



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

November 14, 2022

CALL NO. 307
CONTRACT ID NO. 224451
ADDENDUM # 1

Subject: CARROLL COUNTY, FD04 021 0036 002-009
Letting November 17, 2022

- (1) Revised - Proposal Notes - Pages 127-129, 133-134 & 170 of 214
- (2) Added - Proposal Notes - Pages 129A & 168A-168I of 214
- (3) Revised - Proposal Bid Items - Pages 213-214A of 214

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

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

Sincerely,

Rachel Mills,

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

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

RM:mr
Enclosures



KY 36
GENERAL SUMMARY

COUNTY OF	ITEM NO.	FEDERAL NO.
CARROLL	6-9024.00	

ITEM	DESCRIPTION	UNIT	TOTAL PROJECT
3	CRUSHED STONE BASE	TON	292
① 205	CL3 ASPH BASE 1.50D PG64-22	TON	2,572
② 339	CL3 ASPH SURF 0.38D PG64-22	TON	909
441	ENTRANCE PIPE-18 IN	LF	4
③ 462	CULVERT PIPE-18 IN	LF	43
③ 464	CULVERT PIPE-24 IN	LF	16
③ 466	CULVERT PIPE-30 IN	LF	12
1000	PERFORATED PIPE-4 IN	LF	1,561
1020	PERF PIPE HEADWALL TY 1-4 IN	EACH	5
1310	REMOVE PIPE	LF	28
1727	SAFETY BOX INLET-24 IN SDB-1	EACH	1
1728	SAFETY BOX INLET-18 IN DBL SDB-5	EACH	8
1729	SAFETY BOX INLET-24 IN DBL SDB-5	EACH	4
1987	DELIMITER FOR GUARDRAIL B/W	EACH	130
2159	TEMP DITCH	LF	15,708
2160	CLEAN TEMP DITCH	LF	7,854
2351	GUARDRAIL-STEEL W BEAM S FACE	LF	6,105
2355	GUARDRAIL-STEEL W BEAM S FACE A	LF	41.25
2360	GUARDRAIL TERMINAL SECTION NO 1	EACH	15
2363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	EACH	2
2367	GUARDRAIL END TREATMENT TYPE 1	EACH	9
2381	REMOVE GUARDRAIL	LF	6,462.50
2391	GUARDRAIL END TREATMENT TYPE 4A	EACH	6
2403	REMOVE CONCRETE MASONRY	CUYD	1.9
2460	REMOVE TREES OR STUMPS	EACH	1
2562	TEMPORARY SIGNS	SQFT	282.00
2569	DEMOLITION (CARROLL KY 36 HSI P)	LS	1
④ 26175EC	ROADSIDE REGRADING	LF	11,225
2603	FABRIC GEOTEXTILE CLASS 2	SQYD	1,478
2625	REMOVE HEADWALL	EACH	7
2650	MAINTAIN & CONTROL TRAFFIC (CARROLL KY 36 HSI P)	LS	1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2
2676	MOBILITY SIGN FOR MLL & TEXT (CARROLL KY 36 HSI P)	LS	1
2677	ASPHALT PAVEMENT MILLING & TEXTURING	TON	2,976
2697	EDGELINE RUMBLE STRIPS	LF	10,554
2701	TEMP SILT FENCE	LF	15,708
2703	SILT TRAP TYPE A	EACH	7

- ① 232 TONS FOR PAVED SHOULDER WIDENING AND 2,340 TONS FOR PAVEMENT REPAIR (7 TONS OF WHICH FOR USE DURING CONSTRUCTION OF CULVERT PIPE EXTENSIONS).
- ② 42 TONS FOR PAVED SHOULDER WIDENING, 87 TONS FOR BASE FAILURE REPAIR, AND 780 TONS FOR PAVEMENT REPAIR (51 TONS OF WHICH FOR USE DURING CONSTRUCTION OF CULVERT PIPE EXTENSIONS).
- ③ PIPE EXTENSION SHALL BE OF IN-KIND MATERIAL.
- ④ 10,975 LF FOR CORRIDOR ROADSIDE IMPROVEMENTS AND 250 LF FOR GRADING SLOPES AROUND THE PROPOSED DRAINAGE STRUCTURES.



KY 36
GENERAL SUMMARY

COUNTY OF	ITEM NO.	FEDERAL NO.
CARROLL	6-9024.00	

ITEM	DESCRIPTION	UNIT	TOTAL PROJECT
2704	SILT TRAP TYPE B	EACH	7
2705	SILT TRAP TYPE C	EACH	7
2706	CLEAN SILT TRAP TYPE A	EACH	7
2707	CLEAN SILT TRAP TYPE B	EACH	7
2708	CLEAN SILT TRAP TYPE C	EACH	7
2726	STAKING (CARROLL KY 36 HSI P)	LS	1
3234	RAILROAD RAILS-DRI LLED	LF	1,908
3235	EXCAVATION AND BACKFILL	CUYD	844
3236	CRIBBING	SQFT	5,700
3240	BASE FAULTURE REPAIR	SQYD	1,267
5950	EROSION CONTROL BLANKET	SQYD	12,318
5952	TEMP MULCH	SQYD	20,973
5953	TEMP SEED AND PROTECT	SQYD	15,730
5963	INITIAL FERTILIZER	TON	1.0
5964	MAINTENANCE FERTILIZER	TON	0.6
5985	SEEDING AND PROTECTION	SQYD	6,825
5992	AGRICULTURAL LIMESTONE	TON	12
6406	SBM ALUM SHEET SIGNS .080 IN	SQYD	189.25
6407	SBM ALUM SHEET SIGNS .125 IN	SQYD	52.48
6410	STEEL POST TYPE 1	LF	587
6510	PAVE STRIPING TEMP PAINT-4 IN	LF	18,000
⑥ 6515	PAVE STRIPING PERM PAINT-6 IN	LF	94,248
8003	FOUNDATION PREPARATION (STA. 292+91, 3X3 RCBC)	LS	1
8003	FOUNDATION PREPARATION (STA. 407+94, 3X2 RCBC)	LS	1
⑤ 8100	CONCRETE-CLASS A	CUYD	28.08
8150	STEEL REINFORCEMENT	LB	4,403
8805	GUARDRAIL-BRIDGE CASE 1	LF	12.5
10020NS	FUEL ADJUSTMENT	DOLL	5,428
10030NS	ASPHALT ADJUSTMENT	DOLL	13,635
20458ES403	CENTERLINE RUMBLE STRIPS	LF	6,600
20465EC	CLEAN CULVERT (STA. 292+91, 3X3 RCBC)	LS	1
20465EC	CLEAN CULVERT (STA. 407+94, 3X2 RCBC)	LS	1
20748ED	SHOULDER MILLING TRENCHING	SQYD	422
21373ND	REMOVE SIGN	EACH	43
21819NN	FITTINGS	EACH	7
23044NS710	SAFETY BOX INLET-36 IN SDB-1	EACH	2
24631EC	BARCODE SIGN INVENTORY	EACH	56
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	TON	6.5

⑤ 11.97 CUYD FOR CULVERT EXTENSIONS AND 16.11 CUYD FOR REINFORCED CONCRETE BOX CULVERT EXTENSIONS.

⑥ FOR RESTRIPIING THE LIMITS OF THE PROJECT. PROPOSED STRIPING TO MATCH EXISTING CONFIGURATION EXCEPT FOR STATION RANGE IDENTIFIED IN PLAN SHEETS (STA. 128+57 - 150+00). FURTHER MODIFICATIONS TO STRIPING CONFIGURATIONS PERMITTED ONLY BY DIRECTION OF THE DISTRICT TRAFFIC ENGINEER.

CARROLL COUNTY - KY 36
MP 2.182 TO MP 8.132
ITEM NO. 6-9024

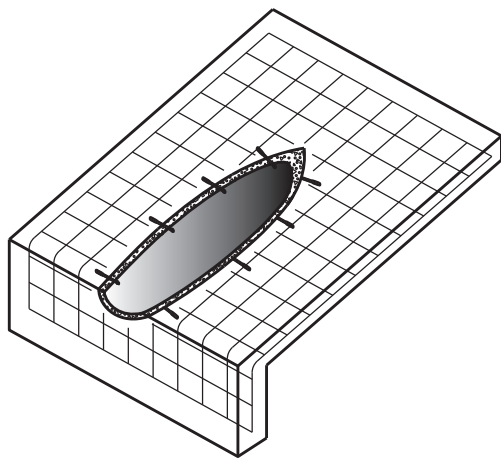
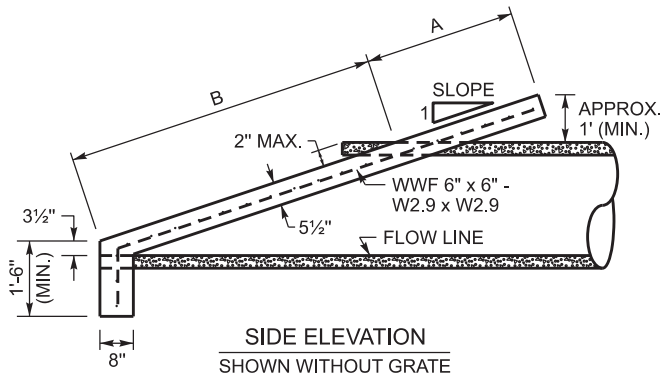
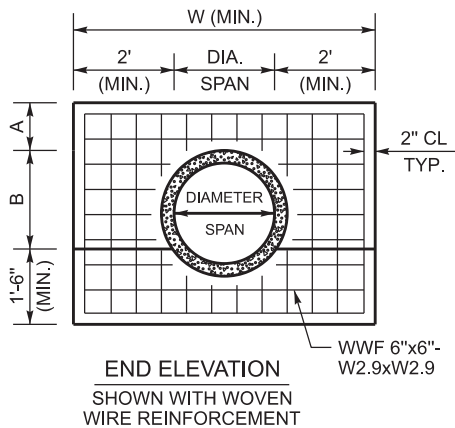
Begin		End		Width (FT)	Length (LF)	Asph. Pave. Mill & Text (Tons)	Asph. Base (Tons)	Asph. Material for Tack Non-Tracking (Tons)	Asph. Surface (Tons)	Edgeline Rumble Strips (LF)	Centerline Rumble Strips (LF)	Comments
Milepoint	Station	Milepoint	Station									
5.885	310+75	6.231	329+00	24.0	1825	1,168	1,071	2.5	335	3,650	1,825	Dual-Lane Pavement Repair
6.231	329+00	6.576	347+20	12.0	1820	701	534	1.2	167	1,820	1,820	Single-Lane Pavement Repair (EB Lane)
6.746	356+20	6.916	365+15	12.0	895	345	263	0.6	82	895	895	Single-Lane Pavement Repair (EB Lane)
7.125	376+20	7.425	392+05	12.0	1585	610	465	1.1	145	1,585	1,585	Single-Lane Pavement Repair (EB Lane)
2.618	138+24	N/A	N/A	12.00	100	9	1	0.05	9	100		Pavement Repair due to Culvert Pipe Extension
7.077	373+65	N/A	N/A	12.00	100	9	1	0.05	9	100		Pavement Repair due to Culvert Pipe Extension
7.122	376+02	N/A	N/A	12.00	68	6	1	0.04	6	68		Pavement Repair due to Culvert Pipe Extension
7.249	382+74	N/A	N/A	12.00	100	9	1	0.05	9	100		Pavement Repair due to Culvert Pipe Extension
7.494	395+66	N/A	N/A	12.00	100	9	1	0.05	9	100		Pavement Repair due to Culvert Pipe Extension
7.617	402+17	N/A	N/A	12.00	100	9	1	0.05	9	100		Pavement Repair due to Culvert Pipe Extension
7.809	412+32	N/A	N/A	12.00	100	9	1	0.05	9	100		Pavement Repair due to Culvert Pipe Extension
TOTALS						2,875 TONS	2,340 TONS	5.7 TONS	780 TONS	8,518 LF	6,125 LF	

