



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

September 11, 2013

CALL NO. 200
CONTRACT ID NO. 131211
Addendum # 1

Subject: Henry-Trimble Counties, 121GR13D011-NHPP IM
Letting September 27, 2013

(1) Revised - Plan Sheet R54

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,

A handwritten signature in blue ink that reads "Ryan Griffith".

Ryan Griffith
Director
Division of Construction Procurement

RG:jj

Enclosures



An Equal Opportunity Employer M/F/D

COUNTY OF	ITEM NO.	SHEET NO.
HENRY TRIMBLE	5-2063.00	R54

TRAFFIC CONTROL NOTES

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the current Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "MAINTAIN AND CONTROL TRAFFIC". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic Control Devices will conform to current MUTCD.

Reduce the speed limit in work areas to 55 miles per hour (Ramps and crossroads may be reduced to 35mph) and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the "WARNING FINE DOUBLED IN WORK ZONE" signs will be dual mounted. At the end of the work zone, the "END DOUBLE FINE" signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two hour period of time. After the two hour time period Liquidated Damages of \$1000 per calendar day will be assessed for each day any "Double Fine" sign is not removed or covered.

Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to Maintain and Control Traffic.

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed on the following days and hours (Additional days and hours can be added at the discretion of the Engineer):

10:00 AM to 7:00 PM Fridays
 November 28-29, 2013
 December 24-26, 2013
 December 31, 2013 - January 2, 2014
 April 20, 2014
 May 2-4, 2014
 July 4-7, 2014
 August 29 - September 2, 2014

US 421 can be closed to one lane from approximate STA. 47+25 to 51+25 for 4 weeks (two for each direction) to complete bridge work over I-71. Utilize flaggers and/or temporary traffic signals for the closures. All items used for the US 421 lane closure shall be incidental to "MAINTAIN AND CONTROL TRAFFIC."

KY 55 can be closed to one lane for 4 weeks (two for each direction) to complete bridge work over I-71. Utilize flaggers and/or temporary traffic signals for the closures. All items used for the KY 55 lane closure shall be incidental to "MAINTAIN AND CONTROL TRAFFIC."

KY 157 can be closed to one lane for 1 week total to complete bridge work over I-71. Utilize flaggers and/or temporary traffic signals for the closures. All items used for the KY 157 lane closure shall be incidental to "MAINTAIN AND CONTROL TRAFFIC."

The clear lane width will be 11 feet. However there cannot be any concurrent vehicular width restrictions on US 421 and any mainline bridge during the same time period.

Use a lane closure at all times when work is performed in the lane or adjacent shoulder. No long term lane closures will be allowed until paving and pavement repair operations begin. Mainline closures will be limited to only from Friday at 7 PM to Friday at 10 AM, with the exception of the mainline bridges receiving a structural overlay may have a lane closure for up to 3 weeks per lane. Once paving and pavement repair operations have begun, these paving operations are to be continuous until all paving is complete.

If the Contractor suspends work for more than seven (7) days for any reason, traffic shall be placed back in the original lane configuration, with all lanes operational. These traffic shifts, due to non-working days, shall be considered incidental to the bid item, "MAINTAIN AND CONTROL TRAFFIC." The Department reserves the right to place traffic into its original configuration at anytime and will reimburse the Contractor for the cost of doing so.

Each KY 153 Ramp can be closed for one week with prior approval of the Engineer. Only one KY 153 ramp can be closed at one time. KY 153 ramp closures cannot occur when the US 421 Bridge work is going on. US 421 Ramps will be paved part width. Access to all other ramps at all interchanges on the project shall be maintained at all times unless otherwise noted or directed by the Engineer.

PROJECT PHASING & CONSTRUCTION PROCEDURES (CONTINUED)

During the days when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the Traffic Control Phasing notes. Please refer to the "Special Note for Fixed Completion Date and Liquidated Damages" for damage rates per hour associated with failure to maintain the required number of lanes during the specified time periods or if the project is not completed by the fixed completion date. Liquidated Damages, at the rate specified per hour in the "Special Note for Fixed Completion Date and Liquidated Damages", will be assessed for each hour two lanes of traffic are not maintained during times when lane closures are not allowed.

The contractor must notify the Engineer at least fourteen (14) days prior to beginning Phase I construction. The Contractor will decide, with approval of the Engineer the length for each iteration of MOT phasing on I71 mainline in order to maintain two lanes of traffic open during specified times (See Traffic Control Phasing).

LANE CLOSURES

Limit the lengths of lane closures to only that needed for actual operations in accordance with the phasing specified herein or as directed by the Engineer. Contrary to Section 112, lane closures will NOT be measured for payment, but are considered incidental to Maintain and Control Traffic.

All lane closures and tapers shall be in accordance with the standard drawings, Maintenance of Traffic Details, or the Manual of Uniform Traffic Control Devices (M.U.T.C.D.). Any lane closure must be approved by the Engineer prior to the closure. The Contractor must notify the Engineer at least seven (7) days prior to any proposed closure or traffic pattern shift.

SIGNS

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILES, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, Individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

FLASHING ARROWS

Flashing arrows will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the flashing arrows upon completion of the work.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide Portable Changeable Message Signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions provide additional Portable Changeable Message Signs. Place Portable Changeable Message Signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional Portable Changeable Message Signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The Portable Changeable Message Signs will be in operation at all times. In the event of damage or mechanical/electrical failure, the Contractor will repair or replace the Portable Changeable Message Sign immediately. Portable Changeable Message Signs will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the signs upon completion of the work.

BLASTING

Blasting will be prohibited on this project.

