



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
www.transportation.ky.gov/

Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

May 23, 2022

CALL NO. 359
CONTRACT ID NO. 221320
ADDENDUM # 1

Subject: Jefferson County, FD04 056 031E 004-005
Letting May 26, 2022

- (1) Revised - Proposal Bid Items - Pages 104-106 of 106
- (2) Revised - Plan Sheets - R2h, R11-R11c

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 cursive script that reads "Rachel Mills".

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

RM:mr
Enclosures

PROPOSAL BID ITEMS

221320

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Report Date 5/23/22

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	1,774.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	13.40	TON		\$	
0030	00103		ASPHALT SEAL COAT	1.60	TON		\$	
0040	02069		JPC PAVEMENT-10 IN	4,031.00	SQYD		\$	
0050	02084		JPC PAVEMENT-8 IN	583.00	SQYD		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0060	01310		REMOVE PIPE	70.00	LF		\$	
0070	01830		STANDARD INTEGRAL CURB	813.00	LF		\$	
0080	01902		REMOVE INTEGRAL CURB	421.00	LF		\$	
0090	01919		STANDARD BARRIER MEDIAN TYPE 3	33.00	SQYD		\$	
0100	01984		DELINEATOR FOR BARRIER - WHITE	98.00	EACH		\$	
0110	01985		DELINEATOR FOR BARRIER - YELLOW	74.00	EACH		\$	
0120	02003		RELOCATE TEMP CONC BARRIER	1,880.00	LF		\$	
0130	02014		BARRICADE-TYPE III	12.00	EACH		\$	
0140	02091		REMOVE PAVEMENT	788.00	SQYD		\$	
0150	02159		TEMP DITCH	800.00	LF		\$	
0160	02160		CLEAN TEMP DITCH	400.00	LF		\$	
0170	02200		ROADWAY EXCAVATION	1,418.00	CUYD		\$	
0180	02242		WATER	434.00	MGAL		\$	
0190	02562		TEMPORARY SIGNS	143.00	SQFT		\$	
0200	02603		FABRIC-GEOTEXTILE CLASS 2	4,900.00	SQYD		\$	
0210	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0215	02654		TRUCK MOUNTED ATTENUATOR (ADDED 5/23/22)	1.00	EACH		\$	
0220	02671		PORTABLE CHANGEABLE MESSAGE SIGN	3.00	EACH		\$	
0230	02695		RUMBLE STRIPS TYPE 3	1,066.00	LF		\$	
0240	02701		TEMP SILT FENCE	800.00	LF		\$	
0250	02703		SILT TRAP TYPE A	2.00	EACH		\$	
0260	02704		SILT TRAP TYPE B	2.00	EACH		\$	
0270	02705		SILT TRAP TYPE C	2.00	EACH		\$	
0280	02706		CLEAN SILT TRAP TYPE A	2.00	EACH		\$	
0290	02707		CLEAN SILT TRAP TYPE B	2.00	EACH		\$	
0300	02708		CLEAN SILT TRAP TYPE C	2.00	EACH		\$	
0310	02720		SIDEWALK-4 IN CONCRETE	46.00	SQYD		\$	
0320	02726		STAKING	1.00	LS		\$	
0330	02898		RELOCATE CRASH CUSHION	5.00	EACH		\$	
0340	03171		CONCRETE BARRIER WALL TYPE 9T	1,420.00	LF		\$	
0350	05950		EROSION CONTROL BLANKET	882.00	SQYD		\$	
0360	05952		TEMP MULCH	4,812.00	SQYD		\$	
0370	05953		TEMP SEEDING AND PROTECTION	3,609.00	SQYD		\$	
0380	05963		INITIAL FERTILIZER	.10	TON		\$	
0390	05964		MAINTENANCE FERTILIZER	.20	TON		\$	
0400	05985		SEEDING AND PROTECTION	3,600.00	SQYD		\$	

PROPOSAL BID ITEMS

221320

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Report Date 5/23/22

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	05992		AGRICULTURAL LIMESTONE	2.20	TON		\$	
0420	06510		PAVE STRIPING-TEMP PAINT-4 IN	8,176.00	LF		\$	
0430	06514		PAVE STRIPING-PERM PAINT-4 IN	6,664.00	LF		\$	
0440	06517		PAVE STRIPING-PERM PAINT-12 IN	243.00	LF		\$	
0450	06542		PAVE STRIPING-THERMO-6 IN W	501.00	LF		\$	
0460	06543		PAVE STRIPING-THERMO-6 IN Y	112.00	LF		\$	
0470	06556		PAVE STRIPING-DUR TY 1-6 IN W	114.00	LF		\$	
0480	06568		PAVE MARKING-THERMO STOP BAR-24IN	195.00	LF		\$	
0490	06569		PAVE MARKING-THERMO CROSS-HATCH	75.00	SQFT		\$	
0500	06574		PAVE MARKING-THERMO CURV ARROW	23.00	EACH		\$	
0510	06589		PAVEMENT MARKER TYPE V-MW	41.00	EACH		\$	
0520	06590		PAVEMENT MARKER TYPE V-MY	11.00	EACH		\$	
0530	06591		PAVEMENT MARKER TYPE V-BY	29.00	EACH		\$	
0540	06600		REMOVE PAVEMENT MARKER TYPE V	50.00	EACH		\$	
0550	08540		JOINT SEALING	2,000.00	LF		\$	
0560	08903		CRASH CUSHION TY VI CLASS BT TL3	6.00	EACH		\$	
0570	10020NS		FUEL ADJUSTMENT	1,080.00	DOLL	\$1.00	\$	\$1,080.00
0580	20550ND		SAWCUT PAVEMENT	2,045.00	LF		\$	
0590	22664EN		WATER BLASTING EXISTING STRIPE	3,000.00	LF		\$	
0600	23158ES505		DETECTABLE WARNINGS	40.00	SQFT		\$	
0610	23260EC		PAVE MARK-THERMO-24 IN Y	249.00	LF		\$	
0620	24457EC		REMOVE CONCRETE MEDIAN BARRIER END	1.00	EACH		\$	
0630	24728EX		ROCK ROADBED	917.00	CUYD		\$	
0640	24768EC		LANE SEPARATOR CURB	139.30	LF		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0650	00441		ENTRANCE PIPE-18 IN	37.00	LF		\$	
0660	01433		SLOPED BOX OUTLET TYPE 1-18 IN	2.00	EACH		\$	

Section: 0004 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0670	06406		SBM ALUM SHEET SIGNS .080 IN	43.00	SQFT		\$	
0680	06407		SBM ALUM SHEET SIGNS .125 IN	16.00	SQFT		\$	
0690	06410		STEEL POST TYPE 1	126.00	LF		\$	
0700	21373ND		REMOVE SIGN	14.00	EACH		\$	
0710	24631EC		BARCODE SIGN INVENTORY	9.00	EACH		\$	

Section: 0005 - SIGNALIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0720	04780		FUSED CONNECTOR KIT	8.00	EACH		\$	
0730	04820		TRENCHING AND BACKFILLING	80.00	LF		\$	
0740	04844		CABLE-NO. 14/5C	750.00	LF		\$	

PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0750	06472		INSTALL SPAN MOUNTED SIGN	1.00	EACH		\$	
0760	20093NS835		INSTALL PEDESTRIAN HEAD-LED	4.00	EACH		\$	
0770	20188NS835		INSTALL LED SIGNAL-3 SECTION	3.00	EACH		\$	
0780	21659NN		RELOCATE SIGNAL HEAD	5.00	EACH		\$	
0790	21743NN		INSTALL PEDESTRIAN DETECTOR	4.00	EACH		\$	
0800	23222EC		INSTALL SIGNAL PEDESTAL	3.00	EACH		\$	
0810	24900EC		PVC CONDUIT-1 1/4 IN-SCHEDULE 80	80.00	LF		\$	

Section: 0006 - TRAFFIC LOOPS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0820	04793		CONDUIT-1 1/4 IN	30.00	LF		\$	
0830	04795		CONDUIT-2 IN	10.00	LF		\$	
0840	04820		TRENCHING AND BACKFILLING	35.00	LF		\$	
0850	04829		PIEZOELECTRIC SENSOR	2.00	EACH		\$	
0860	04830		LOOP WIRE	800.00	LF		\$	
0870	04895		LOOP SAW SLOT AND FILL	175.00	LF		\$	
0880	20359NN		GALVANIZED STEEL CABINET	1.00	EACH		\$	
0890	20360ES818		WOOD POST	2.00	EACH		\$	
0900	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	1.00	EACH		\$	

Section: 0007 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0910	02569		DEMOBILIZATION	1.00	LS		\$	

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	US 31E	MOT PHASE 1	MOT PHASE 2	MOT SOUTHPOINTE	MOT	TOTAL PROJECT
1310	REMOVE PIPE	LIN FT	70					70
1830	STANDARD INTEGRAL CURB	LIN FT	813					813
1902	REMOVE INTEGRAL CURB	LIN FT	421					421
1919	STANDARD BARRIER MEDIAN TYPE 3	SO YD	33					33
1984	DELINEATOR FOR BARRIER - WHITE (TEMPORARY) (14)	EACH		70	4	24		98
1985	DELINEATOR FOR BARRIER - YELLOW (TEMPORARY) (14)	EACH			74			74
2003	RELOCATE TEMP CONC BARRIER	LIN FT		1400	480			1880
2014	BARRICADE-TYPE III (13)	EACH					12	12
2091	REMOVE PAVEMENT	SO YD	788					788
2159	TEMP DITCH (4)	LIN FT	800					800
2160	CLEAN TEMP DITCH (4)	LIN FT	400					400
2200	ROADWAY EXCAVATION (7)	CU YD	1418					1418
2242	WATER (1500 MGAL per MILE) (18)	MGAL					434	434
2562	TEMPORARY SIGNS (8)	SQ FT					143	143
2569	DEMobilIZATION	LP SUM	1					1
2603	FABRIC-GEOTEXTILE CLASS 2	SO YD	4900					4900
2650	MAINTAIN AND CONTROL TRAFFIC	LP SUM					1	1
2654	TRUCK MOUNTED ATTENUATOR	EACH	1					1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH					3	3
2695	RUMBLE STRIPS TYPE 3 (12)	LIN FT	1066					1066
2701	TEMP SILT FENCE (4)	LIN FT	800					800
2703	SILT TRAP TYPE A (4)	EACH	2					2
2704	SILT TRAP TYPE B (4)	EACH	2					2
2705	SILT TRAP TYPE C (4)	EACH	2					2
2706	CLEAN SILT TRAP TYPE A (4)	EACH	2					2
2707	CLEAN SILT TRAP TYPE B (4)	EACH	2					2
2708	CLEAN SILT TRAP TYPE C (4)	EACH	2					2
2720	SIDEWALK-4 IN CONCRETE	SO YD	46					46
2726	STAKING	LP SUM	1					1
2898	RELOCATE CRASH CUSHION	EACH			4	1		5
3171	CONCRETE BARRIER WALL TYPE 9T	LIN FT		1260	160			1420
5950	EROSION CONTROL BLANKET (4)	SO YD	882					882
5952	TEMPORARY MULCH (4)	SO YD	4812					4812
5953	TEMP SEEDING AND PROTECTION (4)	SO YD	3609					3609
5963	INITIAL FERTILIZER (300 lbs per Acre) (4) (6)	TON	0.1					0.1
5964	MAINTENANCE FERTILIZER (11.5 lbs per 1000 sf) (4) (6)	TON	0.2					0.2
5985	SEEDING AND PROTECTION (4)	SO YD	3600					3600
5992	AGRICULTURAL LIMESTONE (3 tons per Acre) (4) (6)	TON	2.2					2.2
6510	PAVE STRIPING - TEMP PAINT - 4 IN	LIN FT		2917	3799	1460		8176
6514	PAVE STRIPING - PERM PAINT - 4 IN (15)	LIN FT	5664					6664
6517	PAVE STRIPING - PERM PAINT - 12 IN (16)	LIN FT	115					243
6543	PAVE STRIPING - THERMO-6 IN Y	LIN FT	112					112
6542	PAVE STRIPING - THERMO-6 IN W	LIN FT	501					501
6556	PAVE STRIPING - DUR TY 1-6 IN W	LIN FT	114					114
6568	PAVE MARKING - THERMO STOP BAR - 24 IN (17)	LIN FT	147					195
6569	PAVE MARKING - THERMO CROSS-HATCH (16)	SO FT	75					75
6574	PAVE MARKING - THERMO CURVE ARROW	EACH	23					23
6589	PAVEMENT MARKER TYPE V-MW	EACH	41					41
6590	PAVEMENT MARKER TYPE V-MY	EACH	11					11
6591	PAVEMENT MARKER TYPE V-BY	EACH	29					29
6600	REMOVE PAVEMENT MARKER TYPE V (11)	EACH	50					50
8540	JOINT SEALING	LIN FT	2000					2000
8903	CRASH CUSHION TY VI CLASS BT TL3	EACH		6				6
10020NS	FUEL ADJUSTMENT	DOLL	1080					1080
20550ND	SAWCUT PAVEMENT	LIN FT	2045					2045
22664EN	WATER BLASTING EXISTING STRIPE	LIN FT	3000					3000
23158ES50S	DETECTABLE WARNINGS	SO FT	40					40
23260EC	PAVE MARK - THERMO - 24 IN Y	LIN FT	249					249
24457EC	REMOVE CONCRETE BARRIER END	EACH	1					1
24728EX	ROCK ROADBED (10)	CU YD	917					917
24768EC	LANE SEPARATOR CURB	LIN FT	139.3					139.3

PAVING AREAS

ITEM	US 31E	SOUTHPOINTE BOULEVARD	BARTLEY DRIVE	MEDIAN	ENTRANCES	SHOULDERS	TOTAL PROJECT
4" DENSE GRADED AGGREGATE BASE		397	156		138		691
5" DENSE GRADED AGGREGATE BASE				140			140
6" DENSE GRADED AGGREGATE BASE	4565	260					4825
JCP PAVEMENT - 8 INCH		373	166		130		669
JCP PAVEMENT - 10 INCH	3770	261					4031
ASPHALT SEAL AGGREGATE				328		342	670
ASPHALT SEAL COAT				328		342	670

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	US 31E	SOUTHPOINTE BOULEVARD	BARTLEY DRIVE	MEDIAN	ENTRANCES	SHOULDERS	TOTAL PROJECT
1	DENSE GRADED AGGREGATE BASE (1)	TON	1575	91	36	40	32		1774
100	ASPHALT SEAL AGGREGATE (2)	TON				6.6		6.8	13.4
103	ASPHALT SEAL COAT (3)	TON				0.8		0.8	1.6
2069	JPC PAVEMENT - 10 INCH	SO YD	3770	261					4031
2084	JPC PAVEMENT - 8 INCH	SO YD		373	166		44		583

PIPE DRAINAGE SUMMARY

SHEET NO.	LOCATION	SKEW	COVER HEIGHT	DESIGN pH LEVEL	ENTRANCE PIPE 18 INCH	SLOPED BOX OUTLET TYPE 1 18 INCH	REMARKS
UNIT TO BID		FT	LIN FEET	EACH			
R6	437+67 RT	N/A	1.3	M	37	2	REMOVE EXIST 15" CMP & RELOCATE EXISTING ENTRANCE GATE TO 1' INSIDE EXISTING ROW. (9)
TOTAL PROJECT			37		2		

SPECIAL NOTE FOR ROADWAY EXCAVATION

Contrary to the current Kentucky Standard Specifications for Road and Bridge Construction, Section 204, Overhaul shall not be considered for any undercut, special excavations or authorized roadway excavation adjustments for this project.