CARROLL COUNTY - KY 36
MP 2.182 TO MP 8.132
ITEM NO. 6-9024

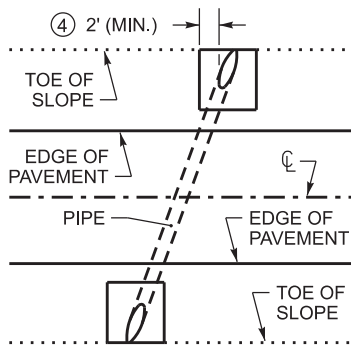
SHOULDER WIDENING SUMMARY															
Milepoint	Begin Station	End		Side	Width (FT)	Length (LF)	Asph. Pave. Mill & Text. (Tons)	Milling/Trenching (SY)	Asph. Base (Tons)	Crushed Stone Base (Tons)	Asph. Surface (Tons)	Roadside Regrading ¹ (LF)	Perforated Pipe-4 IN (LF)	Edgeline Rumble Strips (LF)	Asph. Material for Tack Non-Tracking (Tons)
		Milepoint	Station												
5.028	265+50	5.131	270+93	Left	Varies 5' to 2'	543	7	211	116	146	21	543	543	543	0.2
5.028	265+50	5.131	270+93	Right	Varies 5' to 2'	543	7	211	116	146	21	543	543	543	0.2
		TOTALS				1,086 LF	14 TONS	422 SY	232 TONS	292 TONS	42 TONS	1,086 LF	1,086 LF	1,086 LF	0.4 TONS

1 - QUANTITY SHOWN HERE FOR INFORMATION PURPOSES ONLY. QUANTITY IS CALCULATED IN ROADSIDE REGRADING SUMMARY.

BASE FAILURE REPAIR SUMMARY												
Milepoint	Begin Station	End		Length (LF)	Width (FT)	Base Failure Repair (SY)	Asph. Pave. Mill & Text. (Tons)	Asph. Surface (Tons)	Asph. Material for Tack Non-Tracking (Tons)	Perforated Pipe-4 IN (LF)	Edgeline Rumble Strips (LF)	Centerline Rumble Strips (LF)
		Milepoint	Station									
5.795	306+00	5.885	310+75	475	24.00	1,267	87	87	0.4	475	950	475
		TOTALS		1,267 SY		87 TONS	87 TONS	87 TONS	0.4 TONS	475 LF	950 LF	475 LF



ISOMETRIC VIEW
SHOWN WITH WOVEN WIRE REINFORCEMENT
AND WEDGE ANCHORS



PLAN VIEW
SHOWN WHEN THE PIPE IS ON A SKEW ④

~ NOTES ~

- FOR PIPES THAT RECEIVE THE SLOPED & MITERED CONCRETE HEADWALL, THE PIPE LENGTH SHALL BE MEASURED TO THE FURTHEST POINT ALONG THE MITERED END OF THE PIPE.
- THE EMBANKMENT FILL MATERIAL IS TO BE PLACED, COMPACTED, AND GRADED AROUND THE PIPE BEFORE THE CONCRETE SLOPE PAVING IS PLACED. THE INTENT IS FOR THE SLOPED & MITERED HEADWALL TO MATCH THE FINAL EMBANKMENT SLOPE.
- THE PIPE SHALL BE MITERED AFTER THE CONCRETE SLOPE PAVING HAS BEEN PLACED AND SUFFICIENTLY CURED. THE PIPE SHOULD BE MITERED AS CLOSE TO FLUSH WITH THE SLOPE PAVING AS POSSIBLE, AND NO HIGHER THAN 2" ABOVE THE SLOPE PAVING. HAND FINISHING AND/OR CUTTING MAY BE NECESSARY.
- WHEN THE PIPE IS ON A SKEW, INSTALL THE HEADWALL AND MITER THE PIPE SO THAT THE CONCRETE SLOPE PAVING IS PERPENDICULAR TO THE ROADWAY. FOR HEADWALLS ON SKEWED PIPES, THE HEADWALL WIDTH, W, SHALL BE WIDENED, AS NEEDED, SO THAT THE OUTSIDE EDGE OF THE CONCRETE SLOPE PAVING IS A MINIMUM OF 2' FROM THE OUTER MOST EDGE OF THE PIPE.
- THE DIMENSION 'A' IS BASED ON THE FINAL GRADED SLOPE. THE DIMENSION 'B' IS BASED ON CIRCULAR REINFORCED CONCRETE PIPE AT 0° SKEW FOR THE LISTED SLOPE. THE DIMENSION 'W' IS BASED ON THE DIAMETER, OR SPAN, OF THE PIPE. THE FINAL HEADWALL DIMENSIONS AND CONCRETE QUANTITIES MAY VARY BASED ON THE FINAL GRADED SLOPE, PIPE SKEW, AND/OR TYPE OF PIPE.
- WOVEN WIRE REINFORCEMENT (WWF 6"x6" - W2.9xW2.9) IS REQUIRED FOR THE SLOPE PAVING AND TOE WALL. UTILIZE 2" CLEARANCE FROM ALL EDGES.
- DIMENSIONS AND CONCRETE QUANTITIES SHOWN ARE FOR ONE (1) HEADWALL, INSTALLED ON A PIPE WITH SKEW = 0°.
- AFTER THE PIPE HAS BEEN MITERED, ANCHOR THE PIPE TO THE CONCRETE SLOPE PAVING BY CORE DRILLING AND INSTALLING 1/2" DIAMETER x 7" LENGTH STEEL WEDGE ANCHORS (3" MINIMUM EMBEDMENT) ON 18" CENTERS ALONG THE SIDES OF THE PIPE. HOLE SIZE & DEPTH, TORQUE, & INSTALLATION PROCEDURES PER RECOMMENDATION OF ANCHOR MANUFACTURE. NOTE: STEEL WEDGE ANCHORS ARE NOT REQUIRED FOR REINFORCED CONCRETE PIPE.
- THE FOLLOWING SITUATIONS REQUIRE A HEADWALL WITH A GRATE:
-24" DIAMETER PIPE ON GREATER THAN 30° SKEW
-30" DIAMETER PIPE ON GREATER THAN 15° SKEW
-PIPE WITH GREATER THAN 30" DIAMETER.
-ELLIPTICAL PIPE GREATER THAN 24" EQUIVALENT DIAMETER
SEE SHEET 2 FOR GRATE DETAILS
- ALL BOLTS AND HARDWARE SHALL BE RUST RESISTANT: ZINC PLATED, STAINLESS STEEL, OR STEEL THAT HAS BEEN GALVANIZED IN ACCORDANCE WITH AASHTO M 232.

** DIMENSIONS AND CONCRETE QUANTITIES ARE APPROXIMATE AND ARE LISTED FOR INFORMATIONAL PURPOSES ONLY **

DIMENSIONS AND CONCRETE QUANTITIES (FOR PIPE WITH SKEW = 0°) ④													
PIPE SIZE	3:1 SLOPE				4:1 SLOPE				6:1 SLOPE				GRATE REQUIRED
	A	B	W	CU. YDS. CONCRETE	A	B	W	CU. YDS. CONCRETE	A	B	W	CU. YDS. CONCRETE	
15"	3'	3'-7½"	5'-3"	0.79	4'	4'-8¾"	5'-3"	0.97	6'	6'-11¼"	5'-3"	1.35	NO
18"	3'	4'-5¾"	5'-6"	0.89	4'	5'-10"	5'-6"	1.10	6'	8'-7¼"	5'-6"	1.54	NO
24"	3'	6'-2½"	6'-0"	1.11	4'	8'-1"	6'-0"	1.38	6'	11'-11"	6'-0"	1.93	SEE ⑨
30"	3'	7'-10¼"	6'-6"	1.33	4'	10'-3¾"	6'-6"	1.67	6'	15'-2½"	6'-6"	2.35	SEE ⑨

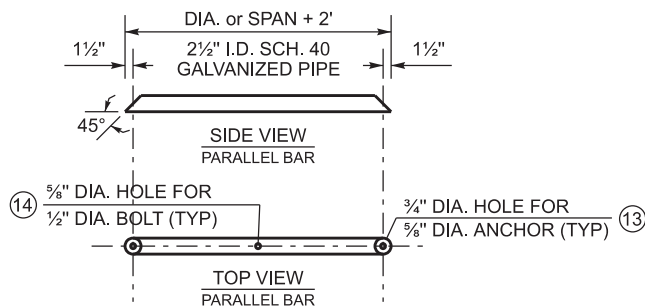
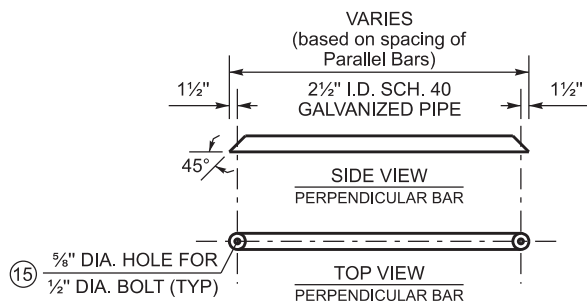
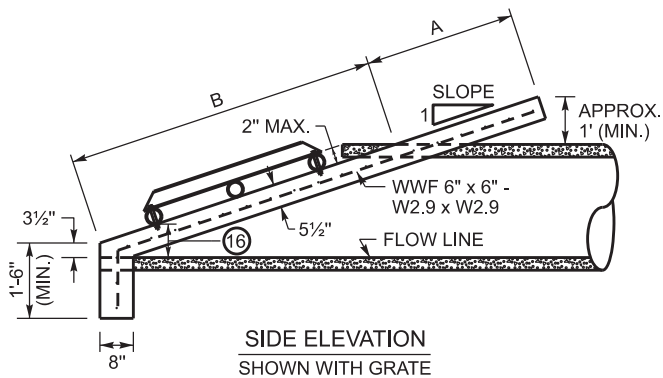
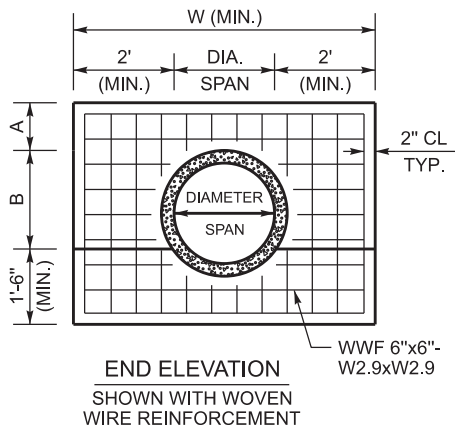
++ SEE SHEET 2 FOR DIMENSIONS OF HEADWALLS FOR PIPE OVER 30" DIAMETER ++

