



**TRANSPORTATION CABINET**

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Acting Secretary

June 21, 2010

CALL NO. 331  
CONTRACT ID NO. 102225  
ADDENDUM # 2

Subject: Fayette County, CB01 034 1966 000-001  
Letting June 25, 2010

(1) Revised - Traffic Control Plan - Pages 25-27 of 71

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, P.E.  
Director  
Division of Construction Procurement

Enclosures  
RG:ks



An Equal Opportunity Employer M/F/D

## TRAFFIC CONTROL PLAN

---

### TRAFFIC CONTROL GENERAL

Except as specified herein, maintain and control traffic in accordance with the 2008 Standard Specifications and current editions of applicable Supplemental Specifications, Special Notes and Special Provisions, and Standard and Sepia Drawings. Protect pedestrian and bicycle traffic as directed by the Engineer. Except for the roadway and traffic control bid items listed, the Department will measure and pay for all items of work necessary to maintain and control traffic at the lump sum contract 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.

### PROJECT PHASING & CONSTRUCTION PROCEDURES

Close KY 1966 to through traffic for removal of the existing culvert and construction of the new culvert subject to the following conditions:

- 1. The culvert replacement MUST be completed and the road opened to traffic by September 15, 2010.**
2. The Department will provide public notification. Notify the Engineer immediately and obtain approval of any deviations from the previously approved closure schedule.
3. The Contractor shall be responsible for road closure barricades and signs; work zone and pavement condition signs as shown on the Standard Drawings. The Department will maintain and sign any detour routes.
4. The Contractor will not be required to provide continuous access to single family, duplex, or triplex residential properties or farms during working hours; however, provide reasonable egress and ingress to each such property when actual operations are not in progress at that location. The time during which a residential entrance is blocked shall be the minimum length of time required for actual operations, shall not be extended for the Contractor's convenience, and in no case shall exceed six (6) hours. Notify all residents twenty-four hours in advance of any driveway or entrance closings and make any accommodations necessary to meet the access needs of disabled residents.
5. The Department will measure and pay at the Contract unit bid prices for DGA and asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, no direct payment will be allowed for temporary pipe, excavation, and/or embankment needed. The Engineer

will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

When the culvert, backfill, and asphalt base course have been constructed, reopen KY 1966 to through traffic.

The Engineer will permit shoulder closures during non-working hours; however do not park equipment or store materials on a closed shoulder during non-working hours.

After the road is reopened, during periods when lane closures or shoulder closures are not in place, do not allow obstructions of any kind. Remove all construction equipment and vehicles from the work zone to an area behind existing guardrail or beyond the clear zone, remove or cover all inappropriate signs, and place all channelization devices behind the ditch line or at other locations approved by the Engineer. Do not leave equipment, vehicles, or other items on shoulders.

## **LANE CLOSURES**

When the road is open to through traffic, do not leave lane closures in place during non-working hours.

## **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 incidental to Maintain and Control Traffic.

## **BARRICADES**

Barricades used in lieu of barrels and cones for channelization or delineation will be incidental to Maintain and Control Traffic according to Section 112.04.01. Barricades used to protect pavement removal areas and to close the road will be bid as each according to Section 112.04.05.

## **CHANGEABLE MESSAGE SIGNS**

Provide changeable message signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions or if more than one lane closure is in place in the same direction of travel, provide additional changeable message signs as directed by the Engineer. Place changeable message signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional changeable message signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided shall

be designated by the Engineer. In the event of damage or mechanical/electrical failure, the Contractor shall repair or replace the Changeable Message Sign within 24 hours. The Department will measure for payment the maximum number of changeable message signs in concurrent use at the same time on a single day on all sections of the contract. Individual changeable message signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged changeable message signs directed by the Engineer to be replaced due to poor condition or readability will not be measured for payment.

## **PAVEMENT EDGE DROP-OFFS**

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place Warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edges that traffic is not expected to cross, except accidentally, as follows:

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Culvert Pipe Trench – Close road and Place Type III barricades in front of open trench facing oncoming traffic in both directions.

Pedestrians – Protect pedestrian traffic as directed by the engineer.