EARTHWORK TOTALS

US 31E (Bardstown Road)		
1418	CU YD	RDWAY EXCAV
305	CU YD	EMBANK IN PLACE
917	CU YD	ROCK ROADBED

NOTES

ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH UNLESS NOTED OTHERWISE.

- (1) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- (2) ESTIMATED AT 20 LBS. PER SQ. YD. (TWO APPLICATIONS)
- (3) ESTIMATED AT 2.4 LBS. PER SQ. YD. (TWO APPLICATIONS)
- (4) ITEMS REQUIRED FOR EROSION CONTROL. CONSTRUCTION MEMO 07-05 BEGINNING WITH THE MAY LETTING, ALL CONTRACT PROPOSALS WILL INCLUDE A BID ITEM TO COVER THE VARIOUS TYPES OF EROSION CONTROL ITEMS THAT MIGHT BE NEEDED ON THE PROJECT. WHILE ALL OF THE ITEMS MIGHT NOT BE USED ON EACH PROJECT, IT IS THE INTENT OF THE DESIGN ENGINEER TO PROVIDE THE RESIDENT ENGINEER AND THE CONTRACTOR FLEXIBILITY IN CHOOSING EROSION DEVICES AND/OR METHODS TO CREATE THE BMP.
- (5) TOTAL DISTURBED AREA (7218 SY = 1.5 ACRE)
- (6) ESTIMATED USING SEEDING AND PROTECTION AREA. (3600 SY = 0.74 ACRE)
- (7) TOTAL INCLUDES EXISTING ASPHALT AND CONCRETE PAVEMENT TO BE REMOVED. (APPROX 290 CU. YDS.)
- (8) ADDITIONAL SIGNING QUANTITIES FOR FINAL ROADWAY SIGNS ARE LOCATED IN THE TRAFFIC SIGN SUMMARY. TRAFFIC PLANS SHEET NUMBER (T).
- (9) REMOVAL OF EXISTING 15" CMP AND RELOCATION OF ENTRANCE GATE ARE INCIDENTAL TO THE BID ITEM "ENTRANCE PIPE 18 INCH".
- (10) ADDITIONAL ROCK ROADBED WILL BE NEEDED IN AREAS WHERE EXISTING ROCK ROADBED IS MINIMAL AT THE LOCATIONS AS DIRECTED BY THE ENGINEER. NO. 2, 3, OR 23 STONE WILL BE ALLOWED FOR THE ADDITIONAL ROCK ROADBED.
- (11) REMOVAL OF CONFLICTING EXISTING TYPE V MARKERS IS "LENSES ONLY".
- (12) RUMBLE STRIPS SHALL BE SAW CUT INTO THE OUTSIDE 2 FT OF NEW 14 FT CONCRETE SHOULDER AFTER MAINTENANCE OF TRAFFIC IS REMOVED FROM SHOULDER AND MAIN LANES ARE OPENED TO TRAFFIC.
- (13) TYPE III BARRICADES ARE TO BE RELOCATED AS NEEDED OR DIRECTED BY THE ENGINEER DURING THE VARIOUS MAINTENANCE OF TRAFFIC (MOT) PHASES.
- (14) DELINEATORS WILL BE REQUIRED EVERY 20 FEET (OR ONE PER SECTION OF WALL) ON TEMPORARY BARRIER WALL.
- (15) INCLUDES ADDITIONAL 1000 LIN FT OF STRIPING FOR REPLACEMENT OF EXISTING US 31E NORTHBOUND LANES PAVEMENT MARKING AFTER REMOVAL OF MOT LANES AND GENERAL TIE-INS TO EXISTING LANE STRIPING.
- (16) INCLUDES ADDITIONAL 128 LIN FT PAVEMENT MARKING ITEMS FOR THE REPLACEMENT OF EXISTING GORE LOCATED AT I-265 RAMP 5 WHICH IS TO BE ADJUSTED FOR SOUTHBOUND MOT LANES.
- (17) INCLUDES ADDITIONAL 48 LIN FT OF STOP BAR FOR REPLACEMENT OF STOP BARS LOCATED AT I-265 RAMP 5 WHICH ARE TO BE ADJUSTED FOR SOUTHBOUND MOT LANES.
- (18) FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY.

US 31E INTERSECTION IMPROVEMENTS GENERAL, PIPE & PAVING SUMMARY SHEET

FILE NAME: C:\PIV\WORK\PATRICK.MATHENY\1527672R0020\HSL.DGN

USER: patrick.matheny
DATE PLOTTED: May 23, 2022

E-SHEET NAME:

Power InRoads v8.11.9.387

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	US 31E	MOT PHASE 1	MOT PHASE 2	MOT SOUTHPOINTE	MOT	TOTAL PROJECT
1310	REMOVE PIPE	LIN FT	70					70
1830	STANDARD INTEGRAL CURB	LIN FT	813					813
1902	REMOVE INTEGRAL CURB	LIN FT	421					421
1919	STANDARD BARRIER MEDIAN TYPE 3	SO YD	33					33
1984	DELINEATOR FOR BARRIER - WHITE (TEMPORARY)	⑭ EACH		70	4	24		98
1985	DELINEATOR FOR BARRIER - YELLOW (TEMPORARY)	⑭ EACH			74			74
2003	RELOCATE TEMP CONC BARRIER	LIN FT		1400	480			1880
2014	BARRICADE-TYPE III	⑬ EACH					12	12
2091	REMOVE PAVEMENT	SO YD	788					788
2159	TEMP DITCH	④ LIN FT	800					800
2160	CLEAN TEMP DITCH	④ LIN FT	400					400
2200	ROADWAY EXCAVATION	⑦ CU YD	1418					1418
2242	WATER (1500 MGAL per MILE)	⑱ MGAL					434	434
2562	TEMPORARY SIGNS	⑧ SQ FT					143	143
2569	DEMOBILIZATION	LP SUM	1					1
2603	FABRIC-GEOTEXTILE CLASS 2	SO YD	4900					4900
2650	MAINTAIN AND CONTROL TRAFFIC	LP SUM					1	1
2654	TRUCK MOUNTED ATTENUATOR	EACH	1					1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH					3	3
2695	RUMBLE STRIPS TYPE 3	⑫ LIN FT	1066					1066
2701	TEMP SILT FENCE	④ LIN FT	800					800
2703	SILT TRAP TYPE A	④ EACH	2					2
2704	SILT TRAP TYPE B	④ EACH	2					2
2705	SILT TRAP TYPE C	④ EACH	2					2
2706	CLEAN SILT TRAP TYPE A	④ EACH	2					2
2707	CLEAN SILT TRAP TYPE B	④ EACH	2					2
2708	CLEAN SILT TRAP TYPE C	④ EACH	2					2
2720	SIDEWALK-4 IN CONCRETE	SO YD	46					46
2726	STAKING	LP SUM	1					1
2898	RELOCATE CRASH CUSHION	EACH		4	1			5
3171	CONCRETE BARRIER WALL TYPE 9T	LIN FT		1260	160			1420
5950	EROSION CONTROL BLANKET	④ SQ YD	882					882
5952	TEMPORARY MULCH	④ SQ YD	4812					4812
5953	TEMP SEEDING AND PROTECTION	④ SQ YD	3609					3609
5963	INITIAL FERTILIZER (300 lbs per Acre)	④ ⑥ TON	0.1					0.1
5964	MAINTENANCE FERTILIZER (11.5 lbs per 1000 sf)	④ ⑥ TON	0.2					0.2
5985	SEEDING AND PROTECTION	④ SQ YD	3600					3600
5992	AGRICULTURAL LIMESTONE (3 tons per Acre)	④ ⑥ TON	2.2					2.2
6510	PAVE STRIPING - TEMP PAINT - 4 IN	LIN FT		2917	3799	1460		8176
6514	PAVE STRIPING - PERM PAINT - 4 IN	⑮ LIN FT	5664					6664
6517	PAVE STRIPING - PERM PAINT - 12 IN	⑮ LIN FT	115					243
6543	PAVE STRIPING - THERMO-6 IN Y	LIN FT	112					112
6542	PAVE STRIPING - THERMO-6 IN W	LIN FT	501					501
6556	PAVE STRIPING - DUR TY 1-6 IN W	LIN FT	114					114
6568	PAVE MARKING - THERMO STOP BAR - 24 IN	⑰ LIN FT	147					195
6569	PAVE MARKING - THERMO CROSS-HATCH	⑰ SQ FT	75					75
6574	PAVE MARKING - THERMO CURVE ARROW	EACH	23					23
6589	PAVEMENT MARKER TYPE V-MW	EACH	41					41
6590	PAVEMENT MARKER TYPE V-MY	EACH	11					11
6591	PAVEMENT MARKER TYPE V-BY	EACH	29					29
6600	REMOVE PAVEMENT MARKER TYPE V	⑪ EACH	50					50
8540	JOINT SEALING	LIN FT	2000					2000
8903	CRASH CUSHION TY VI CLASS BT TL3	EACH		6				6
10020NS	FUEL ADJUSTMENT	DOLL	1080					1080
20550ND	SAWCUT PAVEMENT	LIN FT	2045					2045
22664EN	WATER BLASTING EXISTING STRIPE	LIN FT	3000					3000
23158ES50S	DETECTABLE WARNINGS	SO FT	40					40
23260EC	PAVE MARK - THERMO - 24 IN Y	LIN FT	249					249
24457EC	REMOVE CONCRETE BARRIER END	EACH	1					1
24728EX	ROCK ROADBED	⑩ CU YD	917					917
24768EC	LANE SEPARATOR CURB	LIN FT	139.3					139.3

PAVING AREAS

ITEM	US 31E	SOUTHPOINTE BOULEVARD	BARTLEY DRIVE	MEDIAN	ENTRANCES	SHOULDERS	TOTAL PROJECT
4" DENSE GRADED AGGREGATE BASE		397	156		138		691
5" DENSE GRADED AGGREGATE BASE				140			140
6" DENSE GRADED AGGREGATE BASE	4565	260					4825
JCP PAVEMENT - 8 INCH		373	166		130		669
JCP PAVEMENT - 10 INCH	3770	261					4031
ASPHALT SEAL AGGREGATE				328		342	670
ASPHALT SEAL COAT				328		342	670

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	US 31E	SOUTHPOINTE BOULEVARD	BARTLEY DRIVE	MEDIAN	ENTRANCES	SHOULDERS	TOTAL PROJECT
1	DENSE GRADED AGGREGATE BASE	① TON	1575	91	36	40	32		1774
100	ASPHALT SEAL AGGREGATE	② TON				6.6		6.8	13.4
103	ASPHALT SEAL COAT	③ TON				0.8		0.8	1.6
2069	JPC PAVEMENT - 10 INCH	SO YD	3770	261					4031
2084	JPC PAVEMENT - 8 INCH	SO YD		373	166		44		583

PIPE DRAINAGE SUMMARY

SHEET NO.	LOCATION	SKEW	COVER HEIGHT	DESIGN pH LEVEL	ENTRANCE PIPE 18 INCH	SLOPED BOX OUTLET TYPE 1 18 INCH	REMARKS
UNIT TO BID		FT	LIN FEET	EACH			
R6	437+67 RT	N/A	1.3	M	37	2	REMOVE EXIST 15" CMP & RELOCATE EXISTING ENTRANCE GATE TO 1' INSIDE EXISTING ROW. ⑨
TOTAL PROJECT			37		2		

SPECIAL NOTE FOR ROADWAY EXCAVATION

Contrary to the current Kentucky Standard Specifications for Road and Bridge Construction, Section 204, Overhaul shall not be considered for any undercut, special excavations or authorized roadway excavation adjustments for this project.

EARTHWORK TOTALS

US 31E (Bardstown Road)		
1418	CU YD	RDWAY EXCAV
305	CU YD	EMBANK IN PLACE
917	CU YD	ROCK ROADBED

NOTES

ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH UNLESS NOTED OTHERWISE.

- ① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ② ESTIMATED AT 20 LBS. PER SQ. YD. (TWO APPLICATIONS)
- ③ ESTIMATED AT 2.4 LBS. PER SQ. YD. (TWO APPLICATIONS)
- ④ ITEMS REQUIRED FOR EROSION CONTROL. CONSTRUCTION MEMO 07-05 BEGINNING WITH THE MAY LETTING, ALL CONTRACT PROPOSALS WILL INCLUDE A BID ITEM TO COVER THE VARIOUS TYPES OF EROSION CONTROL ITEMS THAT MIGHT BE NEEDED ON THE PROJECT. WHILE ALL OF THE ITEMS MIGHT NOT BE USED ON EACH PROJECT, IT IS THE INTENT OF THE DESIGN ENGINEER TO PROVIDE THE RESIDENT ENGINEER AND THE CONTRACTOR FLEXIBILITY IN CHOOSING EROSION DEVICES AND/OR METHODS TO CREATE THE BMP.
- ⑤ TOTAL DISTURBED AREA (7218 SY = 1.5 ACRE)
- ⑥ ESTIMATED USING SEEDING AND PROTECTION AREA. (3600 SY = 0.74 ACRE)
- ⑦ TOTAL INCLUDES EXISTING ASPHALT AND CONCRETE PAVEMENT TO BE REMOVED. (APPROX 290 CU. YDS.)
- ⑧ ADDITIONAL SIGNING QUANTITIES FOR FINAL ROADWAY SIGNS ARE LOCATED IN THE TRAFFIC SIGN SUMMARY. TRAFFIC PLANS SHEET NUMBER (T).
- ⑨ REMOVAL OF EXISTING 15" CMP AND RELOCATION OF ENTRANCE GATE ARE INCIDENTAL TO THE BID ITEM "ENTRANCE PIPE 18 INCH".
- ⑩ ADDITIONAL ROCK ROADBED WILL BE NEEDED IN AREAS WHERE EXISTING ROCK ROADBED IS MINIMAL AT THE LOCATIONS AS DIRECTED BY THE ENGINEER. NO. 2, 3, OR 23 STONE WILL BE ALLOWED FOR THE ADDITIONAL ROCK ROADBED.
- ⑪ REMOVAL OF CONFLICTING EXISTING TYPE V MARKERS IS "LENSES ONLY".
- ⑫ RUMBLE STRIPS SHALL BE SAW CUT INTO THE OUTSIDE 2 FT OF NEW 14 FT CONCRETE SHOULDER AFTER MAINTENANCE OF TRAFFIC IS REMOVED FROM SHOULDER AND MAIN LANES ARE OPENED TO TRAFFIC.
- ⑬ TYPE III BARRICADES ARE TO BE RELOCATED AS NEEDED OR DIRECTED BY THE ENGINEER DURING THE VARIOUS MAINTENANCE OF TRAFFIC (MOT) PHASES.
- ⑭ DELINEATORS WILL BE REQUIRED EVERY 20 FEET (OR ONE PER SECTION OF WALL) ON TEMPORARY BARRIER WALL.
- ⑮ INCLUDES ADDITIONAL 1000 LIN FT OF STRIPING FOR REPLACEMENT OF EXISTING US 31E NORTHBOUND LANES PAVEMENT MARKING AFTER REMOVAL OF MOT LANES AND GENERAL TIE-INS TO EXISTING LANE STRIPING.
- ⑯ INCLUDES ADDITIONAL 128 LIN FT PAVEMENT MARKING ITEMS FOR THE REPLACEMENT OF EXISTING GORE LOCATED AT I-265 RAMP 5 WHICH IS TO BE ADJUSTED FOR SOUTHBOUND MOT LANES.
- ⑰ INCLUDES ADDITIONAL 48 LIN FT OF STOP BAR FOR REPLACEMENT OF STOP BARS LOCATED AT I-265 RAMP 5 WHICH ARE TO BE ADJUSTED FOR SOUTHBOUND MOT LANES.
- ⑱ FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY.