BID ITEM AND UNIT TO BID FOR PIPES BETWEEN 15 - 42 INCHES:
SLOPED & MITERED HEADWALL - _ IN EACH

BID ITEM AND UNIT TO BID FOR PIPES LARGER THAN 42 INCHES:
HEADWALL (SLOPED & MITERED FOR _ INCH PIPE) EACH

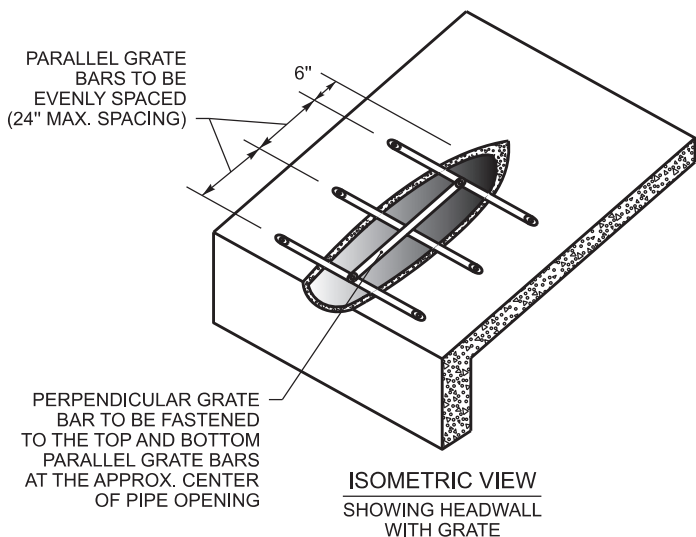
NOT TO SCALE

SLOPED & MITERED
CONCRETE HEADWALL
(SHEET 1 OF 2)



PIPE FOR GRATE DETAILS

SEE NOTE 9 TO DETERMINE IF GRATE IS REQUIRED



~ NOTES ~

- SEE SHEET 1 FOR NOTES 1 THRU 8
- THE FOLLOWING SITUATIONS REQUIRE A HEADWALL WITH GRATE:
-24" DIAMETER PIPE ON GREATER THAN 30° SKEW
-30" DIAMETER PIPE ON GREATER THAN 15° SKEW
-PIPE WITH GREATER THAN 30" DIAMETER.
-ELLIPTICAL PIPE GREATER THAN 24" EQUIVALENT DIAMETER
 - ALL BOLTS AND HARDWARE SHALL BE RUST RESISTANT: ZINC PLATED, STAINLESS STEEL, OR STEEL THAT HAS BEEN GALVANIZED IN ACCORDANCE WITH AASHTO M 232.
 - THE PIPE USED TO CONSTRUCT THE GRATE SHALL BE STEEL, SCHEDULE 40, CONFORMING TO ASTM A53, AND GALVANIZED IN ACCORDANCE WITH AASHTO M 111 AFTER FABRICATION.
 - ANY RAW METAL EXPOSED BY FIELD CUTTING AND/OR DRILLING SHALL BE TREATED WITH A COLD GALVANIZING COMPOUND.
 - FASTEN PARALLEL BARS TO HEADWALL WITH 5/8" DIA. x 4 1/2" LENGTH STEEL WEDGE ANCHORS, MINIMUM EMBEDMENT = 2 3/4" HOLE SIZE AND DEPTH, TORQUE, & INSTALLATION PROCEDURES PER RECOMMENDATION OF ANCHOR MANUFACTURE.
 - CENTER BOLT HOLE SHALL ONLY BE DRILLED IN THE TOP AND BOTTOM PARALLEL BARS.
 - FASTEN THE PERPENDICULAR BAR TO THE TOP AND BOTTOM PARALLEL BARS WITH 1/2" DIA. x 4" LENGTH HEX HEAD BOLTS, HEX HEAD NUTS, & FLAT WASHERS.
 - THE BOTTOM PARALLEL BAR IS TO BE PLACED SO THAT IT IS APPROX. 6" ABOVE THE FLOWLINE OF THE PIPE.

** DIMENSIONS AND CONCRETE QUANTITIES ARE APPROXIMATE AND ARE LISTED FOR INFORMATIONAL PURPOSES ONLY **

DIMENSIONS AND CONCRETE QUANTITIES (FOR PIPE WITH SKEW = 0°) (4)													
PIPE SIZE	3:1 SLOPE				4:1 SLOPE				6:1 SLOPE				GRATE REQUIRED
	A	B	W	CU. YDS. CONCRETE	A	B	W	CU. YDS. CONCRETE	A	B	W	CU. YDS. CONCRETE	
36"	3'	9'-7 1/2"	7'-0"	1.57	4'	12'-6 1/2"	7'-0"	1.98	6'	18'-6"	7'-0"	2.80	YES
42"	3'	11'-4"	7'-6"	1.83	4'	14'-9 1/4"	7'-6"	2.31	6'	21'-9 1/2"	7'-6"	3.27	YES
48"	3'	12'-11"	8'-0"	2.07	4'	16'-10"	8'-0"	2.40	6'	24'-10"	8'-0"	3.33	YES

++ SEE SHEET 1 FOR DIMENSIONS OF HEADWALLS FOR PIPE 30" DIAMETER & LESS ++

BID ITEM AND UNIT TO BID FOR PIPES BETWEEN 15 - 42 INCHES:
SLOPED & MITERED HEADWALL - _ IN EACH

BID ITEM AND UNIT TO BID FOR PIPES LARGER THAN 42 INCHES:
HEADWALL (SLOPED & MITERED FOR _ INCH PIPE) EACH

NOT TO SCALE

**SLOPED & MITERED
CONCRETE HEADWALL
(SHEET 2 OF 2)**

FIGURE 1

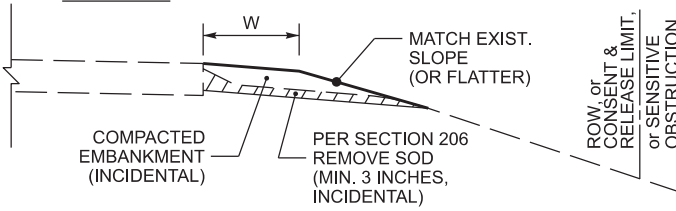


FIGURE 2

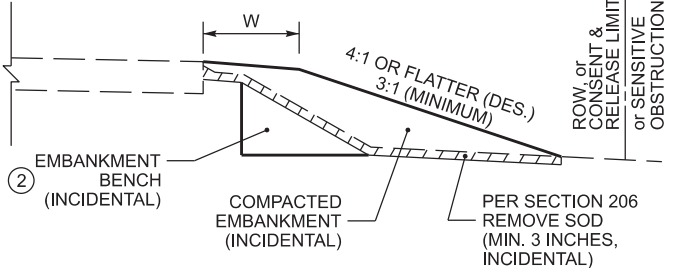


FIGURE 3

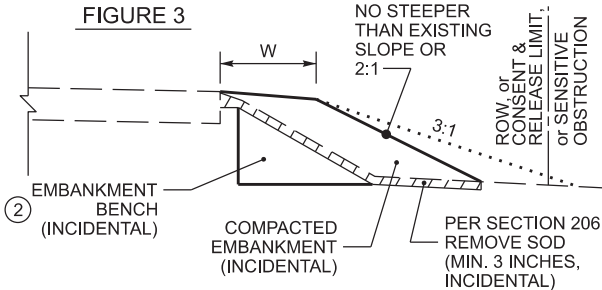


FIGURE 4

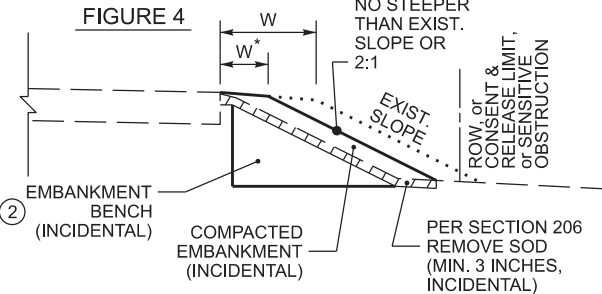


FIGURE 5

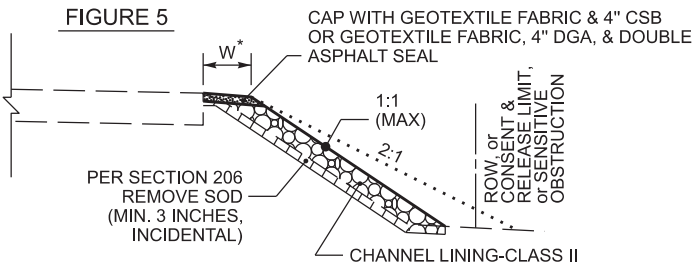
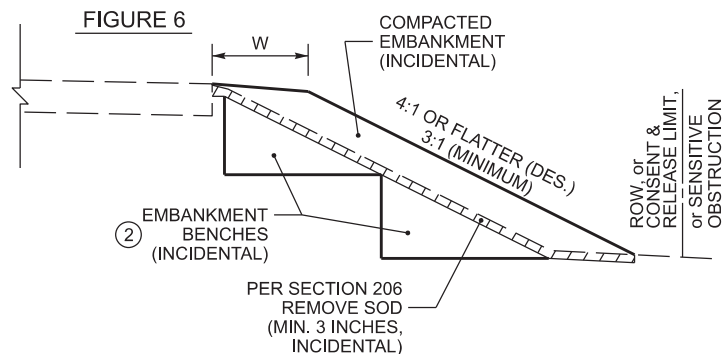


