



Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

Jim Gray  
SECRETARY

September 22, 2023

CALL NO. 201  
CONTRACT ID NO. 232956  
ADDENDUM # 2

Subject: Campbell County, 019GR23M060  
Letting September 28, 2023

- (1) Revised - Special Note - Pages 18, 20-24a & 25-26 of 162
- (2) Omit proposal pages 61-77 of 162
- (3) Revised - 11x7 Plans posted in Project Related Information

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

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

Sincerely,

Rachel Mills,

A handwritten signature in black ink that reads "Rachel Mills".

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

RM:mr  
Enclosures

**SPECIAL NOTES FOR BRIDGE REPLACEMENT**

SPECIAL NOTE FOR CONTRACT COMPLETION DATE AND PENALTIES ON  
BRIDGE REPAIR CONTRACTS

SPECIAL NOTE FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS

SPECIAL NOTE FOR STRUCTURAL STEEL CABLE CLEANING AND PAINTING

SPECIAL NOTE FOR CONCRETE COATING

SPECIAL NOTE FOR PORTABLE QUEUE WARNING ALERT SYSTEM

SPECIAL NOTE FOR TRAFFIC QUEUE PROTECTION VEHICLE

SPECIAL NOTE FOR PORTABLE CHANANGEBLE MESSAGE SIGNS

SPECIAL NOTE FOR STRUCTURE REMOVAL AND RENOVATIONS

SPECIAL NOTE FOR BRIDGE PLANS

SPECIAL NOTE FOR PRE-BID CONFERENCE

## **SPECIAL NOTE FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS**

### **1. TRAFFIC CONTROL GENERAL**

Except as provided herein, traffic shall be maintained in accordance with the current standard specifications, section 112. The contractor will be responsible for developing and implementing the maintenance of traffic details with guidance through standard drawings and the MUTCD current editions. The developed traffic control plan must be approved by the Engineer at least **14** days prior to implementation. The contractor is expected to provide at a minimum the items listed in this note; however, this note does not relieve the contractor of other items that may be necessary to comply with current standards. 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 new condition, at the beginning of the work and maintained in like new condition until completion of the work. The Department **WILL NOT** take possession of the traffic control devices upon completion of the work.

The contractor must notify the engineer and public information officer at least **14** calendar days prior to beginning traffic control.

### **2. 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 or road 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.

### **3. SIGNS**

The contractor is responsible for all signage during construction. The contractor shall adhere to the standard drawings and manual on uniform traffic control devices (MUTCD) for guidance. If, at any time, the engineer requests a change in the maintenance of traffic signage, the contractor shall implement the change within **8** hours. Failure to implement these changes within the required eight hours will result in penalties of \$5,000 per day. Signs should be placed no sooner than two weeks prior to placing lane closures.

The department will not measure installation, maintenance, or removal for payment of any construction signage, and will consider these incidental to "Maintain and Control Traffic".

### **4. TEMPORARY PAVEMENT STRIPING**

Contrary to the standard specifications, no direct payment will be made for any temporary striping, pavement striping removal, or any other temporary striping item. If temporary striping is used, 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. Penalties shall be assessed to the contractor at a rate of \$500 per day for failing to replace temporary striping within this time limit.

**5. LANE CLOSURES**

Limit the lengths of lane closures to only that needed for actual operations in accordance with the work items, or as directed by the Engineer. Contrary to section 112, lane closures (long term or short term) will NOT be measured for payment but are considered incidental to “Maintain and Control Traffic”.

**6. PROJECT PHASING & CONSTRUCTION PROCEDURES**

Project phasing shall be as directed by the plans, special notes, and the approved Traffic Control Plan prepared by the contractor. Once work on the structure begins that impacts traffic, ensure work progresses to minimize the effected time to the public. All materials that must be made specific for the project should be ordered and made prior to any implementation of lane closures so that delivery does not delay progress of the work, unless approved by the Engineer.

This project has a fixed completion date and allotted calendar days. See the special note for Fixed Completion Date and Liquidated Damages.