FILE NAME: G:\PWORK\JOSEPH, TUCKER\0700256\R05400MT.DGN

USER: Joseph, Tucker
 DATE PLOTTED: September 4, 2013

E-SHEET NAME: R03200MT

MicroStation v8.11.7.180

TRAFFIC CONTROL NOTES

REVISED 9-9-13

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the current Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "MAINTAIN AND CONTROL TRAFFIC". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic Control Devices will conform to current MUTCD.

Reduce the speed limit in work areas to 55 miles per hour (Ramps and crossroads may be reduced to 35mph) and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the "WARNING FINE DOUBLED IN WORK ZONE" signs will be dual mounted. At the end of the work zone, the "END DOUBLE FINE" signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two hour period of time. After the two hour time period Liquidated Damages of \$1000 per calendar day will be assessed for each day any "Double Fine" sign is not removed or covered.

Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to Maintain and Control Traffic.

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed on the following days and hours (Additional days and hours can be added at the discretion of the Engineer):

~~10:00 AM to 7:00 PM Fridays
November 28-29, 2013
December 24-26, 2013
December 31, 2013 - January 2, 2014
April 20, 2014
May 2-4, 2014
July 4-7, 2014
August 29 - September 2, 2014~~

US 421 can be closed to one lane from approximate STA. 47+25 to 51+25 for 4 weeks (two for each direction) to complete bridge work over I-71. Utilize flaggers and/or temporary traffic signals for the closures. All items used for the US 421 lane closure shall be incidental to "MAINTAIN AND CONTROL TRAFFIC."

KY 55 can be closed to one lane for 4 weeks (two for each direction) to complete bridge work over I-71. Utilize flaggers and/or temporary traffic signals for the closures. All items used for the KY 55 lane closure shall be incidental to "MAINTAIN AND CONTROL TRAFFIC."

KY 157 can be closed to one lane for 1 week total to complete bridge work over I-71. Utilize flaggers and/or temporary traffic signals for the closures. All items used for the KY 157 lane closure shall be incidental to "MAINTAIN AND CONTROL TRAFFIC."

The clear lane width will be 11 feet. However there cannot be any concurrent vehicular width restrictions on US 421 and any mainline bridge during the same time period.

Use a lane closure at all times when work is performed in the lane or adjacent shoulder. No long term lane closures will be allowed until paving and pavement repair operations begin. Mainline closures will be limited to only from Friday at 7 PM to Friday at 10 AM, with the exception of the mainline bridges receiving a structural overlay may have a lane closure for up to 3 weeks per lane. Once paving and pavement repair operations have begun, these paving operations are to be continuous until all paving is complete.

If the Contractor suspends work for more than seven (7) days for any reason, traffic shall be placed back in the original lane configuration, with all lanes operational. These traffic shifts, due to non-working days, shall be considered incidental to the bid item, "MAINTAIN AND CONTROL TRAFFIC." The Department reserves the right to place traffic into its original configuration at anytime and will reimburse the Contractor for the cost of doing so.

Each KY 153 Ramp can be closed for one week with prior approval of the Engineer. Only one KY 153 ramp can be closed at one time. KY 153 ramp closures cannot occur when the US 421 Bridge work is going on. US 421 Ramps will be paved part width. Access to all other ramps at all interchanges on the project shall be maintained at all times unless otherwise noted or directed by the Engineer.

PROJECT PHASING & CONSTRUCTION PROCEDURES (CONTINUED)

During the days when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the Traffic Control Phasing notes. Please refer to the "Special Note for Fixed Completion Date and Liquidated Damages" for damage rates per hour associated with failure to maintain the required number of lanes during the specified time periods or if the project is not completed by the fixed completion date. Liquidated Damages, at the rate specified per hour in the "Special Note for Fixed Completion Date and Liquidated Damages", will be assessed for each hour two lanes of traffic are not maintained during times when lane closures are not allowed.

The contractor must notify the Engineer at least fourteen (14) days prior to beginning Phase I construction. The Contractor will decide, with approval of the Engineer the length for each iteration of MOT phasing on I71 mainline in order to maintain two lanes of traffic open during specified times (See Traffic Control Phasing).

LANE CLOSURES

Limit the lengths of lane closures to only that needed for actual operations in accordance with the phasing specified herein or as directed by the Engineer. Contrary to Section 112, lane closures will NOT be measured for payment, but are considered incidental to Maintain and Control Traffic.

All lane closures and tapers shall be in accordance with the standard drawings, Maintenance of Traffic Details, or the Manual of Uniform Traffic Control Devices (M.U.T.C.D.). Any lane closure must be approved by the Engineer prior to the closure. The Contractor must notify the Engineer at least seven (7) days prior to any proposed closure or traffic pattern shift.

SIGNS

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILES, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, Individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

FLASHING ARROWS

Flashing arrows will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the flashing arrows upon completion of the work.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide Portable Changeable Message Signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions provide additional Portable Changeable Message Signs. Place Portable Changeable Message Signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional Portable Changeable Message Signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The Portable Changeable Message Signs will be in operation at all times. In the event of damage or mechanical/electrical failure, the Contractor will repair or replace the Portable Changeable Message Sign immediately. Portable Changeable Message Signs will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the signs upon completion of the work.

BLASTING

Blasting will be prohibited on this project.

CROSSOVER WORDING DELETED

DATE DELETED

FILE NAME: G:\PWORK\VERDA.WYLIE\0700256.VR05400MT.DGN

USER: Verda.Wylie
DATE PLOTTED: September 9, 2013

E-SHEET NAME: R03200MT

MicroStation v8.11.7.180