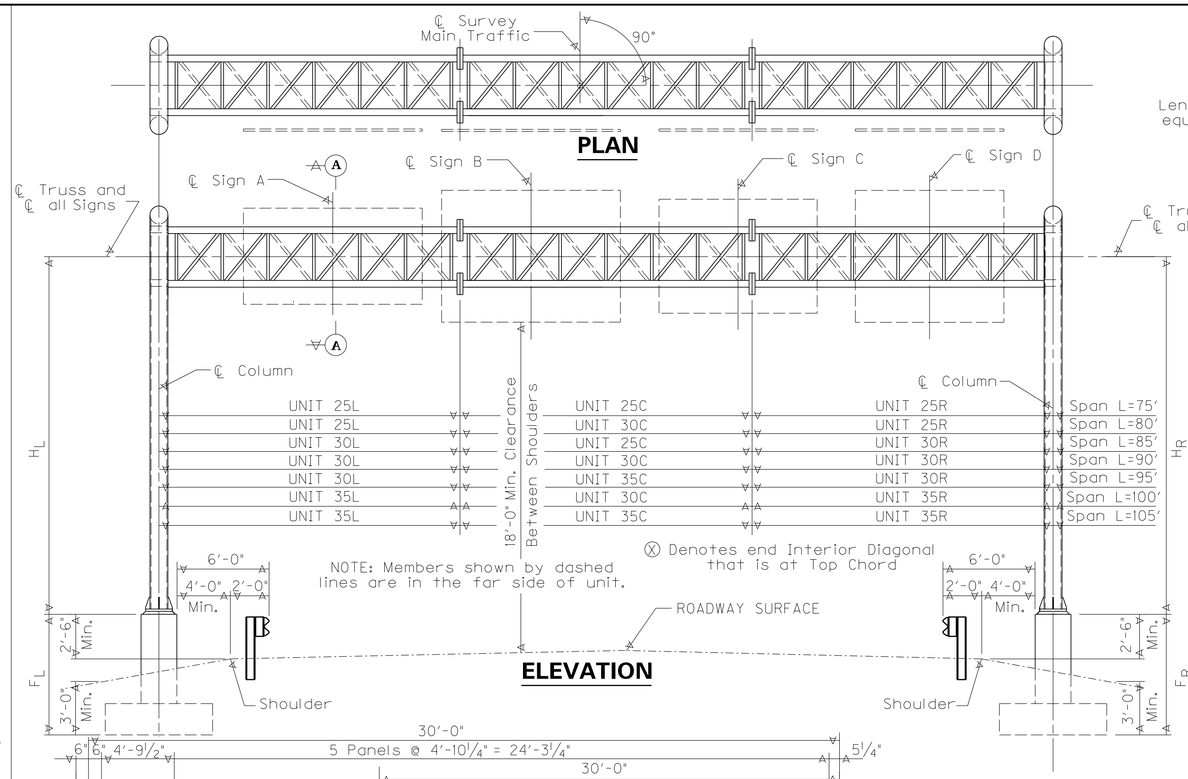
MOUNTING STYLE	
BEAM MATERIAL	
BEAM SIZE	

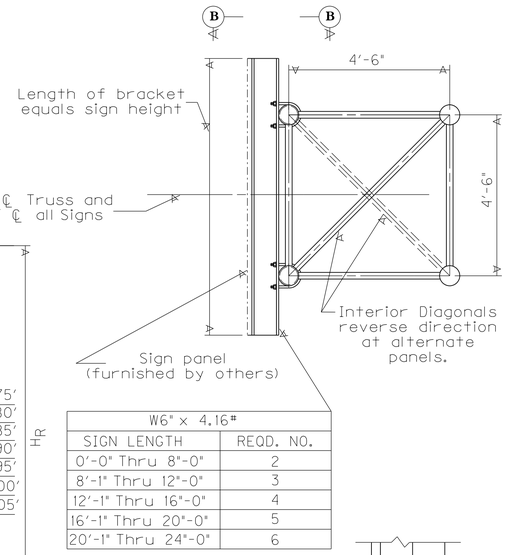
	HORIZONTAL CLEARANCE	
BEAM/POST 1 LENGTH =		
BEAM/POST 2 LENGTH =	' LT.	' RT.
BEAM/POST 3 LENGTH =		

TYPE "A" FIXED　TYPE "B" BREAK-A-WAY

CONCRETE BASE DIMENSIONS

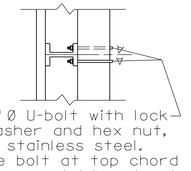
a = DIA.　b = Cu. Yds.





W6" x 4.16#	
SIGN LENGTH	REQD. NO.
0'-0" Thru 8"-0"	2
8'-1" Thru 12"-0"	3
12'-1" Thru 16"-0"	4
16'-1" Thru 20"-0"	5
20'-1" Thru 24"-0"	6

SECTION A–A



SECTION B–B

Support No.	STATION	SPAN	SUPPORT HEIGHT		FOOTING HEIGHT	
		L	H_L	H_R	F_L	F_R
	2546+80 EB 24	70′	25.25	26.14	7.33	7.66

Total Area••	SIGN A			SIGN B				SIGN C			
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
609.25		15.5′	14′	217.00		16.5′	11.5′	222.25		12.5′	11.00′	170

Support No.	STATION	SPAN	SUPPORT HEIGHT		FOOTING HEIGHT	
		L	H_L	H_R	F_L	F_R
	2625+94 WB 24	60	27′	27′	9.0′	9.0′

Total Area••	SIGN A			SIGN B				SIGN C			
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
696.50		28′	22′	696.50								

Support No.	STATION	SPAN	SUPPORT HEIGHT		FOOTING HEIGHT	
		L	H_L	H_R	F_L	F_R
	2648+63 WB 24	60	27′	27′	9.0′	9.0′

Total Area••	SIGN A			SIGN B				SIGN C			
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
696.50		28′	22′	696.50								

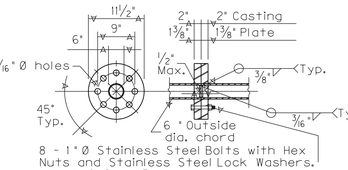
Support No.	STATION	SPAN	SUPPORT HEIGHT		FOOTING HEIGHT	
		L	H_L	H_R	F_L	F_R
	2619+13 SB PKWY	80′ EXIST.	EXISTING	EXISTING	EXISTING	EXISTING

Total Area••	SIGN A			SIGN B				SIGN C			
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
683.25		15′	15.5′	284.25		15.5′	17.5′	300.00		11′	9′	99.00

• Area includes Exit Number Signs that are not shown.

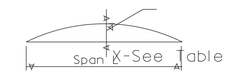
•• Total Area includes the sum of all of the signs on the structure and shall not exceed 700 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (•••) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.

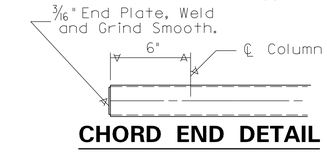


CHORD SPLICE

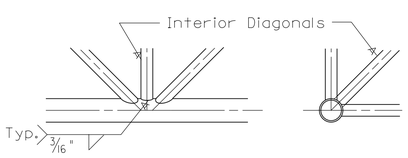
L	X
75	2¼"
80	2½"
85	2¾"
90	3"
95	3¼"
100	3½"
105	3¾"



CAMBER DIAGRAM

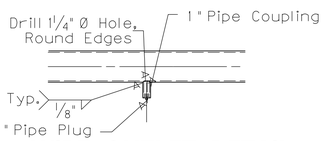


CHORD END DETAIL



TYPICAL PANEL POINT DETAIL

NOTE: All Diagonals are to be cut and ground to fit snugly before welding.



WIRE OUTLET DETAIL

REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	•••
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

75′–105′ OVERHEAD SIGN SUPPORT

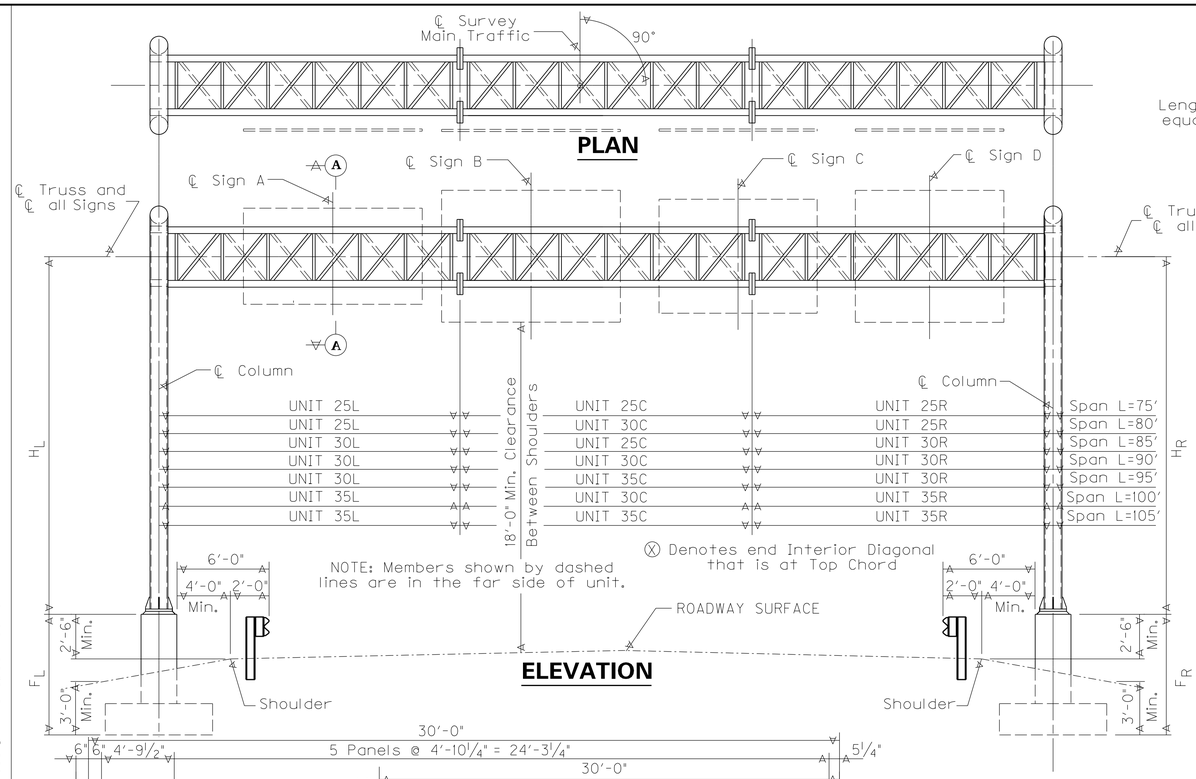
PREPARED BY

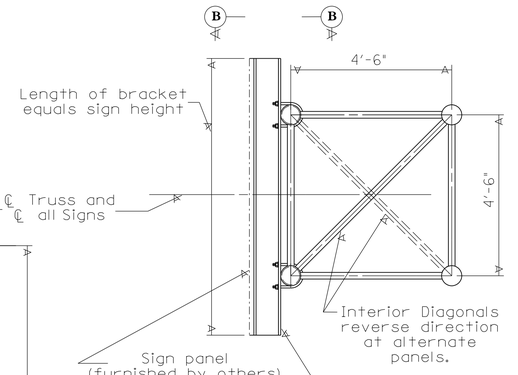
SHEET NO. T92

DRAWING NO.