**Work items include:**

Item	Description(s)	NB Bridge	SB Bridge
1.	Replace expansion stringer bearings	X	X
2.	Concrete barriers - clean and coating	X	X
3.	Arch hangers – clean and coating	X	X
4.	Replace elastomer seals	X	X
5.	Install tie chord covers and bird screens over perforations	X	X
6.	Replace hatches at top of arch	X	X
7.	Repair spalled pedestals at Pier 9	X	X
8.	Repair safety railing at Pier 9		X

NORTHBOUND BRIDGE (NB I-471 DCB) - lane closures shall be maintained in accordance with Kentucky Transportation Cabinet (KYTC) and the MUTCD, current edition. The minimum clear lane width required shall be 12-feet. Contractor shall be responsible for submitting and obtaining an approved permit (TC 99-1A) from KYTC before any work begins on the NB bridge.

(1) **LEFT LANE CLOSURE:**

- Long-term lane closure is permitted.

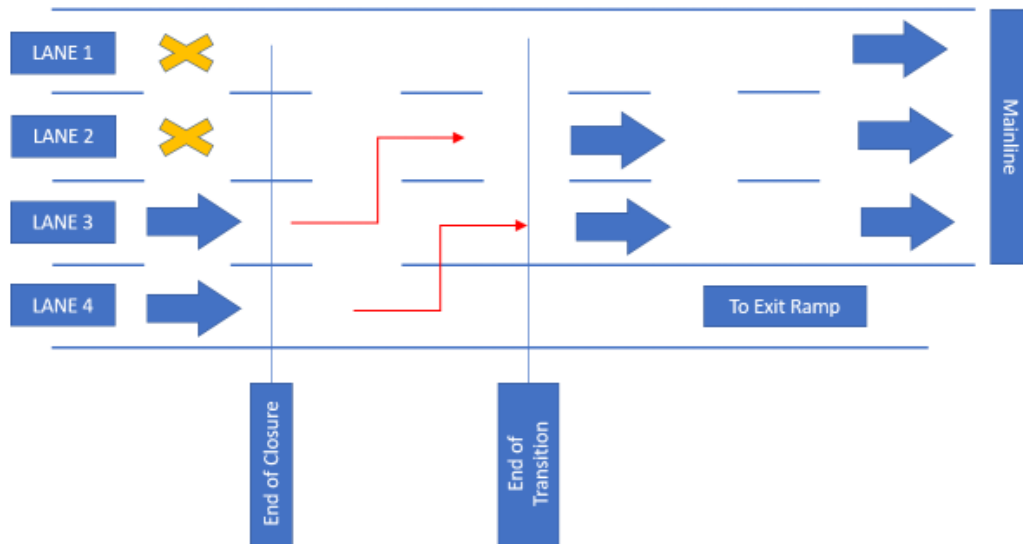
(2) **RIGHT LANE CLOSURE:**

- Long-term lane closure is NOT permitted.
- Short-term lane closures will only be permitted beginning at 8:00 PM and are to be reopened by 5:00 AM (weekdays) and 9:00 AM (weekends) the following morning.

A left lane closure and right lane closure may be in place at the same time during the permitted hours.

(3) **CLOSURE OF 2 LANES:**

- Permitted beginning at 9:00 PM and to be reopened by 5:00 AM (weekdays) and 9:00 AM (weekends) the following morning.
- Two lanes of mainline traffic are to be maintained at all times.
- Exit ramp to remain open at all times.
- When Lanes 1-2 are closed, end the closure at a point to allow for proper lane shift before the Lane 4 ramp exit.
- When Lanes 3-4 are closed, end the closure at a point to allow for proper usage of the ramp exit.



No lane closures will be permitted during the following holidays:

- Memorial Day – 6:00 A.M. May 26th to 6:00 A.M. May 31st
- July 4th – 6:00 A.M. June 30th to 6:00 A.M. July 6th
- Labor Day – 6:00 A.M. September 1st to 6:00 A.M. September 6<sup>th</sup>

The Engineer may specify additional days and hours when lane closures are not allowed.

SOUTHBOUND BRIDGE (SB I-471 DCB) – lane closures shall be maintained in accordance with Ohio Department of Transportation (ODOT) and the MUTCD, current edition. The minimum clear lane width required shall be 12-feet. Contractor shall be responsible for submitting and obtaining the required approved permit(s) from ODOT before any work begins on the SB bridge.

An ODOT permit is required to be submitted through the ODOT portal at <https://odhcp.bemcorp.net/Accounts/Account/Account>. Access to this system is provided using MyODOT login accounts. Submit any permit or portal related questions [D08.Permits@dot.ohio.gov](mailto:D08.Permits@dot.ohio.gov)

The short-term and long-term lane closure requirements are indicated below. During construction, if a short-term lane closure results in a traffic queue exceeding  $\frac{3}{4}$  mile, additional mitigation or revised times may be necessary.

