



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 17, 2015

CALL NO. 202
CONTRACT ID NO. 152973
ADDENDUM # 1

Subject: Jefferson County, 056GR15M065 NHPP
Letting November 20, 2015

- (1) Revised - Special Notes - Page 23 of 123
- (2) Revised - Special Note - Pages 50-54(a) of 123

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

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

Sincerely,

A handwritten signature in cursive script that reads "Rachel Mills".

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

RM:ks
Enclosures



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SPECIAL NOTES

SPECIAL NOTE FOR SURFACE PREPARATION AND PAINT APPLICATION

All structural steel shall be cleaned and painted in accordance with the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction (current edition), and the following requirements:

A. SUBMITTALS

The Contractor shall comply with the submittal requirements detailed in Section 108 of the Standard Specifications (Current Edition) for Road and Bridge Construction and submit the following **written** items to the Project Engineer **14 days** prior to the Pre-Construction Conference:

1. A detailed Progress of Work Schedule. The Progress of Work Schedule will be reviewed and approved by the KYTC Engineer.
2. Traffic Control Plan. The Traffic Control Plan will be reviewed and approved by the KYTC Engineer.
3. Worker Protection Plan. The Worker Protection Plan will be reviewed by the KYTC Engineer.
4. Environmental Compliance Plan, including a Waste Management and a Ground Water and Surface Water Protection Plan. The Environmental Compliance Plans will be reviewed by the KYTC Engineer.
5. Manufacturers' recommended Film Thickness and application conditions for the coating system to be used.
6. Rigging and Containment Plan, Design for rigging and containment shall be signed and stamped by a licensed Kentucky professional engineer. The design for containment will be reviewed by the KYTC engineer.

All submittals must be received, accepted and/or approved prior to beginning any work.

B. CONTAINMENT

All structural steel shall be totally enclosed during all phases of the work. All containment shall meet the criteria for **SSPC Guide 6 – Containment Classification Class 2A** for cleaning and painting of structural steel bridges.

Air Pressure- Negative air pressure meeting the requirements for **Type H2** shall be maintained.

Air Movement- A minimum air movement in containment is not specified but the contractor shall demonstrate that the air movement in the containment will provide the necessary engineering control to comply with OSHA worker safety requirements (i.e., lead standards as required by **29 CFR 1926**).

SPECIAL NOTE FOR MAINTAIN AND CONTROL TRAFFIC

All lane closures on this project shall be in accordance with **Kentucky Department of Highways Standard Specifications and Standard Drawings No. TTC-115, TTC-120, TTC-125, TTC-135** and the **FHWA Manual for Uniform Traffic Control Devices (Current Editions)**. At the discretion of the Engineer, lane closures may be restricted on holiday weekends.

The contractor will be required to submit in writing and electronic formats, to the Department, his complete work schedule and Temporary Traffic Control Plan (**TTCP**) 14 days prior to starting work. The **TTCP** will include all plans or drawings required. A detailed, location specific, **TTCP** for, each operation, showing all traffic control items including but not limited to striping, signing detour signing, channelization devices, on site advanced notification to the public for ramp closures, etc., is required. This plan must be submitted and approved by KYTC prior to beginning any work two weeks before any devices or notifications are put in place. All changes to the work schedule or **TTCP** will be submitted, approved and otherwise coordinated with the Engineer at least 7 days prior to the proposed change.

In the event it becomes necessary to make emergency repairs at this project by state forces or by other outside contractors, the (painting) contractor agrees to alter his work pattern as directed by the engineer so as not to interfere with the emergency work.

The contractor will be required to furnish all traffic control devices whenever his operations endanger or interfere with vehicular traffic as determined by the engineer. The contractor shall furnish any additional traffic control devices necessary to protect traffic and his workmen. Any costs associated with the added traffic control devices (including arrow boards) shall be incidental to the contract lump sum amount for "maintain and control traffic."

Placement of all devices for lane closures shall start and proceed in the direction of flow of traffic. Removal of devices shall start at the end of the construction area and proceed toward oncoming traffic. The contractor shall provide for the installation of all necessary traffic control devices before beginning work and their immediate removal as soon as work is suspended or completed. During the fully operational periods, when no lane closures are permitted, all equipment shall be totally removed from the job site. Traffic control signs shall be removed or covered (if left in a curb lane).

The contractor's vehicles shall always move with and not across or against the flow of traffic. Vehicles shall enter or leave work areas in a manner that will not be hazardous to or interfere with normal roadway traffic. Vehicles shall not park or stop except within designated work areas.

Personal vehicles will not be permitted to park within the state right-of-way. The contractor's vehicles will be prohibited from crossing the roadway and all pedestrian movement of the contractor's personnel on the roadway will be limited to within the closed work areas.