ITEM NUMBER

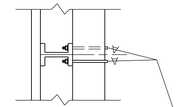
01–800.00





W6" x 4.16#	
SIGN LENGTH	REQD. NO.
0'-0" Thru 8"-0"	2
8'-1" Thru 12"-0"	3
12'-1" Thru 16"-0"	4
16'-1" Thru 20"-0"	5
20'-1" Thru 24"-0"	6

SECTION A–A



SECTION B–B

Support No.	STATION	SPAN L	SUPPORT HEIGHT H_L	SUPPORT HEIGHT H_R	FOOTING HEIGHT F_L	FOOTING HEIGHT F_R
	2546+80 EB 24	70′	25.25	26.14	7.33	7.66

Total Area••	SIGN A			SIGN B			SIGN C		
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
609.25		15.5′	14′	217.00		16.5′	11.5′	222.25		12.5′	11.00′	170

Support No.	STATION	SPAN L	SUPPORT HEIGHT H_L	SUPPORT HEIGHT H_R	FOOTING HEIGHT F_L	FOOTING HEIGHT F_R
	2625+94 WB 24	60	27′	27′	9.0′	9.0′

Total Area••	SIGN A			SIGN B			SIGN C		
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
696.50		28′	22′	696.50								

Support No.	STATION	SPAN L	SUPPORT HEIGHT H_L	SUPPORT HEIGHT H_R	FOOTING HEIGHT F_L	FOOTING HEIGHT F_R
	2648+63 WB 24	60	27′	27′	9.0′	9.0′

Total Area••	SIGN A			SIGN B			SIGN C		
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
696.50		28′	22′	696.50								

Support No.	STATION	SPAN L	SUPPORT HEIGHT H_L	SUPPORT HEIGHT H_R	FOOTING HEIGHT F_L	FOOTING HEIGHT F_R
	2619+13 SB PKWY	80′ EXIST.	EXISTING	EXISTING	EXISTING	EXISTING

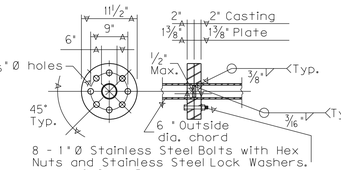
Total Area••	SIGN A			SIGN B			SIGN C		
	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•	I.D.	Horiz.	Vert.	Area•
683.25		15′	15.5′	284.25		15.5′	17.5′	300.00		11′	9′	99.00

REVISED:11-16-15

• Area includes Exit Number Signs that are not shown.

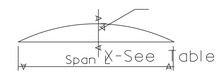
•• Total Area includes the sum of all of the signs on the structure and shall not exceed 700 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (•••) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.

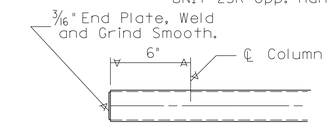


CHORD SPLICE

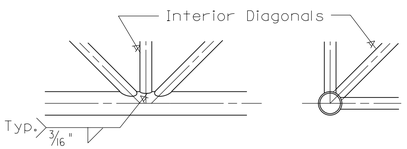
L	X
75	2¼"
80	2½"
85	2¾"
90	3"
95	3¼"
100	3½"
105	3¾"



CAMBER DIAGRAM

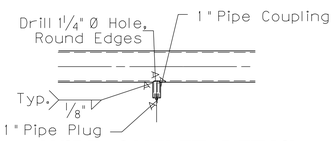


CHORD END DETAIL



TYPICAL PANEL POINT DETAIL

NOTE: All Diagonals are to be cut and ground to fit snugly before welding.



WIRE OUTLET DETAIL

REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	•••
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

75′–105′ OVERHEAD SIGN SUPPORT

PREPARED BY

SHEET NO. T92

DRAWING NO.

ITEM NUMBER

01–800.00

GENERAL NOTES
110'–140' ALUMINUM OVERHEAD SIGN SUPPORT

SPECIFICATIONS: All References to the Standard Specifications are to the Current Edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All References to the AASHTO Specifications are to the 2002 Edition of the AASHTO Standard Specifications for Highway Bridges.

DESIGN: Designed in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals published by AASHTO, 2000 with wind velocity to 80 MPH.

SUPERELEVATION OF ROADWAY: The Contractor shall allow for differences in elevations across the full shoulder width as shown on the Roadway Plans in maintaining the required 18 foot minimum vertical clearence to the bottom of the lowest part of the sign or support. Sign shall to be centered over the lane or lanes to which it applies unless shown otherwise.

CONCRETE: Class "A" Concrete is to be used throughout.

BEVELED EDGES: All exposed concrete edges are to be beveled ¾" unless otherwise shown.

REINFORCEMENT: Dimensions from face of concrete to bars are clear except as otherwise shown. Dimensions for bar spacings are distances center to center of bars.

SHOP DRAWINGS: The contractor shall submit detailed Shop Drawings to the Division of Construction for review prior to fabrication in accordance with the specifications. The Roadway Cross Section developed by the contractor is to accompany the Shop Drawings. The Shop Drawings and Roadway Cross Section will also be forwarded to the engineer for review.

FABRICATION: The aluminum sign support shall be fabricated in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

MILL TEST REPORTS: Notarized test reports in triplicate shall be furnished to the Department of Highways stating that the materials used conform to the sepcifications.

FOOTINGS: All footings shall be poured against undisturbed earth and are to transfer no more than 1 1/2 Tons Per Square Foot Bearing Pressure to the soil under any design loading conditions.

VERTICAL DIMENSIONS: Vertical Dimensions HR and HL shall not exceed 27 feet and the combined Dimensions (HR + FR) or (HL + FL) shall not exceed 36 feet.

MATERIAL SPECIFICATIONS: The following ASTM designations shall govern all materials used.

ASTM	MATERIAL
B221-08	Extruded Tube, Aluminum Alloy 6061-T6511
B241-02	Pipe, Aluminum 6061-T6
B308-02	Structural Shapes, Aluminum Alloy 6061-T6
B221-08	Extruded Bar, Rod and Shapes, Aluminum Alloy 6061-6511
B209-07	Sheet and Plate, Aluminum Alloy 6061-T651
A320-08	Stainless Steel Hardware, Nuts, Bolts, Washers and Screws
B766-86	Class 12, CAdmium Coating for ASTM A36 Anchor Bolts, Nuts and Washers
B26-05	Sand Mold Casting, Aluminum Alloy 356.0-T6
B108-08	Permanent Mold Casting, Aluminum Alloy 356.0-T6

ROADWAY CROSS SECTION: The Contractor shall take field measurements at each Sign location and develop a cross section showing the Sign Footing Heights and elevations, Sign Clearance above the Roadway and Column Heights. These cross sections shall be submitted to the Engineer for approval before ordering any Sign components. This cost is included in the unit price bid for "Roadway Cross Section". A copy of these cross sections shall also accompany the Shop Drawings.

MAXIMUM SIGN AREA: Designed for a sign area of 800 sq. ft.

REVISION	DATE

DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	•••
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE	CROSSING

110'–140' OVERHEAD SIGN SUPPORT

ITEM NUMBER	PREPARED BY	SHEET NO.
01–800.00		T94
		DRAWING NO.

REVISED: 11-16-15

GENERAL NOTES

110'–140' ALUMINUM OVERHEAD SIGN SUPPORT

SPECIFICATIONS: All References to the Standard Specifications are to the Current Edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All References to the AASHTO Specifications are to the 2002 Edition of the AASHTO Standard Specifications for Highway Bridges.

DESIGN: Designed in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals published by AASHTO, 2000 with wind velocity to 80 MPH.

SUPERELEVATION OF ROADWAY: The Contractor shall allow for differences in elevations across the full shoulder width as shown on the Roadway Plans in maintaining the required 18 foot minimum vertical clearence to the bottom of the lowest part of the sign or support. Sign shall to be centered over the lane or lanes to which it applies unless shown otherwise.

CONCRETE: Class "A" Concrete is to be used throughout.

BEVELED EDGES: All exposed concrete edges are to be beveled ¾" unless otherwise shown.

REINFORCEMENT: Dimensions from face of concrete to bars are clear except as otherwise shown. Dimensions for bar spacings are distances center to center of bars.

SHOP DRAWINGS: The contractor shall submit detailed Shop Drawings to the Division of Construction for review prior to fabrication in accordance with the specifications. The Roadway Cross Section developed by the contractor is to accompany the Shop Drawings. The Shop Drawings and Roadway Cross Section will also be forwarded to the engineer for review.

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MILL TEST REPORTS: Notarized test reports in triplicate shall be furnished to the Department of Highways stating that the materials used conform to the sepcifications.

FOOTINGS: All footings shall be poured against undisturbed earth and are to transfer no more than 1 1/2 Tons Per Square Foot Bearing Pressure to the soil under any design loading conditions.

VERTICAL DIMENSIONS: Vertical Dimensions HR and HL shall not exceed 27 feet and the combined Dimensions (HR + FR) or (HL + FL) shall not exceed 36 feet.

MATERIAL SPECIFICATIONS: The following ASTM designations shall govern all materials used.

ASTM	MATERIAL
B221-08	Extruded Tube, Aluminum Alloy 6061-T6511
B241-02	Pipe, Aluminum 6061-T6
B308-02	Structural Shapes, Aluminum Alloy 6061-T6
B221-08	Extruded Bar, Rod and Shapes, Aluminum Alloy 6061-6511
B209-07	Sheet and Plate, Aluminum Alloy 6061-T651
A320-08	Stainless Steel Hardware, Nuts, Bolts, Washers and Screws
B766-86	Class 12, CAdmium Coating for ASTM A36 Anchor Bolts, Nuts and Washers
B26-05	Sand Mold Casting, Aluminum Alloy 356.0-T6
B108-08	Permanent Mold Casting, Aluminum Alloy 356.0-T6

ROADWAY CROSS SECTION: The Contractor shall take field measurements at each Sign location and develop a cross section showing the Sign Footing Heights and elevations, Sign Clearance above the Roadway and Column Heights. These cross sections shall be submitted to the Engineer for approval before ordering any Sign components. This cost is included in the unit price bid for "Roadway Cross Section". A copy of these cross sections shall also accompany the Shop Drawings.

MAXIMUM SIGN AREA: Designed for a sign area of 800 sq. ft.

REVISION	DATE

DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	•••
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE	CROSSING

110'–140' OVERHEAD SIGN SUPPORT

PREPARED BY

SHEET NO. 194

DRAWING NO.

ITEM NUMBER
01–800.00

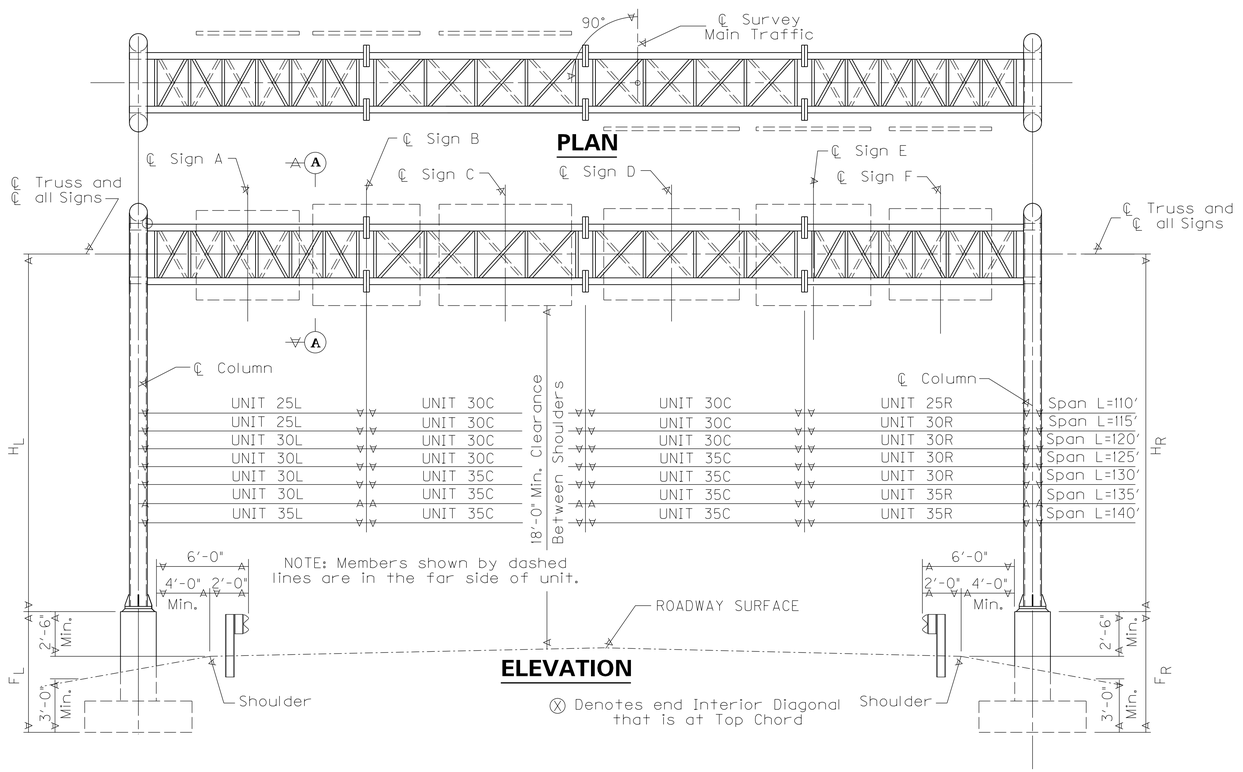
Support No.	STATION	SPAN	SUPPORT HEIGHT		FOOTING HEIGHT	
		L	H_L	H_R	F_L	F_R
	2599+30 WB 24	80′	27.0′	27.0′	14.62′	10.82′

Total Area**	SIGN A				SIGN B				SIGN C			
	I.D.	Horiz.	Vert.	Area*	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert.	Area
783.62		37.5′	18.75′	783.62								
	SIGN D				SIGN E				SIGN F			
	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert.	Area

* Area includes Exit Number Signs that are not shown.

