



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Joe Prather
Secretary

September 22, 2009

CALL NO. 100
CONTRACT ID NO. 091059
ADDENDUM # 2

Subject: Jefferson County, ARRA 264-1 (164)
Letting September 25, 2009

- (1) Revised - Notes - Pages 43-47 of 225
- (2) Revised - Typical Section - Page 52 of 225
- (3) Revised - Bid Items - Pages 221-225(a) of 225

Proposal revisions are available at <http://transportation.ky.gov/contract/>.

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

Sincerely,

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

Ryan Griffith
Director
Division of Construction Procurement

Enclosures
RG:ks



An Equal Opportunity Employer M/F/D

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed during the following days and hours:

September 4-7, 2009	Labor Day Weekend
November 26-29, 2009	Thanksgiving Weekend
December 23-27, 2009	Christmas Weekend
December 31, 2009-January 1, 2010	New Years Weekend
April 2-4, 2010	Easter Weekend
April 23 - May 2, 2010	Derby Week
May 28-31, 2010	Memorial Day Weekend
July 2-4, 2010	Independence Day Weekend
6:00 a.m. to 8:00 p.m.	Monday – Friday

Traffic may be reduced to three lanes in each direction all other times.

Traffic may be reduced to two lanes in each direction during following days and hours:

10:00 p.m. to 6:00 a.m.	Monday – Friday
10:00 p.m. Saturday to 6:00 a.m. Monday	
10:00 p.m. Friday to 6:00 a.m. Monday (Max. 3 weekends each direction)	

Use only one lane closure in each direction of travel at the same time during the daylight hours specified. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Use a lane closure all times when work is performed in the lane or adjacent shoulder. Shoulders used as temporary roadways will be inspected by the Engineer and if deemed necessary by the Engineer, repaired with Asphalt Mixture for Level & Wedging as directed prior to opening to traffic. Perform any maintenance of the shoulder as deemed necessary by the Engineer in order to maintain traffic. Remove existing striping by water blasting. Remove edge lines throughout the project as directed and/or approved by the Engineer. Paint temporary edge lines through the lane closure.

Approximate full depth pavement repair locations are listed in the proposal. The Engineer will determine the exact location at the time of construction. Once removal of pavement at a particular repair location has begun, work continuously within the parameters outlined above to complete the work and eliminate the "hole". Place Type III Barricades immediately in front of pavement removal areas until the new JPC Pavement achieves 3000PSI compressive strength. Payment for Type III Barricades will be considered incidental to the bid item "Maintain and Control Traffic".

Once pavement removal at a site has begun, full depth replacement must be completed within the time a lane closure is allowed.

Access to all ramps at all interchanges on the project shall be maintained at all times unless otherwise noted or directed by the Engineer.

Note that Lane shifts are required throughout the project. See the Exhibits for lane locations and widths. Stripe according to the MUTCD.

During the days and hours when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the phasing notes. Maintain at least 6 feet of lateral clearance between the traveled lanes and any drop off resulting from pavement removal. Also, any joint sealing or sawing operations requiring workers or equipment to be within the required 6 feet of lateral clearance will be done during the hours when traffic is restricted to two lanes. Any other work not requiring traffic lane widths to be restricted due to barrels or equipment encroaching into the interior lanes can be done during the remaining hours when three lanes of traffic must be maintained. 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 period. Once pavement removal at a site has begun, full depth replacement must be completed within the time a lane closure is allowed.

SHOULDER PREPARATION AND RESTORATION

Prior to placing any lane closures that require shifting traffic onto existing shoulders, patch and remove any foreign debris on the shoulders as directed by the Engineer. Bolt 1 ½ inch thick steel plates the length of the entire "draw down" area of the inlet box to all inlet boxes that are to be under or adjacent to traffic on the inside shoulder or as directed by the Engineer. Ensure there are ample openings in the steel plate where it covers the inlet grate to allow water to enter the grate. Removal of failed materials and additional patching shall be performed by the Contractor as directed by the Engineer during the time the shoulder is used as a travel lane. DGA will be paid at the Contract unit bid prices; all other shoulder preparation, maintenance, steel plates, and restoration shall be incidental to other items of work.