If the contractor desires to deviate from the traffic control schemes outlined in these plans or proposals, he shall prepare an alternate plan and present it in writing to the engineer. The alternate plan can be used only after review and approval of the Division of Traffic, Design, and construction.

Any lane or shoulder closure will include the use of a TMA placed between oncoming traffic and equipment or vehicles.

A “police officer with vehicle” will be used for installation of and removal of all lane closures **on I-264 and I-64**. The Contractor will be responsible for all coordination with the local law enforcement and the KYTC engineer. **Payment for this item will be included in the lump sum bid for Maintain and Control Traffic.**

The Engineer may elect to use Variable Message Boards when necessary.

Lane closures should be used only when absolutely necessary and kept to the shortest duration possible in order to minimize disruption to the traveling public.

The Contractor shall reduce the speed limit to **45 MPH** in and approaching the work zones unless otherwise noted.

The contractor shall maintain a minimum of **16.5 foot** of vertical clearance over any lane where traffic is allowed unless otherwise noted. No work will be conducted over unprotected traffic at any location.

The Contractor shall notify the Cabinet’s Department of Motor Vehicle Oversize Permits Section for height and width restrictions when using platforms with minimal clearance.

All Temporary Concrete Barriers Type 9T used shall remain the Contractor’s property and shall be removed from the construction site upon completion of construction. Cost of temporary concrete barrier 9t shall be considered incidental to the “Lump Sum Bid for Maintain and Control Traffic.

Should the use any vehicular platform methods and equipment to complete work with specified maintenance of traffic, the Contractor must submit their deployment plan to the Department for approval 14 days prior to beginning any work.

The use of Double Fine Zones may be used at the Contractor’s discretion.

Payment

Payment of the contract lump sum amount for "maintain and control traffic" shall be full compensation for all items necessary to maintain and control traffic on this project. All traffic control items shall remain the property of the contractor.

Working over protected traffic will be permitted if the specified minimum vertical clearances can be achieved. A semi ridge working platform must be used as defined below:

SEMI RIDGED WORKING PLATFORM DEFINITION: The semi ridged working platform shall be defined as working platform constructed to protect traffic below and working personnel above. This platform shall be constructed of material that shall not compromise the specified minimum vertical clearance, shall not permit any sagging or any protrusion and shall not be compromised in an event of any high wind conditions. The design of the semi ridged platform must be included in the rigging and containment plan. (See Special Note for Surface Preparation and Paint Application: A. Submittals).

Rolling roadblocks shall be used for rigging, erecting platforms and containment if working over protected traffic is used. When using rolling road blocks the Contractor shall employ two police officers with vehicles and one vehicle per remaining lanes including ramps as necessary, in one direction at a predetermined time and predetermined speed as directed by the Engineer. There shall be no stopping of the rolling roadblock. Prior to instituting such the roadway ahead shall be cleared of traffic as directed by the Engineer. The area of influence shall be sealed off (all on-ramps or access intersection closed) by use of flaggers and or Contractor's vehicles. The purpose is to seal off a certain work area and/or work function as designated in the notes so that the Contractor can perform certain work without any hazard to traffic. The rolling roadblock shall prevent any other vehicles at a slower speed than normal and forcing all vehicles to follow behind the Contractor's vehicles at their predetermined speed. Rolling roadblock will be used during non-peak hours as directed by the Engineer.

056B000278N

I-64 WB to I-64 WB to I-264 EB ramp over I-64 EB

All work shall be completed using single lane closures on I-64 EB. Single lane closures on I-64 WB to I-264 EB ramp may be used for rigging and containment installation. All work requiring lane closures shall be done during the hours of 9:00 PM and 6:00 AM.

056 0264 B00277N 0.17

I-64 WB to I-264 EB ramp over KY 3064 (Northwestern Parkway)

All work shall be completed using single and double lane closures on KY 3064 (Northwestern Parkway). One protected sidewalk shall be maintained at all times. Single lane closures on I-64 WB to I-264 EB ramp may be used for rigging and containment installation during the hours of 8:00 PM and 6:00 AM. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place, **this clearance must be signed.** Department right of way located at the north end of the structure may be used for equipment staging. The Contractor shall be responsible for any base material needed to stage equipment on. This material may be left in place and graded as directed by the Engineer upon completion of the project.

056 0264 B00276N 00.17

I-264 WB to I-64 EB ramp over KY 3064 (Northwestern Parkway)

All work shall be completed using single and double lane closures on KY 3064 (Northwestern Parkway). One protected sidewalk shall be maintained at all times. Single lane closures on I-264 WB to I-64 EB ramp may be used for rigging and containment installation during the hours of 8:00 PM and 6:00 AM. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place **this clearance must be signed.** Department right of way located at the north end of the structure may be used for equipment staging. The Contractor shall be responsible for any base material needed to stage equipment on. This material may be left in place and graded as directed by the Engineer upon completion of the project.