FIGURE 6



~ NOTES ~

BID ITEM AND UNIT TO BID:
26175EC - ROADSIDE REGRADING - LF

1. THE BID ITEM 'ROADSIDE REGRADING' SHALL CONSIST OF ANY AND ALL NECESSARY CLEARING & GRUBBING, GRADING, AND/OR RESHAPING OF THE EXISTING SHOULDER, DITCH, AND/OR ROADSIDE TO ACHIEVE THE PROPOSED SHOULDER, DITCH, AND/OR ROADSIDE DIMENSIONS, AS DETAILED ON THE TYPICAL SECTIONS. FINAL PAYMENT WILL BE BASED ON THE ACTUAL LINEAR FEET OF ROADSIDE REGRADING PERFORMED, AND WILL INCLUDE ALL WORK AND INCIDENTALS NECESSARY TO PERFORM THE ROADSIDE REGRADING ACCORDING TO THESE DETAILS, NOTES, AND ANY OTHER INFORMATION FOUND ELSEWHERE IN THE PROPOSAL OR STANDARD SPECIFICATIONS. IN THE CASE OF A DISCREPANCY, REFER TO SECTION 105.05 OF THE STANDARD SPECIFICATIONS. DEPENDING ON THE EXISTING CONDITIONS ENCOUNTERED, ROADSIDE REGRADING MAY ALSO INCLUDE, BUT IS NOT LIMITED TO:
 - PROVIDING ADDITIONAL EARTH MATERIAL AND GRADING, SHAPING, AND COMPACTING THE EARTH MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS. COMPACT MATERIAL ACCORDING TO SECTION 206 OF THE STANDARD SPECIFICATIONS.
 - NOTE: ADDITIONAL EARTH MATERIAL PROVIDED SHALL BE SUITABLE FOR VEGETATION GROWTH.
 - EXCAVATING AND REMOVING EXCESS MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS
 - EMBANKMENT BENCHING
2. EMBANKMENT BENCHING WILL BE REQUIRED WHEN THE EXISTING GROUNDLINE HAS AN INCLINE GREATER THAN 15% (APPROX. 6:1). ANY AND ALL REQUIRED EMBANKMENT BENCHING SHALL BE INCIDENTAL TO THE BID ITEM 'ROADSIDE REGRADING'. THE FOLLOWING ARE GUIDELINES FOR EMBANKMENT BENCHING USED IN CONJUNCTION WITH THE BID ITEM 'ROADSIDE REGRADING':
 - THE TYPICAL HEIGHT (OR RISE) IS 1' TO 6'
 - THE TYPICAL WIDTH (OR RUN) WILL VARY BASED ON THE HEIGHT OF THE BENCH
 - MULTIPLE SMALL BENCHES MAY BE USED, AND MAY BE MORE ADVANTAGEOUS AS THIS WILL REQUIRE PROCESSING LESS EARTHWORK AND MAY HELP AVOID ANY EXISTING UNDERGROUND UTILITIES.
3. AS SHOWN IN FIGURE 1, IN SOME SITUATIONS, MINOR SHOULDERING, WITH MINIMAL ADDITIONAL EARTH MATERIAL, MAY BE ALL THAT IS REQUIRED TO RESHAPE THE EARTH SHOULDER TO THE PROPOSED WIDTH AND BRING IT FLUSH WITH THE EDGE OF PAVEMENT.
4. AS SHOWN IN FIGURE 2, MOST SITUATIONS WILL REQUIRE ADDITIONAL EARTH MATERIAL TO ACHIEVE THE PROPOSED EARTH SHOULDER WIDTH. IT IS DESIRED THAT THE RESULTING FILL SLOPE BE INSTALLED AS FLAT AS POSSIBLE AND SHALL REMAIN WITHIN THE RIGHT-OF-WAY AND/OR ANY CONSENT & RELEASE AREAS OBTAINED BY KYTC NOTED IN THE PROPOSAL, WHILE ALSO AVOIDING ANY SENSITIVE OBSTRUCTIONS.
5. AS SHOWN IN FIGURE 3, IF A 3:1 FILL SLOPE WILL RESULT IN THE TOE OF SLOPE EXTENDING BEYOND THE RIGHT-OF-WAY OR OUTSIDE OF A CONSENT & RELEASE AREA OBTAINED BY KYTC NOTED IN THE PROPOSAL, OR WILL IMPACT A SENSITIVE OBSTRUCTION, THEN THE FILL SLOPE MAY BE INSTALLED STEEPER THAN 3:1, BUT NO STEEPER THAN THE EXISTING FILL SLOPE, OR A 2:1, WHICHEVER IS FLATTER.
6. AS SHOWN IN FIGURE 4, IF MATCHING THE EXISTING FILL SLOPE OR INSTALLING A 2:1 FILL SLOPE (WHICHEVER IS FLATTER) STILL RESULTS IN THE TOE OF SLOPE EXTENDING BEYOND THE RIGHT-OF-WAY OR OUTSIDE OF A CONSENT & RELEASE AREA OBTAINED BY KYTC NOTED IN THE PROPOSAL, OR STILL IMPACTS A SENSITIVE OBSTRUCTION, THEN THE PROPOSED EARTH SHOULDER WIDTH MAY BE REDUCED SO THAT THE RESULTING TOE OF SLOPE WILL REMAIN WITHIN THE RIGHT-OF-WAY OR CONSENT & RELEASE AREA, AND/OR NOT IMPACT THE SENSITIVE OBSTRUCTION.
7. AS SHOWN IN FIGURE 5, IF THE EXISTING FILL SLOPE IS STEEPER THAN 2:1 AND THERE IS NOT ENOUGH SPACE TO INSTALL A 2:1 FILL SLOPE WITHOUT EXTENDING BEYOND THE RIGHT-OF-WAY OR A CONSENT & RELEASE AREA OBTAINED BY KYTC NOTED IN THE PROPOSAL AND/OR IMPACTING A SENSITIVE OBSTRUCTION, THEN CLASS II CHANNEL LINING MAY BE INSTALLED ALONG THE STEEP EXISTING SLOPE IN ORDER TO ESTABLISH A WIDTH OF AGGREGATE SHOULDER. THESE LOCATIONS WILL BE NOTED IN THE PROPOSAL. THE CHANNEL LINING IS TO BE CAPPED WITH GEOTEXTILE FABRIC CLASS 1 AND 4" OF CRUSHED STONE BASE OR 4" OF DGA WITH DOUBLE ASPHALT SEAL COAT.
8. AS SHOWN IN FIGURE 6, AS THE HEIGHT OF THE FILL INCREASES, MULTIPLE EMBANKMENT BENCHES MAY BE REQUIRED. REFER TO NOTE 2 FOR MORE INFORMATION ABOUT EMBANKMENT BENCHING.

SEE SHEET 2 FOR NOTES 9 THRU 13

ROADSIDE REGRADING
AND EMBANKMENT
BENCHING DETAILS
(SHEET 1 OF 2)

NOT TO SCALE

FIGURE 7

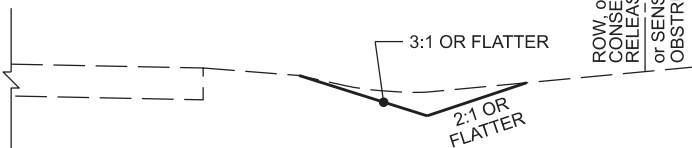


FIGURE 8

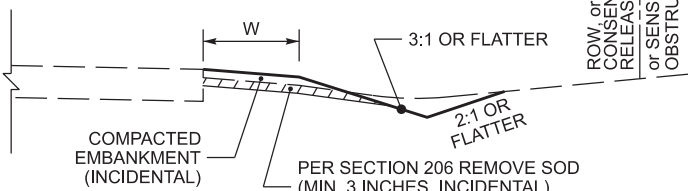


FIGURE 9

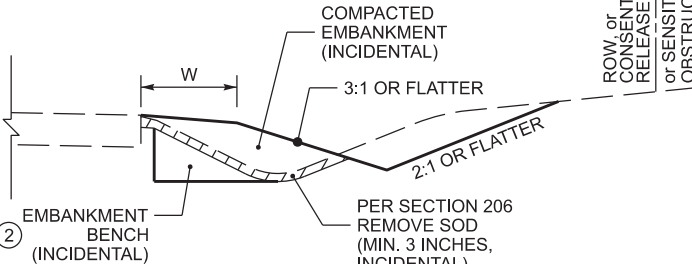


FIGURE 10

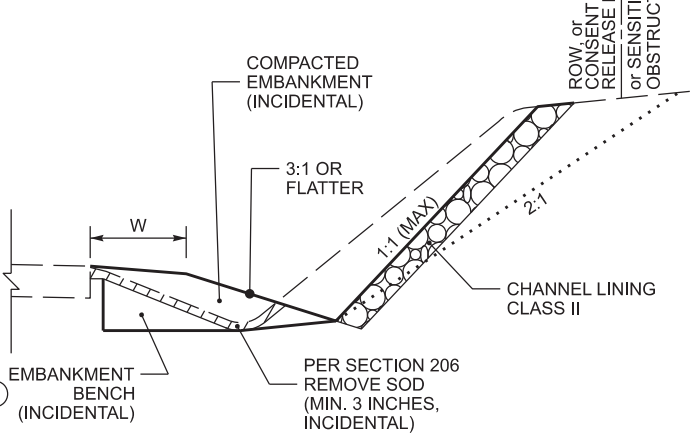
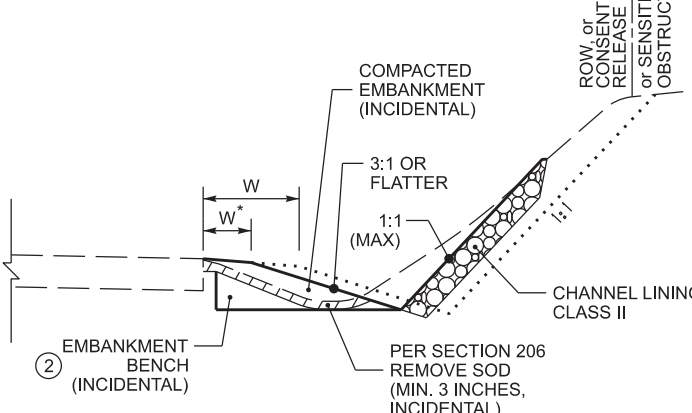