PHASE I – SHOULDER BARRIER AND DRAINAGE CONSTRUCTION ON THE OUTSIDE SHOULDERS

Use shoulder closures to complete the proposed barrier wall construction Eastbound Sta. 276+95 to Sta. 279+95, the proposed curb and drainage work on the southeast corner of the bridge over Taylorsville Road, the proposed barrier wall and drainage work at Westbound Sta. 284+20 and at Westbound Sta. 277+00. Replace and/or construct specified Guardrail, Guardrail End Treatments, perform Partial Depth Repairs, perform shouldering where necessary, perform Ditching and repair Erosion Areas as directed by the Engineer. This work is to be completed prior to shifting any traffic to the outside shoulders. Phase I work may be performed simultaneously with Phases II & III as directed and/or approved by the Engineer.

PHASE II - JPC PAVEMENT REMOVAL AND REPLACEMENT, OUTSIDE LANE(S) AND OUTSIDE SHOULDER

Move the traffic to the inside lanes (Lanes 1 & 2) and inside shoulder (see Figure 1) during removal and construction of the outside lane(s) (4-6) and shoulder repair areas as directed by the Engineer. Remove the JPC pavement, prepare the subbase if necessary and pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lanes and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lanes as directed by the Engineer. All work should be completed during the time allotted.

The lane shift shown in Figure 1 may be maintained during hours when no lane closure is allowed as long as the appropriate number of additional travel lanes (Lanes 3, 4 & 5 as appropriate) are opened to traffic to match the existing number of travel lanes. In other words, the outermost travel lane may be closed during the times that no lanes closures are permitted if the inside shoulder is being utilized as a travel lane, taking its place. There shall be no open repair "holes" in the lane adjacent to any travel lane at any time. The length of any lane shift utilizing the inside shoulder shall not exceed 1.5 miles, unless otherwise directed by the Engineer.

The Contractor will only be allowed to have traffic utilizing the inside (median) shoulder as a driving lane while work is ongoing in the outside lanes and shoulder. 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.

During the allotted nighttime hours, the third lane from the inside (Lane 3) may be repaired (see Figure 2). Repair specified Expansion Dams at bridge ends. Finish before traffic is opened to three lanes the next day.

Ramp repairs and patches may also be performed, during this phase, as directed by the Engineer. One ramp closure at a time will be allowed per weekend during this phase. Access to all other interchange ramps, within the project, shall be maintained at all times.

Phase II work can be performed simultaneously with Phases I & III as directed and/or approved by the Engineer.

PHASE III - JPC PAVEMENT REMOVAL AND REPLACEMENT, LANE NO. 3

Move two lanes of traffic to the inside lane (Lane 1) and inside shoulder (see Figure 2) during removal and construction of the third lane from the inside (Lane 3) repair areas as directed by the Engineer. Remove the JPC pavement, prepare the subbase if necessary, pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lane and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted unless otherwise directed by the Engineer.

Ramp repairs and patches may also be performed, during this phase, as directed by the Engineer. One ramp closure at a time will be allowed per weekend during this phase. Access to all other ramps at interchanges within the project shall be maintained at all times.

Work for Phases I – III must be completed prior to shifting traffic to the Phase IV pattern.

PHASE IV - JPC PAVEMENT REMOVAL AND REPLACEMENT, LANE NO. 1

Move the traffic to the outside lanes (Lanes 3-6) and outside shoulder (see Figure 3) during removal and construction of the inside lane (Lane 1) and shoulder repair areas as directed by the Engineer. Remove the JPC pavement, prepare the subbase if necessary and pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lane and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted.

During the allotted nighttime hours, any remaining repairs to the second lane from the inside (Lane 2) may be repaired (see Figure 4). Repair specified Expansion Dams at bridge ends. Finish before traffic is opened to three lanes the next day.

Access to all ramps at interchanges within the project shall be maintained at all times during this phase.