US 31E INTERSECTION IMPROVEMENTS GENERAL, PIPE & PAVING SUMMARY SHEET

FILE NAME: C:\PIV\WORK\PATRICK.MATHENY\1527672R0020\HSLJ.DGN

USER: patrick.matheny
DATE PLOTTED: May 23, 2022

E-SHEET NAME:

Power InRoads v8.11.9.387

MAINTENANCE OF TRAFFIC GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0264.11	R11

TRAFFIC CONTROL GENERAL:

Except as provided herein, maintain and control traffic in accordance with the current Standard Specifications and Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic during construction 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 work and maintained in like new condition until completion of the work.

Except as provided herein, unless otherwise or approved by the Engineer, maintenance and control of traffic during construction shall be in accordance with Section 112, applicable Standard Drawings, and the Manual on Uniform Traffic Control Devices (MUTCD), current editions.

At the discretion of the engineer, additional days and hours may be specified when lane closures will not be allowed. A minimum of one lane of traffic in each direction of US 31E is to be maintained at all times throughout construction and shall be provided as shown.

The speed limit in the work area will be reduced by 10 MPH from the posted speed and double fines for work zone speeding violations may be established. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the engineer.

PAVEMENT EDGE DROP-OFFS:

A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1/2 inch. Warning signs (MUTCD W-8, W8-11, or W8-9A) shall be placed in advance of the drop-off area. Dual posting on both sides of the travelled way shall be required. All transverse transitions between resurfaced and unresurfaced areas which traffic may cross shall be wedged with asphalt mixture with leveling and wedging. The wedges shall be removed prior to placement of the final surface course.

SPECIAL NOTE FOR FIXED COMPLETION DATE:

Contrary to the current edition of the Standard Specifications for Road and Bridge Construction, Section 108.09, the contractor shall be assessed liquidated damages of \$2,000 for each calendar day that the Contractor has not completed his work by the fixed completion date of June 30, 2023. There will be no limitations of the liquidated damages. Contrary to the current edition of the Standard Specifications for Road and Bridge Construction, Section 108.09, liquidated damages shall be charged even if work on the controlling item of operation is prohibited by seasonal limitations, including winter months. Liquidated damages shall also be charged during the months of January through March if the road closure remains in place longer than the calendar days allocated.

WORK ZONE ACCESS PLAN:

The contractor is required to develop a work zone access plan specifying entry and exit access locations for all work zones on the project. The Contractor shall submit work zone access details to the Engineer.

The work zone access plan shall be submitted for review and approval to KYTC officials at the pre-construction conference.

PROJECT PHASING AND CONSTRUCTION PROCEDURES:

The specified completion date for this project is June 30, 2023.

No lane closures will be allowed on the following days or nights:

July 2-4, 2022	Independence Day Weekend	April 7-9, 2023	Easter weekend
Sept. 3-5, 2022	Labor Day weekend	April 21-23, 2023	Thunder over Louisville
Nov. 24-27, 2022	Thanksgiving weekend	May 5 - 7, 2023	Kentucky Derby weekend
Dec. 23-26, 2022	Christmas weekend	May 27-29, 2023	Memorial Day weekend
Dec. 30, 2022 - Jan. 2, 2023	New Years Day weekend		

During allowable working hours, single lane closures will be allowed when required by the actual work in progress. Maintain a minimum of one traffic lane (two preferred) in each direction of US 31E at all times during construction. Unless otherwise specified by the Engineer, the clear lane widths shall be 10 feet on US 31E. Maintain a minimum of one traffic lane on each ramp at all times during construction. Unless otherwise specified by the Engineer, the clear lane widths shall be 13 feet on the entrance ramps to I-265. Provide additional traffic control or flaggers as directed by the Engineer. Close the adjacent lane when workers or equipment are present within 12 feet of traffic unless protected by a temporary or permanent concrete barrier wall. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, the Contractor shall make provisions for the passage of the school bus as quickly as possible.

Night work is allowed on this project.

LIQUIDATED DAMAGES:

Liquidated Damages in the following amounts will be assessed for each hour or part of an hour that a lane closure remains in place during periods prohibited by the Traffic Control Plan:

1st Hour	\$500
2nd Hour	\$3,000
Each hour thereafter	\$10,000

In addition to the above, Liquidated Damages in the following amounts will be assessed for each day that Southpointe Blvd lane closures remain in place past fourteen days (maximum) before the beginning of the JCPS school year:

Per/day	\$10,000
---------	----------

Contrary to KYTC Standard Specifications Section 108.09, Liquidated Damages will be assessed regardless of whether seasonal limitations prohibit the Contractor from performing work on the controlling operation.

All Liquidated Damages will be applied accumulatively.

All other applicable portions of KYTC Standard Specifications Section 108 apply.

REMOVAL OF PAVEMENT MARKINGS:

Pavement markings conflicting with maintenance of traffic phasing plans shall be obliterated by water blasting. KYTC will not measure the removal of pavement markings and will consider this item incidental to Item 2650 Maintain and Control Traffic, in accordance with section 112 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

LANE & SHOULDER CLOSURES:

Lane closures longer than 24 hours will not be allowed on US 31E or the interchange ramps with I-265. Do not leave short term lane closures in place during non-working hours. The lengths of the lane closures shall be only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. The operations include but are not limited to placement of traffic control devices, construction of the overhead signals, relocation of traffic signal heads, installation of counter loops, etc. A minimum of one lane must be kept open during all times with a minimum width of 10' unless overhead work is being done. In that instance, traffic shall not be stopped for more than 15 minutes at a time and can only occur according to the following:

Weekdays	-No lane closures permitted from 5:00am to 8:00pm
Weekends	-Lane closures permitted from 8:00pm Friday to 5:00am Monday

Do not leave lane closures in place during non-working hours.

Prior to beginning construction, provide for approval by the Engineer a written plan for maintaining lane and shoulder closures during construction. Specifically identify locations where lane closures shall be in place and the anticipated duration of the closures. Include plans for signing required to implement and maintain the lane and shoulder closures. Channelization devices for lanes closures shall be drums unless otherwise specified in the Maintenance of Traffic Plans.

SOUTHPOINTE BOULEVARD ROADWAY CONSTRUCTION:

Southpointe Boulevard is to be phase constructed maintaining a minimum of one lane in each direction during construction activities. The construction of Southpointe Boulevard is not be allowed until one (1) day (minimum) after Jefferson County Public Schools have ended their Spring Semester and have closed for the summer break. All advance warning signage and Portable Changeable Message Signs must be in place as directed by the Engineer before the construction of Southpointe Boulevard. Southpointe Blvd lane closures may remain in place until fourteen (14) calendar days (maximum) before the beginning of the JCPS school year, then all lanes must be reopened for traffic. Any remaining work to be completed not limited to but including removal of pipe and entrance at Wingfield Lane, sidewalks, ditch grading and soil stabilization may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer to allow traffic to access Southpointe Boulevard.

Due to the time frame to work within Jefferson County Public Schools timeline, the Contractor may elect to perform this work before Phase One & Two construction (Condition One). If conditions do not allow the completion of the Southpointe entrance work before JCPS starts the 2022-23 school year, the Contractor may complete the Southpointe entrance work after Phase One & Two construction is complete when JCPS have ended their 2023 Spring Semester and have closed for the summer break (Condition Two). All work must be completed by the fixed completion date of June 30, 2023.

The Contractor shall notify Jefferson County Public Schools, Southpointe Commons developer and the Project Engineer one (1) week (minimum) prior to the restricting of Southpointe Boulevard width for construction.

ENTRANCE CONSTRUCTION:

The Contractor will be responsible for providing access to all entrances during construction of the roadway.

SIGNS:

The Engineer may require additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings. Additional signs needed for lane closures may include, but are not limited to: RIGHT LANE CLOSED AHEAD, LEFT LANE CLOSED AHEAD, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits shall be furnished, relocated, and maintained by the Contractor. 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 shall be incidental to Maintain and Control Traffic. Individual 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 signs directed by the engineer to be replaced due to poor condition or reflectivity will not be measured for payment.

Remove and relocate permanent traffic signs as directed by the Engineer.

PORTABLE CHANGEABLE MESSAGE SIGNS & ARROW PANELS:

Provide a minimum of three Portable Changeable Message Signs in advance of or on the project at locations to be determined by the Engineer. The Engineer will designate the messages to be provided. Operate the Portable Changeable Message Signs as directed by the Engineer. Use Arrow Panels as shown on the Standard Drawings or as directed by the Engineer. The locations designated for the Portable Changeable Message Signs and Arrow Panels may vary as the work progresses. The Portable Changeable Message Signs and Arrow Panels shall be new, in like-new condition or as approved by the Resident Engineer. In the event of damage or mechanical/electrical failure, repair or replace the Portable Changeable Message Sign within 24 hours. Replacement for damaged Arrow Panels directed by the Engineer to be replaced due to poor condition or readability will not be measured for payment. The Department will measure for payment the maximum number of signs in concurrent use at the same time on a single day during the contract and the maximum number of Arrow Panels in concurrent use at the same time on a single day during the contract. Individual signs and Arrow Panels 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. Portable Changeable Message Sign and Arrow Panels will remain the property of the Contractor after construction is complete.

BARRICADES:

Barricades will not be allowed in lieu of drums for channelization or delineation.

TRAFFIC COORDINATOR:

Designate an employee to be traffic coordinator during any work period when shoulder and/or lane closure is in place, the traffic coordinator shall arrange for personnel to be present on the project at all times to inspect the traffic control (at least once every two hours during active operations and at any time a lane closure is in effect) and to maintain the signing and devices. 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. Furnish the engineer with the name and telephone number where the traffic coordinator can be contacted at all times.

Be advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. Coordinate the work of this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority of work phasing on the various projects.

TEMPORARY LIGHTING:

Temporary lighting shall be provided in the instances that the permanent lighting is out or removed. Temporary lighting is to be considered incidental to Maintain and Control Traffic.

BLASTING:

Blasting shall be prohibited on this project. Rock structure excavation shall be performed in a method approved by the Engineer.

DELINEATORS:

Delineators will be required every 20 feet (or one (1) delineator per section of wall) on temporary concrete barrier wall.

**US 31E INTERSECTION IMPROVEMENTS
MAINTENANCE OF TRAFFIC
GENERAL NOTES**

FILE NAME: C:\P\WORKPATRICK.MATHENY\1527672R01\100MT.DGN

USER: patrick.matheny
DATE PLOTTED: May 22, 2022

E-SHEET NAME:

Power InRoads v8.11.9.387

MAINTENANCE OF TRAFFIC GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0264.11	R11

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Per 7 day	\$10,000
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LANE & SHOULDER CLOSURES:

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Weekdays	-No lane closures permitted from 5:00am to 8:00pm
Weekends	-Lane closures permitted from 8:00pm Friday to 5:00am Monday

Do not leave lane closures in place during non-working hours.

Prior to beginning construction, provide for approval by the Engineer a written plan for maintaining lane and shoulder closures during construction. Specifically identify locations where lane closures shall be in place and the anticipated duration of the closures. Include plans for signing required to implement and maintain the lane and shoulder closures. Channelization devices for lanes closures shall be drums unless otherwise specified in the Maintenance of Traffic Plans.

SOUTHPOINTE BOULEVARD ROADWAY CONSTRUCTION:

Southpointe Boulevard is to be phase constructed maintaining a minimum of one lane in each direction during construction activities. The construction of Southpointe Boulevard is not be allowed until one (1) day (minimum) after Jefferson County Public Schools have ended their Spring Semester and have closed for the summer break. All advance warning signage and Portable Changeable Message Signs must be in place as directed by the Engineer before the construction of Southpointe Boulevard. Southpointe Blvd lane closures may remain in place until fourteen (14) calendar days (maximum) before the beginning of the JCPS school year, then all lanes must be reopened for traffic. Any remaining work to be completed not limited to but including removal of pipe and entrance at Wingfield Lane, sidewalks, ditch grading and soil stabilization may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer to allow traffic to access Southpointe Boulevard.

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The Contractor shall notify Jefferson County Public Schools, Southpointe Commons developer and the Project Engineer one (1) week (minimum) prior to the restricting of Southpointe Boulevard width for construction.

ENTRANCE CONSTRUCTION:

The Contractor will be responsible for providing access to all entrances during construction of the roadway.

SIGNS:

The Engineer may require additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings. Additional signs needed for lane closures may include, but are not limited to: RIGHT LANE CLOSED AHEAD, LEFT LANE CLOSED AHEAD, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits shall be furnished, relocated, and maintained by the Contractor. 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 shall be incidental to Maintain and Control Traffic. Individual 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 signs directed by the engineer to be replaced due to poor condition or reflectivity will not be measured for payment.

Remove and relocate permanent traffic signs as directed by the Engineer.