FIGURE 11



~ NOTES ~

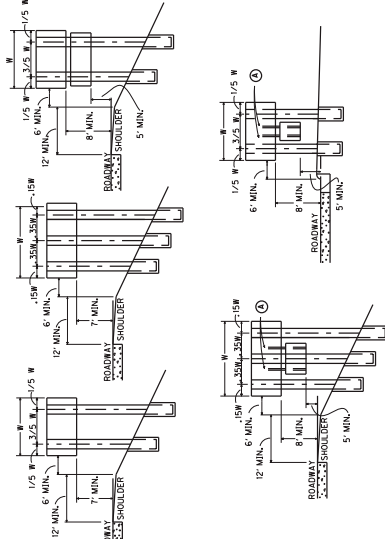
- BID ITEM AND UNIT TO BID:
26175EC - ROADSIDE REGRADING - LF
- THE BID ITEM 'ROADSIDE REGRADING' SHALL CONSIST OF ANY AND ALL NECESSARY CLEARING & GRUBBING, GRADING, AND/OR RESHAPING OF THE EXISTING SHOULDER, DITCH, AND/OR ROADSIDE TO ACHIEVE THE PROPOSED SHOULDER, DITCH, AND/OR ROADSIDE DIMENSIONS, AS DETAILED ON THE TYPICAL SECTIONS. FINAL PAYMENT WILL BE BASED ON THE ACTUAL LINEAR FEET OF ROADSIDE REGRADING PERFORMED, AND WILL INCLUDE ALL WORK AND INCIDENTALS NECESSARY TO PERFORM THE ROADSIDE REGRADING ACCORDING TO THESE DETAILS, NOTES, AND ANY OTHER INFORMATION FOUND ELSEWHERE IN THE PROPOSAL OR STANDARD SPECIFICATIONS. IN THE CASE OF A DISCREPANCY, REFER TO SECTION 105.05 OF THE STANDARD SPECIFICATIONS. DEPENDING ON THE EXISTING CONDITIONS ENCOUNTERED, ROADSIDE REGRADING MAY ALSO INCLUDE, BUT IS NOT LIMITED TO:
 - PROVIDING ADDITIONAL EARTH MATERIAL AND GRADING, SHAPING, AND COMPACTING THE EARTH MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS. COMPACT MATERIAL ACCORDING TO SECTION 206 OF THE STANDARD SPECIFICATIONS.
 - NOTE: ADDITIONAL EARTH MATERIAL PROVIDED SHALL BE SUITABLE FOR VEGETATION GROWTH.
 - EXCAVATING AND REMOVING EXCESS MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS
 - EMBANKMENT BENCHING
 - EMBANKMENT BENCHING WILL BE REQUIRED WHEN THE EXISTING GROUNDLINE HAS AN INCLINE GREATER THAN 15% (APPROX. 6:1). ANY AND ALL REQUIRED EMBANKMENT BENCHING SHALL BE INCIDENTAL TO THE BID ITEM 'ROADSIDE REGRADING'. THE FOLLOWING ARE GUIDELINES FOR EMBANKMENT BENCHING USED IN CONJUNCTION WITH THE BID ITEM 'ROADSIDE REGRADING':
 - THE TYPICAL HEIGHT (OR RISE) IS 1' TO 6'
 - THE TYPICAL WIDTH (OR RUN) WILL VARY BASED ON THE HEIGHT OF THE BENCH
 - MULTIPLE SMALL BENCHES MAY BE USED, AND MAY BE MORE ADVANTAGEOUS AS THIS WILL REQUIRE PROCESSING LESS EARTHWORK AND MAY HELP AVOID ANY EXISTING UNDERGROUND UTILITIES.
 - SEE SHEET 1 FOR NOTES 3. THRU 8.
 - AS SHOWN IN FIGURE 7, IN SOME SITUATIONS, ALL THAT MAY BE REQUIRED IS TO CLEAN OUT THE EXISTING DITCH AND RESHAPE IT TO THE PROPOSED DIMENSIONS. THE MATERIAL EXCAVATED FROM THE DITCH MAY BE RE-USED ELSEWHERE ON THE PROJECT, PROVIDED THE ENGINEER DETERMINES THE MATERIAL REMOVED FROM THE DITCH IS SUITABLE FOR THE INTENDED RE-USE.
 - AS SHOWN IN FIGURE 8, IN SOME SITUATIONS, THE DITCH AND SHOULDER MAY ONLY NEED MINOR REGRADING AND/OR RESHAPING. THE MATERIAL EXCAVATED FROM THE DITCH MAY BE USED TO RESHAPE THE EARTH SHOULDER, PROVIDED THE ENGINEER DETERMINES THE MATERIAL REMOVED FROM THE DITCH IS SUITABLE FOR SHOULDERING. IF THE MATERIAL IS NOT SUITABLE, ADDITIONAL EARTH MATERIAL MAY BE REQUIRED.
 - AS SHOWN IN FIGURE 9, IN MOST SITUATIONS, REGRADING AND RESHAPING THE ROADSIDE TO ACHIEVE THE PROPOSED SHOULDER, DITCH, AND/OR ROADSIDE DIMENSIONS WILL RESULT IN MOVING THE DITCH FURTHER AWAY FROM THE ROADWAY. IT IS DESIRED THAT DITCH FORESLOPES BE 3:1 OR FLATTER AND DITCH BACKSLOPES BE 2:1 OR FLATTER. IT IS ALSO DESIRED THAT THE NEW DITCH BACKSLOPE REMAIN WITHIN THE RIGHT-OF-WAY AND/OR ANY CONSENT & RELEASE AREAS OBTAINED BY KYTC NOTED IN THE PROPOSAL, WHILE ALSO AVOIDING ANY SENSITIVE OBSTRUCTIONS.
 - AS SHOWN IN FIGURE 10, IF INSTALLING A 2:1 DITCH BACKSLOPE WILL RESULT IN THE TOP OF CUT EXTENDING BEYOND THE RIGHT-OF-WAY OR OUTSIDE OF ANY CONSENT & RELEASE AREA OBTAINED BY KYTC NOTED IN THE PROPOSAL, AND/OR IMPACTING A SENSITIVE OBSTRUCTION, THEN THE DITCH BACKSLOPE MAY BE INSTALLED STEEPER THAN 2:1, UP TO 1:1 MAXIMUM. IN THIS SITUATION, THE DITCH BACKSLOPE SHALL HAVE CLASS II CHANNEL LINING INSTALLED FOR SLOPE PROTECTION.
 - AS SHOWN IN FIGURE 11, IF USING A 1:1 DITCH BACKSLOPE STILL RESULTS IN THE TOP OF CUT EXTENDING BEYOND THE RIGHT-OF-WAY OR OUTSIDE ANY CONSENT & RELEASE AREA OBTAINED BY KYTC NOTED IN THE PROPOSAL, AND/OR STILL IMPACTS A SENSITIVE OBSTRUCTION, THEN THE PROPOSED EARTH SHOULDER WIDTH MAY BE REDUCED SO THAT THE STEEP DITCH BACKSLOPE CAN BE INSTALLED WITHIN THE RIGHT-OF-WAY AND/OR TO AVOID A SENSITIVE OBSTRUCTION.

ROADSIDE REGRADING
AND EMBANKMENT
BENCHING DETAILS
(SHEET 2 OF 2)

NOT TO SCALE

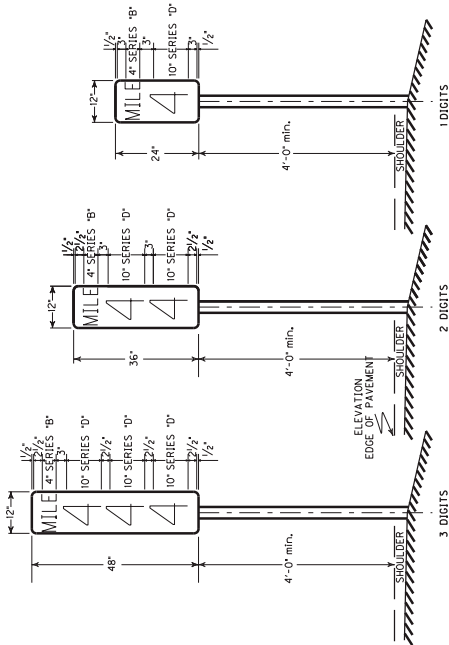
COUNTY OF	ITEM NO.	SHEET NO.
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PANEL SIGNS



ATTACHMENT OF SECONDARY SIGN TO MAJOR SIGN IS TO BE MADE WITH TWO (2) 3/4 X 3/4 ANGLES OF SUFFICIENT LENGTH TO EXTEND FROM THE LOWER EDGE OF THE SECONDARY SIGN TO AT LEAST THREE FEET UP THE BACK OF THE MAJOR SIGN. A MINIMUM OF ONE POST CLIP PER FOOT SHALL BE USED IN ATTACHING EXTENSIONS TO EACH ANGLE.

MILEPOST MARKERS



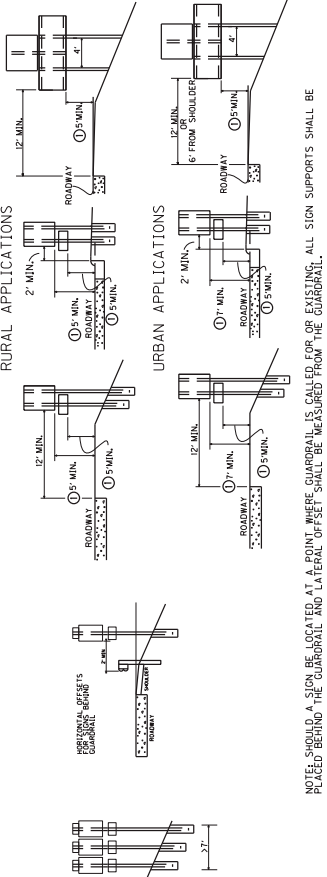
TYPICAL SIGN PANEL DIMENSIONS AND MILEPOST LOCATIONS

MILE POST NUMBER	STATION NUMBER * BOUND LANE (S)

NOTE: STATION NUMBERS ARE GIVEN FOR NOTED DIRECTION OF TRAVEL ONLY. CORRESPONDING MILEPOST MARKERS FOR OTHER DIRECTION SHOULD BE PLACED DIRECTLY OPPOSITE THOSE FOR WHICH STATION NUMBERS ARE GIVEN. IN JEFFERSON COUNTY, FINAL LOCATION OF MILEPOST MARKERS SHALL BE VERIFIED BY TRIMARC. NOTIFY TRIMARC AT LEAST TWO WEEKS PRIOR TO BEGINNING WORK ON THIS ITEM.

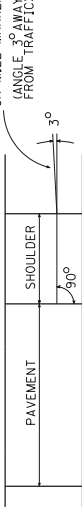
901 WEST MAIN STREET
LOUISVILLE, KY 40202
270-307-7656