** Total Area includes the sum of all of the signs on the structure and shall not exceed 800 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (***) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.



L	X
110	4"
115	4¼"
120	4½"
125	4¾"
130	5"
135	5¼"
140	5½"

CAMBER DIAGRAM

REVISION	DATE

DATE: CHECKED BY

DESIGNED BY: Standard Sheet ***

DETAILED BY:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

110′–140′ OVERHEAD SIGN SUPPORT

ITEM NUMBER	PREPARED BY	SHEET NO.
01–800.00		T95
		DRAWING NO.

Support No.	STATION	SPAN	SUPPORT HEIGHT		FOOTING HEIGHT	
		L	H_L	H_R	F_L	F_R
	2599+30 WB 24	80′	27.0′	27.0′	14.62′	10.82′

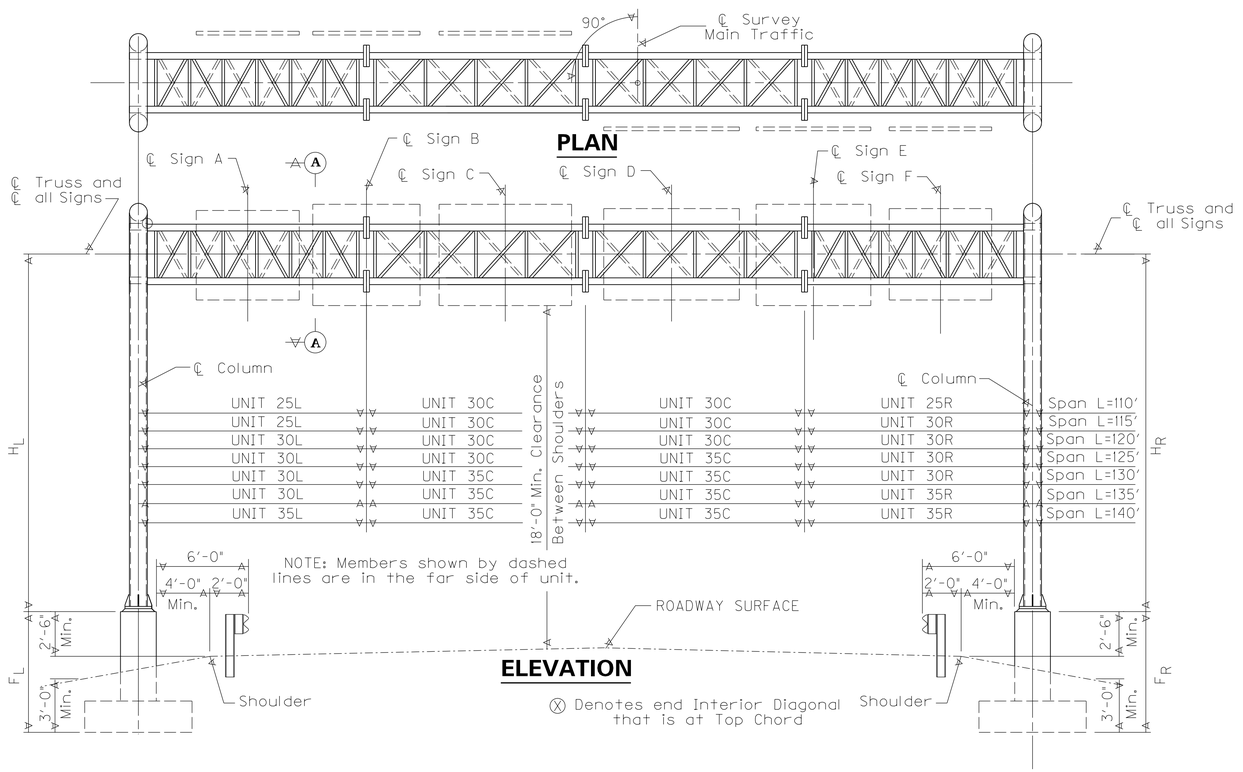
Total Area**	SIGN A				SIGN B				SIGN C			
	I.D.	Horiz.	Vert.	Area*	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert.	Area
783.62		37.5′	18.75′	783.62								
	SIGN D				SIGN E				SIGN F			
	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert.	Area

REVISED: 11-16-15

* Area includes Exit Number Signs that are not shown.

** Total Area includes the sum of all of the signs on the structure and shall not exceed 800 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (***) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.



PLAN

ELEVATION

Ⓧ Denotes end Interior Diagonal that is at Top Chord

L	X
110	4"
115	4 1/4"
120	4 1/2"
125	4 3/4"
130	5"
135	5 1/4"
140	5 1/2"

CAMBER DIAGRAM

REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	***
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

110′–140′ OVERHEAD SIGN SUPPORT

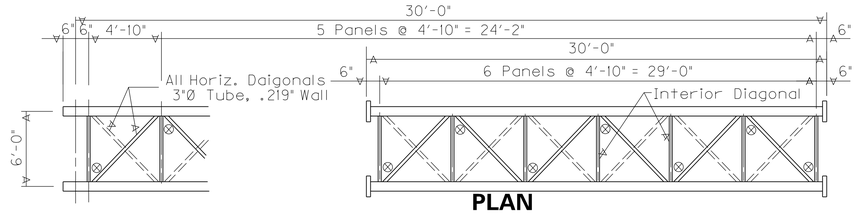
PREPARED BY

SHEET NO. 195

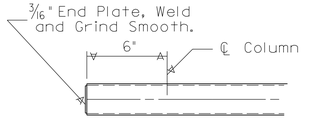
DRAWING NO.

ITEM NUMBER
01–800.00

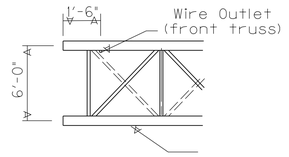
MicroStation v8.11.9.459
E-SHEET NAME:
USER: $$$$USER$$$$
DATE PLOTTED: $$$$DATE$$$$
FILE NAME: $$$$design$file$specification$$$$

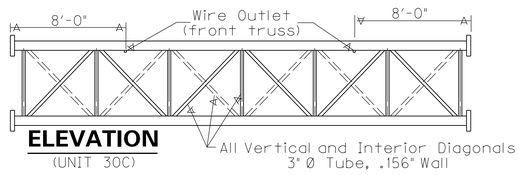


PLAN

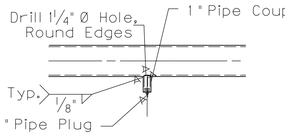


CHORD END DETAIL

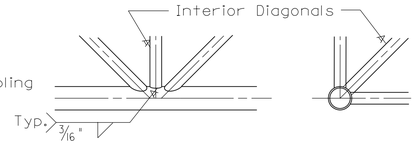




ELEVATION
(UNIT 30C)

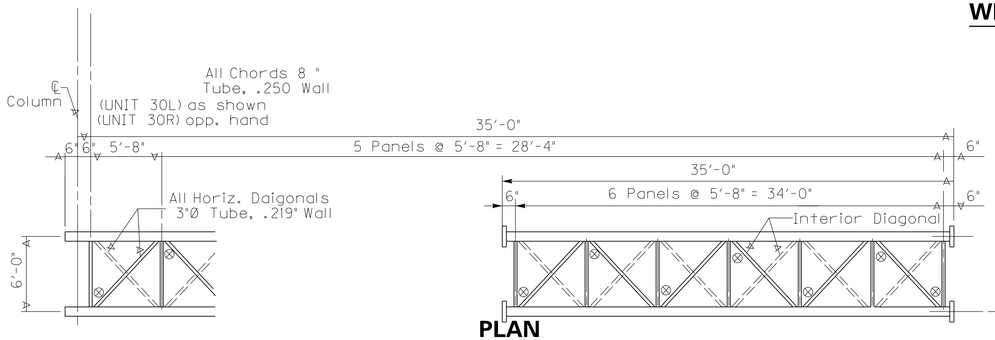


WIRE OUTLET DETAIL

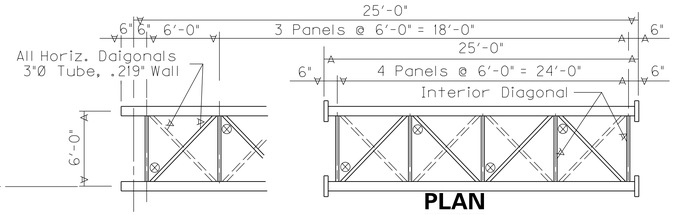


TYPICAL PANEL POINT DETAIL

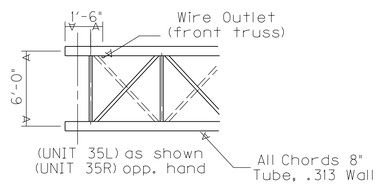
NOTE: All Diagonals are to be cut and ground to fit snugly before welding.

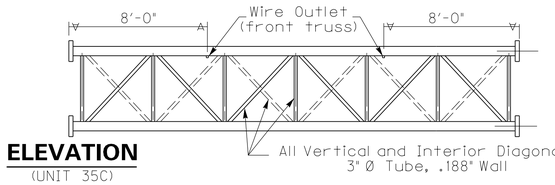


PLAN

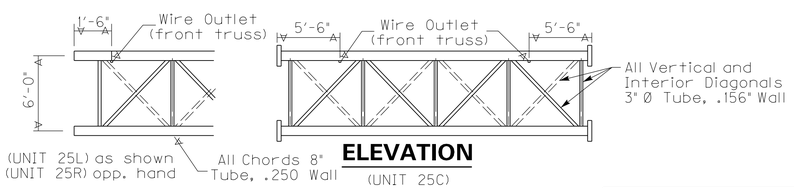


PLAN





ELEVATION
(UNIT 35C)



ELEVATION
(UNIT 25C)

REVISION	DATE

DATE:	CHECKED BY
DESIGNED BY: Standard Sheet •••	
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

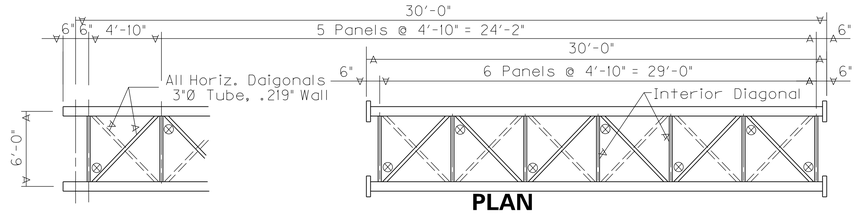
ROUTE	CROSSING

110'–140' OVERHEAD SIGN SUPPORT

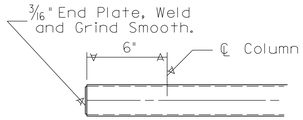
ITEM NUMBER	PREPARED BY	SHEET NO.
01–800.00		T96
		DRAWING NO.