PORTABLE CHANGEABLE MESSAGE SIGNS & ARROW PANELS:

Provide a minimum of three Portable Changeable Message Signs in advance of or on the project at locations to be determined by the Engineer. The Engineer will designate the messages to be provided. Operate the Portable Changeable Message Signs as directed by the Engineer. Use Arrow Panels as shown on the Standard Drawings or as directed by the Engineer. The locations designated for the Portable Changeable Message Signs and Arrow Panels may vary as the work progresses. The Portable Changeable Message Signs and Arrow Panels shall be new, in like-new condition or as approved by the Resident Engineer. In the event of damage or mechanical/electrical failure, repair or replace the Portable Changeable Message Sign within 24 hours. Replacement for damaged Arrow Panels directed by the Engineer to be replaced due to poor condition or readability will not be measured for payment. The Department will measure for payment the maximum number of signs in concurrent use at the same time on a single day during the contract and the maximum number of Arrow Panels in concurrent use at the same time on a single day during the contract. Individual signs and Arrow Panels 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. Portable Changeable Message Sign and Arrow Panels will remain the property of the Contractor after construction is complete.

BARRICADES:

Barricades will not be allowed in lieu of drums for channelization or delineation.

TRAFFIC COORDINATOR:

Designate an employee to be traffic coordinator during any work period when shoulder and/or lane closure is in place, the traffic coordinator shall arrange for personnel to be present on the project at all times to inspect the traffic control (at least once every two hours during active operations and at any time a lane closure is in effect) and to maintain the signing and devices. 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. Furnish the engineer with the name and telephone number where the traffic coordinator can be contacted at all times.

Be advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. Coordinate the work of this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority of work phasing on the various projects.

TEMPORARY LIGHTING:

Temporary lighting shall be provided in the instances that the permanent lighting is out or removed. Temporary lighting is to be considered incidental to Maintain and Control Traffic.

BLASTING:

Blasting shall be prohibited on this project. Rock structure excavation shall be performed in a method approved by the Engineer.

DELINEATORS:

Delineators will be required every 20 feet (or one (1) delineator per section of wall) on temporary concrete barrier wall.

**US 31E INTERSECTION IMPROVEMENTS
MAINTENANCE OF TRAFFIC
GENERAL NOTES**

FILE NAME: C:\P\WORK\PATRICK.MATHENY\1527672R01\100MT.DGN

USER: patrick.matheny
DATE PLOTTED: May 22, 2022

E-SHEET NAME:

Power InRoads v8.11.9.387

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0264.11	R11a

SOUTHPOINTE BOULEVARD CLOSURE (Condition One) (MOT Sheet R11b)

NOTE:

These Maintenance of Traffic notes and plans are for the construction of the Southpointe Boulevard entrance, BEFORE beginning Phase One and Phase Two construction.

Lane closures of Southpointe Boulevard are not allowed until one (1) day (minimum) after Jefferson County Public Schools have ended their 2022 Spring Semester and have closed for the summer break.

Southpointe Boulevard lane closures may remain in place until fourteen (14) calendar days (maximum) before the beginning of the JCPS 2022/23 school year, then all lanes must be reopened for traffic.

PHASE A

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Install all advanced construction approach signing and have portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 440+00.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 438+50.0. Place channelizing drums from Station 439+50.0 to Station 438+50.0 to close right turn lane from US 31E to Southpointe Boulevard. Beginning at Station 438+29.4 begin temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier along and 1 foot right of right outside (MOT) lane and continue to Station 436+69.4, ending the barrier to allow for a minimum of one lane in each direction along Southpointe Blvd. Then continuing the barrier with temporary crash cushion at Station 435+56.4 to Station 433+89.4 and place 40' of temporary concrete traffic barrier flared to the outside edge of existing concrete shoulder to terminate the concrete barrier. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes. Place channelizing drums from Station 433+89.4 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 432+27.8 at existing concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase A. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase A concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, continue the Southpointe Boulevard construction to Phase B.

PHASE B

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Maintain advanced construction approach signing and portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 438+50.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 437+00.0. Allowing for one lane in each direction along Southpointe Blvd., use temporary concrete traffic barrier (Type 9T) with temporary crash cushion 1 foot right of right outside (MOT) lane to protect the work area at the entrance. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes, remaining from Phase A. Place channelizing drums from Station 435+56.3 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 432+27.8 at existing concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet, remaining from Phase A.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase B. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase B concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, open the Southpointe Boulevard entrance. Any remaining work to be completed may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer to allow traffic to access Southpointe Boulevard.

SOUTHPOINTE BOULEVARD CLOSURE (Condition Two) (MOT Sheet R11c)

NOTE:

These Maintenance of Traffic notes and plans are for the construction of the Southpointe Boulevard entrance, AFTER beginning Phase One and Phase Two construction.

Lane closures of Southpointe Boulevard are not allowed until one (1) day (minimum) after Jefferson County Public Schools have ended their 2023 Spring Semester and have closed for the summer break.

Southpointe Boulevard lane closures may remain in place until fourteen (14) calendar days (maximum) before the beginning of the JCPS 2023/24 school year, then all lanes must be reopened for traffic.

PHASE A

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Install all advanced construction approach signing and have portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 440+00.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 438+50.0. Place channelizing drums from Station 439+50.0 to Station 438+50.0 to close right turn lane from US 31E to Southpointe Boulevard. Beginning at Station 438+29.4 begin temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier along and 1 foot right of right outside (MOT) lane and continue to Station 436+69.4, ending the barrier to allow for a minimum of one lane in each direction along Southpointe Blvd. Then continuing the barrier with temporary crash cushion at Station 435+69.4 to Station 433+89.4 and place 40' of temporary concrete traffic barrier flared to the outside edge of existing concrete shoulder to terminate the concrete barrier. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes. Place channelizing drums from Station 433+89.4 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 434+04.0 at new concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 431+32.0 at beginning of the inside left turn lane taper to Station 435+56.3 at permanent 24" stop bar to close the inside left turn lane to maintain only a single left turn lane from US 31E southbound onto Southpointe Boulevard. Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase A. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase A concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, continue the Southpointe Boulevard construction to Phase B.

PHASE B

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Maintain advanced construction approach signing and portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 438+50.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 437+00.0. Allowing for one lane in each direction along Southpointe Blvd., use temporary concrete traffic barrier (Type 9T) with temporary crash cushion 1 foot right of right outside (MOT) lane to protect the work area at the entrance. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes, remaining from Phase A. Place channelizing drums from Station 435+56.3 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 434+04.0 at new concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 431+32.0 at beginning of the inside left turn lane taper to Station 435+56.3 at permanent 24" stop bar to close the inside left turn lane to maintain only a single left turn lane from US 31E southbound onto Southpointe Boulevard. Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase B. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase B concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, open the Southpointe Boulevard entrance. Any remaining work to be completed may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer to allow traffic to access Southpointe Boulevard.

PHASE ONE (MOT Sheets R11d - R11e)

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Southbound Direction

Install all advanced construction approach signing and have portable changeable message signs in place as directed by the engineer. Place channelizing drums from Station 424+42.0 to Station 426+42.0 to close southbound shoulder on US 31E (Bardstown Road). Starting at the intersection of US 31E (Bardstown Road) and Ramp 5 (I-265), begin the taper and shifting of two existing southbound lanes to the left to form two 10' southbound (MOT) travel lanes at Station 428+07.0. Place channelizing drums from Ramp 5 Station 530+27.5 to Station 532+27.5 to close ramp shoulder in advance of traffic barrier. Beginning at approximate Ramp 5 Station 532+47.7 begin temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier along ramp and located 1' left of proposed sawcut joint on US 31E (Bardstown road) to Station 432+26.9 near Bartley Drive and terminate with a temporary crash cushion. Place channelizing drums as shown on plans to delineate construction at Bartley Drive entrance. Beginning at existing end of concrete median for left turns from US 31E place channelizing drums from Station 432+27.8 to Station 435+56.3 at permanent 24" stop bar to prevent left turn movements from Bartley Drive onto US 31E (Bardstown Road) northbound. Beginning at Station 433+82.9 place temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier 1' left of proposed sawcut joint on US 31E (Bardstown road) to Station 437+22.9 near entrance and terminate with a temporary crash cushion. Beginning at Station 438+13.0 (Along with 40' flare at entrance as shown on plans) place temporary concrete traffic barrier (Type 9T) 1' left of proposed sawcut joint on US 31E (Bardstown Road) to Station 443+33.0 at end of project and terminate with a temporary crash cushion. Place channelizing drums at end of temporary crash cushion around entrance as shown on plans. Starting at Station 443+33.0 begin the taper and shifting of two 10' (MOT) lanes to match existing two 12' southbound lanes at Station 444+98.0 to end southbound (MOT) lanes.

Existing new traffic signals located at the Intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of Phase One Construction traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

US 31E (Bardstown Road)

While maintaining traffic on shifted MOT lane to the left on US 31E (Bardstown Road) begin the removal of the existing concrete and asphalt shoulders and entrances. Once removed begin construction on southbound widening of US 31E (Bardstown Road). Construct all subgrade, JPC concrete, asphalt base, asphalt surface, entrances, drainage elements and grading cuts/fills and soil stabilization as shown on Phase One Construction Plan from Station 428+06.9 to Station 443+33.0 at the end of project.

PHASE TWO (MOT Sheets R11f - R11g)

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Southbound Direction

Install all advanced construction approach signing and have portable changeable message sign in place as directed by the engineer. US 31E southbound traffic is to be shifted to Phase One construction widening utilizing the new concrete paved shoulder. Place channelizing drums from Station 424+00.0 to Station 425+00.0 to close southbound shoulder on US 31E (Bardstown Road). Starting at Station 425+00.00 begin the taper and shifting of two existing southbound lanes to the right to form two 10' southbound (MOT) travel lanes at Station 428+07.0 on the new constructed shoulder. Place channelizing drums from Station 425+00.0 to the intersection of US 31E (Bardstown Road) and Ramp 5 (I-265) on each side of the two lanes to define the taper and lane shift. Existing stop bars and painted gore areas on the Ramp 5 intersection will need to be adjusted for the shifted (MOT) lane lines. Beginning at approximate Ramp 5 Station 531+50 place channelizing drums along the ramp shoulder to the new shoulder of US 31E and continuing to a relocated crash cushion in front of relocated temporary concrete traffic barrier (Type 9T) at US 31E Station 429+00.0. Continue the temporary concrete traffic barrier to Station 429+80.0 to protect the existing signal pole for the overhead flashing school lights from oncoming traffic. Continue from the end of temporary concrete traffic barrier with channelizing drums along outside edge of US 31E shoulder to Station 435+56.3 at permanent 24" stop bar, leaving an opening at Bartley Drive for traffic. Starting at Station 435+56.3 begin the taper and shifting of two 10' (MOT) lanes to match the new two 12' southbound lanes at Station 438+53.3 to end the southbound (MOT) lanes. Place channelizing drums along the shoulder to define the taper and lane shift, and ending at Station 437+50 before the existing entrance.

On the left side of the left southbound (MOT) travel lane, place channelizing drums from Station 427+03.0 along the edge line to define the taper and shift and continuing to a relocated crash cushion located in front of relocated temporary concrete traffic barrier (Type 9T) at US 31E Station 427+87.0. Continue the temporary concrete traffic barrier to Station 430+67.0 to begin the taper for a 12' left turn lane, then to Station 431+66.7 to end the taper. From this point continue the temporary concrete traffic barrier along the left turn lane to Station 434+06.7 and begin a flare to the left terminating at Station 435+25.7 and place a relocated crash cushion. Place channelizing drums from Station 434+06.7 to Station 435+56.3 at permanent 24" stop bar to define the turn lane. From Station 437+00.0 to Station 439+00.0 place channelizing drums around the flush median as shown on (MOT) plan sheet.

US 31E (Bardstown Road) Northbound Direction

Starting at US 31E Station 435+42 begin the taper and shifting of two existing north bound lanes to the right to form two 10' northbound (MOT) travel lanes at Station 434+05.2. Beginning at Station 435+30.3 along the taper place relocated temporary concrete traffic barrier (Type 9T) along with a relocated crash cushion and continuing along the left side of the left northbound (MOT) travel lane to Station 428+10.3 and adding a 20' section of temporary traffic barrier flared towards the existing non-mountable median to terminate the temporary concrete traffic barrier. Starting at Station 427+94.4 begin the taper and shifting of two 10' (MOT) lanes through the Ramp 5 intersection to match existing two 12' northbound lanes at Station 426+00.0 to end the northbound (MOT) lanes.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of Phase Two Construction traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

US 31E (Bardstown Road)

While maintaining traffic on shifted southbound (MOT) lanes located on the new shoulders of US 31E (Bardstown Road) and shifted northbound (MOT) lanes right of the existing median, begin the removal of the existing concrete, integral curb, asphalt and concrete center median as needed. Once removed begin construction on new non-mountable median, integral curbs and standard barrier median to define the new dual left turn lanes. Construct all subgrade, JPC concrete, curbs, and median elements as shown on Phase Two Construction Plan from Station 428+06.9 to Station 443+05.0 at the end of new median.

FINAL CONSTRUCTION

Any final construction operations not completed in the above mentioned construction phases, including but not limited to final striping, overhead signals, MOT removal, soil stabilization and final clean-up may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer.

US 31E INTERSECTION IMPROVEMENTS
MAINTENANCE OF TRAFFIC
PHASE CONSTRUCTION NOTES

FILE NAME: C:\PI\WORK\PATRICK.MATHENY\1527672\R01\10AMT.DGN

USER: patrick.matheny
DATE PLOTTED: May 22, 2022

E-SHEET NAME: _____

Power InRoads v8.11.9.387

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0264.11	R11a

SOUTHPOINTE BOULEVARD CLOSURE (Condition One) (MOT Sheet R11b)

NOTE:

These Maintenance of Traffic notes and plans are for the construction of the Southpointe Boulevard entrance, BEFORE beginning Phase One and Phase Two construction.

Lane closures of Southpointe Boulevard are not allowed until one (1) day (minimum) after Jefferson County Public Schools have ended their 2022 Spring Semester and have closed for the summer break.

Southpointe Boulevard lane closures may remain in place until fourteen (14) calendar days (maximum) before the beginning of the JCPS 2022/23 school year, then all lanes must be reopened for traffic.

PHASE A

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Install all advanced construction approach signing and have portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 440+00.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 438+50.0. Place channelizing drums from Station 439+50.0 to Station 438+50.0 to close right turn lane from US 31E to Southpointe Boulevard. Beginning at Station 438+29.4 begin temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier along and 1 foot right of right outside (MOT) lane and continue to Station 436+69.4, ending the barrier to allow for a minimum of one lane in each direction along Southpointe Blvd. Then continuing the barrier with temporary crash cushion at Station 435+56.4 to Station 433+89.4 and place 40' of temporary concrete traffic barrier flared to the outside edge of existing concrete shoulder to terminate the concrete barrier. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes. Place channelizing drums from Station 433+89.4 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 432+27.8 at existing concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase A. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase A concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, continue the Southpointe Boulevard construction to Phase B.

