



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET

www.transportation.ky.gov/

Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

November 17, 2020

CALL NO. 100
CONTRACT ID NO. 201032
ADDENDUM # 2

Subject: PIKE COUNTY NHPP 0806 (047)
Letting November 20, 2020

- (1) Added - Special Notes - Pages 33(d) to 33(j) of 172.
- (2) Revised Sheets - R5, R5A, R11, R14, R19, R22, R23, R23A, R23B, R23C, R24, R27, S90, S115, S117, X19, X20, X21, X22, X23, X24, X25, X26, X27, X28, and X29.

Plan revisions are available for download at the Electronic Planroom at https://www.kytcplanroom.com/View/ViewJobList.aspx?group_id=public_all.

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

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

Sincerely,

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

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

RM:mw
Enclosures

SPECIAL NOTE FOR AWARD OF CONTRACT

In accordance to section 103.02 of the Standard Specifications for Road and Bridge Construction, the Department may hold and not award the contract for a period not to exceed sixty (60) calendar days from the date of letting.

SPECIAL NOTE FOR BLASTING NEAR RAILROAD

The following notes apply to blasting in the vicinity of the Railroad tracks. The following documents, Standard Criteria Use of Explosives in Excavating Operations on Company Property” will also apply. The Contractor shall adhere to all provisions contained in either.

1. **Fly Rock** - If blasting takes place above the tracks and there is potential for blasts to produce fly rock which could create a hazardous situation along the tracks. Then, the Contractor should state his plan to limit or control potential fly rock.
2. **Coordination with CSXT** - The Contractor will be required to coordinate all blasting activities located within 300 feet of the tracks with CSXT. CSXT will have a flagman present during blasting to alert of train traffic. No blasting shall occur without specific approval of the flagman. The flagman should allow proper time to inspect the tracks and determine if it is safe to pass a train at normal speed after each shot.
3. **Post Blast Inspections** - CSXT will inspect the track for deformations following each shot located within 300 feet of the tracks.
4. **Blast Monitoring** - The Contractor is required to have a plan to monitor the blast vibrations near the track with a seismograph. The seismograph readings should be recorded and reported to CSXT, or its Representative, immediately following each blast.
5. **Blast Clean-up** - The Contractor is required to have equipment available to clear fallen rock or other debris that might foul the track in case it is needed. CSXT should have equipment available to surface the track should damage be detected.
6. **PPV and Scaled Distance** - The blast plan states that peak particle velocity will not exceed 2.0 inches per second and that Scaled Distance to any structure will be 50 or greater. CSXT standard blasting specifications give a 0.5 inch per second maximum limit for PPV measured at any CSXT structure. This value is more applicable to structures such as bridges or tunnels and therefore 2.0 inches per second is okay for the tracks. However, as indicated above, the Contractor should work closely with CSX to monitor and inspect the tracks after every shot. The minimum scale distance factor of 50 is a good value for blast hole design for holes located within 300 feet of tracks.

STANDARD CRITERIA
USE OF EXPLOSIVES IN EXCAVATING OPERATIONS
ON COMPANY PROPERTY
(Last Revised 10/31/91)

A. INFORMATION REQUIRED FOR APPROVAL OF PERMITS

1. The permit applicant must furnish evidence that conventional methods of excavation cannot be used.
2. The permit applicant shall furnish complete soils information including boring logs, core samples, soil classification and rock hardness. Investigation shall extend to a minimum of five feet below the invert of the proposed excavation.
3. The permit applicant shall provide a pre-event inspection report, made by an independent firm, of Company and private structures, i.e., bridges, buildings, track, underground utilities, adjacent to the blast site.
4. The permit applicant shall submit to the Division for review the initial blast round to include drill pattern, hole size, hole depth, delays to be used, pounds of explosive per hole and cap system. This information must be accompanied by a statement of review and approval by a qualified vibration specialist of an independent firm. Acceptance of the procedure by the Company will not relieve the permittee of any liability for damages or injuries associated with his operation.

