



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

June 25, 2014

CALL NO. 319
CONTRACT ID NO. 141034
ADDENDUM # 2

Subject: Scott County, FD04 SPP 105 0075 121-126
Letting June 27, 2014

(1) Revised - Special Notes - Pages 16, 17, 19 & 35 of 137

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 blue ink that reads "Diana Castle Radcliffe".

Diana Castle Radcliffe
Director
Division of Construction Procurement

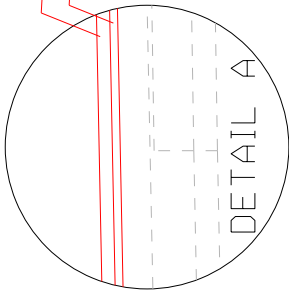
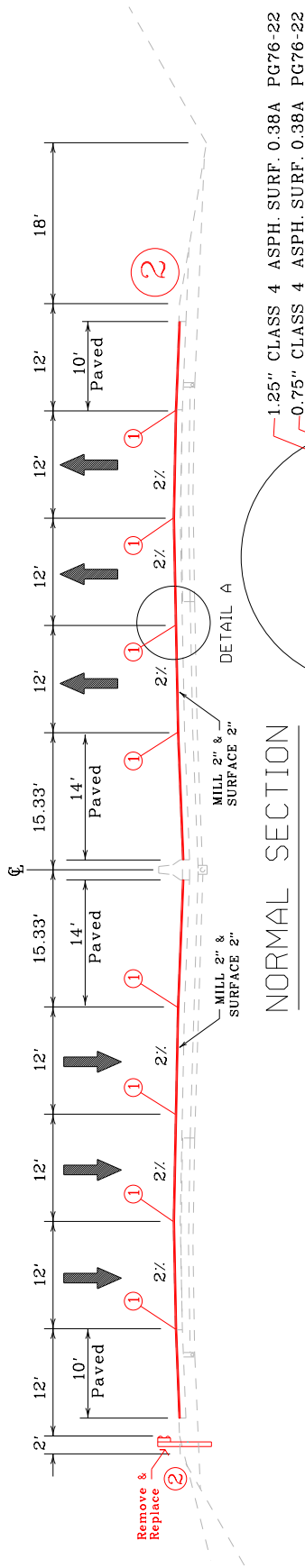
DR:ks
Enclosures



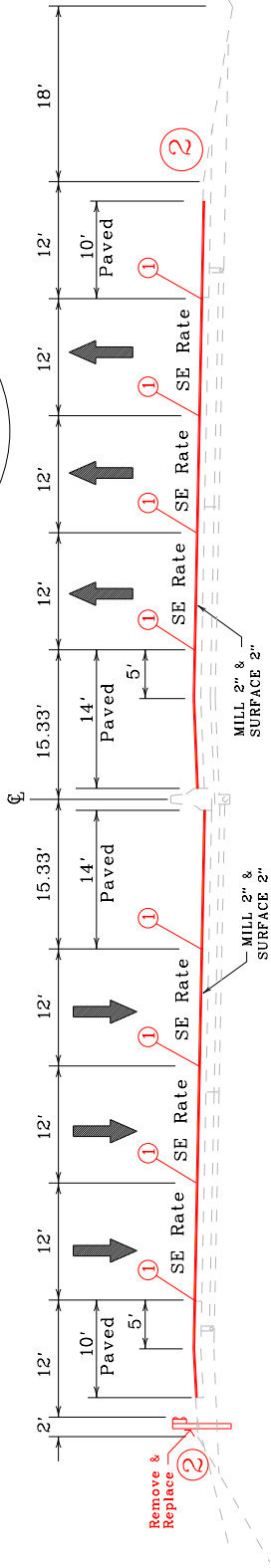
An Equal Opportunity Employer M/F/D

I75

TYPICAL SECTIONS



NORMAL SECTION



SUPERELEVATED SECTION

SURFACING SCHEDULE

MAINLINE TRAFFIC LANES

ASPH. PAVE MILLING & TEXTURING	2.0" DEPTH
CLASS 4 ASPH. SURF. 0.38A PG76-22	0.75" DEPTH
CLASS 4 ASPH. SURF. 0.38A PG76-22	1.25" DEPTH