MicroStation v8.11.9.459 E-SHEET NAME: USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specification$$$$

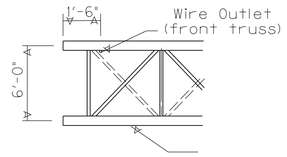
REVISED: 11-16-15

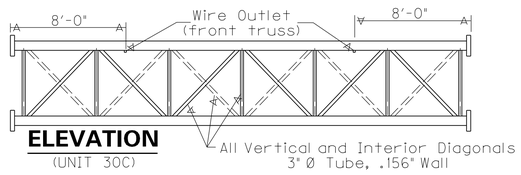


PLAN

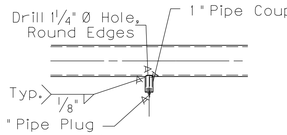


CHORD END DETAIL

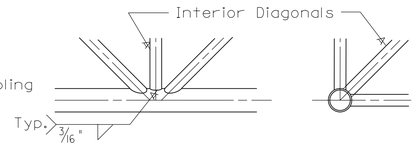




ELEVATION
(UNIT 30C)

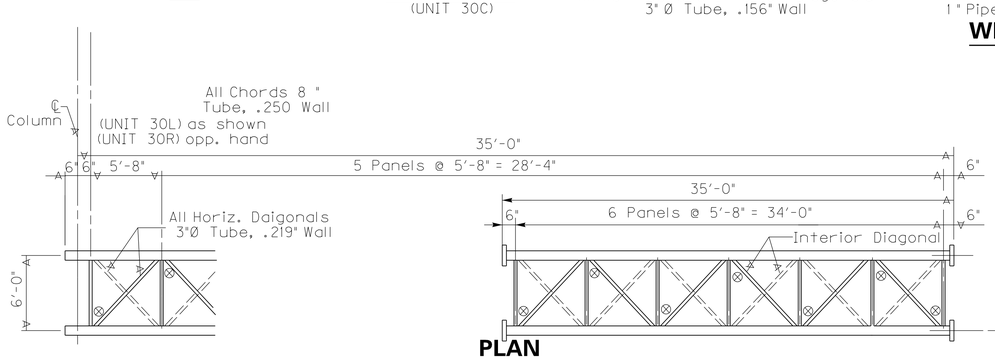


WIRE OUTLET DETAIL

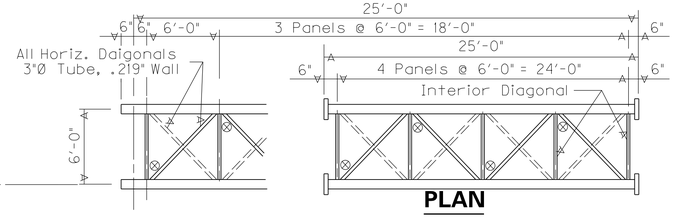


TYPICAL PANEL POINT DETAIL

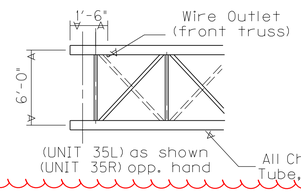
NOTE: All Diagonals are to be cut and ground to fit snugly before welding.

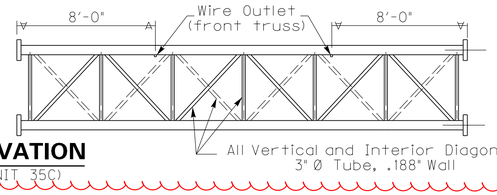


PLAN

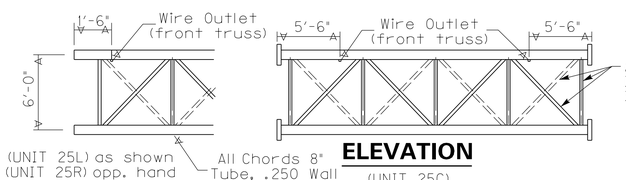


PLAN





ELEVATION
(UNIT 35C)



ELEVATION
(UNIT 25C)

REVISION	DATE

DATE:
CHECKED BY
DESIGNED BY: Standard Sheet ***
DETAILED BY:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

110'–140' OVERHEAD SIGN SUPPORT

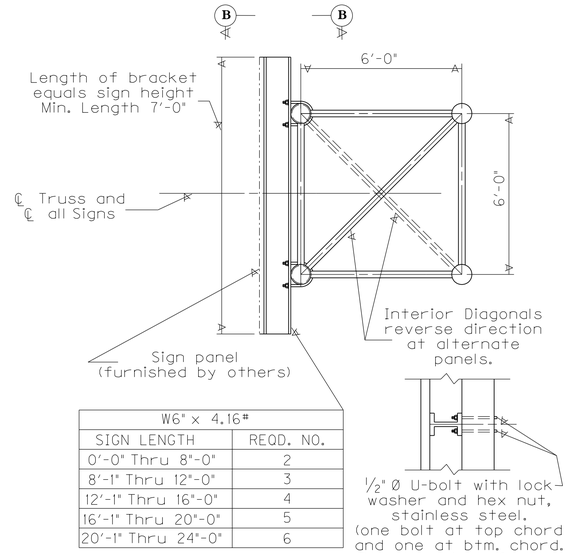
PREPARED BY

SHEET NO. 196

DRAWING NO.

ITEM NUMBER
01–800.00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ | FILE NAME: $$$$design$files$specification$$$$

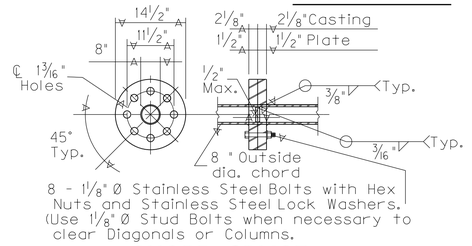


W6" x 4.16#	
SIGN LENGTH	REQD. NO.
0'-0" Thru 8"-0"	2
8'-1" Thru 12"-0"	3
12'-1" Thru 16"-0"	4
16'-1" Thru 20"-0"	5
20'-1" Thru 24"-0"	6

SECTION A–A

½" Ø U-bolt with lock
washer and hex nut,
stainless steel.
(one bolt at top chord
and one at btm. chord.
But opp. side of web.)

SECTION B–B



8 - 1⅛" Ø Stainless Steel Bolts with Hex Nuts and Stainless Steel Lock Washers. (Use 1⅛" Ø Stud Bolts when necessary to clear Diagonals or Columns.

CHORD SPLICE

REVISION	DATE

DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	***
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

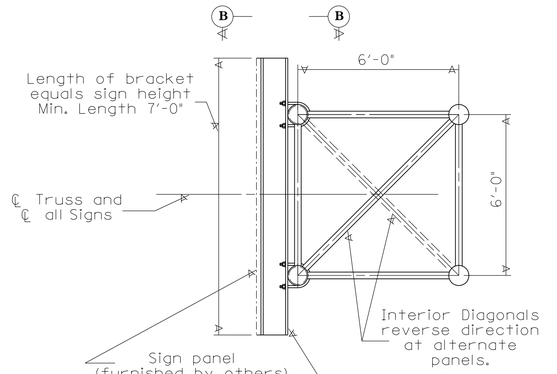
COUNTY
MARSHALL

ROUTE	CROSSING

110'–140' OVERHEAD SIGN SUPPORT

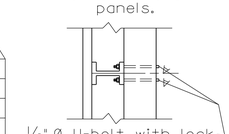
ITEM NUMBER	PREPARED BY	SHEET NO.
01–800.00		197
		DRAWING NO.

REVISED: 11-16-15

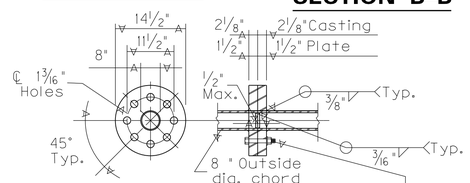


W6" x 4.16#	
SIGN LENGTH	REQD. NO.
0'-0" Thru 8"-0"	2
8'-1" Thru 12"-0"	3
12'-1" Thru 16"-0"	4
16'-1" Thru 20"-0"	5
20'-1" Thru 24"-0"	6

SECTION A–A



SECTION B–B



CHORD SPLICE

REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: Standard Sheet •••	
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

110'–140' OVERHEAD SIGN SUPPORT

PREPARED BY

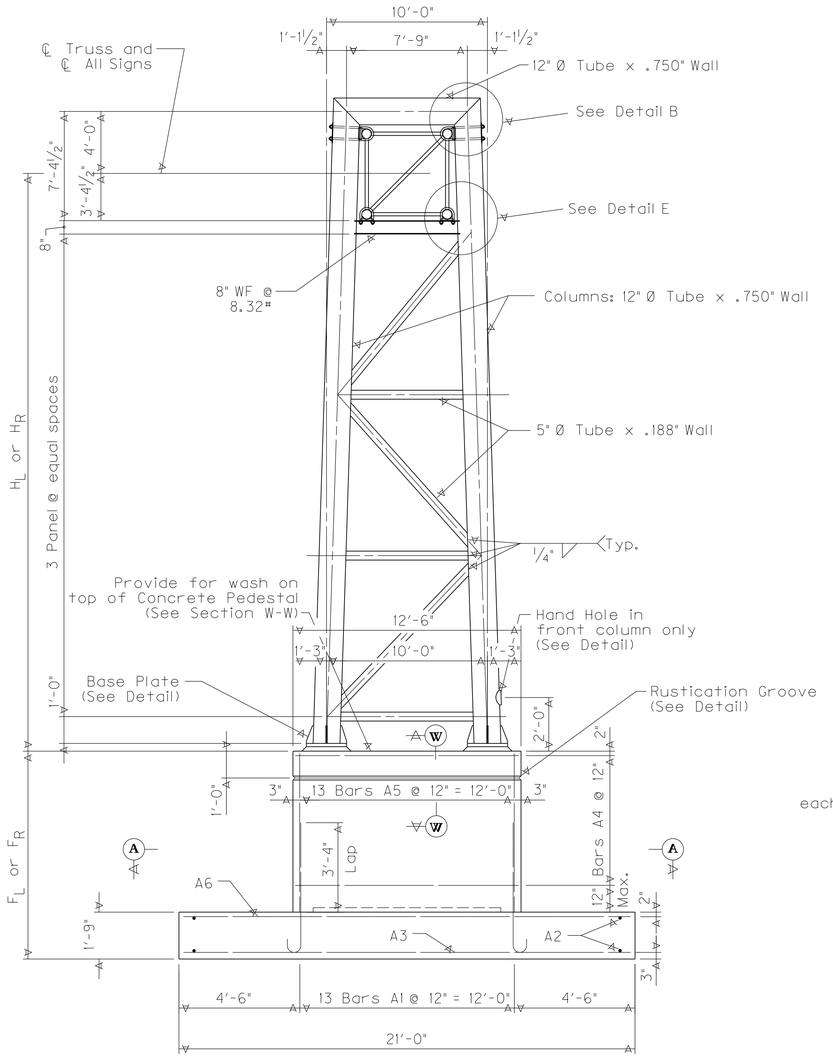
SHEET NO. 197

DRAWING NO.