PHASE B

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Maintain advanced construction approach signing and portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 438+50.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 437+00.0. Allowing for one lane in each direction along Southpointe Blvd., use temporary concrete traffic barrier (Type 9T) with temporary crash cushion 1 foot right of right outside (MOT) lane to protect the work area at the entrance. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes, remaining from Phase A. Place channelizing drums from Station 435+56.3 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 432+27.8 at existing concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet, remaining from Phase A.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase B. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase B concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, open the Southpointe Boulevard entrance. Any remaining work to be completed may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer to allow traffic to access Southpointe Boulevard.

SOUTHPOINTE BOULEVARD CLOSURE (Condition Two) (MOT Sheet R11c)

NOTE:

These Maintenance of Traffic notes and plans are for the construction of the Southpointe Boulevard entrance, AFTER beginning Phase One and Phase Two construction.

Lane closures of Southpointe Boulevard are not allowed until one (1) day (minimum) after Jefferson County Public Schools have ended their 2023 Spring Semester and have closed for the summer break.

Southpointe Boulevard lane closures may remain in place until fourteen (14) calendar days (maximum) before the beginning of the JCPS 2023/24 school year, then all lanes must be reopened for traffic.

PHASE A

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Install all advanced construction approach signing and have portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 440+00.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 438+50.0. Place channelizing drums from Station 439+50.0 to Station 438+50.0 to close right turn lane from US 31E to Southpointe Boulevard. Beginning at Station 438+29.4 begin temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier along and 1 foot right of right outside (MOT) lane and continue to Station 436+69.4, ending the barrier to allow for a minimum of one lane in each direction along Southpointe Blvd. Then continuing the barrier with temporary crash cushion at Station 435+69.4 to Station 433+89.4 and place 40' of temporary concrete traffic barrier flared to the outside edge of existing concrete shoulder to terminate the concrete barrier. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes. Place channelizing drums from Station 433+89.4 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 434+04.0 at new concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 431+32.0 at beginning of the inside left turn lane taper to Station 435+56.3 at permanent 24" stop bar to close the inside left turn lane to maintain only a single left turn lane from US 31E southbound onto Southpointe Boulevard. Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase A. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase A concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, continue the Southpointe Boulevard construction to Phase B.

PHASE B

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Northbound Direction

Maintain advanced construction approach signing and portable changeable message signs in place as directed by the engineer. Starting at US 31E Station 438+50.0 begin the taper and shifting of the three existing northbound lanes to the left to form three 10' northbound (MOT) travel lanes at Station 437+00.0. Allowing for one lane in each direction along Southpointe Blvd., use temporary concrete traffic barrier (Type 9T) with temporary crash cushion 1 foot right of right outside (MOT) lane to protect the work area at the entrance. Starting at Station 433+89.4 begin the taper and shifting of three 10' (MOT) lanes to match existing three 12' northbound lanes at Station 432+39.4 to end northbound (MOT) lanes, remaining from Phase A. Place channelizing drums from Station 435+56.3 to Station 432+00.00 to delineate the outside (MOT) lane edge taper and shift. Place channelizing drums from Station 435+56.3 at permanent 24" stop bar along and 1' left of the left inside (MOT) lane to Station 434+04.0 at new concrete raised median.

US 31E (Bardstown Road) Southbound Direction

Place channelizing drums from Station 431+32.0 at beginning of the inside left turn lane taper to Station 435+56.3 at permanent 24" stop bar to close the inside left turn lane to maintain only a single left turn lane from US 31E southbound onto Southpointe Boulevard. Place channelizing drums from Station 437+00.0 to Station 440+00.0 around existing two-way left turn lane as shown on the plan sheet.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of the entrance construction and traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

Southpointe Boulevard

With Southpointe Boulevard altered to allow for one lane in each direction and maintaining traffic on shifted (MOT) lanes on US 31E (Bardstown Road), begin the removal of the existing concrete and asphalt entrances in the areas shown for Phase B. Once removed begin construction on Southpointe Boulevard concrete entrance apron in the areas shown. Once the Phase B concrete entrance construction is complete and the entrance concrete has met the strength requirements as directed by the Engineer, open the Southpointe Boulevard entrance. Any remaining work to be completed may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer to allow traffic to access Southpointe Boulevard.

PHASE ONE (MOT Sheets R11d - R11e)

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Southbound Direction

Install all advanced construction approach signing and have portable changeable message signs in place as directed by the engineer. Place channelizing drums from Station 424+42.0 to Station 426+42.0 to close southbound shoulder on US 31E (Bardstown Road). Starting at the intersection of US 31E (Bardstown Road) and Ramp 5 (I-265), begin the taper and shifting of two existing southbound lanes to the left to form two 10' southbound (MOT) travel lanes at Station 428+07.0. Place channelizing drums from Ramp 5 Station 530+27.5 to Station 532+27.5 to close ramp shoulder in advance of traffic barrier. Beginning at approximate Ramp 5 Station 532+47.7 begin temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier along ramp and located 1' left of proposed sawcut joint on US 31E (Bardstown road) to Station 432+26.9 near Bartley Drive and terminate with a temporary crash cushion. Place channelizing drums as shown on plans to delineate construction at Bartley Drive entrance. Beginning at existing end of concrete median for left turns from US 31E place channelizing drums from Station 432+27.8 to Station 435+56.3 at permanent 24" stop bar to prevent left turn movements from Bartley Drive onto US 31E (Bardstown Road) northbound. Beginning at Station 433+82.9 place temporary concrete traffic barrier (Type 9T) with temporary crash cushion. Continue temporary concrete traffic barrier 1' left of proposed sawcut joint on US 31E (Bardstown road) to Station 437+22.9 near entrance and terminate with a temporary crash cushion. Beginning at Station 438+13.0 (Along with 40' flare at entrance as shown on plans) place temporary concrete traffic barrier (Type 9T) 1' left of proposed sawcut joint on US 31E (Bardstown Road) to Station 443+33.0 at end of project and terminate with a temporary crash cushion. Place channelizing drums at end of temporary crash cushion around entrance as shown on plans. Starting at Station 443+33.0 begin the taper and shifting of two 10' (MOT) lanes to match existing two 12' southbound lanes at Station 444+98.0 to end southbound (MOT) lanes.

Existing new traffic signals located at the Intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of Phase One Construction traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

US 31E (Bardstown Road)

While maintaining traffic on shifted MOT lane to the left on US 31E (Bardstown Road) begin the removal of the existing concrete and asphalt shoulders and entrances. Once removed begin construction on southbound widening of US 31E (Bardstown Road). Construct all subgrade, JPC concrete, asphalt base, asphalt surface, entrances, drainage elements and grading cuts/fills and soil stabilization as shown on Phase One Construction Plan from Station 428+06.9 to Station 443+33.0 at the end of project.

PHASE TWO (MOT Sheets R11f - R11g)

STEP 1 - Maintenance of Traffic (MOT)

US 31E (Bardstown Road) Southbound Direction

Install all advanced construction approach signing and have portable changeable message sign in place as directed by the engineer. US 31E southbound traffic is to be shifted to Phase One construction widening utilizing the new concrete paved shoulder. Place channelizing drums from Station 424+00.0 to Station 425+00.0 to close southbound shoulder on US 31E (Bardstown Road). Starting at Station 425+00.00 begin the taper and shifting of two existing southbound lanes to the right to form two 10' southbound (MOT) travel lanes at Station 428+07.0 on the new constructed shoulder. Place channelizing drums from Station 425+00.0 to the intersection of US 31E (Bardstown Road) and Ramp 5 (I-265) on each side of the two lanes to define the taper and lane shift. Existing stop bars and painted gore areas on the Ramp 5 intersection will need to be adjusted for the shifted (MOT) lane lines. Beginning at approximate Ramp 5 Station 531+50 place channelizing drums along the ramp shoulder to the new shoulder of US 31E and continuing to a relocated crash cushion in front of relocated temporary concrete traffic barrier (Type 9T) at US 31E Station 429+00.0. Continue the temporary concrete traffic barrier to Station 429+80.0 to protect the existing signal pole for the overhead flashing school lights from oncoming traffic. Continue from the end of temporary concrete traffic barrier with channelizing drums along outside edge of US 31E shoulder to Station 435+56.3 at permanent 24" stop bar, leaving an opening at Bartley Drive for traffic. Starting at Station 435+56.3 begin the taper and shifting of two 10' (MOT) lanes to match the new two 12' southbound lanes at Station 438+53.3 to end the southbound (MOT) lanes. Place channelizing drums along the shoulder to define the taper and lane shift, and ending at Station 437+50 before the existing entrance.

On the left side of the left southbound (MOT) travel lane, place channelizing drums from Station 427+03.0 along the edge line to define the taper and shift and continuing to a relocated crash cushion located in front of relocated temporary concrete traffic barrier (Type 9T) at US 31E Station 427+87.0. Continue the temporary concrete traffic barrier to Station 430+67.0 to begin the taper for a 12' left turn lane, then to Station 431+66.7 to end the taper. From this point continue the temporary concrete traffic barrier along the left turn lane to Station 434+06.7 and begin a flare to the left terminating at Station 435+25.7 and place a relocated crash cushion. Place channelizing drums from Station 434+06.7 to Station 435+56.3 at permanent 24" stop bar to define the turn lane. From Station 437+00.0 to Station 439+00.0 place channelizing drums around the flush median as shown on (MOT) plan sheet.

US 31E (Bardstown Road) Northbound Direction

Starting at US 31E Station 435+42 begin the taper and shifting of two existing north bound lanes to the right to form two 10' northbound (MOT) travel lanes at Station 434+05.2. Beginning at Station 435+30.3 along the taper place relocated temporary concrete traffic barrier (Type 9T) along with a relocated crash cushion and continuing along the left side of the left northbound (MOT) travel lane to Station 428+10.3 and adding a 20' section of temporary traffic barrier flared towards the existing non-mountable median to terminate the temporary concrete traffic barrier. Starting at Station 427+94.4 begin the taper and shifting of two 10' (MOT) lanes through the Ramp 5 intersection to match existing two 12' northbound lanes at Station 426+00.0 to end the northbound (MOT) lanes.

Existing new traffic signals located at the intersection of US 31E (Bardstown Road) and Southpointe Boulevard are to remain operational for the duration of Phase Two Construction traffic lane shifts. Signal heads are to be adjusted if necessary to align with shifted maintenance of traffic (MOT) lanes.

STEP 2 - Construction

US 31E (Bardstown Road)

While maintaining traffic on shifted southbound (MOT) lanes located on the new shoulders of US 31E (Bardstown Road) and shifted northbound (MOT) lanes right of the existing median, begin the removal of the existing concrete, integral curb, asphalt and concrete center median as needed. Once removed begin construction on new non-mountable median, integral curbs and standard barrier median to define the new dual left turn lanes. Construct all subgrade, JPC concrete, curbs, and median elements as shown on Phase Two Construction Plan from Station 428+06.9 to Station 443+05.0 at the end of new median.

FINAL CONSTRUCTION

Any final construction operations not completed in the above mentioned construction phases, including but not limited to final striping, overhead signals, MOT removal, soil stabilization and final clean-up may be constructed using short term lane/shoulder closures or flaggers as directed by the Engineer.

US 31E INTERSECTION IMPROVEMENTS
MAINTENANCE OF TRAFFIC
PHASE CONSTRUCTION NOTES

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USER: patrick.matheny
DATE PLOTTED: May 22, 2022

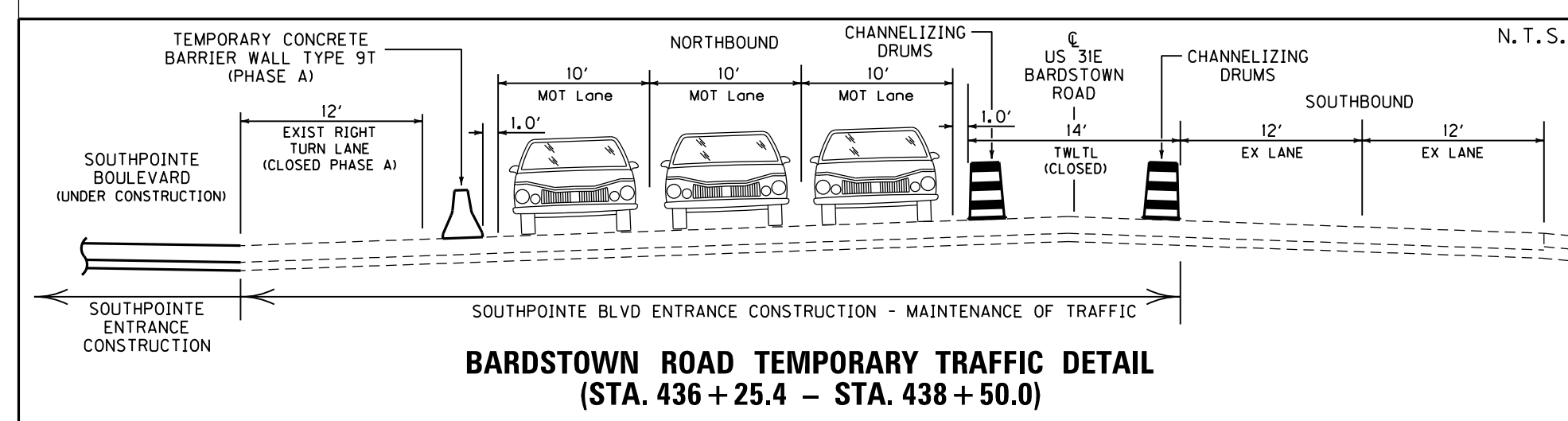
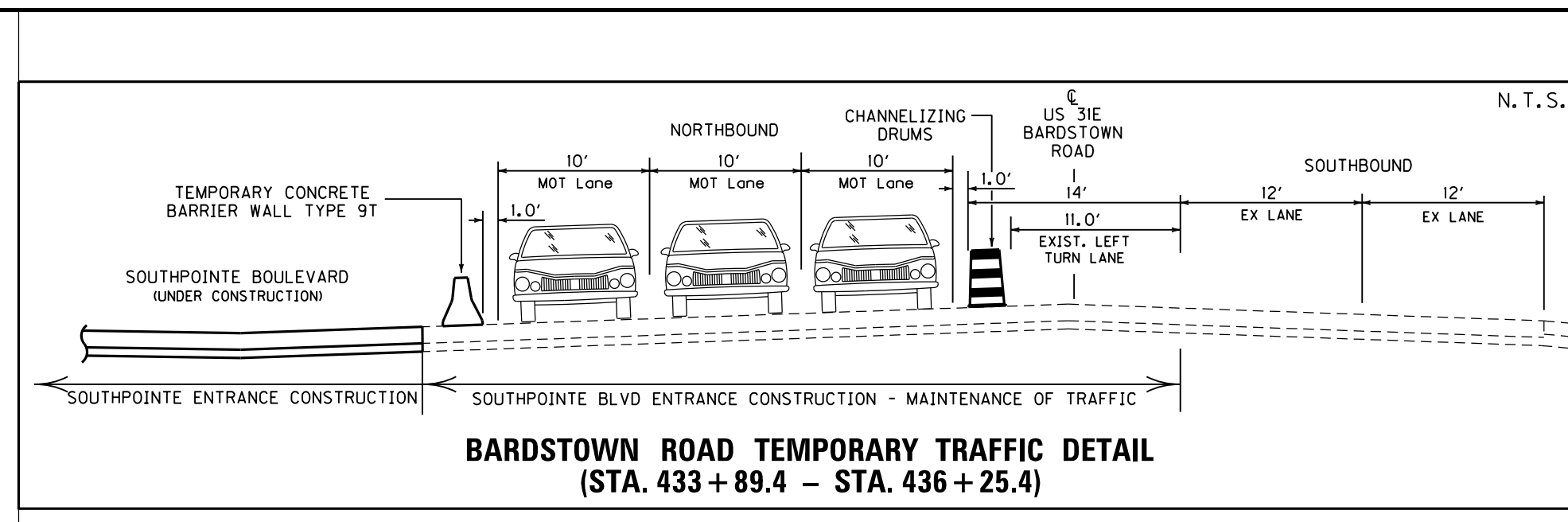
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Power InRoads v8.11.9.387