SHOULDER

ASPH. PAVE MILLING & TEXTURING	2.0" DEPTH
CLASS 3 ASPH. SURF. 0.38D PG64-22	0.75" DEPTH
CLASS 3 ASPH. SURF. 0.38D PG64-22	1.25" DEPTH

- 1 Place Joint Adhesive between driving lanes and between mainline and shoulders.

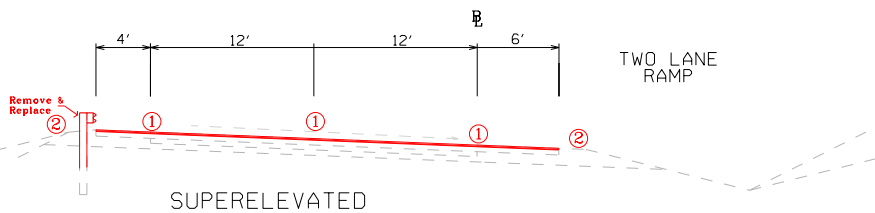
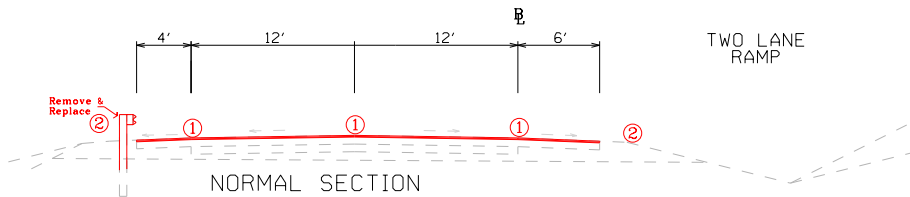
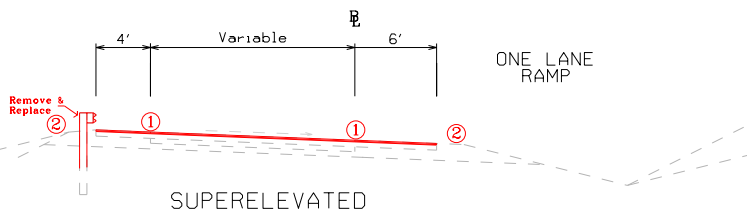
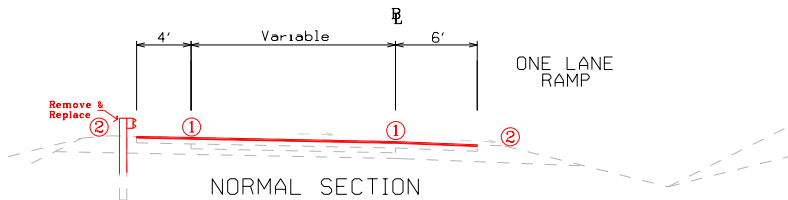
Match existing cross slope

- 2 Use Asphalt Millings from the project to fill in shoulder drop-off areas as directed by the Engineer. The Contractor may, at no cost to the Department, substitute DGA in lieu of Asphalt Millings to fill in the shoulder drop-off areas. Place Asphalt Seal Coat (2.40 lbs/sq yd Item 103) as directed by the Engineer.

* NOTE: REGARDLESS OF CROSS SLOPES SHOWN, ALL MILLING AND RESURFACING OPERATIONS SHALL MAINTAIN EXISTING CROSS SLOPES ENCOUNTERED DURING CONSTRUCTION.

