

SPECIAL NOTE FOR THE USE OF A 3D DESIGN MODEL

3D terrain models of the propose finished and subgrade surfaces have been provided pre-bid in InRoads DTM and LandXML file formats and are available for purchase through the electronic plan room. The contractor shall use the provided surface model for the construction of the project use GPS machine guidance. Contrary to Section 109.01.01 of the Standard Specifications for Road and Bridge Construction, KYTC shall use the same model to inspect the contractor's work.

Contrary to Section 105.05 of the Standard Specifications for Road and Bridge Construction, in case of a discrepancy between contract documents, the 3D surface model shall overrule the contract plan set. The ranking shall be:

Documents

1. Questions and answers from the Division of Construction Procurement website.
2. CAP Report
3. Special Notes
4. Special Provisions
5. 3D Surface Model
6. Plans
7. Standard Drawings
8. Supplemental Specifications
9. Standard Specifications

SPECIAL NOTE FOR CORRECTIONS TO THE 3D SURFACE MODEL

Any changes to the initial 3D surface model due to errors or omissions shall require a minimum of seventy-two (72) hours to complete at the discretion of KYTC. All requests for corrections to the 3D surface model shall be sent to the Engineer, who will coordinate with the Division of Highway Design to investigate and correct.

Any Value Engineering proposal that requires edits to the initially furnished 3D surface model shall be processed within five (5) working days after the Cabinet approves the requested VE Proposal.

SPECIAL NOTE FOR MANDATORY PROGRESS MEETINGS

At various milestones throughout the life of the project, the contractor shall scheduled meetings with KYTC representatives including, but not limited to, Central Office Design, Central Office Construction Field Engineer and District Construction crew. The purpose of these meetings is to receive feedback on the use of the 3D surface model for the construction of the project. The meetings shall be coordinated at milestone determined by the engineer.

SPECIAL NOTE FOR EARTHWORK QUANTITY CALCULATION

Earthwork quantities were calculated using InRoads triangle volumes instead of end-area volumes from cross-sections.

Contrary to Section 204.04.02 of the Standard Specifications for Road and Bridge Construction Item 3), Corrections of major errors on the plans, major errors are defined as individual mistakes of 3 percent or more in the quantity of earthwork between two (2) consecutive cross section stations as shown on the earthwork volume sheets.