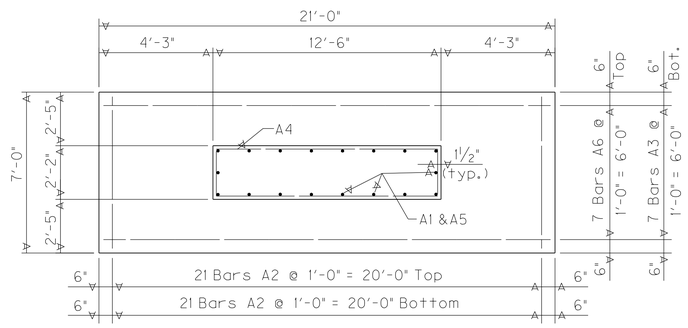
ITEM NUMBER

01–800.00

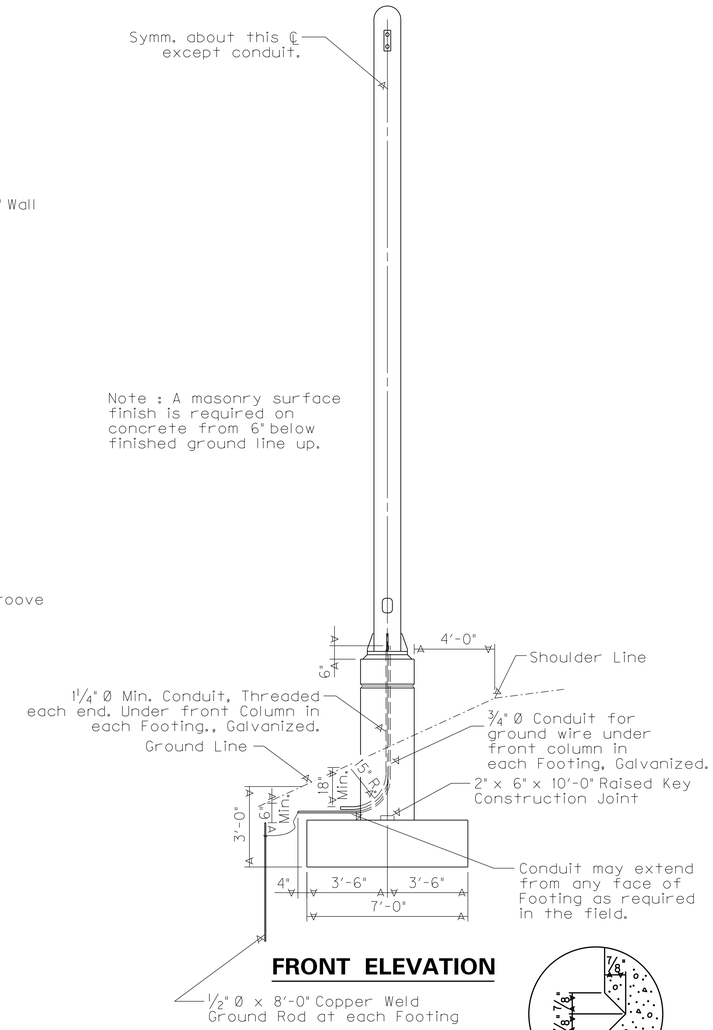
MicroStation v8.11.9.459 | E-SHEET NAME: | USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ | FILE NAME: $$$$design$file$specification$$$$



SIDE ELEVATION



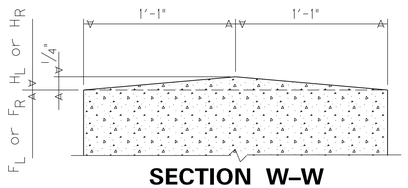
SECTION A–A



FRONT ELEVATION

Note : A masonry surface finish is required on concrete from 6" below finished ground line up.

RUSTICATION GROOVE



SECTION W–W

(Showing Wash)

REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: Standard Sheet •••	
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

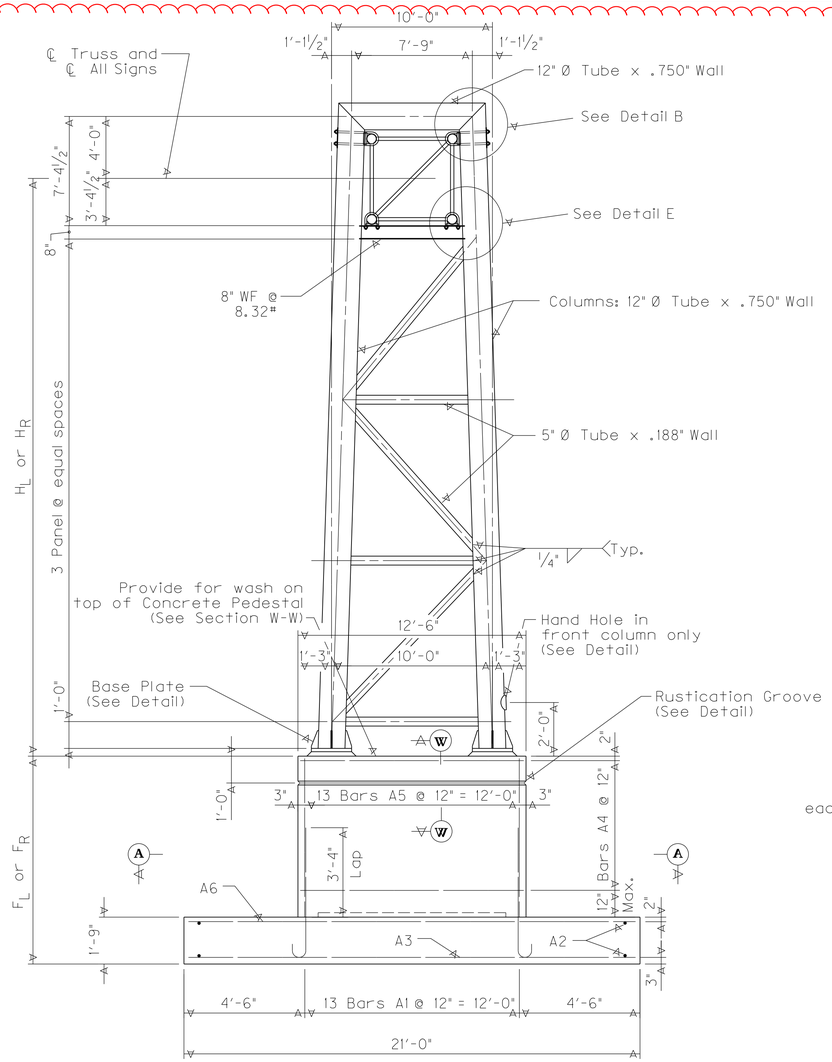
COUNTY
MARSHALL

ROUTE | CROSSING

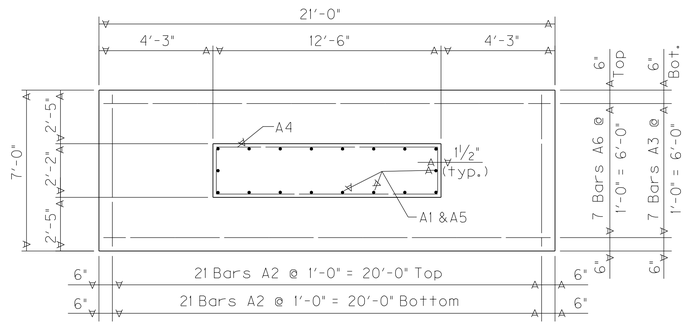
110'–140' OVERHEAD SIGN SUPPORT

ITEM NUMBER	PREPARED BY	SHEET NO.
01–800.00		T98
		DRAWING NO.

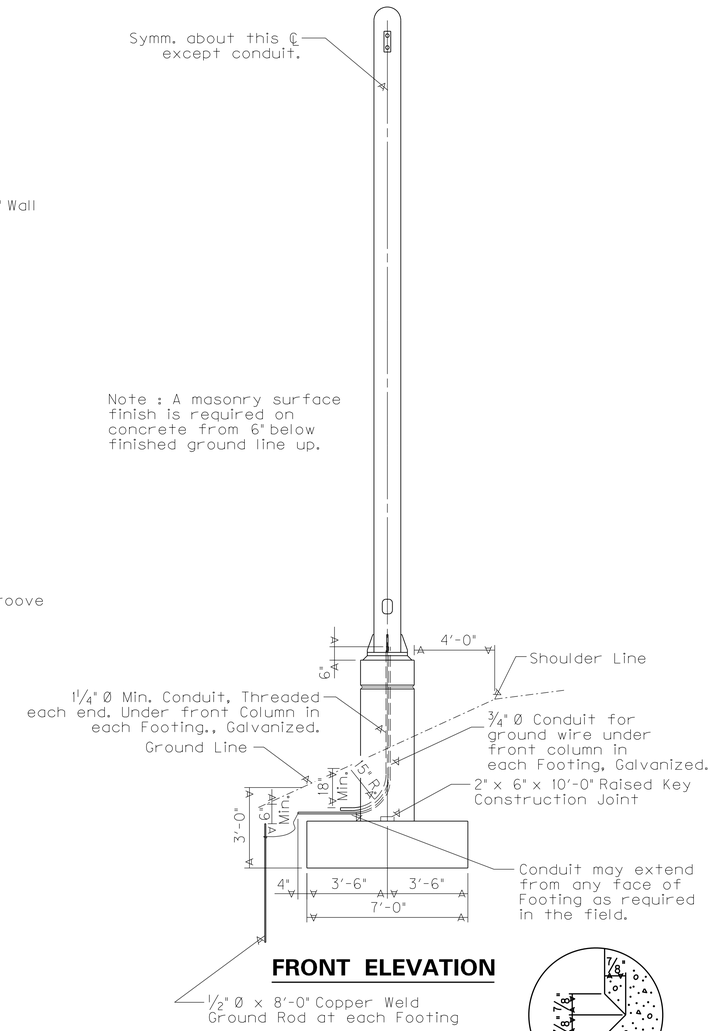
REVISED: 11-16-15



SIDE ELEVATION

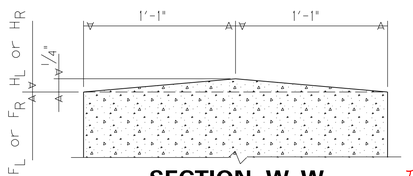


SECTION A–A



FRONT ELEVATION

RUSTICATION GROOVE



SECTION W–W
(Showing Wash)

REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: Standard Sheet •••	
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

110'–140' OVERHEAD SIGN SUPPORT

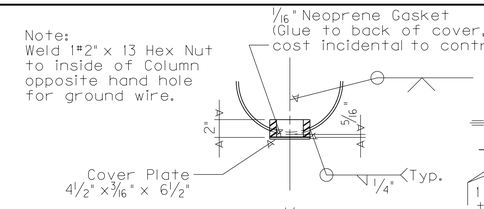
PREPARED BY

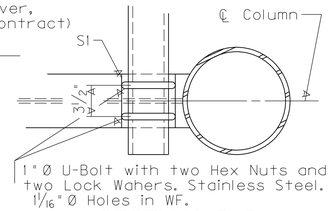
SHEET NO. 198

DRAWING NO.

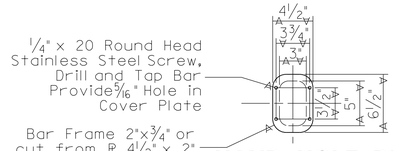
ITEM NUMBER
01–800.00

Note:
Weld 1#2" x 13 Hex Nut to inside of Column opposite hand hole for ground wire.



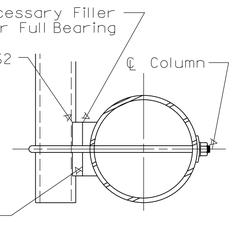


SECTION D–D

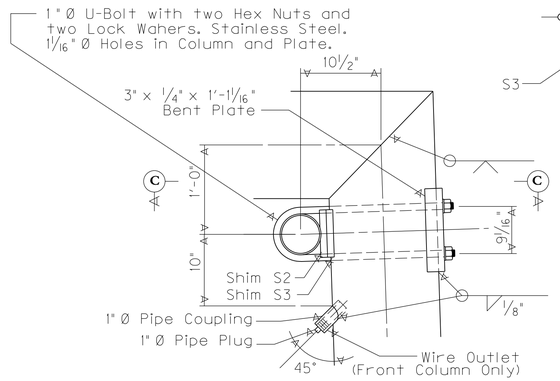


HAND HOLE DETAIL

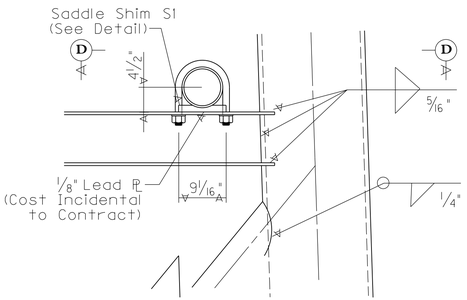
(Casting may be used for Frame)



SECTION C–C

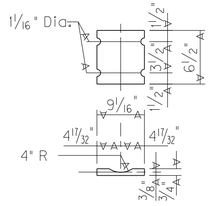


DETAIL B



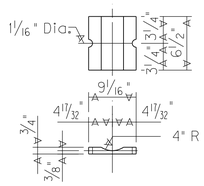
DETAIL E

* Approx. estimate is for information only. FL and FR shall be determined by the Engineer in the field.