TYPICAL SECTIONS RAMPS

(The US 62 and US 460 Southern Ramps Only)



PAVEMENT REHABILITATION

DRIVING LANES ONLY

ASPH. PAVE MILLING & TEXTURING 2.0" DEPTH
CLASS 4 ASPH. SURF. 0.38A PG76-22 .. 0.75" DEPTH
CLASS 4 ASPH. SURF. 0.38A PG76-22 .. 1.25" DEPTH

SHOULDER

ASPH. PAVE MILLING & TEXTURING 2.0" DEPTH
CLASS 4 ASPH. SURF. 0.38D PG64-22 .. 0.75" DEPTH
CLASS 4 ASPH. SURF. 0.38D PG64-22 .. 1.25" DEPTH

- ① Place Joint Adhesive between driving lanes and between mainline and shoulders.

Match existing cross slope

- ② Use Asphalt Millings from the project to fill in shoulder drop-off areas as directed by the Engineer. The Contractor may, at no cost to the Department, substitute DGA in lieu of Asphalt Millings to fill in the shoulder drop-off areas. Place Asphalt Seal Coat (2.40 lbs/sq yd Item 103) as directed by the Engineer.

NOTE: ALL RAMPS SHALL BE MILLED AND SURFACED TO THE EXISTING EDGE OF PAVEMENT OF THEIR RESPECTIVE CROSS ROAD.

*NOTE: REGARDLESS OF CROSS SLOPES SHOWN, ALL MILLING AND RESURFACING OPERATIONS SHALL MAINTAIN EXISTING CROSS SLOPES ENCOUNTERED DURING CONSTRUCTION.

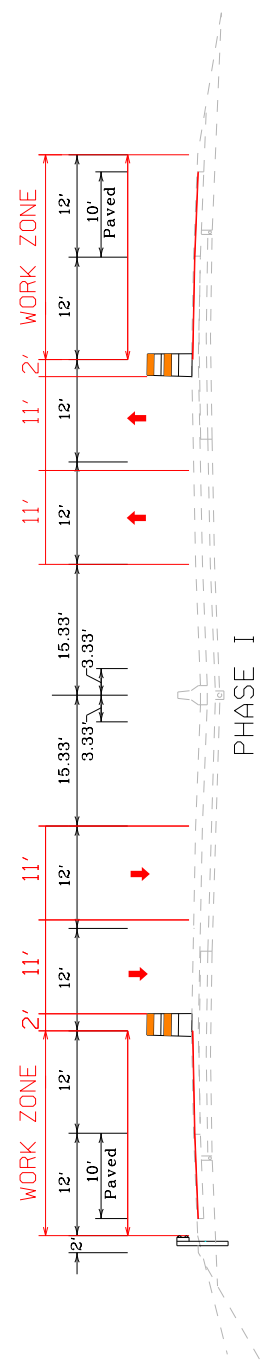
I75 Item No. 7-2040 Scott County									
PAVING SUMMARY									
CODE	ITEM	NOTES	UNITS	PROJECT					
00190	LEVELING AND WEDGING PG64-22 (3)	Use if needed as directed by the Engineer	TON	1,000					
00103	ASPHALT SEAL COAT (1)	To be used as directed by the Engineer	TON	20					
342	CL4 ASPH SURF 0.38A PG76-22	Mainline and Ramps	TON	22,376					
339	CL3 ASPH SURF 0.38D PG64-22	Mainline and Ramps	TON	14,714					
219	CL4 ASPH BASE 1.00D PG76-22 (1)	For 5" Repair Areas	TON	3,252					
2677	ASPHALT PAVE MILLING & TEXTURING (1)	Mainline, Ramps, 5" Repair Areas	TON	40,343					
2696	SHOULDER RUMBLE STRIPS-SAWED	Mainline and Ramps	LIN FT	99,207					
20071EC	JOINT ADHESIVE	Mainline and Ramps	LIN FT	200,806					