PHASE V - JPC PAVEMENT REMOVAL AND REPLACEMENT, LANE NO. 2

Move two lanes of traffic to the outside lanes (Lanes 4-6) and outside shoulder (see Figure 4) during removal and construction of the second lane from the inside (Lane 2) repair areas as directed by the Engineer. Remove the JPC pavement, prepare the subbase if necessary, pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lane and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted unless otherwise directed by the Engineer.

Access to all ramps at interchanges within the project shall be maintained at all times during this phase.

PHASE VI – COMPLETE FULL DEPTH AND PARTIAL DEPTH PATCHES

Any remaining full depth and partial depth patches may now be completed throughout the limits of the project using appropriate lane configurations as directed and/or approved by the Engineer.

PHASE VII – DIAMOND GRIND

Diamond Grind the JPC Pavement the full lane width when strength is achieved using appropriate lane configurations as directed by the Engineer. Close one lane, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure. Limit the length of the lane closure to no more than can be completed during the specified time period.

PHASE VIII – SAW AND SEAL JOINTS

Saw and seal the concrete pavement. Seal the joints between the mainline driving lanes and shoulders using appropriate lane configurations as directed by the Engineer. Close one lane, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure.

PHASE IX – TRAFFIC COUNTING INDUCTANCE LOOPS

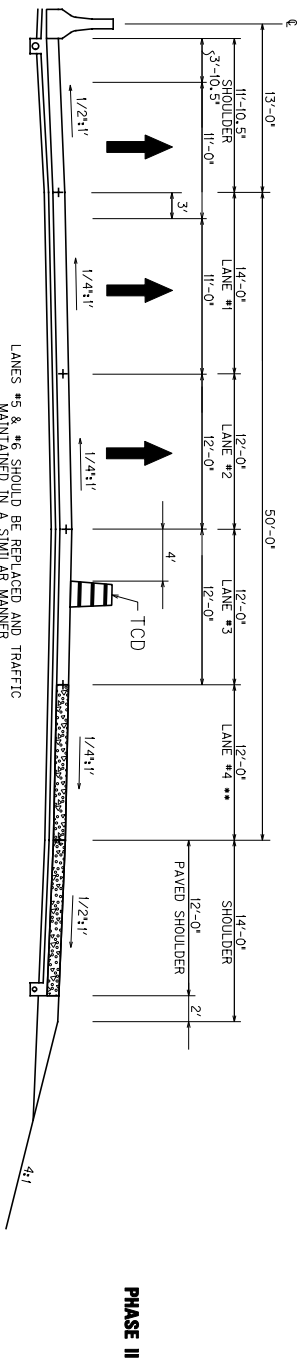
After diamond grinding, joint sealing and guardrail operations are completed install traffic counting inductance loops. Close one lane, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure.

PHASE X – PERMANENT STRIPING

After all other work is completed, place permanent striping. Mobile operations may be utilized. In addition to diamond ground areas, place permanent striping on bridge decks and ramp gore areas within the project limits.

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS I-264 WATTERSON EXPRESSWAY

NTS



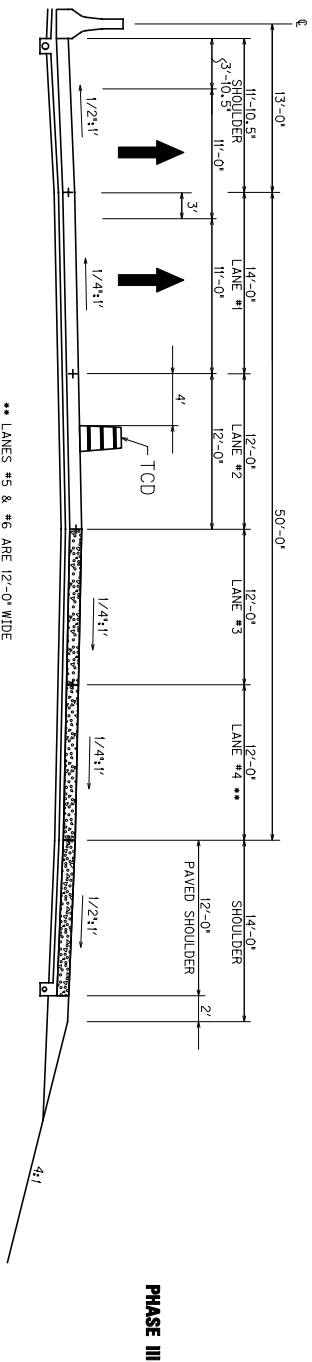
NOTE: LANE SHEETS UTILIZING THE INSIDE TRAVEL LANE SHOULD BE LIMITED TO 1.5 MILES IN LENGTH.