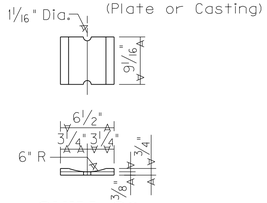
SHIM S1

(Plate or Casting)



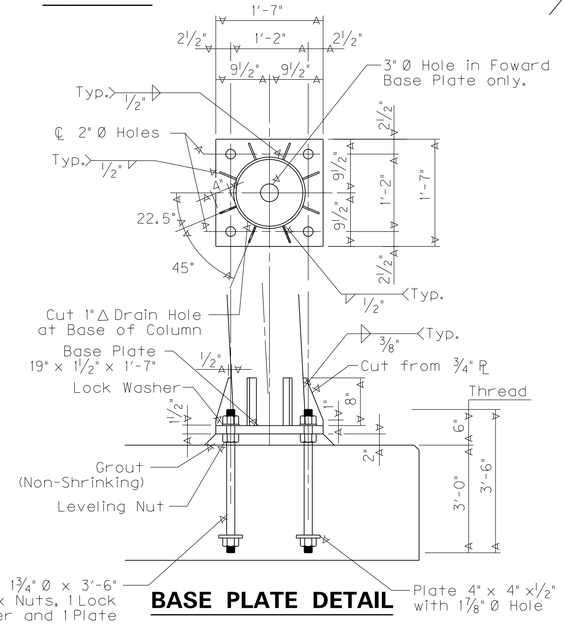
SHIM S2

(Plate or Casting)



SHIM S3

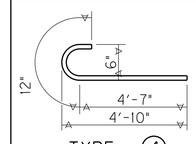
(Plate or Casting)



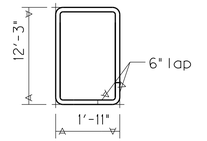
BASE PLATE DETAIL

BILL OF REINFORCEMENT FOR FOOTING

MARK	TYPE	NO.	SIZE	LENGTH FT.	LENGTH IN.	LOCATION
A1	4	28	#6	5	7	Footing & Wall
A2	Str	42	#5	6	8	Footing & Wall
A3	Str	7	#9	20	8	Footing & Wall
A4	14	Var	#4	29	1	Wall
A5	Str	28	#5	F - 1'-11"		Wall
A6	Str	7	#5	20	8	Footing



TYPE (4)



TYPE (14)

* ESTIMATE OF QUANTITIES FOR FOOTING

	Conc. Class "A"	Reinforcement
F=6'-0"	13.8 Cu. Yds.	1386 lbs.
1' of additional Pedestal hieght	1.0 Cu. Yds.	49 lbs.

REVISION	DATE

DATE:	CHECKED BY
DESIGNED BY: Standard Sheet	•••
DETAILED BY:	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

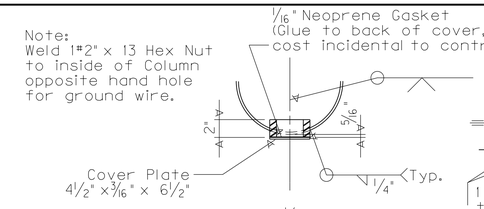
COUNTY
MARSHALL

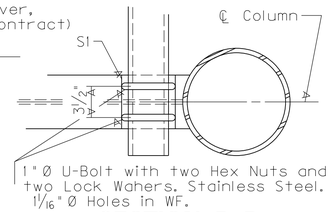
ROUTE	CROSSING

110'–140' OVERHEAD SIGN SUPPORT

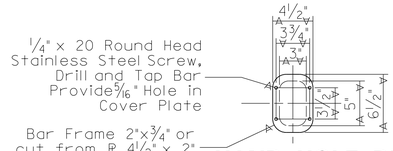
ITEM NUMBER	PREPARED BY	SHEET NO.
01–800.00		T99
		DRAWING NO.

Note:
Weld 1#2" x 13 Hex Nut to inside of Column opposite hand hole for ground wire.



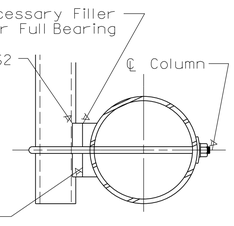


SECTION D–D

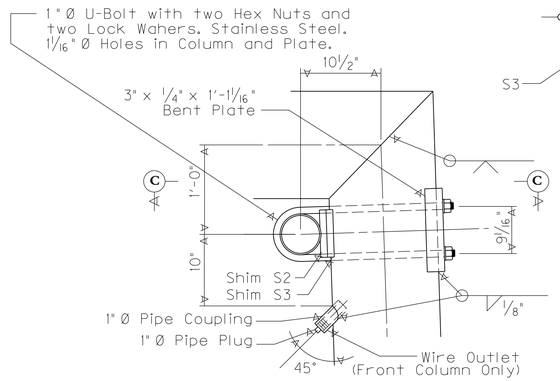


HAND HOLE DETAIL

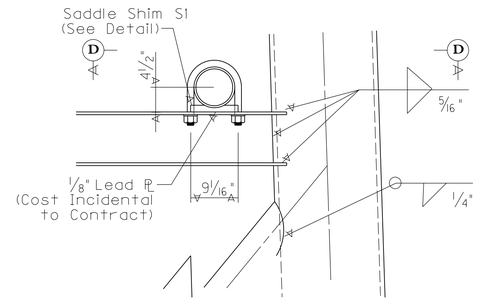
(Casting may be used for Frame)



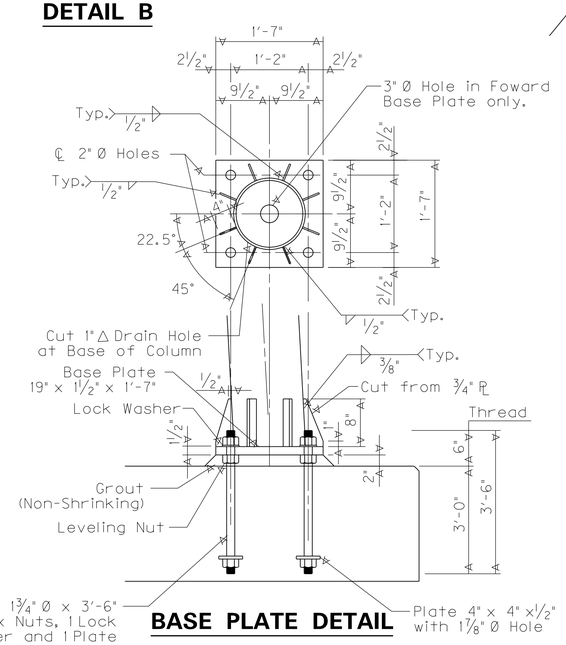
SECTION C–C



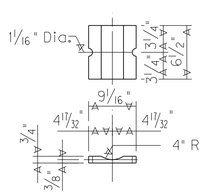
DETAIL B



DETAIL E

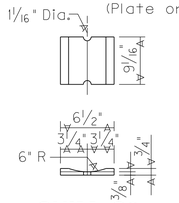


BASE PLATE DETAIL



SHIM S2

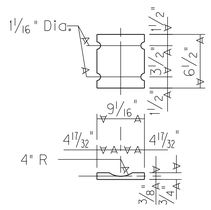
(Plate or Casting)



SHIM S3

(Plate or Casting)

* Approx. estimate is for information only. FL and FR shall be determined by the Engineer in the field.

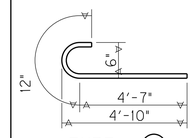


SHIM S1

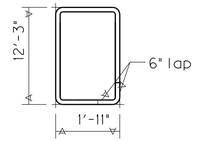
(Plate or Casting)

BILL OF REINFORCEMENT FOR FOOTING

MARK	TYPE	NO.	SIZE	LENGTH FT.	LENGTH IN.	LOCATION
A1	4	28	#6	5	7	Footing & Wall
A2	Str	42	#5	6	8	Footing & Wall
A3	Str	7	#9	20	8	Footing & Wall
A4	14	Var	#4	29	1	Wall
A5	Str	28	#5	F - 1'-11"		Wall
A6	Str	7	#5	20	8	Footing



TYPE (4)



TYPE (14)

* ESTIMATE OF QUANTITIES FOR FOOTING

	Conc. Class "A"	Reinforcement
F=6'-0"	13.8 Cu. Yds.	1386 lbs.
1' of additional Pedestal hieght	1.0 Cu. Yds.	49 lbs.

REVISED: 11-16-15

REVISION	DATE

DATE:
CHECKED BY
DESIGNED BY: Standard Sheet •••
DETAILED BY:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
MARSHALL

ROUTE | CROSSING

110'–140' OVERHEAD SIGN SUPPORT

PREPARED BY

SHEET NO. 133

DRAWING NO.

ITEM NUMBER
01–800.00

1-800 Marshall County – I24/I69 Interchange Reconstruction

The following Bid Items and Quantities were included on this project:

21799EN Bore and Jack Pipe -24”- 100 LF

21800EN Bore and Jack Pipe -30”- 100 LF

23126EN Bore and Jack Pipe - 18”- 100 LF

In the event existing pipe conditions are found to be unacceptable relative re-use or extensions along the Purchase Parkway and/or Interstate 24, the above items have been included in the contract. There are no specific locations identified on the plans relative to these items. Payment of these items will be at the discretion of the Engineer.

151079

PROPOSAL BID ITEMS

Report Date 11/18/15

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	113,055.00	TON		$	
0020	00018		DRAINAGE BLANKET-TYPE II-ASPH	17,552.00	TON		$	
0030	00100		ASPHALT SEAL AGGREGATE	177.00	TON		$	
0040	00103		ASPHALT SEAL COAT	25.00	TON		$	
0050	00190		LEVELING & WEDGING PG64-22	680.00	TON		$	
0060	00212		CL2 ASPH BASE 1.00D PG64-22	369.00	TON		$	
0070	00214		CL3 ASPH BASE 1.00D PG64-22	31,289.00	TON		$	
0080	00216		CL3 ASPH BASE 1.00D PG76-22	3,843.00	TON		$	
0090	00217		CL4 ASPH BASE 1.00D PG64-22	33,311.00	TON		$	
0100	00219		CL4 ASPH BASE 1.00D PG76-22	14,939.00	TON		$	
0110	00228		CL4 ASPH BASE 0.75D PG76-22	2,380.00	TON		$	
0120	00312		CL3 ASPH SURF 0.50D PG64-22	7,642.00	TON		$	
0130	00332		CL3 ASPH SURF 0.50A PG76-22	6,490.00	TON		$	
0140	00335		CL4 ASPH SURF 0.50A PG76-22	8,720.00	TON		$	
0150	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0160	02677		ASPHALT PAVE MILLING & TEXTURING	5,496.00	TON		$	
0170	20071EC		JOINT ADHESIVE	94,344.00	LF		$	
0180	22075EN		STAMPED ASPHALT	3,903.00	SQYD		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0380	00021		DRAINAGE BLANKET-EMBANKMENT	7,453.00	CUYD		$	
0390	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		$	
0400	01069		STEEL ENCASEMENT PIPE-12 IN	500.00	LF		$	
0410	01691		FLUME INLET TYPE 2	14.00	EACH		$	
0420	01810		STANDARD CURB AND GUTTER	2,720.00	LF		$	
0430	01845		ISLAND INTEGRAL CURB	114.00	LF		$	
0440	01877		SPECIAL HEADER CURB	6,707.00	LF		$	
0450	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	103.00	EACH		$	
0460	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	84.00	EACH		$	
0470	01984		DELINEATOR FOR BARRIER - WHITE	6.00	EACH		$	
0480	01985		DELINEATOR FOR BARRIER - YELLOW	48.00	EACH		$	
0490	02014		BARRICADE-TYPE III	8.00	EACH		$	
0500	02091		REMOVE PAVEMENT	11,176.00	SQYD		$	
0510	02159		TEMP DITCH	23,494.00	LF		$	
0520	02160		CLEAN TEMP DITCH	11,747.00	LF		$	
0530	02165		REMOVE PAVED DITCH	2,555.00	SQYD		$	
0540	02223		GRANULAR EMBANKMENT	128,071.00	CUYD		$	
0550	02230		EMBANKMENT IN PLACE	710,213.00	CUYD		$	
0560	02262		FENCE-WOVEN WIRE TYPE 1	12,942.00	LF		$	
0570	02265		REMOVE FENCE	23,964.00	LF		$	
0580	02351		GUARDRAIL-STEEL W BEAM-S FACE	11,375.00	LF		$	
0590	02359		GUARDRAIL CONNECTOR TO CONC MED BARR	1.00	EACH		$	