LOCATION	STATION	LIN FT
US 31E (NB)	440+00.0 to 432+39.4	2283

LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	433+89.4 to 435+69.4	220	W-TEMP (24)
US 31E (NB)	436+69.4 to 438+29.4	160	W-TEMP (24)

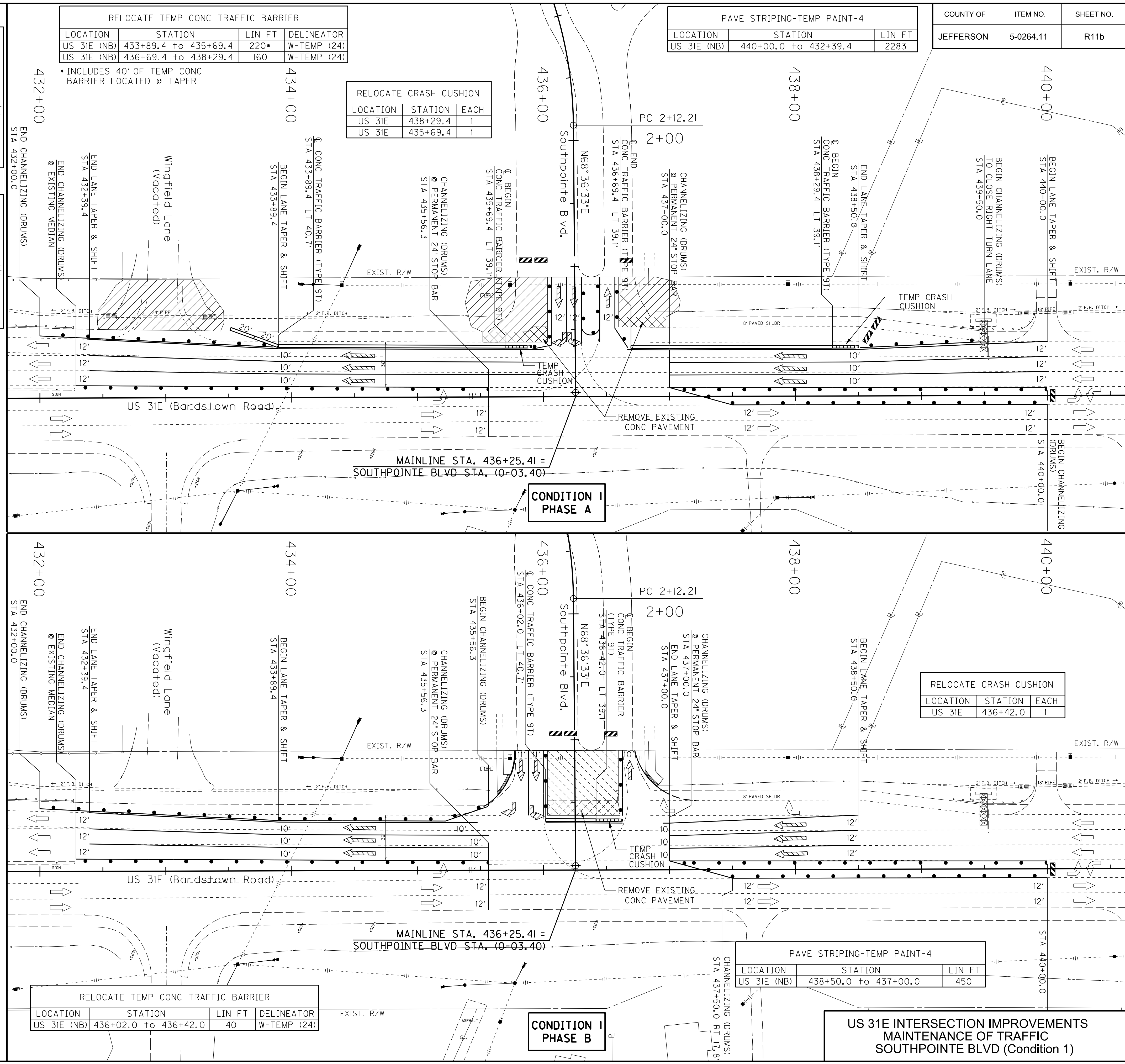
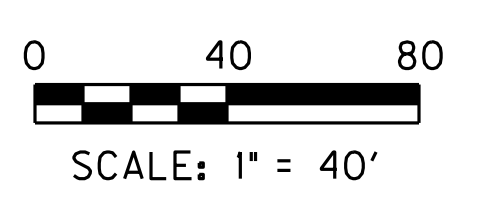
LOCATION	STATION	EACH
US 31E	435+69.4	1



	CONSTRUCTION PHASE A
	CONSTRUCTION PHASE B
	CHANNELIZING DEVICES (DRUMS) (40' SPACING TYP)
	TEMPORARY CONCRETE BARRIER
	TYPE 3 BARRICADE
	TRAFFIC PATTERN THIS PHASE
	EXISTING TRAFFIC PATTERN

Striping & barrels along Southpointe Blvd and signal head adjustment for phasing shall be considered incidental to Maintenance of Traffic.

FOR MAINTENANCE OF TRAFFIC ONLY



LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	436+02.0 to 436+42.0	40	W-TEMP (24)

LOCATION	STATION	LIN FT
US 31E (NB)	438+50.0 to 437+00.0	450

**US 31E INTERSECTION IMPROVEMENTS
MAINTENANCE OF TRAFFIC
SOUTHPOINTE BLVD (Condition 1)**

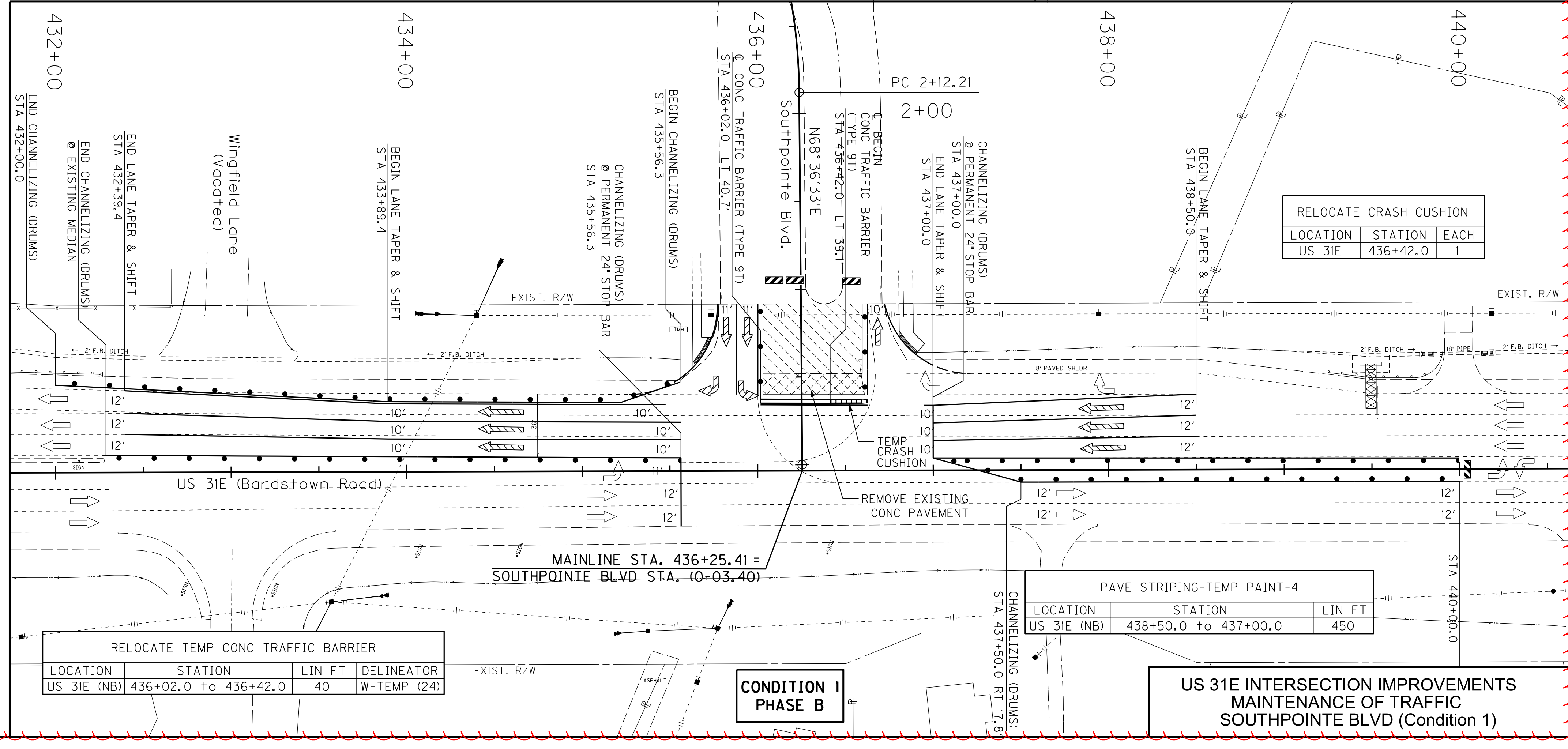
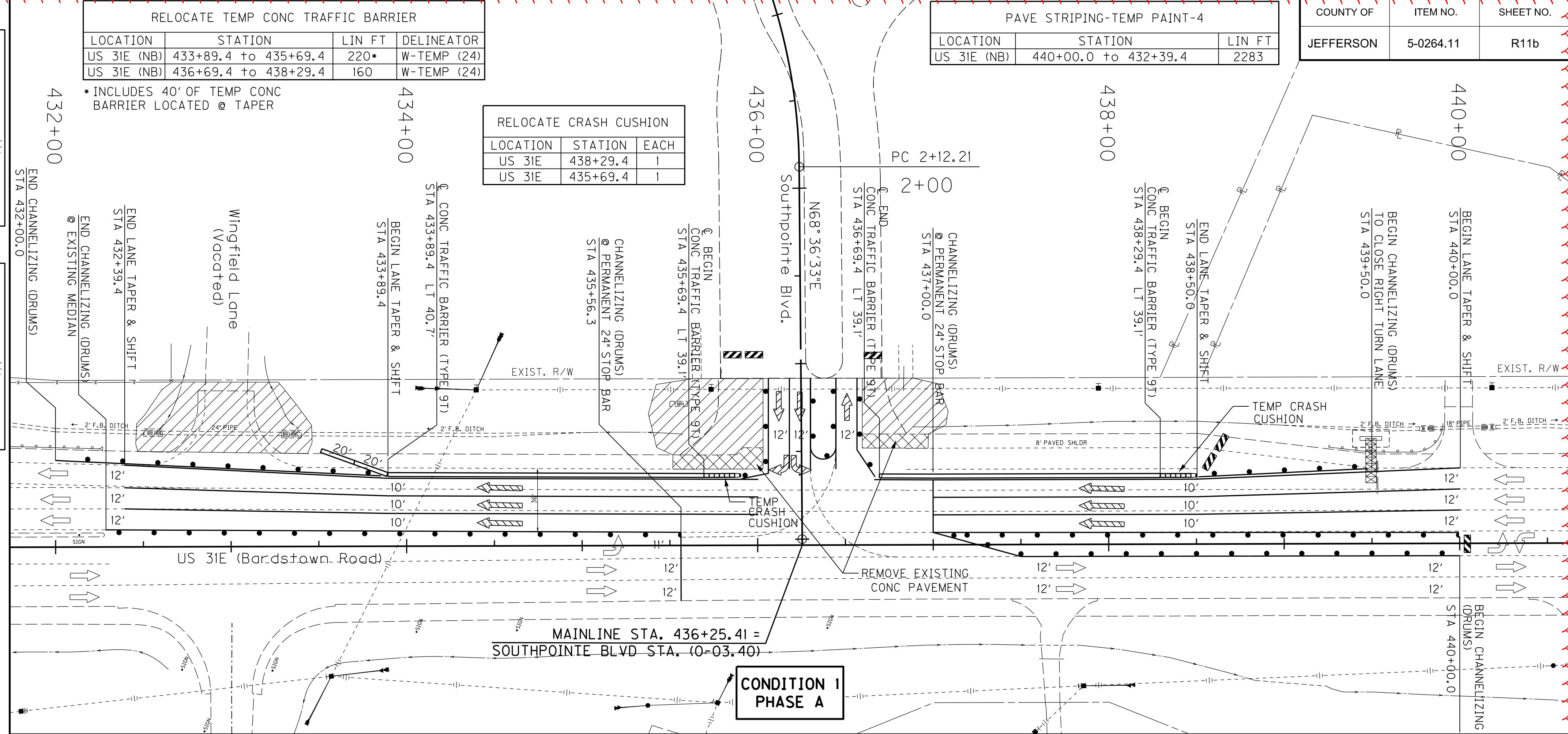
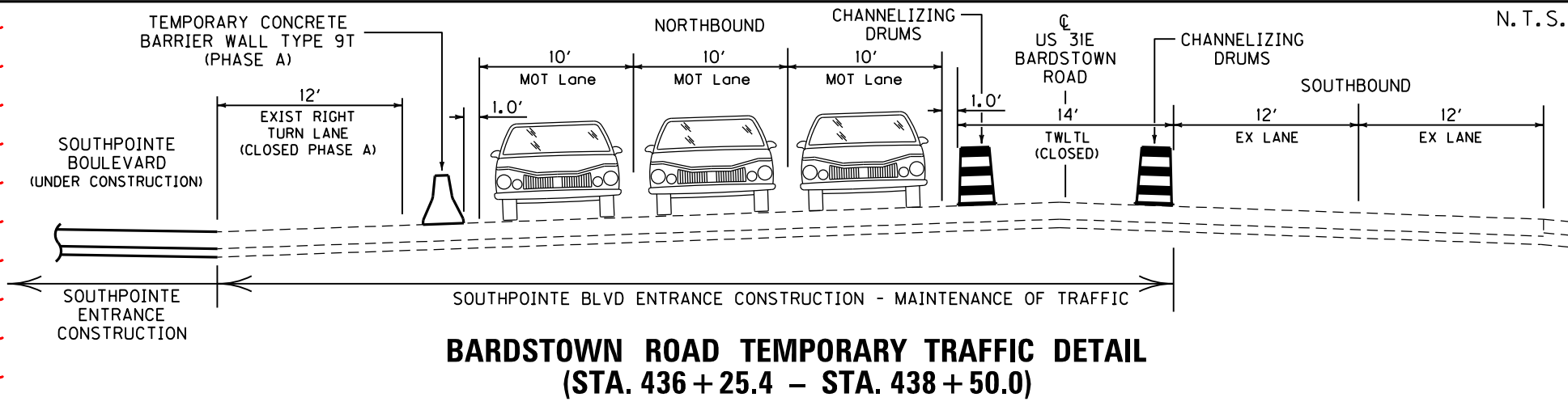
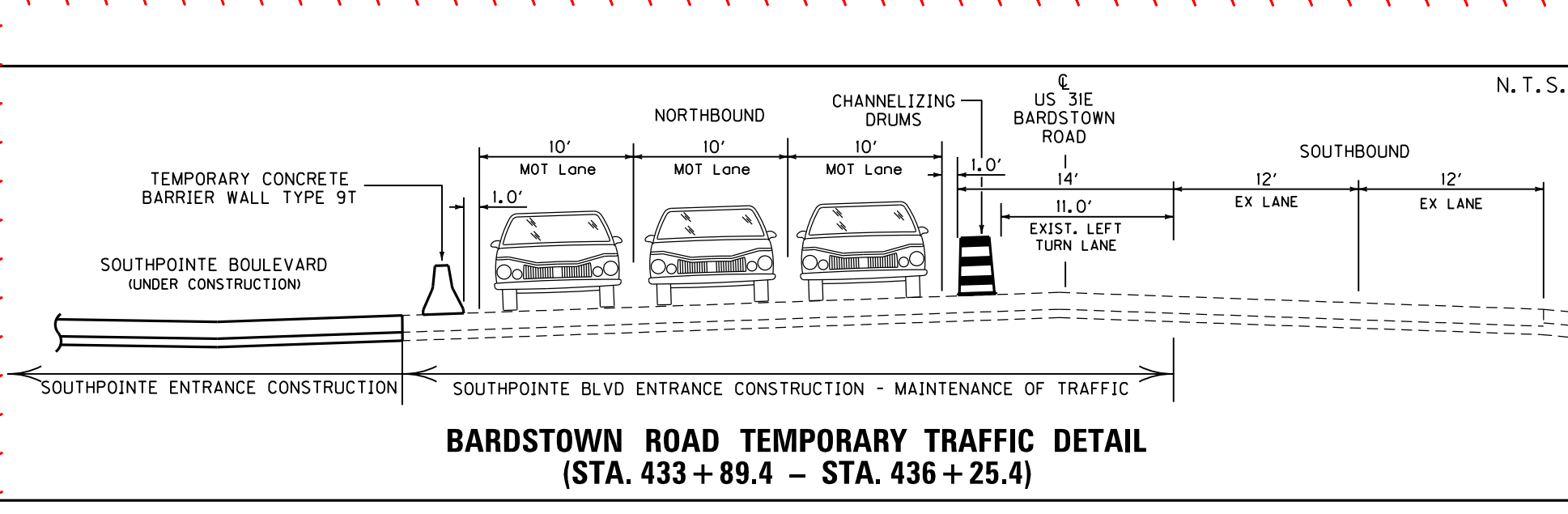
**CONDITION 1
PHASE B**