All lanes for SB I-471 DCB must be opened for River Fest and Labor Day Weekend. All lanes shall be open from Friday September 1<sup>st</sup> at 6:00am through Tuesday September 5<sup>th</sup> at 6:00 am.

If any of the work will impact Sawyer Point Park beneath the bridge on the Ohio side including but not limited to closing park trails, closing areas, or working overhead, the contractor will need to obtain a permit through the City of Cincinnati. These closures are not permitted during large events at the park.

For notification of lane closures during construction, please notify by email: [D08.PIO@dot.ohio.gov](mailto:D08.PIO@dot.ohio.gov) and [scott.kraus@dot.ohio.gov](mailto:scott.kraus@dot.ohio.gov)

(1) **RIGHT LANE CLOSURE:**

- Long-term lane closure:
  - Temporary traffic control is per ODOT SCD MT-95.30, MT-95.40, and MT-105.10.
  - The lane closure taper shall be in the right lane of EB US 50 before the ramp to SB I-471 due to the curve and minimum buffer space.
- Short-term lane closures:
  - Temporary traffic control is per ODOT SCD MT-95.30 and MT-105.10.
  - The lane closure taper shall be in the right lane of EB US 50 before the ramp to SB I-471 due to the curve and minimum buffer space.
  - Permitted right lane closure times are weekdays from 7 pm until 1 pm (the next day). On weekends this closure is permitted at all times.
  - A lane closure is not permitted until 2 hours after events at Great American Ball Park, Paycor Stadium, and Heritage Bank Arena with an attendance greater than 10,000.
- Closing both lanes from EB US 50 to SB I-471 is NOT permitted; see item 3 for closure of 2 adjacent lanes.

(2) **LEFT LANE CLOSURE:**

- Long-term lane closure is NOT permitted.
- Short-term lane closures:
  - Temporary traffic control is per ODOT SCD MT-95.30, MT-98.11, and MT-105.10

- Regarding the ramp from WB 50/5th Street: Maintain the existing DSD/merge length, see MT-98.11 for additional information.
- Permitted left lane closure times are weekdays from 8 pm until 10 am (the next day). On weekends this closure is permitted at all times.
- A lane closure is not permitted until 2 hours after events at Great American Ball Park, Paycor Stadium, and Heritage Bank Arena with an attendance greater than 10,000.
- Closing both lanes from Liberty Street/SB I-71 to SB I-471 is NOT permitted; see item 3 for closure of 2 adjacent lanes.

**(3) CLOSURE OF 2 LANES:**

- One lane from I-471 (Liberty St/SB I-71) and one lane from EB US 50 will be closed per ODOT SCD MT-95.30.
- To have the closed lanes side by side, one of the maintained lanes will be shifted per ODOT SCD MT-102.20 into a closed lane, see Figure 1.
- This double lane closure, shifted or not, is permitted from 9 pm until 9 am (the next day) during the week and on weekends.
- This double lane closure is not permitted until 2 hours after events at Great American Ball Park, Paycor Stadium, and Heritage Bank Arena. There is no minimum attendance.

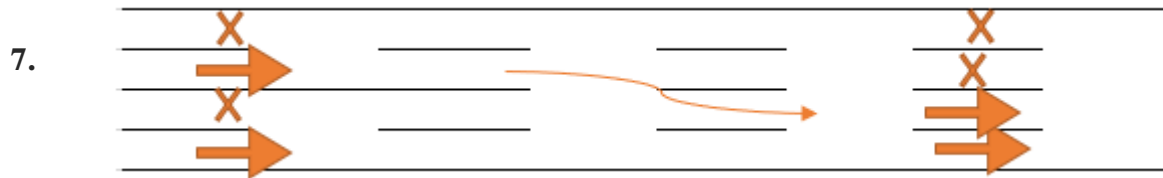


Figure 1 - ODOT Double Lane Closure for SB I-471 DCB

**PORTABLE QUEUE WARNING ALERT SYSTEM (NB Bridge Only)**

The contractor shall provide a portable, quickly deployable, real-time automated ITS queue warning alert system (PQWAS). The Contractor shall also provide the maintenance of the complete system for the duration of the project or as directed by the Project Engineer. The Department is willing to look at different technologies (i.e. allow the use of crowd sourcing data to be used in lieu of the portable radar sensors). Any changes must be submitted and approved by the Engineer.