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0600	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	10.00	EACH		$	
0610	02367		GUARDRAIL END TREATMENT TYPE 1	26.00	EACH		$	
0620	02369		GUARDRAIL END TREATMENT TYPE 2A	23.00	EACH		$	
0630	02381		REMOVE GUARDRAIL	5,670.00	LF		$	
0640	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	6.00	EACH		$	
0650	02397		TEMP GUARDRAIL	900.00	LF		$	
0660	02429		RIGHT-OF-WAY MONUMENT TYPE 1	19.00	EACH		$	
0670	02432		WITNESS POST	3.00	EACH		$	
0680	02483		CHANNEL LINING CLASS II	442.00	TON		$	
0690	02484		CHANNEL LINING CLASS III	2,961.00	TON		$	
0700	02545		CLEARING AND GRUBBING 160 ACRES	1.00	LS		$	
0710	02562		TEMPORARY SIGNS	1,397.00	SQFT		$	
0720	02585		EDGE KEY	404.00	LF		$	
0730	02596		FABRIC-GEOTEXTILE TYPE I	4,685.00	SQYD		$	
0740	02599		FABRIC-GEOTEXTILE TYPE IV	308,714.00	SQYD		$	
0750	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	19,127.00	SQYD	$2.00	$	$38,254.00
0760	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0770	02651		DIVERSIONS (BY-PASS DETOURS) NO. 2	1.00	LS		$	
0780	02651		DIVERSIONS (BY-PASS DETOURS) NO. 1	1.00	LS		$	
0790	02653		LANE CLOSURE	2.00	EACH		$	
0800	02671		PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH		$	
0810	02692		SETTLEMENT PLATFORM	4.00	EACH		$	
0820	02696		SHOULDER RUMBLE STRIPS-SAWED	109,036.00	LF		$	
0830	02701		TEMP SILT FENCE	23,494.00	LF		$	
0840	02703		SILT TRAP TYPE A	133.00	EACH		$	
0850	02704		SILT TRAP TYPE B	133.00	EACH		$	
0860	02705		SILT TRAP TYPE C	133.00	EACH		$	
0870	02706		CLEAN SILT TRAP TYPE A	133.00	EACH		$	
0880	02707		CLEAN SILT TRAP TYPE B	133.00	EACH		$	
0890	02708		CLEAN SILT TRAP TYPE C	133.00	EACH		$	
0900	02711		SEDIMENTATION BASIN	47,292.00	CUYD		$	
0910	02712		CLEAN SEDIMENTATION BASIN	47,292.00	CUYD		$	
0920	02726		STAKING	1.00	LS		$	
0930	02774		PREFABRICATED WICK DRAIN	83,840.00	LF		$	
0940	02775		ARROW PANEL	5.00	EACH		$	
0950	02929		CRASH CUSHION TYPE IX	1.00	EACH		$	
0960	02998		MASONRY COATING	1,928.00	SQYD		$	
0970	03144		CONC MEDIAN BARRIER TYPE 9C1	1,315.00	LF		$	
0980	03171		CONCRETE BARRIER WALL TYPE 9T	4,340.00	LF		$	
0990	03287		SIDEWALK RAMP TYPE 1	6.00	EACH		$	
1000	03289		SIDEWALK RAMP TYPE 3	2.00	EACH		$	
1010	03340		STEEL PIPE-2 1/2 IN	170.00	LF		$	
1020	03343		STEEL PIPE-4 IN	170.00	LF		$	
1030	04940		REMOVE LIGHTING	1.00	LS		$	
1040	05950		EROSION CONTROL BLANKET	32,481.00	SQYD		$	
1050	05952		TEMP MULCH	422,143.00	SQYD		$	

PROPOSAL BID ITEMS

Report Date 11/18/15

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1060	05953		TEMP SEEDING AND PROTECTION	316,516.00	SQYD		$	
1070	05963		INITIAL FERTILIZER	17.00	TON		$	
1080	05964		20-10-10 FERTILIZER	27.00	TON		$	
1090	05985		SEEDING AND PROTECTION	498,643.00	SQYD		$	
1100	05992		AGRICULTURAL LIMESTONE	310.00	TON		$	
1110	06401		FLEXIBLE DELINEATOR POST-M/W	587.00	EACH		$	
1120	06404		FLEXIBLE DELINEATOR POST-M/Y	335.00	EACH		$	
1130	06510		PAVE STRIPING-TEMP PAINT-4 IN	25,675.00	LF		$	
1140	06511		PAVE STRIPING-TEMP PAINT-6 IN	125,055.00	LF		$	
1150	06514		PAVE STRIPING-PERM PAINT-4 IN	10,569.00	LF		$	
1160	06515		PAVE STRIPING-PERM PAINT-6 IN	157,461.00	LF		$	
1170	06517		PAVE STRIPING-PERM PAINT-12 IN	9,856.00	LF		$	
1180	06567		PAVE MARKING-THERMO STOP BAR-12IN	42.00	LF		$	
1190	06574		PAVE MARKING-THERMO CURV ARROW	20.00	EACH		$	
1200	06578		PAVE MARKING-THERMO MERGE ARROW	4.00	EACH		$	
1210	06585		PAVEMENT MARKER TY IVA-MW TEMP	151.00	EACH		$	
1220	06586		PAVEMENT MARKER TY IVA-MY TEMP	50.00	EACH		$	
1230	06592		PAVEMENT MARKER TYPE V-B W/R	457.00	EACH		$	
1240	08100		CONCRETE-CLASS A	182.00	CUYD		$	
1250	08150		STEEL REINFORCEMENT	447.00	LB		$	
1260	10020NS		FUEL ADJUSTMENT	427,292.00	DOLL	$1.00	$	$427,292.00
1270	10030NS		ASPHALT ADJUSTMENT	443,959.00	DOLL	$1.00	$	$443,959.00
1280	20166ES810		TEMPORARY PIPE	355.00	LF		$	
1290	20430ED		SAW CUT	6,599.00	LF		$	
1300	20465EC		CLEAN CULVERT	1.00	LS		$	
1310	20738NS112		TEMP CRASH CUSHION	1.00	EACH		$	
1320	21383ES508		CONC MEDIAN BARRIER TYPE 14C2(50)	1,910.00	LF		$	
1330	21447NC		TEMPORARY STREAM CROSSING	1.00	LS		$	
1340	21669NN		POLICE OFFICER WITH VEHICLE	4,000.00	HOUR		$	
1350	21799EN		BORE AND JACK PIPE-24 IN	100.00	LF		$	
1360	21800EN		BORE AND JACK PIPE-30 IN	100.00	LF		$	
1370	23126EN		BORE AND JACK PIPE-18 IN	100.00	LF		$	
1380	23158ES505		DETECTABLE WARNINGS	283.00	SQFT		$	
1390	23274EN11F		TURF REINFORCEMENT MAT 1	2,328.00	SQYD		$	
1400	24035EC		CONC MED BAR END FOR CRASH CUSHION TY IX	1.00	EACH		$	
1410	24489EC		INLAID PAVEMENT MARKER	973.00	EACH		$	
1420	24596EN		GRANULAR BACKFILL	4,667.00	CUYD		$	
1430	24679ED		PAVE MARK THERMO CHEVRON	2,038.00	SQFT		$	
1440	24814EC		PIPELINE INSPECTION	10,340.00	LF		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1450	00078		CRUSHED AGGREGATE SIZE NO 2	135.00	TON		$	
1460	00461		CULVERT PIPE-15 IN	525.00	LF		$	
1470	00462		CULVERT PIPE-18 IN	124.00	LF		$	
1480	00464		CULVERT PIPE-24 IN	305.00	LF		$	
1490	00466		CULVERT PIPE-30 IN	222.00	LF		$	

PROPOSAL BID ITEMS

Report Date 11/18/15

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1500	00468		CULVERT PIPE-36 IN	311.00	LF		$	
1510	00470		CULVERT PIPE-48 IN	22.00	LF		$	
1520	00472		CULVERT PIPE-60 IN	549.00	LF		$	
1530	00521		STORM SEWER PIPE-15 IN	2,010.00	LF		$	
1540	00522		STORM SEWER PIPE-18 IN	893.00	LF		$	
1550	00524		STORM SEWER PIPE-24 IN	1,594.00	LF		$	
1560	00982		SLOTTED DRAIN PIPE-18 IN	938.00	LF		$	
1570	01000		PERFORATED PIPE-4 IN	39,175.00	LF		$	
1580	01001		PERFORATED PIPE-6 IN	1,924.00	LF		$	
1590	01010		NON-PERFORATED PIPE-4 IN	1,390.00	LF		$	
1600	01011		NON-PERFORATED PIPE-6 IN	90.00	LF		$	
1610	01020		PERF PIPE HEADWALL TY 1-4 IN	11.00	EACH		$	
1620	01024		PERF PIPE HEADWALL TY 2-4 IN	38.00	EACH		$	
1630	01028		PERF PIPE HEADWALL TY 3-4 IN	19.00	EACH		$	
1640	01029		PERF PIPE HEADWALL TY 3-6 IN	2.00	EACH		$	
1650	01032		PERF PIPE HEADWALL TY 4-4 IN	66.00	EACH		$	
1660	01202		PIPE CULVERT HEADWALL-15 IN	8.00	EACH		$	
1670	01204		PIPE CULVERT HEADWALL-18 IN	1.00	EACH		$	
1680	01208		PIPE CULVERT HEADWALL-24 IN	3.00	EACH		$	
1690	01210		PIPE CULVERT HEADWALL-30 IN	3.00	EACH		$	
1700	01212		PIPE CULVERT HEADWALL-36 IN	4.00	EACH		$	
1710	01216		PIPE CULVERT HEADWALL-48 IN	1.00	EACH		$	
1720	01220		PIPE CULVERT HEADWALL-60 IN	1.00	EACH		$	
1730	01310		REMOVE PIPE	221.00	LF		$	
1740	01451		S & F BOX INLET-OUTLET-24 IN	2.00	EACH		$	
1750	01452		S & F BOX INLET-OUTLET-30 IN	2.00	EACH		$	
1760	01456		CURB BOX INLET TYPE A	9.00	EACH		$	
1770	01480		CURB BOX INLET TYPE B	4.00	EACH		$	
1780	01490		DROP BOX INLET TYPE 1	1.00	EACH		$	
1790	01505		DROP BOX INLET TYPE 5B	6.00	EACH		$	
1800	01511		DROP BOX INLET TYPE 5D	1.00	EACH		$	
1810	01517		DROP BOX INLET TYPE 5F	5.00	EACH		$	
1820	01587		DROP BOX INLET TYPE 16S	7.00	EACH		$	
1830	01756		MANHOLE TYPE A	1.00	EACH		$	
1840	01767		MANHOLE TYPE C	1.00	EACH		$	
1850	23043NS710		CONC MED BARRIER INLET TY 14B2-50	7.00	EACH		$	
1860	23610NC		CORED HOLE DRAINAGE BOX CON	12.00	EACH		$	
1870	24835ES710		CONC MED BARRIER INLET TY 14B1-50	12.00	EACH		$	