SHEETING SIGNS

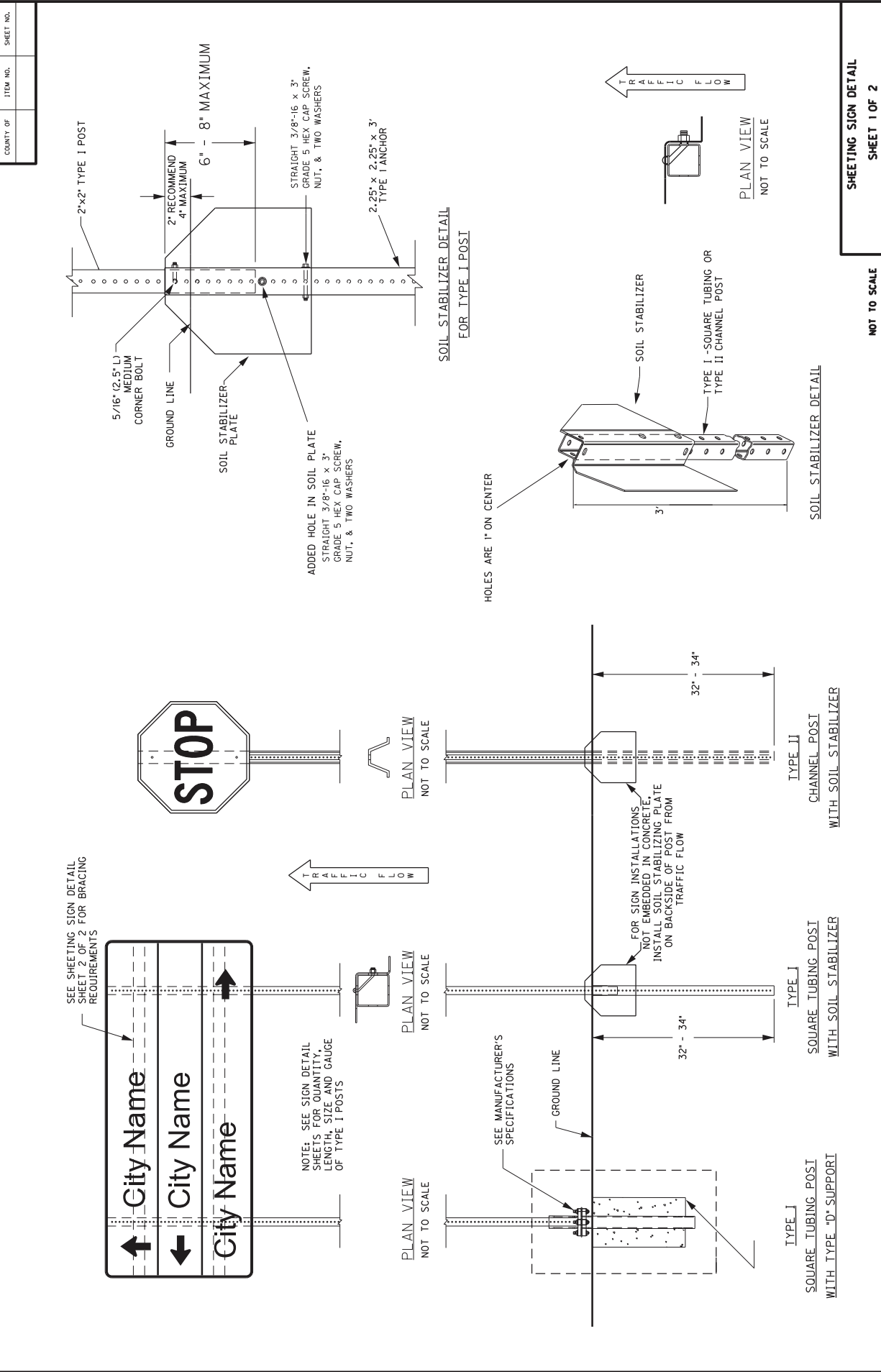


NOTE: SHOULD A SIGN BE LOCATED AT A POINT WHERE GUARDRAIL IS CALLED FOR OR EXISTING, ALL SIGN SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL AND LATERAL OFFSET SHALL BE MEASURED FROM THE GUARDRAIL.
NOT TO EXCEED 8' IN URBAN AREAS AND 6' IN RURAL AREAS UNLESS SPECIFIED BY THE ENGINEER.

ORIENTATION ANGLE

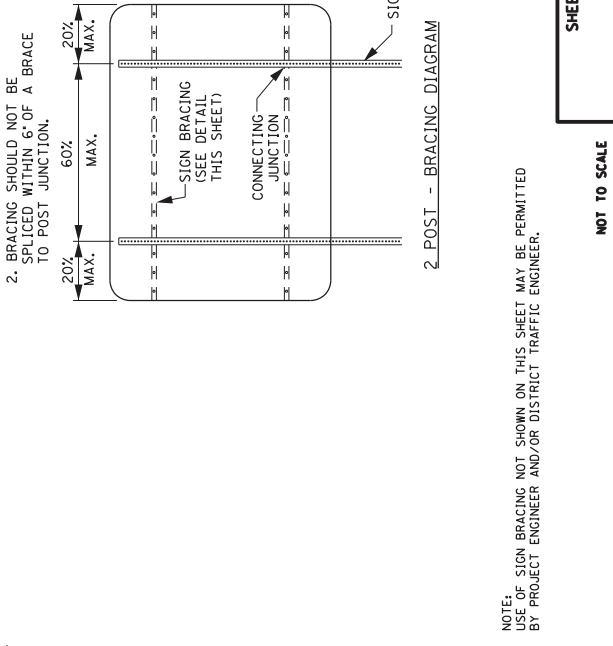
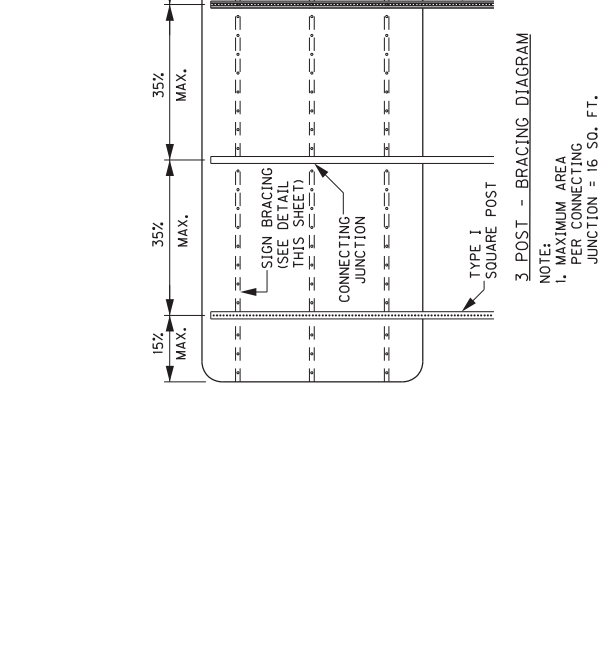


SIGNING POSITIONING DETAIL SHEET



SHEETING SIGN DETAIL
SHEET 1 OF 2

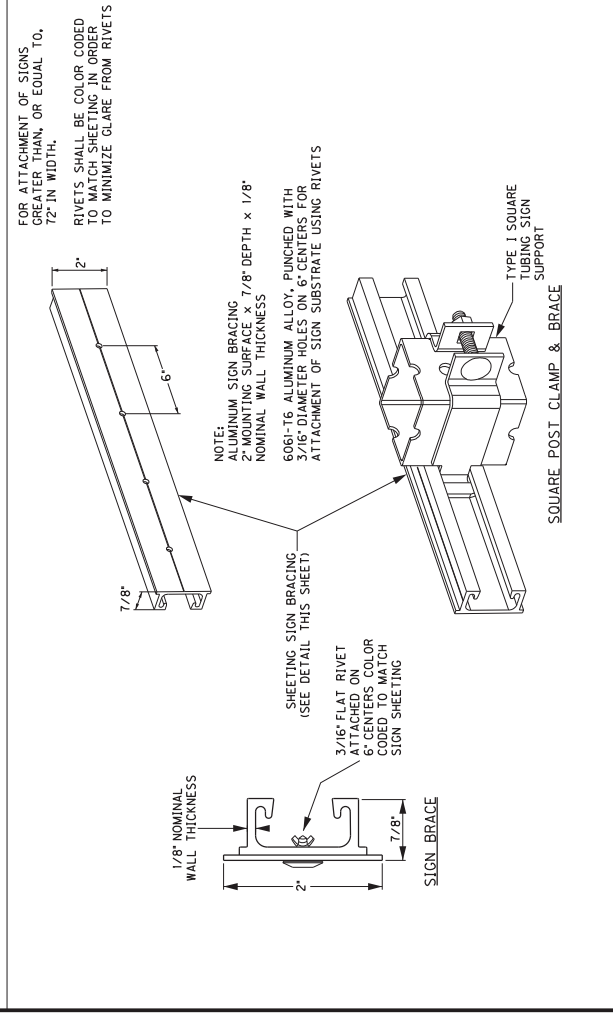
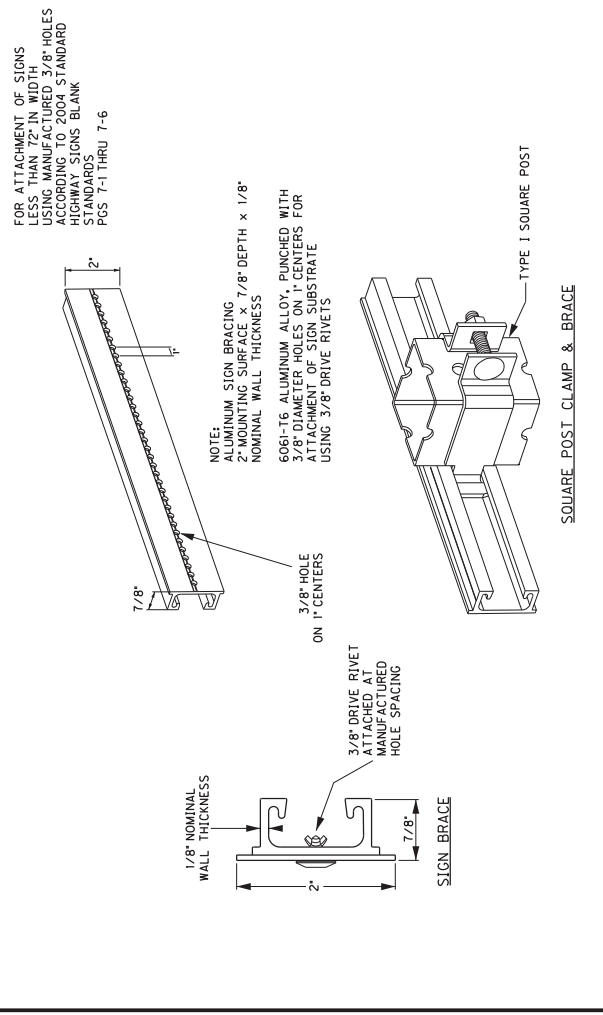
COUNTY OF	ITEM NO.	SHEET NO.



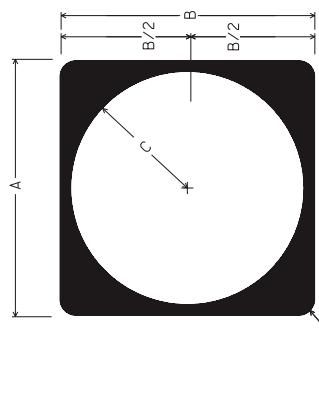
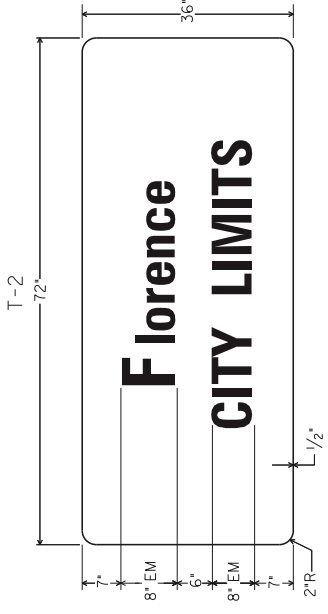
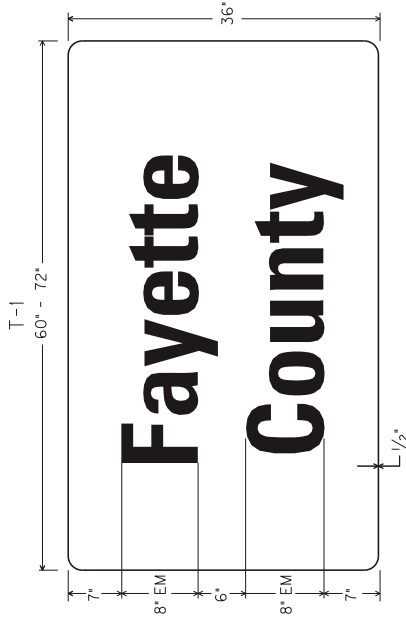
NOTE:
USE OF SIGN BRACING NOT SHOWN ON THIS SHEET MAY BE PERMITTED BY PROJECT ENGINEER AND/OR DISTRICT TRAFFIC ENGINEER.

**SHEETING SIGN DETAIL
SHEET 2 OF 2**

NOT TO SCALE



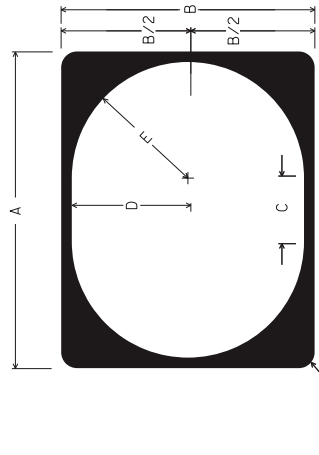
COUNTY OF	ITEM NO.	SHEET NO.



