



**TRANSPORTATION CABINET**

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

**Steven L. Beshear**  
Governor

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Secretary

March 20, 2013

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ADDENDUM # 3

Subject: Hardin County, FE01 047 1136 B00053N  
Letting March 22, 2013

(1) Revised - Notes - Pages 11-14 of 49

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 "Ryan Griffith".

Ryan Griffith  
Director  
Division of Construction Procurement

RG:ks  
Enclosures



An Equal Opportunity Employer M/F/D

## **TRAFFIC CONTROL GENERAL**

Except as provided herein, traffic shall be maintained in accordance with the 2012 Standard Specifications, Section 112. 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". 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.

## **SIGNS**

Contrary to Section 112.04.02, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be considered incidental to "Maintain and Control Traffic". Payment of the contract unit price per square foot for "Signs" shall be full compensation for furnishing, installing, maintaining, adjusting as needed, relocating, and all incidental items necessary to complete the work at the direction of the Engineer.

## **PROJECT PHASING & CONSTRUCTION PROCEDURES**

Western Kentucky Parkway will be shall be limited to closures of intermittent rolling roadblocks of 15 minutes for four (4) 9:00pm to 5:00am weeknights for the demolition of the existing structure and two (2) 9:00 – 5:00 weeknights for the setting of beams. The Contractor shall notify District 4 in writing of all closures at least 10 days prior to each closure.

The early start date for this project is May 21<sup>st</sup>. However, the bridge may not be closed until 8pm on May 24<sup>th</sup> (last day for Hardin County schools). The contractor may mobilize to the site, stage and accept deliveries, and perform other preparation construction activities beginning May 21st, but the bridge must remain open to one lane of traffic until 8pm, May 24th.

Parkway lane closure will not be permitted on these days:

Easter Weekend (Thursday-Sunday)

Memorial Day Weekend (Friday-Monday)

Independence Day, when July 4<sup>th</sup> is on Tuesday, Wednesday, or Thursday; or

Independence Day Weekend, when July 4<sup>th</sup> is on Monday (Saturday-Monday) or Friday (Friday-Sunday)

Labor Day Weekend (Friday-Monday)

### **Phase 1.**

Demolition of the Superstructure: The center spans shall be removed with traffic controlled by rolling roadblocks. The outside spans shall be removed with either lane closures or rolling roadblocks. It is

intended that this phase will be completed in four evenings, with Rolling roadblocks allowed during the hours of 9:00 PM to 5:00 AM. Rolling roadblocks will last for 15 minutes from the time the officers begin to stop traffic. The contractor is required to have all necessary equipment to have the roadway cleared of all debris at the end of the 15 minute period. Should clearing of the roadway not be accomplished in the required time period liquidated damages will be levied at the \$500 per each period that exceeds 15 minutes.

## **Phase 2**

Rehabilitation and modification to the piers caps and bents to raise the substructure elevations.  
Installation of deck formwork.

**Work during this phase will be completed under requisite and applicable lane closures. The contractor will not be allowed to work on the center piers and inside piers or bents concurrently. Work on the center piers shall be undertaken as a separate activity either preceding any work on the other components of the substructure or succeeding all work on the other components of the substructure requiring lane closures.**

## **Phase 3.**

Placement of deck and completion of work on the superstructure, and grade adjustments and resurfacing of the approaches. Lane closure signs shall be installed in accordance with current Standard Drawing No. TTC-120 and as directed by the Engineer. All signing must be in accordance with the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

**Only work vehicles will be permitted within the closed work area and private vehicles are strictly prohibited from within the closed areas. The storage of any material is strictly prohibited within the median at any time and must at all times but outside of the clear zone when not actively working.**

## **WORK ZONE SPEED LIMIT**

The speed limit through the work zone shall be reduced to 55 mph for the duration of construction. Advance warning signage and other signs required in accordance with the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD) and the Standard Drawings for notification of the speed limit reduction shall be installed by the Contractor at the direction of the Engineer.