**CONDITION 1
PHASE A**

PAVE STRIPING-TEMP PAINT-4		
LOCATION	STATION	LIN FT
US 31E (NB)	440+00.0 to 432+39.4	2283

RELOCATE TEMP CONC TRAFFIC BARRIER			
LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	433+89.4 to 435+69.4	220	W-TEMP (24)
US 31E (NB)	436+69.4 to 438+29.4	160	W-TEMP (24)

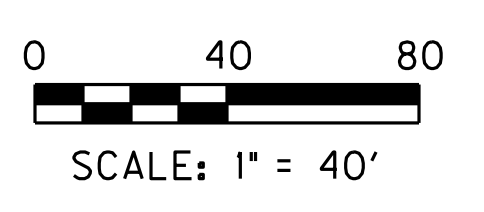
RELOCATE CRASH CUSHION		
LOCATION	STATION	EACH
US 31E	438+29.4	1
US 31E	435+69.4	1



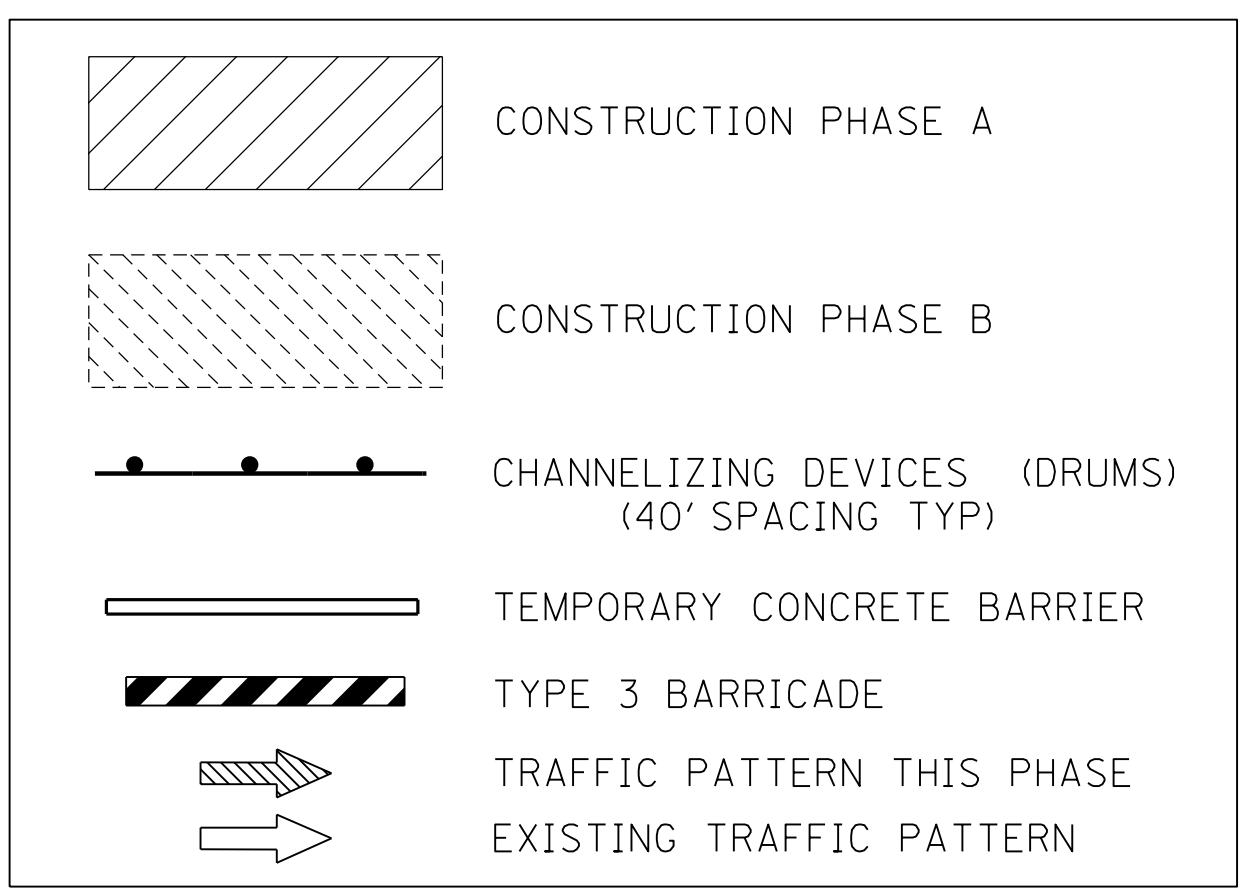
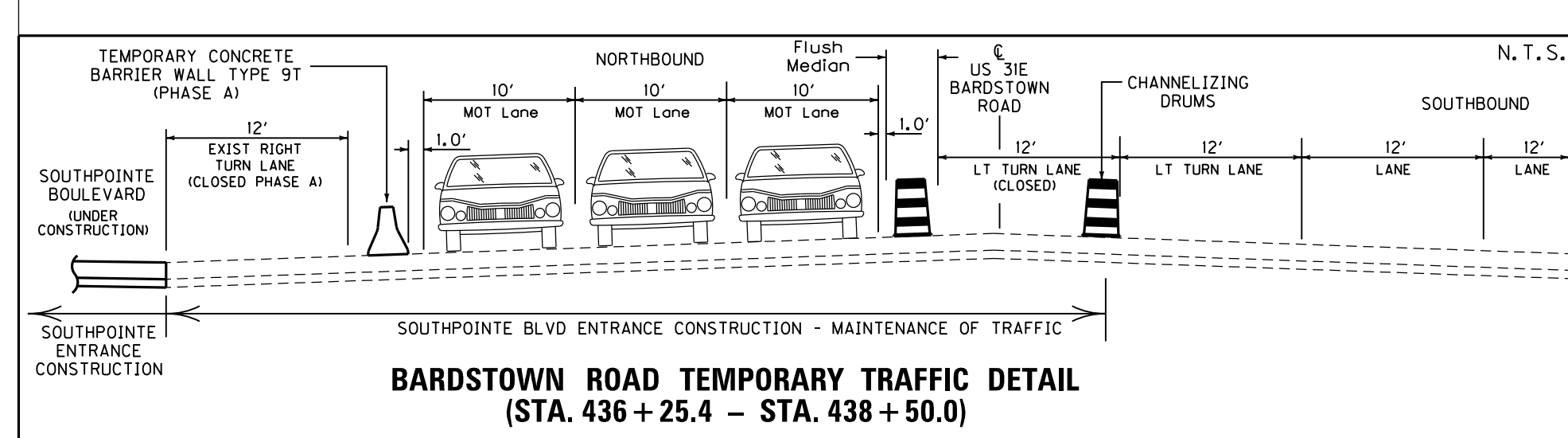
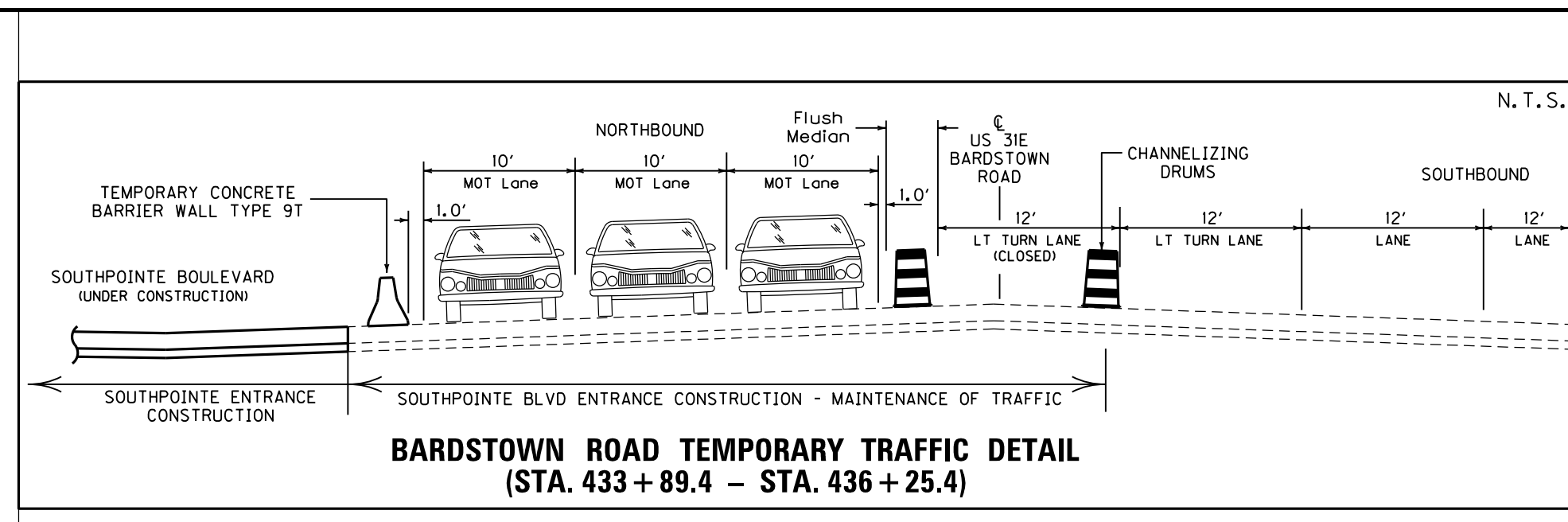
	CONSTRUCTION PHASE A
	CONSTRUCTION PHASE B
	CHANNELIZING DEVICES (DRUMS) (40' SPACING TYP)
	TEMPORARY CONCRETE BARRIER
	TYPE 3 BARRICADE
	TRAFFIC PATTERN THIS PHASE
	EXISTING TRAFFIC PATTERN

Striping & barrels along Southpointe Blvd and signal head adjustment for phasing shall be considered incidental to Maintenance of Traffic.

FOR MAINTENANCE OF TRAFFIC ONLY

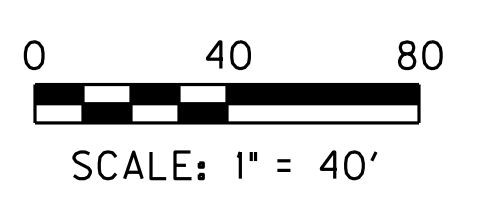


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 USER: patrick.matheny
 DATE PLOTTED: May 22, 2022
 E-SHEET NAME:
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Striping & barrels along Southpointe Blvd and signal head adjustment for phasing shall be considered incidental to Maintenance of Traffic.