MI-5 (1 OR 2 DIGIT)

	A	B	C	FONT
CONVENTIONAL	24"	24"	11"	12D
EXPRESSWAY/ FREEWAY	36"	36"	17"	18D

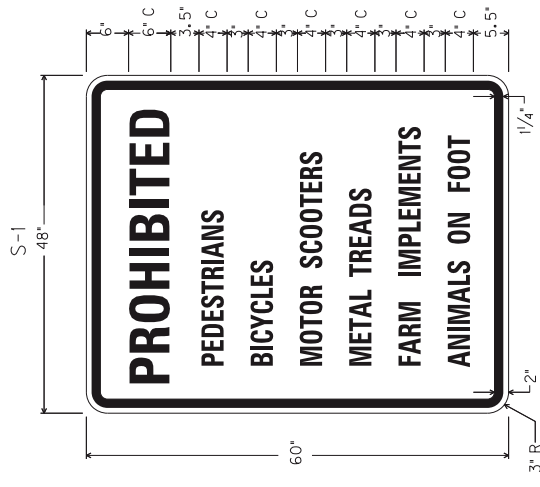
NOTE: FOR ROUTE MARKERS, IF NECESSARY, ADJUSTMENTS TO THE DIGIT LAYOUT AND/OR FONT TYPE MAY BE MADE TO ENSURE VISUAL ACUITY



MI-5 (3 OR 4 DIGIT)

	A	B	C	D	E	FONT
						3 DIGIT 4 DIGIT
CONVENTIONAL	30"	24"	6"	11"	11"	12D 12B
EXPRESSWAY/ FREEWAY	45"	36"	9"	16.5"	16.5"	18D 18B

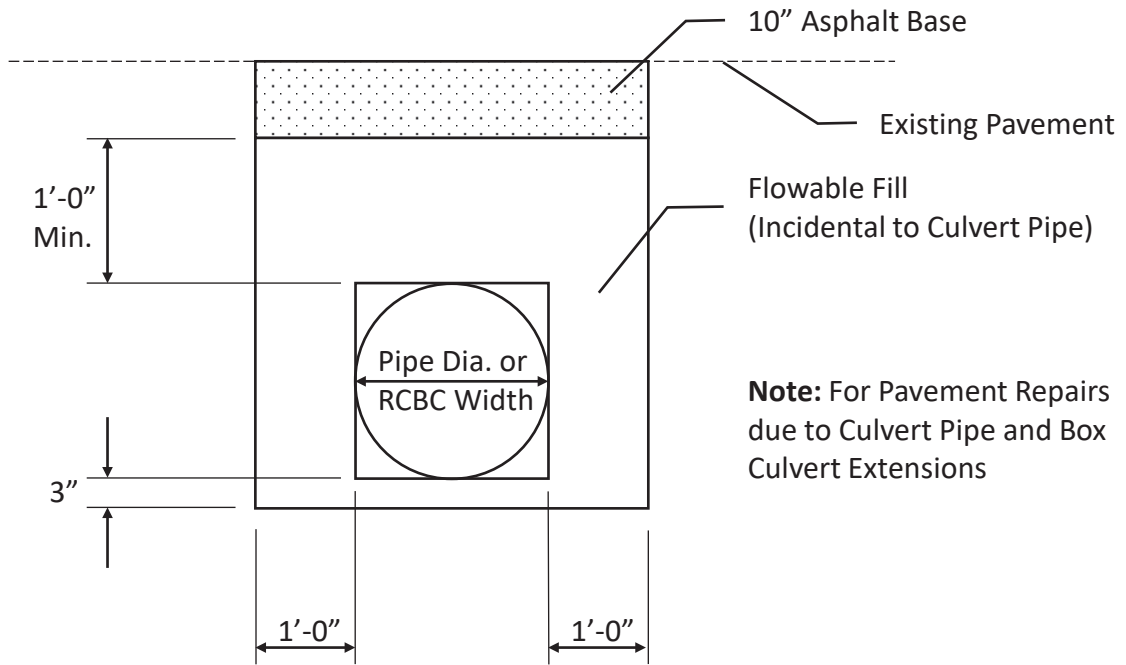
NOTE: EXPRESSWAY/FREEWAY DEFINED AS A DIVIDED HIGHWAY WITH PARTIAL OR FULL CONTROL OF ACCESS



TYPICAL SIGNS

NOT TO SCALE

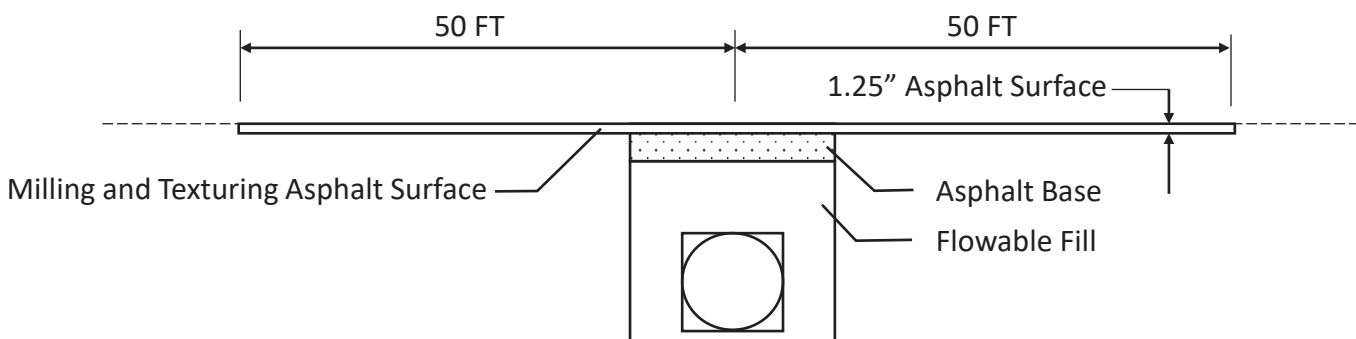
CULVERT PIPE REPLACEMENT DETAIL



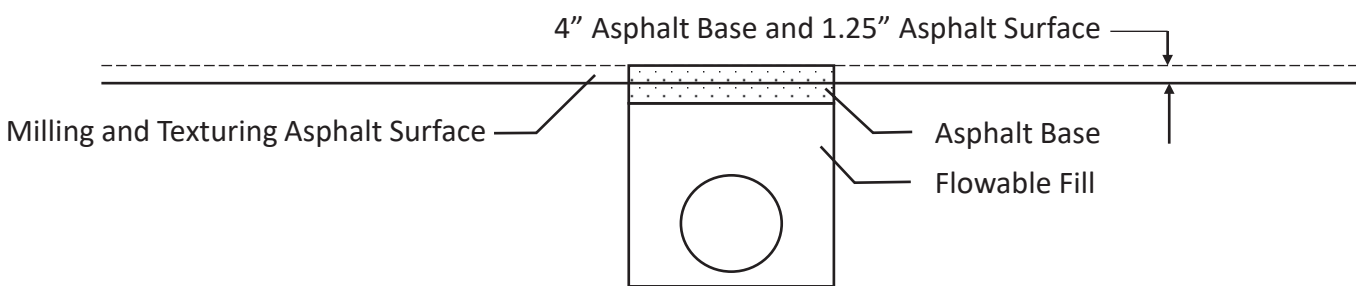
Note: For Pavement Repairs due to Culvert Pipe and Box Culvert Extensions

Culvert Pipe or Box Culvert Replacements/Extensions – Initial Backfill

Culvert Pipe or Box Culvert Replacements shall be constructed according to the Initial Backfill detail shown above, or as directed by the Engineer. Allow the asphalt base to be exposed to traffic a minimum of 14 days to allow for settlement. After the 14-day waiting period, mill and inlay according to the detail below.



Culvert Replacements/Extensions – All Locations Except STA 382+74 EB lane



Culvert Replacements/Extensions - STA 382+74 EB Lane

COUNTY OF	ITEM NO.
CARROLL	06-9024.00

GENERAL NOTE:

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 WITH CURRENT SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

DESIGN LOAD: THIS STRUCTURE IS DESIGNED IN ACCORDANCE WITH THE CURRENT AASHTO SPECIFICATIONS. THE EFFECTIVE WEIGHT OF FILL MATERIAL IS 120 lbs/cf & THE LIVE LOAD IS KYHL - 93 TRUCK OR TANDEM. THE LIVE LOADS ARE CALCULATED BY INCREASING THE HL-93 DESIGN TRUCK OR TANDEM BY 25%.

DESIGN METHOD: ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD RESISTANCE FACTOR METHOD AS SPECIFIED IN THE AASHTO SPECIFICATIONS.

DESIGN STRESSES: FOR CLASS 'A' CONCRETE, F'C = 3,500 P.S.I

FOR STEEL REINFORCEMENT. FY = 60,000 P.S.I., N = 9

CONCRETE: CLASS 'A' SHALL BE USED THROUGHOUT.

BEVELED EDGES: ALL EXPOSED EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE NOTED.

REINFORCEMENT: DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BARS UNLESS OTHERWISE SHOWN. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS. CLEAR DISTANCE TO FACE OF CONCRETE IS 2" UNLESS OTHERWISE NOTED. BARS DESIGNATED BY SUFFIX (E) SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 811.10 OF THE SPECS. BARS DESIGNATED BY SUFFIX (S) SHALL BE CONSIDERED STIRRUPS FOR THE PURPOSE OF BEND DIAMETERS. DUE TO THE GENERIC NATURE OF SOME EXTENSIONS AND LIMITED DETAILS SHOWN HEREIN, FIELD CUT BARS TO FACILITATE PLACEMENT WHENEVER REQUIRED. THIS INCLUDES, BUT IS NOT LIMITED TO, TRANSVERSE AND LONGITUDINAL BARREL BARS NEAR SKEWED ENDS AND VERTICAL & HORIZONTAL WINGWALL BARS.

BONDING TO EXISTING CONCRETE USING STRUCTURAL ADHESIVES: BOND PROPOSED PLASTIC CONCRETE TO EXISTING HARDENED CONCRETE IN ALL LOCATIONS USING A TYPE V EPOXY RESIN OR OTHER APPROVED STRUCTURAL ADHESIVE AS PRESCRIBED IN SECTION 826 OF THE SPECIFICATIONS. FOLLOW THE MANUFACTURER'S APPLICATION INSTRUCTIONS. THE WORK & MATERIAL ARE INCIDENTAL TO THE UNIT PRICE FOR CLASS "A" CONCRETE.