LANES #5 & #6 SHOULD BE REPLACED AND TRAFFIC MAINTAINED IN A SIMILAR MANNER TO THAT SHOWN FOR LANE #4
 ** LANES #5 & #6 ARE 12'-0" WIDE
 ** INDICATES LONGITUDINAL SAWED JOINT

NOTE: ALLOW ACCESS TO RAMPS BETWEEN INTERCHANGES AS DIRECTED AND/OR APPROVED BY THE ENGINEER

NOTE: LANES 3, 4 & 5 MAY BE UTILIZED AS TRAVEL LANES DURING TIMES THAT NO LANE CLOSURES ARE ALLOWED TO MAINTAIN THE APPROPRIATE NUMBER OF TRAVEL LANES. (SEE PHASING NOTES)

**NORMAL SECTION
 LANE #4
 FULL-DEPTH
 PAVEMENT REPAIRS
 FIGURE 1**



** LANES #5 & #6 ARE 12'-0" WIDE
 ** INDICATES LONGITUDINAL SAWED JOINT

NOTE: ALLOW ACCESS TO RAMPS BETWEEN INTERCHANGES AS DIRECTED AND/OR APPROVED BY THE ENGINEER

**NORMAL SECTION
 LANE #3 & LANE #4 (AND RT SHOULDER)
 FULL-DEPTH
 PAVEMENT REPAIRS
 FIGURE 2**

FULL-DEPTH PAVEMENT REPAIR

I-264 EXISTING
 MAINLINE
 PAVEMENT STRUCTURE



**I-264 WATTERSON EXPRESSWAY
 MOT TYPICAL SECTIONS**

CONTRACT ID: 091059
COUNTY: JEFFERSON
PROPOSAL: ARRA 264-1(164)

PAGE: 1
LETTING: 09/25/09
CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
SECTION 0001 ROADWAY						
0010	00001	DGA BASE	3,000.000	TON		
0020	00078	CRUSHED AGGREGATE SIZE NO 2	25.000	TON		
0030	00100	ASPHALT SEAL AGGREGATE	178.000	TON		
0040	00291	EMULSIFIED ASPHALT RS-2	22.000	TON		
0050	00462	CULVERT PIPE-18 IN	135.000	LF		
0060	00464	CULVERT PIPE-24 IN	135.000	LF		
0070	00471	CULVERT PIPE-54 IN	24.000	LF		
0080	01000	PERFORATED PIPE-4 IN	1,000.000	LF		
0090	01010	NON-PERFORATED PIPE-4 IN	500.000	LF		
0100	01020	PERF PIPE HEADWALL TY 1-4 IN	3.000	EACH		
0110	01024	PERF PIPE HEADWALL TY 2-4 IN	5.000	EACH		
0120	01028	PERF PIPE HEADWALL TY 3-4 IN	5.000	EACH		
0130	01451	S & F BOX INLET-OUTLET-24 IN	2.000	EACH		
0140	01490	DROP BOX INLET TYPE 1	1.000	EACH		
0150	01568	DROP BOX INLET TYPE 13S	1.000	EACH		
0160	01608	CONC MED BARR BOX INLET TY 12B1	2.000	EACH		
0170	01650	JUNCTION BOX	3.000	EACH		
0180	01691	FLUME INLET TYPE 2	3.000	EACH		
0190	01740	CORED HOLE DRAINAGE BOX CON-4 IN	2.000	EACH		
0200	01756	MANHOLE TYPE A	1.000	EACH		