FOR MAINTENANCE OF TRAFFIC ONLY

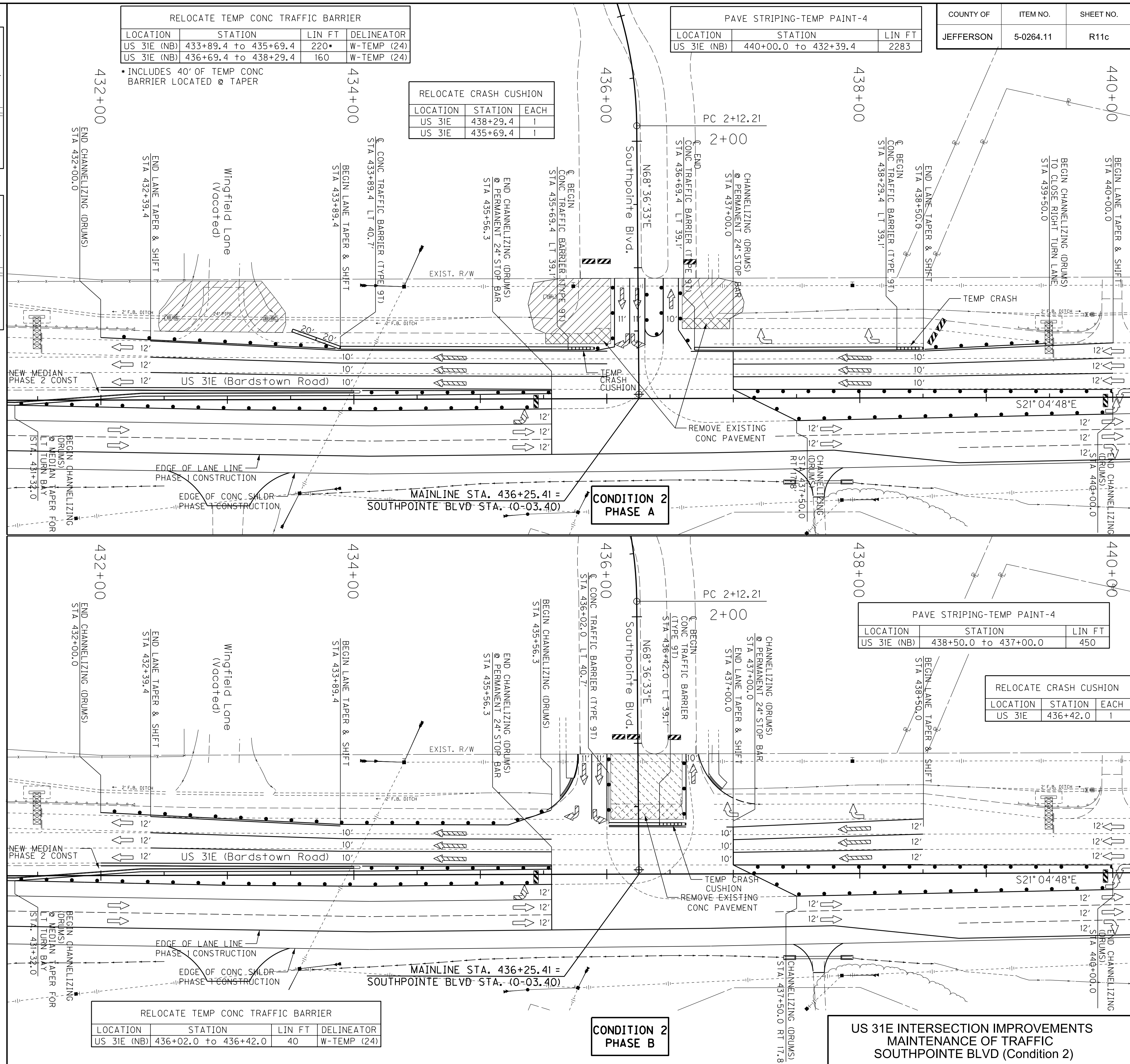


RELOCATE TEMP CONC TRAFFIC BARRIER			
LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	433+89.4 to 435+69.4	220*	W-TEMP (24)
US 31E (NB)	436+69.4 to 438+29.4	160	W-TEMP (24)

* INCLUDES 40' OF TEMP CONC BARRIER LOCATED @ TAPER

RELOCATE CRASH CUSHION		
LOCATION	STATION	EACH
US 31E	438+29.4	1
US 31E	435+69.4	1

PAVE STRIPING-TEMP PAINT-4		
LOCATION	STATION	LIN FT
US 31E (NB)	440+00.0 to 432+39.4	2283



PAVE STRIPING-TEMP PAINT-4		
LOCATION	STATION	LIN FT
US 31E (NB)	438+50.0 to 437+00.0	450

RELOCATE CRASH CUSHION		
LOCATION	STATION	EACH
US 31E	436+42.0	1

RELOCATE TEMP CONC TRAFFIC BARRIER			
LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	436+02.0 to 436+42.0	40	W-TEMP (24)

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DATE PLOTTED: May 22, 2022

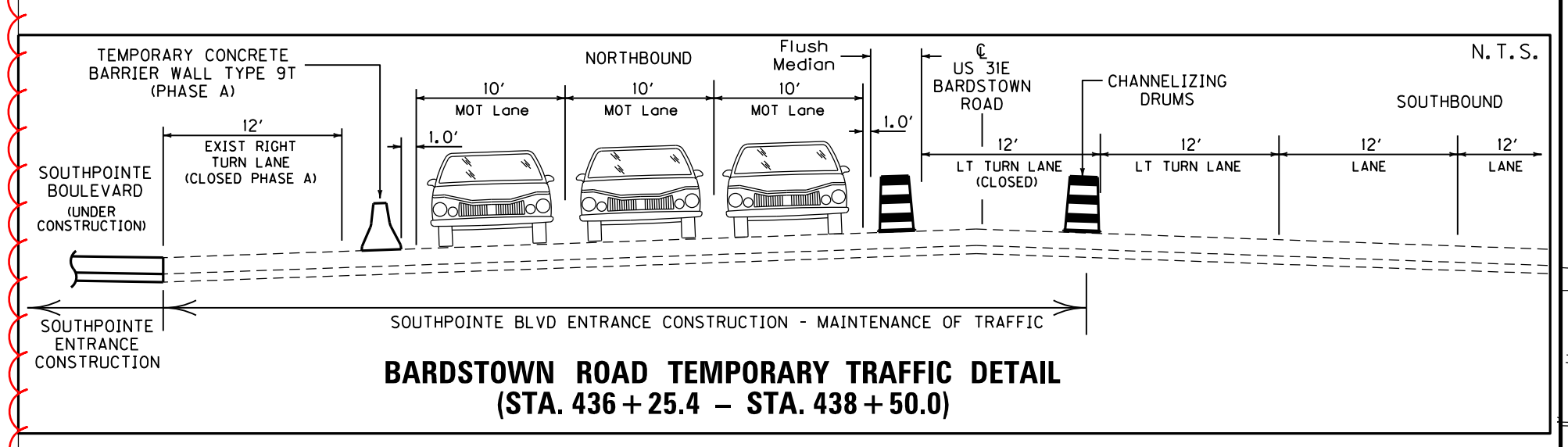
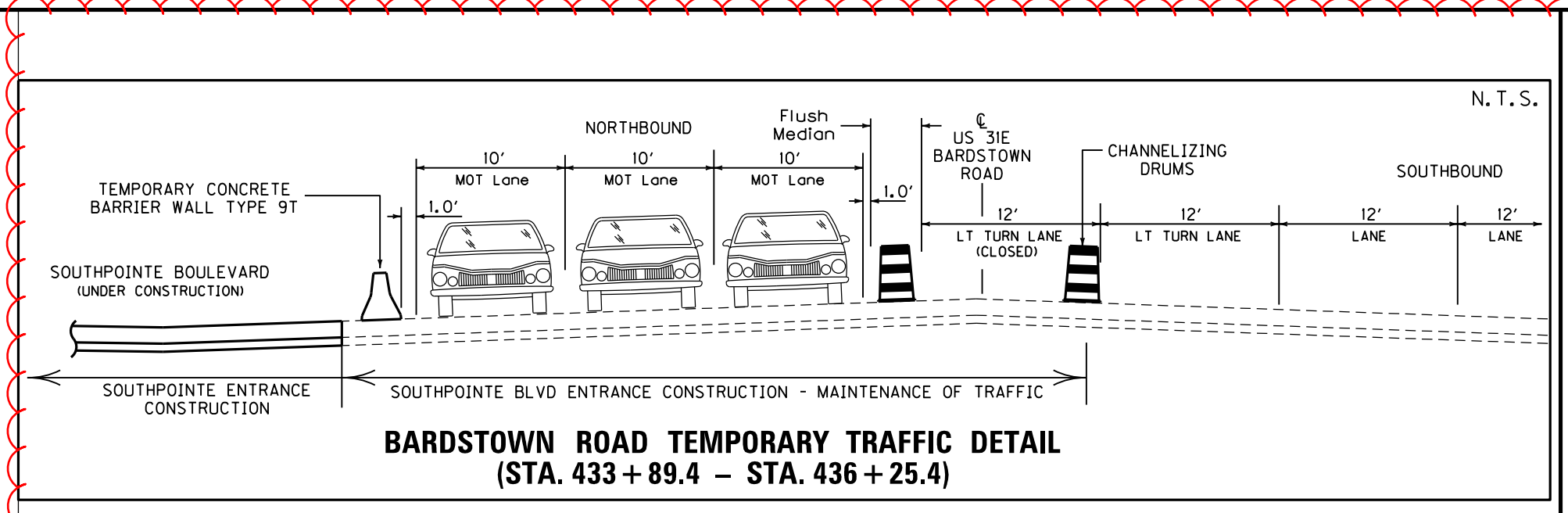
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Power InRoads v8.11.9.387

LOCATION	STATION	LIN FT
US 31E (NB)	440+00.0 to 432+39.4	2283

LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	433+89.4 to 435+69.4	220	W-TEMP (24)
US 31E (NB)	436+69.4 to 438+29.4	160	W-TEMP (24)

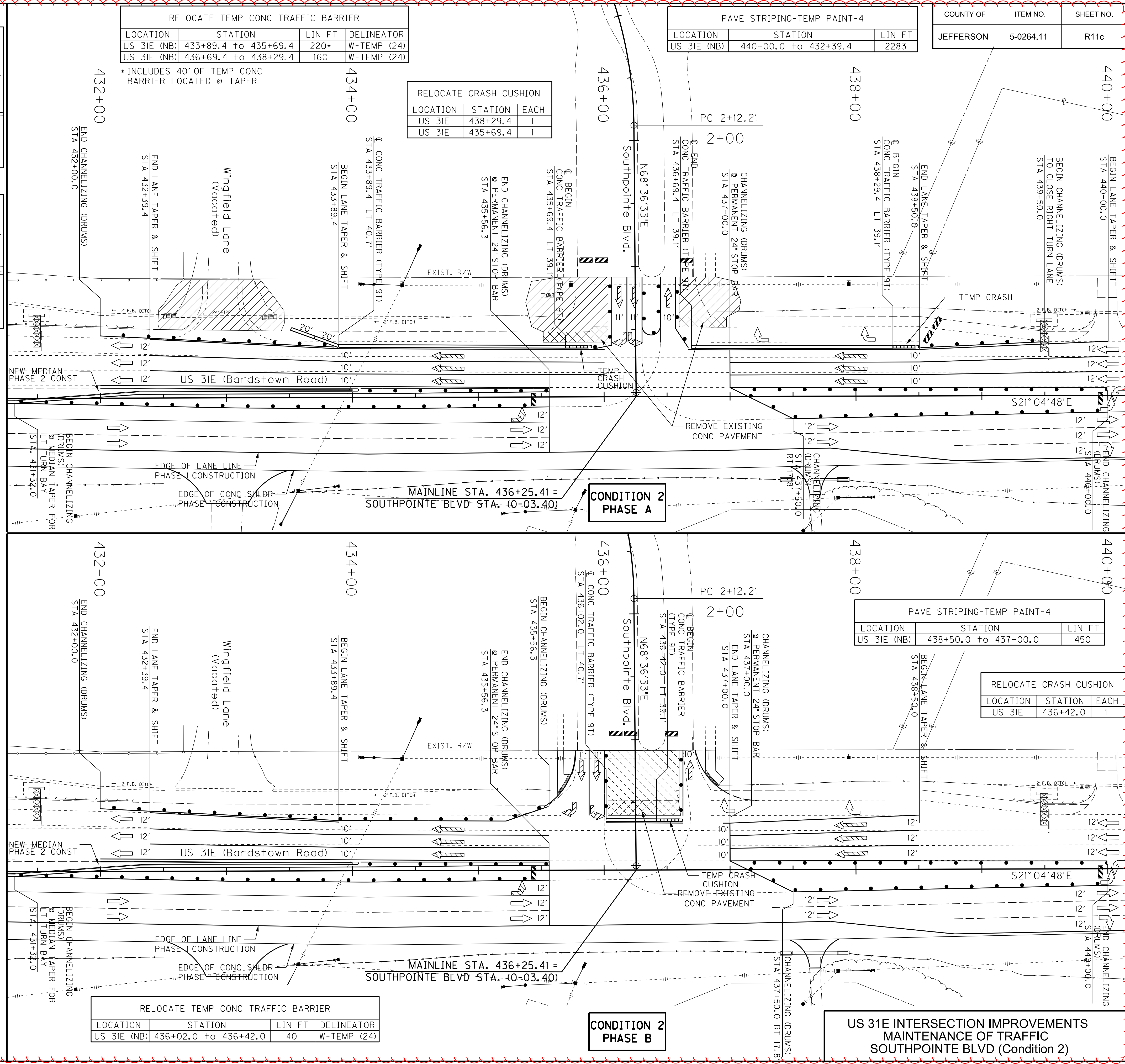
LOCATION	STATION	EACH
US 31E	438+29.4	1
US 31E	435+69.4	1



	CONSTRUCTION PHASE A
	CONSTRUCTION PHASE B
	CHANNELIZING DEVICES (DRUMS) (40' SPACING TYP)
	TEMPORARY CONCRETE BARRIER
	TYPE 3 BARRICADE
	TRAFFIC PATTERN THIS PHASE
	EXISTING TRAFFIC PATTERN

Striping & barrels along Southpointe Blvd and signal head adjustment for phasing shall be considered incidental to Maintenance of Traffic.

FOR MAINTENANCE OF TRAFFIC ONLY



LOCATION	STATION	LIN FT	DELINEATOR
US 31E (NB)	436+02.0 to 436+42.0	40	W-TEMP (24)

LOCATION	STATION	LIN FT
US 31E (NB)	438+50.0 to 437+00.0	450

LOCATION	STATION	EACH
US 31E	436+42.0	1

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