CONSTRUCTION NOTE: REMOVE PORTIONS OF THE EXISTING CULVERT TO THE LIMITS SHOWN HEREIN. EXISTING REINFORCING STEEL SHALL BE THOROUGHLY CLEANED OF CONCRETE AND STRAIGHTENED FOR USE TO BOND THE NEW CONCRETE WITH A MINIMUM PROJECTION OF 1'-9". AS AN ALTERNATE, CENTER 3'-0" LONG, 6" DOWEL BARS @ 12" SPACING INTO THE EXISTING SLABS AND WALLS. EMBEDDED 1'-6" INTO EXISTING CULVERT CONCRETE AND SET WITH AN ADHESIVE ANCHORAGE SYSTEM TO PROVIDE A PULLOUT STRENGTH OF EQUAL OR GREATER CAPACITY THAN THE CORRESPONDING REINFORCING STEEL. THE COST OF THE ALTERNATE SHALL BE INCIDENTAL TO THE UNIT PRICE FOR CLASS 'A' CONCRETE.

COMPLETION OF STRUCTURE: THE CONTRACTOR IS REQUIRED TO COMPLETE THE STRUCTURE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. MATERIAL, LABOR OR CONSTRUCTION OPERATIONS: NOT OTHERWISE SPECIFIED, ARE TO BE INCLUDED IN THE BID ITEM MOST APPROPRIATE TO THE WORK INVOLVED. THIS MAY INCLUDE COFFERDAMS, SHORING, EXCAVATIONS, BACKFILLING, REMOVAL OF ALL OR PART OF EXISTING STRUCTURES, PHASED CONSTRUCTION, INCIDENTAL MATERIALS, LABOR OR ANY OTHER ITEMS REQUIRED TO COMPLETE THE STRUCTURE.

CULVERTS WITH YIELDING FOUNDATIONS: DURING CONSTRUCTION OF THE YIELDING FOUNDATION, ANY POOR SOILS ENCOUNTERED SHOULD BE UNDERCUT TO A MINIMUM OF TWO (2) FEET BELOW THE BOTTOM SLAB OF THE CULVERT OR WINGWALL FOOTINGS, AS APPLICABLE. THE RESULTING EXCAVATED AREAS SHOULD THEN BE BACKFILLED WITH 'GRANULAR EMBANKMENT', NON-ERODIBLE ONLY, MEETING THE MATERIAL REQUIREMENTS OF SECTION 805 IN THE CURRENT EDITION OF THE KENTUCKY STANDARD SPECIFICATIONS.

CULVERTS WITH UNYIELDING FOUNDATIONS: IF SOLID ROCK IS NOT ENCOUNTERED AT THE DESIGN FOOTING ELEVATION, SOIL MUST BE EXCAVATED AND BACKFILLED WITH 'GRANULAR EMBANKMENT', NON-ERODIBLE ONLY, MEETING THE MATERIAL REQUIREMENTS OF SECTION 805 IN THE CURRENT EDITION OF THE KENTUCKY STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT THE MAX. SIZE IS 4 INCHES.

RCBC EXTENSION TABULATION

Milepoint	Station	Skew	Size	Extension Length (F.T)	Extension End	Remove Concrete Masonry (CUYD)	Foundation Preparation (LS)	Concrete Class A (CUYD)	Steel Reinforcement (LB)	Clean Culvert (EACH)
5.55	292+91	0°	3'x3'	9	OUTLET/LT	0.7	1	6.89	2,054	1
5.55	292+91	0°	3'x3'	5	INLET/RT	0.7	1	5.23	1,405	-
7.73	407+94	0°	3'x2'	3	INLET/RT	0.5	1	3.99	944	1
TOTALS						1.9	2	16.11	4,403	2

ITEM	DESCRIPTION	UNIT	QUANTITY
2403	REMOVE CONCRETE MASONRY	CUYD	1.9
8003	FOUNDATION PREPARATION	LS	2
8100	CONCRETE - CLASS A	CUYD	16.11
8150	STEEL REINFORCEMENT	LB	4,403
204655EC	CLEAN CULVERT	LS	2

Note: 1) These Numbers are for Estimate Purposes Only. Final Location and Quantities will be Determined by the Engineer in the Field.
2) See Culvert Sheets.
3) Embankment to be used Backfilling Culvert Extensions and Adjusting Sideslopes Around Culvert and Wingwalls shall be Incidental.

KY 36
STA. 292+91 & STA 407+94
BOX CULVERT DETAILS

PROPOSAL BID ITEMS

224451

Page 1 of 3

Report Date 11/14/22

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	292.00	TON		\$	
0020	00205		CL3 ASPH BASE 1.50D PG64-22 (REVISED 11-14-2022)	2,572.00	TON		\$	
0030	00339		CL3 ASPH SURF 0.38D PG64-22 (REVISED 11-14-2022)	909.00	TON		\$	
0040	02676		MOBILIZATION FOR MILL & TEXT (CARROLL KY 36)	1.00	LS		\$	
0050	02677		ASPHALT PAVE MILLING & TEXTURING (REVISED 11-14-2022)	2,976.00	TON		\$	
0060	02697		EDGE LINE RUMBLE STRIPS (REVISED 11-14-2022)	10,554.00	LF		\$	
0070	10020NS		FUEL ADJUSTMENT (REVISED 11-14-2022)	5,428.00	DOLL	\$1.00	\$	\$5,428.00
0080	10030NS		ASPHALT ADJUSTMENT (REVISED 11-14-2022)	13,635.00	DOLL	\$1.00	\$	\$13,635.00
0090	20458ES403		CENTERLINE RUMBLE STRIPS	6,600.00	LF		\$	
0100	20748ED		SHOULDER MILLING/TRENCHING	422.00	SQYD		\$	
0110	24970EC		ASPHALT MATERIAL FOR TACK NON- TRACKING (REVISED 11-14-2022)	6.50	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0120	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	130.00	EACH		\$	
0130	02351		GUARDRAIL-STEEL W BEAM-S FACE	6,105.00	LF		\$	
0140	02355		GUARDRAIL-STEEL W BEAM-S FACE A	41.25	LF		\$	
0150	02360		GUARDRAIL TERMINAL SECTION NO 1	15.00	EACH		\$	
0160	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	2.00	EACH		\$	
0170	02367		GUARDRAIL END TREATMENT TYPE 1	9.00	EACH		\$	
0180	02381		REMOVE GUARDRAIL	6,462.50	LF		\$	
0190	02391		GUARDRAIL END TREATMENT TYPE 4A	6.00	EACH		\$	
0200	02460		REMOVE TREES OR STUMPS	1.00	EACH		\$	
0210	02562		TEMPORARY SIGNS	282.00	SQFT		\$	
0230	02603		FABRIC-GEOTEXTILE CLASS 2	1,478.00	SQYD		\$	
0240	02650		MAINTAIN & CONTROL TRAFFIC (CARROLL KY 36)	1.00	LS		\$	
0250	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0260	02726		STAKING (CARROLL KY 36)	1.00	LS		\$	
0270	03234		RAILROAD RAILS-DRILLED	1,908.00	LF		\$	
0280	03235		EXCAVATION AND BACKFILL	844.00	CUYD		\$	
0290	03236		CRIBBING	5,700.00	SQFT		\$	
0300	03240		BASE FAILURE REPAIR	1,267.00	SQYD		\$	
0310	05992		AGRICULTURAL LIMESTONE	12.00	TON		\$	
0320	06406		SBM ALUM SHEET SIGNS .080 IN	189.25	SQFT		\$	
0330	06407		SBM ALUM SHEET SIGNS .125 IN	52.48	SQFT		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0340	06410		STEEL POST TYPE 1	587.00	LF		\$	
0350	06510		PAVE STRIPING-TEMP PAINT-4 IN	18,000.00	LF		\$	
0360	06515		PAVE STRIPING-PERM PAINT-6 IN	94,248.00	LF		\$	
0370	08805		GUARDRAIL-BRIDGE CASE I	12.50	LF		\$	
0380	21373ND		REMOVE SIGN	43.00	EACH		\$	
0390	24631EC		BARCODE SIGN INVENTORY (REVISED 11-14-2022)	56.00	EACH		\$	
0395	26175EC		ROADSIDE REGRADING (ADDED 11-14-2022)	11,225.00	LF		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0400	00441		ENTRANCE PIPE-18 IN	4.00	LF		\$	
0410	00462		CULVERT PIPE-18 IN	43.00	LF		\$	
0420	00464		CULVERT PIPE-24 IN	16.00	LF		\$	
0430	00466		CULVERT PIPE-30 IN	12.00	LF		\$	
0440	01000		PERFORATED PIPE-4 IN	1,561.00	LF		\$	
0450	01020		PERF PIPE HEADWALL TY 1-4 IN	5.00	EACH		\$	
0460	01310		REMOVE PIPE	28.00	LF		\$	
0470	01727		SAFETY BOX INLET-24 IN SDB-1	1.00	EACH		\$	
0480	01728		SAFETY BOX INLET-18 IN DBL SDB-5	8.00	EACH		\$	
0490	01729		SAFETY BOX INLET-24 IN DBL SDB-5	4.00	EACH		\$	
0500	02159		TEMP DITCH	15,708.00	LF		\$	
0510	02160		CLEAN TEMP DITCH	7,854.00	LF		\$	
0515	02403		REMOVE CONCRETE MASONRY (ADDED 11-14-2022)	1.90	CUYD		\$	
0520	02625		REMOVE HEADWALL (REVISED 11-14-2022)	7.00	EACH		\$	
0530	02701		TEMP SILT FENCE	15,708.00	LF		\$	
0540	02703		SILT TRAP TYPE A	7.00	EACH		\$	
0550	02704		SILT TRAP TYPE B	7.00	EACH		\$	
0560	02705		SILT TRAP TYPE C	7.00	EACH		\$	
0570	02706		CLEAN SILT TRAP TYPE A	7.00	EACH		\$	
0580	02707		CLEAN SILT TRAP TYPE B	7.00	EACH		\$	
0590	02708		CLEAN SILT TRAP TYPE C	7.00	EACH		\$	
0600	05950		EROSION CONTROL BLANKET	12,318.00	SQYD		\$	
0610	05952		TEMP MULCH	20,973.00	SQYD		\$	
0620	05953		TEMP SEEDING AND PROTECTION	15,730.00	SQYD		\$	
0630	05963		INITIAL FERTILIZER	1.00	TON		\$	
0640	05964		MAINTENANCE FERTILIZER	.60	TON		\$	
0650	05985		SEEDING AND PROTECTION	6,825.00	SQYD		\$	
0651	08003		FOUNDATION PREPARATION (STA 292+91, 3X3 RCBC) (ADDED 11-14-2022)	1.00	LS		\$	
0652	08003		FOUNDATION PREPARATION (STA 407+94, 3X2 RCBC) (ADDED 11-14-2022)	1.00	LS		\$	
0660	08100		CONCRETE-CLASS A	28.08	CUYD		\$	
0670	08150		STEEL REINFORCEMENT	4,403.00	LB		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0671	20465EC		CLEAN CULVERT (STA 407+94, 3x2 RCBC) (ADDED 11-14-2022)	1.00	LS		\$	
0672	20465EC		CLEAN CULVERT (STA 292+91, 3x3 RCBC) (ADDED 11-14-2022)	1.00	LS		\$	
0680	21819NN		FITTINGS	7.00	EACH		\$	
0690	23044NS710		SAFETY BOX INLET-36 IN SDB-1	2.00	EACH		\$	

Section: 0005 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0700	02569		DEMOBILIZATION	1.00	LS		\$	