056B00227L & R

I-264 over KY 3082 (Bank Street)

All work shall be completed using single and double lane closures on KY 3082 (Bank Street). One protected sidewalk shall be maintained at all times. Single lane closures on I-264 may be used for rigging and containment installation during the hours of 8:00 PM and 6:00 AM. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place **this clearance must be signed.**

056B00270N

I-264 WB over US 31W SB (Dixie Highway) to I-264 EB ramp

All work shall be completed maintaining a 12'-0" usable lane on US 31W SB (Dixie Highway) to I-264 EB ramp. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place **this clearance must be signed.** Single lane closures on I-264 WB may be used for rigging and containment installation during the hours of 8:00 PM and 6:00 AM. Department right of way located at the south west end of the structure may be used for equipment staging. The Contractor shall be responsible for any base material needed to stage equipment on. This material must be removed and site restored to original condition as directed by the Engineer upon completion of the project.

056B00269N

I-264 EB over I-264 WB to US 31W SB (Dixie Highway) ramp

All work shall be completed using single lane closures on I-264 WB to US 31W SB ramp. Single lane closures on I-264 WB may be used for rigging and containment installation during the hours of 8:00 PM and 6:00 AM. Department right of way located south of each end of the structure may be used for equipment staging. The Contractor shall be responsible for any base material needed to park equipment on. This material must be removed and site restored to original condition as directed by the Engineer upon completion of the project.

056B00266N

I-264 EB over US 31W (Dixie Highway)

All work shall be completed using single lane closures on US 31W. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place **this clearance must be signed.** Single lane closures on I-264 EB may be used for rigging and containment installation. All work requiring lane closures shall be done during the hours of 8:00 PM and 6:00 AM. Paved shoulder areas below each end of the structure may be used for equipment staging. **Contractor shall maintain a pedestrian passage in the paved shoulder arear on the south bound lane on US 31W.**

056B00274N

I-264 WB to US 31W SB (Dixie Highway) ramp over US 31W (Dixie Highway)

All work shall be completed using single lane closures on US 31W. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place **this clearance must be signed.** Single lane closures on I-264 WB to US 31W SB ramp may be used for rigging and containment installation. All work requiring lane closures shall be done during the hours of 8:00 PM and 6:00 AM. Paved shoulder areas below each end of the structure may be used for equipment staging. **Contractor shall maintain a pedestrian passage in the paved shoulder arear on the south bound lane on US 31W.**

056B00264N

I-264 WB over US 31W (Dixie Highway)

All work shall be completed using single lane closures on US 31W. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place **this clearance must be signed.** Single lane closures on I-264 WB may be used for rigging and containment installation. All work requiring lane closures shall be done during the hours of 8:00 PM and 6:00 AM. Paved shoulder areas below each end of the structure may be used for equipment staging. **Contractor shall maintain a pedestrian passage in the paved shoulder arear on the south bound lane on US 31W.**

056B00272N

US 31W NB (Dixie Highway) to I-264 WB ramp over US 31W (Dixie Highway)

All work shall be completed using single lane closures on US 31W. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place, **this clearance must be signed.** Single lane closures on US 31W NB to I-264 WB ramp may be used for rigging and containment installation. All work requiring lane closures shall be done during the hours of 8:00 PM and 6:00 AM. Paved shoulder areas below each end of the structure may be used for equipment staging. **Contractor shall maintain a pedestrian passage in the paved shoulder arear on the south bound lane on US 31W.**

056B00268N and 056B00267N

I-264 over US 31W NB (Dixie Highway) to I-264 WB ramp

All work shall be completed maintaining a 12'-0" usable lane on US 31W NB to I-264 WB ramp. 15'-0" minimum vertical clearance must be maintained to leave rigging and containment in place, **this clearance must be signed.** The paved median area between I-264 EB and I-264 WB at the east end of the structures may be used for equipment staging. Temporary Concrete Barriers 9t (**NO ALTERNATIVES ALLOWED**) shall be used to protect work area in the median clear zones. Single lane closures on I-264 WB may be used for rigging and containment and barrier wall (if use) installation during the hours of 8:00 PM and 6:00 AM.

No lane closures shall be permitted on the dates listed below for all structure in this contract:

April 23, 2016	Thunder Over Louisville
May 5, 2016	Pre-Derby & Oaks Races
May 6, 2016	Kentucky Oaks
May 7, 2016	Kentucky Derby
May 27-30, 2016	Memorial Day Weekend
July 1-4, 2016	Independence Day Weekend
August 6-9, 2016	NHRA Hot Rod Show
August 18-28, 2016	Kentucky State Fair
September 2-5, 2016	Labor Day Weekend