(1) Extra Quantity Set Up To be used if needed as directed by the Engineer

(3) Quantity Set Up To be used if needed as directed by the Engineer

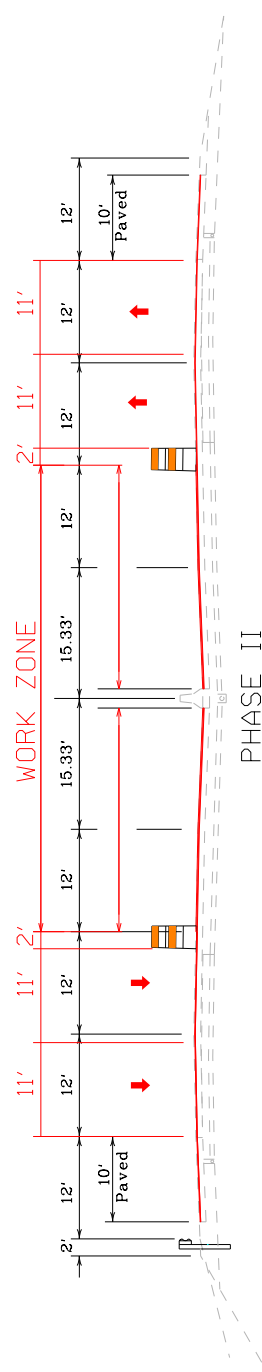
I75 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

NOTE: The middle lane in both directions shall be done at night from 9pm to 5am when traffic can be reduced to one lane in each direction. Base failure repairs can also be done at this time. The diagrams below assume the middle lane is milled 2" and the first lift of surface is placed in the middle lane before Phase II and the last lift of surface is placed in the middle lane prior to Phase III.



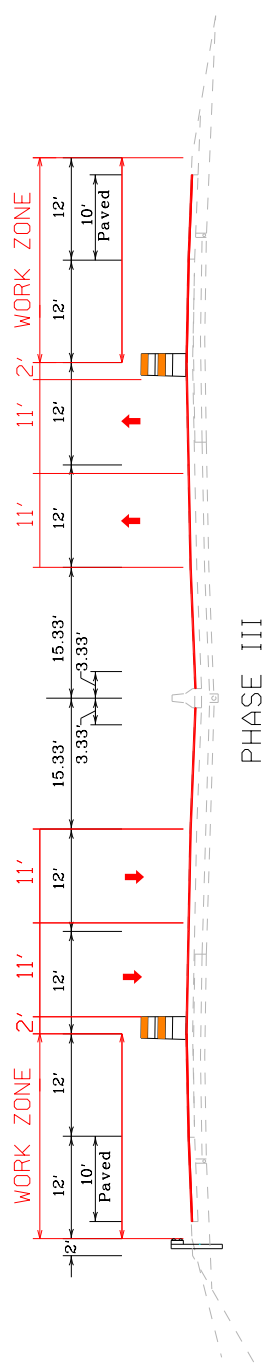
PHASE I

The outside lane and shoulder will be closed in both directions. Place any necessary full depth and 5" base failure repairs in the work zone as directed by the Engineer. Mill 2" and Pave the first lift of asphalt surface 0.75" in the work zone as shown in the typical sections. Place temporary striping in accordance with MUTCD and KYTC Standard Drawings.



PHASE II

The inside lanes and shoulders will be closed in both directions. Place any necessary full depth and 5" base failure repairs in the work zone as directed by the Engineer. Mill and Pave the asphalt surface 2" in the work zone as shown in the typical sections. Place striping and inlay pavement markers in accordance with MUTCD and KYTC Standard Drawings. Saw inside shoulder rumble strips and complete guardrail and median work.



PHASE III

The outside lane and shoulder will be closed in both directions. Place the final lift of asphalt surface 1.25" in the work zone as shown in the typical sections. Place striping and inlay pavement markers in accordance with MUTCD and KYTC Standard Drawings. Saw outside shoulder rumble strips and complete guardrail.

NOTE: The US 460 and US 62 southern ramps shall be closed on the weekend. One ramp can be closed at a time per weekend from Friday at 8pm through Monday at 5am to complete the work. Place Asphalt Millings as directed by the Engineer to address shoulder drop-offs.