## **Phase I traffic control.**

The center spans shall be removed with traffic controlled by rolling road blocks. The outside spans shall be removed with either lane closures or rolling roadblocks.

The rolling roadblock is a traffic control technique to slow traffic to facilitate short duration work without an elaborate and difficult detour. Traffic control law enforcement officers pace or slow traffic to a speed that provides up to 15 minutes of work.

When entering the Southbound Exit Ramp, set up traffic control devices to detour traffic away from the close right ramp to Western Kentucky Parkway. WK Parkway westbound traffic will be detoured to the WK Parkway Eastbound Loop. Upon entering the Parkway, the traffic will be detoured to the I-65 Northbound Loop. After entering the acceleration/deceleration access road for I-65, traffic will be detoured to the WK Parkway Westbound Loop.

During times of active demolition, a rolling road block and stoppage will begin at the end of the west bound on-ramp from the I-65 Northbound to the WK Parkway Westbound. Traffic on US31W to the WK Parkway Westbound will be stopped at the end of that ramp until it can merge with the rolling road block as it passes that ramp entrance. Due to the short length of this Rolling Roadblock it is anticipated that traffic will be stopped in this area for a period of time.

Eastbound traffic along the WKP will be controlled by rolling roadblocks beginning at MP 131.5.

## **Phase II**

After completion of the work in Phase I, set up traffic control devices to represent the requisite and approved lane closures to complete work on the piers and bents. Contractor must have one lane on the parkway opened to traffic at all times. All traffic control must conform to the KYTC Standard Drawings, 2012 edition and the MUTCD 2009 edition.

## **Phase III**

**The contractor will be required to coordinate with the District Traffic Engineer/Section Engineer on the operation and removal of the temporary traffic signals on the bridge when work begins.**

### **PORTABLE CHANGEABLE MESSAGE BOARDS**

Provide four (4) Portable Changeable Message Signs in advance of the project area as directed by the Engineer. The locations designated may vary as the work progresses. Use only messages, approved or directed by the Engineer, to warn traveling public of Road Work Ahead, possible delays. The Engineer may direct the contractors to change/modify messages as traffic conditions demands or in an emergency situation. The Traffic Coordinator is to comply with the Engineer's request within specific time requested. Relocation of Portable Changeable Message Signs, regardless of how many times, will not be measured for payment but shall be incidental to Maintain and Control Traffic.

### **TRAFFIC COORDINATOR**

Furnish a Traffic Coordinator as per Section 112. The Traffic Coordinator shall inspect the project maintenance of traffic, at least three times daily, or as directed by the Engineer, during the Contractor's operations and at any time a lane closure is in place. The personnel shall have access on the project to a radio or telephone to be used in case of emergencies or accidents. The Traffic Coordinator shall report all incidents throughout the work zone to the Engineer on the project. The Contractor shall furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

### **TEMPORARY PAVEMENT STRIPING**

Skip lines and/or solid lines through the length of the tapers for lane closures and other striping as directed by the Engineer shall be temporarily covered with 6" black removable tape. Permanent removal of all other pavement striping for traffic control shall be considered incidental to Maintain and Control Traffic. Temporary pavement striping shall be paid only once per course in accordance with Section 112.04.07. The Contractor shall replace any temporary striping that becomes damaged or fails to adhere to the pavement before dark on the day of the notification. Liquidated damages shall be assessed to the Contractor at a rate of \$500 per day for failing to replace temporary striping within this time limit.

### **DETOUR**

The Contractor shall sign the detour in accordance with the detour plan. The locations of the four portable changeable message signs will be determined by the District.

### **LAW ENFORCEMENT OFFICERS**

The district will coordinate Law Enforcement Officer Units consisting of KSP or KVE officers and police vehicles equipped with flashing blue lights for the demolition of the existing structure. For the box beam placement, the law enforcement officers shall lead rolling road blocks between the 15 minutes time periods allocated for each beam placement. The District will need two weeks advance notice for the coordination with Law Enforcement.