Section: 0004 - BRIDGE-27451

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1880	02231		STRUCTURE GRANULAR BACKFILL	412.00	CUYD		$	
1890	02998		MASONRY COATING	324.40	SQYD		$	
1900	03299		ARMORED EDGE FOR CONCRETE	97.80	LF		$	
1910	08019		CYCLOPEAN STONE RIP RAP	831.00	TON		$	
1920	08033		TEST PILES	200.00	LF		$	
1930	08100		CONCRETE-CLASS A	76.60	CUYD		$	
1940	08104		CONCRETE-CLASS AA	214.10	CUYD		$	

151079

PROPOSAL BID ITEMS

Report Date 11/18/15

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1950	08151		STEEL REINFORCEMENT-EPOXY COATED	50,735.00	LB		$	
1960	08500		APPROACH SLAB	227.80	SQYD		$	
1970	08634		PRECAST PC I BEAM TYPE 4	657.00	LF		$	
1980	21532ED		RAIL SYSTEM TYPE III	224.00	LF		$	
1990	23826EC		PIPE PILE-16 IN	2,116.00	LF		$	

Section: 0005 - BRIDGE-27370

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2000	02231		STRUCTURE GRANULAR BACKFILL	1,909.00	CUYD		$	
2010	02998		MASONRY COATING	1,137.00	SQYD		$	
2020	03299		ARMORED EDGE FOR CONCRETE	572.00	LF		$	
2030	08018		RETAINING WALL	23,400.00	SQFT		$	
2040	08033		TEST PILES	190.00	LF		$	
2050	08100		CONCRETE-CLASS A	265.00	CUYD		$	
2060	08104		CONCRETE-CLASS AA	1,036.20	CUYD		$	
2070	08151		STEEL REINFORCEMENT-EPOXY COATED	196,528.00	LB		$	
2080	08500		APPROACH SLAB	972.00	SQYD		$	
2090	08635		PRECAST PC I BEAM TYPE 6	2,695.00	LF		$	
2100	21532ED		RAIL SYSTEM TYPE III	466.00	LF		$	
2110	23233EC		DYNAMIC PILE TESTING	2.00	EACH		$	
2120	23826EC		PIPE PILE-16 IN	11,790.00	LF		$	

Section: 0006 - BRIDGE-27371

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2130	02231		STRUCTURE GRANULAR BACKFILL	209.00	CUYD		$	
2140	02998		MASONRY COATING	1,905.30	SQYD		$	
2150	03299		ARMORED EDGE FOR CONCRETE	50.00	LF		$	
2160	08001		STRUCTURE EXCAVATION-COMMON	344.10	CUYD		$	
2170	08020		CRUSHED AGGREGATE SLOPE PROT	276.00	TON		$	
2180	08033		TEST PILES	468.00	LF		$	
2190	08100		CONCRETE-CLASS A	643.20	CUYD		$	
2200	08104		CONCRETE-CLASS AA	416.80	CUYD		$	
2210	08133		MECHANICAL REINF COUPLER #8	192.00	EACH		$	
2220	08150		STEEL REINFORCEMENT	51,529.00	LB		$	
2230	08151		STEEL REINFORCEMENT-EPOXY COATED	130,153.00	LB		$	
2240	08500		APPROACH SLAB	138.90	SQYD		$	
2250	08634		PRECAST PC I BEAM TYPE 4	1,733.00	LF		$	
2260	21532ED		RAIL SYSTEM TYPE III	877.00	LF		$	
2270	23233EC		DYNAMIC PILE TESTING	6.00	EACH		$	
2280	23826EC		PIPE PILE-16 IN	5,779.00	LF		$	

Section: 0007 - BRIDGE-27372

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2290	02231		STRUCTURE GRANULAR BACKFILL	406.70	CUYD		$	
2300	02998		MASONRY COATING	308.80	SQYD		$	
2310	03299		ARMORED EDGE FOR CONCRETE	95.40	LF		$	
2320	08019		CYCLOPEAN STONE RIP RAP	844.00	TON		$	
2330	08033		TEST PILES	184.00	LF		$	
2340	08100		CONCRETE-CLASS A	76.00	CUYD		$	
2350	08104		CONCRETE-CLASS AA	203.00	CUYD		$	
2360	08151		STEEL REINFORCEMENT-EPOXY COATED	48,895.00	LB		$	
2370	08500		APPROACH SLAB	229.60	SQYD		$	
2380	08634		PRECAST PC I BEAM TYPE 4	603.00	LF		$	
2390	21532ED		RAIL SYSTEM TYPE III	206.00	LF		$	
2400	23826EC		PIPE PILE-16 IN	2,001.00	LF		$	

Section: 0008 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2410	06400		GMSS GALV STEEL TYPE A	13,565.00	LB		$	
2420	06405		SBM ALUMINUM PANEL SIGNS (REVISED: 11-18-15)	9,170.80	SQFT		$	
2430	06406		SBM ALUM SHEET SIGNS .080 IN	71.50	SQFT		$	
2440	06407		SBM ALUM SHEET SIGNS .125 IN	203.00	SQFT		$	
2450	06410		STEEL POST TYPE 1	648.00	LF		$	
2460	06411		STEEL POST TYPE 2	21.00	LF		$	
2470	06415		OSS GALV STEEL CANTILEVER	1.00	EACH		$	
2480	06420		OSS ALUMINUM 55 FT TRUSS	1.00	EACH		$	
2490	06422		OSS ALUMINUM 60 FT TRUSS	2.00	EACH		$	
2500	06426		OSS ALUMINUM 70 FT TRUSS	3.00	EACH		$	
2510	06438		OSS ALUMINUM 80 FT TRUSS	1.00	EACH		$	
2520	06441		GMSS GALV STEEL TYPE C (REVISED: 11-18-15)	19,461.00	LB		$	
2530	06448		SIGN BRIDGE ATTACHMENT BRACKET	2.00	EACH		$	
2540	06449		REM OVERHEAD SIGN SUPPORT STR	4.00	EACH		$	
2550	06450		REM OVERHEAD STRUC CONC BASE	7.00	EACH		$	
2560	06451		REMOVE SIGN SUPPORT BEAM	43.00	EACH		$	
2570	06490		CLASS A CONCRETE FOR SIGNS (REVISED: 11-18-15)	264.00	CUYD		$	
2580	06491		STEEL REINFORCEMENT FOR SIGNS (REVISED: 11-18-15)	21,576.00	LB		$	
2590	20418ED		REMOVE & RELOCATE SIGNS	54.00	EACH		$	
2600	20419ND		ROADWAY CROSS SECTION	9.00	EACH		$	
2610	21373ND		REMOVE SIGN	70.00	EACH		$	
2620	21596ND		GMSS TYPE D	8.00	EACH		$	
2630	23639ED		REM SIGN BRIDGE MOUNT ATTACHMENT	2.00	EACH		$	
2640	24631EC		BARCODE SIGN INVENTORY	67.00	EACH		$	

Section: 0009 - LIGHTING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2650	03381		PVC PIPE-2 IN	50.00	LF		$	

151079

PROPOSAL BID ITEMS

Report Date 11/18/15

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2660	04714		POLE 120 FT MTG HT HIGH MAST	32.00	EACH		$	
2670	04761		LIGHTING CONTROL EQUIPMENT	4.00	EACH		$	
2680	04795		CONDUIT-2 IN	50.00	LF		$	
2690	04797		CONDUIT-3 IN	6,755.00	LF		$	
2700	04800		MARKER	80.00	EACH		$	
2710	04820		TRENCHING AND BACKFILLING	23,200.00	LF		$	
2720	04834		WIRE-NO. 6	50.00	LF		$	
2730	04860		CABLE-NO. 8/3C DUCTED	12,210.00	LF		$	
2740	04861		CABLE-NO. 6/3C DUCTED	38,825.00	LF		$	
2750	04862		CABLE-NO. 4/3C DUCTED	29,310.00	LF		$	
2760	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	19.00	EACH		$	
2770	20392NS835		ELECTRICAL JUNCTION BOX TYPE C	16.00	EACH		$	
2780	20410ED		MAINTAIN LIGHTING	1.00	LS		$	
2790	21065ND		MODEL 334 ENCLOSURE	1.00	EACH		$	
2800	21069ND		SURGE DEVICE 120 VOLT	1.00	EACH		$	
2810	21071ND		DATA SURGE DEVICE	1.00	EACH		$	
2820	21079ND		TRANSFORMER 480/120	1.00	EACH		$	
2830	21489ND		RACK MOUNTED UPS	1.00	EACH		$	
2840	21543EN		BORE AND JACK CONDUIT	6,755.00	LF		$	
2850	22403NN		WEB CAMERA ASSEMBLY	1.00	EACH		$	
2860	23022NN		INSTALL HIGH MAST CONTROL CABLE	1.00	EACH		$	
2870	23150NN		COMMUNICATION CABLE	500.00	LF		$	
2880	23161EN		POLE BASE-HIGH MAST	300.00	CUYD		$	
2890	23941EC		VIDEO SURVEILLANCE CONTROLLER	1.00	EACH		$	
2900	23944EC		ADVANCED GROUNDING SYSTEM	1.00	EACH		$	
2910	24749EC		HIGH MAST LED LUMINAIRE	184.00	EACH		$	
2920	24820EC		ADAPTIVE LIGHTING SYSTEM	1.00	LS		$	
2930	24821EC		LIGHTING AVIATION MONITORING SYSTEM	18.00	EACH		$	
2940	24822EC		AVIATION ASSEMBLY	18.00	EACH		$	

Section: 0010 - LANDSCAPING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0190	05026		EASTERN WHITE PINE	22.00	EACH		$	
0200	05981		WILDFLOWER SEEDING	8,363.00	SQYD		$	
0210	05990		SODDING	8,846.00	SQYD		$	
0220	20009ES724		COLORADO SPRUCE	22.00	EACH		$	
0230	20516NS724		TULIP POPLAR (REVISED: 11-16-15)	7.00	EACH		$	
0240	20566NS724		FLOWERING DOGWOOD	26.00	EACH		$	
0250	21662NS724		SWEET GUM (REVISED: 11-16-15)	27.00	EACH		$	
0260	21744NS724		SWAMP WHITE OAK (REVISED: 11-16-15)	28.00	EACH		$	
0270	23315EC		DECORATIVE FENCE (REVISED: 11-16-15)	8,435.00	LF		$	
0280	24393ES724		AMERICAN HOLLY	19.00	EACH		$	
0290	24681EC		CONSTRUCT DECORATIVE WALL STA. 52+55 TO 53+97	1.00	LS		$	

PROPOSAL BID ITEMS

Report Date 11/18/15

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0300	24681EC		CONSTRUCT DECORATIVE WALL STA. 41+86 TO 42+17	1.00	LS		$	
0310	24833ES724		FRINGE TREE	19.00	EACH		$	
0320	24834ES724		CAROLINA SILVERBELL	44.00	EACH		$	
0330	40102		PAINTING	1,720.00	SQFT		$	

Section: 0011 - TRAINEES

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0340	02742		TRAINEE PAYMENT REIMBURSEMENT 1 GROUP 1 OPERATOR	1,600.00	HOUR		$	
0350	02742		TRAINEE PAYMENT REIMBURSEMENT 1 CEMENT MASON	1,200.00	HOUR		$	

Section: 0012 - DEMOBILIZATION AND/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0360	02568		MOBILIZATION	1.00	LS		$	
0370	02569		DEMOBILIZATION	1.00	LS		$	