CONTRACT ID: 091059
COUNTY: JEFFERSON
PROPOSAL: ARRA 264-1(164)

PAGE: 2
LETTING: 09/25/09
CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0210	01845	ISLAND INTEGRAL CURB	112.000	LF		
0220	01904	REMOVE CURB	300.000	LF		
0230	01953	CONC MEDIAN BARRIER TYPE 12B2	324.000	LF		
0240	01982	DELINEATOR FOR GUARDRAIL-WHITE	235.000	EACH		
0250	01983	DELINEATOR FOR GUARDRAIL-YELLOW	45.000	EACH		
0260	01984	DELINEATOR FOR BARRIER-WHITE	250.000	EACH		
0270	01985	DELINEATOR FOR BARRIER-YELLOW	619.000	EACH		
0280	02025	JPC PAVEMENT-11 IN/24	52,650.000	SQYD		
0290	02058	REMOVE PCC PAVEMENT	52,650.000	SQYD		
0300	02060	PCC PAVEMENT DIAMOND GRINDING	374,092.000	SQYD		
0310	02115	SAW-CLEAN-RESEAL TVERSE JOINT	322,524.000	LF		
0320	02116	SAW-CLEAN-RESEAL LONGIT JOINT	338,622.000	LF		
0330	02220	FLOWABLE FILL	50.000	CUYD		
0340	02223	GRANULAR EMBANKMENT	30.000	CUYD		
0350	02237	DITCHING	15,000.000	LF		
0360	02351	GUARDRAIL-STEEL W BEAM-S FACE	15,875.000	LF		
0370	02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	6.000	EACH		
0380	02367	GUARDRAIL END TREATMENT TYPE 1	18.000	EACH		
0390	02369	GUARDRAIL END TREATMENT TYPE 2A	18.000	EACH		
0400	02373	GUARDRAIL END TREATMENT TYPE 3	1.000	EACH		
0410	02381	REMOVE GUARDRAIL	17,075.000	LF		

CONTRACT ID: 091059
COUNTY: JEFFERSON
PROPOSAL: ARRA 264-1(164)

PAGE: 3
LETTING: 09/25/09
CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0420	02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	13.000	EACH		
0430	02391	GUARDRAIL END TREATMENT TYPE 4A	1.000	EACH		
0440	02483	CHANNEL LINING CLASS II	750.000	TON		
0450	02562	SIGNS	4,600.000	SQFT		
0460	02570	PROJECT CPM SCHEDULE (ADDED: 9-17-09)	(1.00)	LS		
0470	02598	FABRIC-GEOTEXTILE TYPE III	1,350.000	SQYD		
0480	02599	FABRIC-GEOTEXTILE TYPE IV	1,000.000	SQYD		
0490	02650	MAINTAIN & CONTROL TRAFFIC	(1.00)	LS		
0500	02671	PORTABLE CHANGEABLE MESSAGE SIGN	8.000	EACH		
0510	02714	SHOULDERING	20,000.000	LF		
0520	02775	ARROW PANEL	6.000	EACH		
0530	05950	EROSION CONTROL BLANKET	9,000.000	SQYD		
0540	06412	STEEL POST MILE MARKERS	13.000	EACH		
0550	06417	FLEXIBLE DELINEATOR POST-W	720.000	EACH		
0560	06418	FLEXIBLE DELINEATOR POST-Y	422.000	EACH		
0570	06511	PAVE STRIPING-TEMP PAINT-6 IN	857,000.000	LF		
0580	06556	PAVE STRIPING-DUR TY 1-6 IN W	117,647.000	LF		
0590	06557	PAVE STRIPING-DUR TY 1-6 IN Y	63,540.000	LF		
0600	06560	PAVE STRIPING-DUR TY 1-12 IN W	22,407.000	LF		
0610	06592	PAVEMENT MARKER TYPE V-B W/R	3,756.000	EACH		
0620	06600	REMOVE PAVEMENT MARKER TYPE V	2,633.000	EACH		