See the attached “SPECIAL NOTE FOR PORTABLE QUEUE WARNING ALERT SYSTEM”.

**8. PORTABLE CHANGEABLE MESSAGE SIGNS**

The Portable Changeable Message Signs are being bid independently of the Queue Warning System and shall be used as directed by the Engineer. The messages required to be provided will be designated by the Engineer. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the PCMS upon completion of the work.

The contractor shall provide a minimum of six (6) Portable Changeable Message Signs located in advance of, or on the project at locations to be determined by the Engineer. Portable Changeable Message Signs shall be in operation during all lane closures. The Portable Changeable Message Signs

shall be in operation at all times. In the event of damage or mechanical/electrical failure, the Contractor shall repair or replace the Portable Changeable Message Sign within 24 hours.

See the attached "SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS".

## **9. BARRELS**

Barrels are to be used for channelization or delineation of the closed/active lane lines and tapers during long term closures. Replacements for damaged barrels directed by the Engineer to be replaced due to poor condition or reflectivity.

## **10. ARROW PANELS**

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. Contrary to Section 112 of the Standard Specifications, the Department will not measure arrow panels for payment but will consider them incidental to the bid item MAINTAIN & CONTROL TRAFFIC.

## **12. PAYMENT**

Unless listed as a bid item, payment will only be made for the following items:

1. **Portable Changeable Message Boards** – Each
2. **Maintain and Control Traffic**- Lump Sum

All other items needed to maintain traffic in accordance with these contract documents and the approved traffic control plan shall be considered incidental to Maintain and Control Traffic. These items include but are not limited to signs, barricades, barrier wall, crash cushions, temporary guardrail, temporary and permanent pavement striping, cones, barrels, flaggers, etc.



## **SPECIAL NOTE FOR STRUCTURAL STEEL CABLE CLEANING AND PAINTING**

### **1. DESCRIPTION.**

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, (current editions), this Note and Attached Detailed Drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Cleaning and Painting and (3) Any other work specified as part of this contract.

### **2. CONSTRUCTION.**

All specified areas of the structural steel cables shall be cleaned and painted in accordance with the Kentucky Transportation Cabinet, Department of Highways Standard Specifications for Road and Bridge Construction (current edition) Section 614. See Bridge Drawings for detailed areas of the structural steel cables that are to be painted.

#### **Cleaning.**

**Contrary to Section 614.03.09** abrasive blast and clean all structural steel cables to a SSPC SP 6/NACE 3 "Commercial Blast Cleaning". Provide abrasive that meets SSPC AB-1 (Mineral and Slag Abrasives), Type I, Grade 2 that is sized to produce an anchor pattern profile height of 1 mils to 2.5 mils.

#### **Painting.**

**Contrary to Section 614.03.09** paint all structure steel cables with the following paint system from Sherwin Williams.

##### **Prime:**

One Coat Macropoxy® 920 Pre-Prime Penetrating Epoxy – B58T101/B58V10.

##### **Intermediate:**

One Coat Epoxy Mastic Aluminum II – B62S100/B60V100 at 4 to 6 mils dft.

##### **Finish:**

One Coat Acrolon 218 HS DOT Acrylic Polyurethane - at 3 to 6 mils dft.

No stripe coating will be required.

#### **Inspection:**

**Contrary to Section 614.03.09** visual inspection shall be used.

#### **Debris Disposal:**

All debris generated from cleaning and painting the structures steel cables shall be considered as **hazardous waste** and disposed of in accordance with Section 614.

### **4. Pre-Qualification:**

The contractor(s) and or subcontractor(s) performing the structural steel cable painting operations shall be pre-qualified under **I18B**.

**5. SEQUENCING**

All work required for the repairs specified in this must be completed prior to any cleaning and painting production operations commence.

**6. DAMAGE TO STRUCTURE.**

The Contractor shall bear all responsibility and expense for any and all damage to the structure during the painting work, even to the removal and replacement of a fallen span, should the fallen span result from the Contractors actions.

**7. FINISH COAT COLOR.**

Contrary to Section 614. The Contractor shall match finish coat color to the existing color.