CONTRACT ID: 091059
COUNTY: JEFFERSON
PROPOSAL: ARRA 264-1(164)

PAGE: 4
LETTING: 09/25/09
CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0630	08100	CONCRETE-CLASS A	5.470	CUYD		
0640	08150	STEEL REINFORCEMENT	385.000	LB		
0650	08904	CRASH CUSHION TY VI CLASS C	2.000	EACH		
0660	20366NN	REPLACE GRATE	6.000	EACH		
0670	20833ND	REPLACE MANHOLE	2.000	EACH		
0680	21173EC	SAW-CLEAN-RESEAL RANDOM CRACKS	4,000.000	LF		
0690	21415ND	EROSION CONTROL	(1.00)	LS		
0700	21481ED	POLYMER PAVEMENT REPAIR	2,000.000	CUFT		
0710	21553EN	EMBANKMENT	1,000.000	CUYD		
0720	23237EN10W	WATERBLAST STRIPE REMOVAL	290,215.000	LF		
0730	23627EC	REMOVE AND REPLACE FENCE POST	5.000	EACH		
0740	23628EC	CORED HOLE DRAINAGE CONN TO HEADWALL	1.000	EACH		
0750	23629EC	REPAIR HEADWALL	1.000	EACH		
SECTION 0002 BRIDGE						
0760	03294	EXPAN JOINT REPLACE 1 1/2 IN	450.000	LF		
0770	03295	EXPAN JOINT REPLACE 2 IN	1,950.000	LF		
0780	03296	EXPAN JOINT REPLACE 2 1/2 IN	700.000	LF		
0790	03306	JACK & SUPPORT BRIDGE SPAN	1.000	EACH		
0800	22146EN	CONCRETE PATCHING REPAIR	170.000	SQFT		
0810	23630EC	ARMORED EDGE FOR CONCRETE	(1.00)	LS		
0820	23631EC	RESET BEARING PAD	1.000	EACH		
SECTION 0003 SIGNING						

CONTRACT ID: 091059
COUNTY: JEFFERSON
PROPOSAL: ARRA 264-1(164)

PAGE: 5
LETTING: 09/25/09
CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0830	06405	SBM ALUMINUM PANEL SIGNS (ADDED: 9-22-09)	105.000	SQFT		
0840	06407	SBM ALUM SHEET SIGNS .125 IN	75.000	SQFT		
0850	06410	STEEL POST TYPE 1	56.000	LF		
0860	06451	REMOVE SIGN SUPPORT BEAM	4.000	EACH		
0870	06490	CLASS A CONCRETE FOR SIGNS	0.920	CUYD		
0880	21596ND	GMSS TYPE D	4.000	EACH		
SECTION 0004 LIGHTING						
0890	04795	CONDUIT-2 IN	550.000	LF		
0900	04810	JUNCTION BOX-ELECTRICAL	1.000	EACH		
0910	04833	WIRE-NO. 8	1,100.000	LF		
SECTION 0005 TRAFFIC LOOPS						
0920	04795	CONDUIT-2 IN	330.000	LF		
0930	04820	TRENCHING AND BACKFILLING	270.000	LF		
0940	04829	PIEZOELECTRIC SENSOR	76.000	EACH		
0950	04830	LOOP WIRE	16,258.000	LF		
0960	04895	LOOP SAW SLOT AND FILL	2,996.000	LF		
0970	20359NN	GALVANIZED STEEL CABINET 20 IN X 20 IN	6.000	EACH		
0980	20360ES818	WOOD POST 4 IN X 4 IN	6.000	EACH		
0990	20391NS835	JUNCTION BOX TYPE A	12.000	EACH		
SECTION 0006 MOB AND DEMOB						
1000	02568	MOBILIZATION (NO MORE THAN 5%)		LUMP		

CONTRACT ID: 091059
COUNTY: JEFFERSON
PROPOSAL: ARRA 264-1(164)

PAGE: 6
LETTING: 09/25/09
CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
1010	02569	DEMOBILIZATION (AT LEAST 1.5%)		LUMP		
		TOTAL BID				