B. QUALIFICATION OF BLASTING CONTRACTOR

1. Proof of experience: Blasting contractor shall provide the particulars of a minimum of three similar jobs performed under like conditions to include the names of the contractor's employees in responsible charge of the project and letters of verification from the owner or engineer.
2. The person in responsible charge of the blasting operation must provide proof of having attended a "Blasting and Safety Seminar" offered by one of the nationally accepted explosive producers. This person must be on site during all preparation and detonation operations.
3. The blasting contractor shall have the financial capability of furnishing a performance and payment bond, whether or not such is required. Proof of such capability shall be provided by the permit applicant.
4. The blasting contractor shall furnish through the permit applicant liability insurance coverage in the amounts specified by the Company.

5. The blasting contractor shall present evidence of licensing as may be required by State and local governments.

C. SPECIAL PROVISIONS DURING BLASTING OPERATIONS

1. Blasting will not be permitted without the presence of a Company representative assigned to the project by the division, the cost for whom shall be borne by the permittee.
2. Track shall be protected by a Conditional Stop Order or such other flagging arrangements required by the Division Engineer.
3. The Company representative shall be in a position to contact the Dispatcher, Roadmaster and local section force promptly in the event of unforeseen results of the blasting. If in the opinion of the Division Engineer, Company communications are not adequate the permittee shall be required to provide commercial service or subsidize a special dispatcher line at the site.
4. Shots shall be scheduled ahead of trains by the time period specified by the Division Engineer.
5. Blasting contractor shall comply with ATF P 5400.7: Explosives-Law and Regulations governing the use and storage of explosives and shall also show compliance with individual State regulations as evidenced by a State Blaster Permit.
6. The permittee shall make provisions for maintenance of accurate blast logs of all blast events. These are to be furnished to the Company representative daily. The Company representative shall, to the extent possible, verify the accuracy of the logs.
7. The permittee shall make provisions for vibration recordings of all blast events. The recording and analysis of all seismic data shall be conducted by an independent firm and copies of the reports furnished daily to the Company representative. The maximum peak particle velocity of motion recorded shall not exceed 2.0 inches per second. If this velocity is exceeded, blasting shall cease and adjustments made to the blast procedure.
8. Vibration recording instruments shall be the type that record one direct tape of the three components of velocity (transverse, vertical and longitudinal) with the following characteristics:
 - (a) Frequency range: 1 Hz to 150 Hz.
 - (b) Provides data on complete wave form analyses for special readings, i.e., acceleration, E.R. displacement, and frequency.
 - (c) Reads in direct particle velocity.
 - (d) Velocity range of 5.0 inches per second.
 - (e) Internal calibration to certify equipment accuracy.
 - (f) Peak reading meters for immediate vibration results.
 - (g) Conform to design criteria for portable seismographs as detailed in U.S. Bureau of Mines Publication RI 5708.

D. REVIEW AND APPROVAL

1. If after review by the Office of the division engineer, the use of explosives and the propose methods and procedures for excavation are determined to be acceptable to Division, the application and supporting documents shall be forwarded, with recommendations, to the Chief Engineer Design and Construction for review and approval.
2. After approval all documents shall be returned to the Division Engineer for any handling with the applicant for a covering agreement.
3. Changes to the methods and procedures during progress of project shall be reviewed by the Division Engineer and then forwarded to the Chief Engineer for review and approval.

SPECIAL NOTE FOR RAILROAD FLAGGING

Unless otherwise noted, Section references herein are to the Department's Standard Specifications for Road and Bridge Construction. All applicable portions of the Department's Standard Specifications apply unless specifically modified herein.

- 1. DESCRIPTION.** It is estimated this project will require 750 days of railroad flagging. Guidelines for determining when flagging protection will be needed are included in the Special Provisions for Protection of Railroad Interest. The Daily Rate for this project will be \$1,400.00
- 2. DEFINITION OF FLAGGING.** The particular Railroad(s) involved in this project will define when flagging is required (see Summary for KYTC Projects That Involve a Railroad and Special Provisions for Protection of Railroad Interest) and the number of flaggers needed. At least 2 weeks notice is required before flagging will be provided, but it could take up to 30 days. It will remain the Contractor's responsibility to schedule work including any down time (such as winter) so as to minimize the use of flagging services. The Department retains no responsibility for coordinating flagging services between the Railroad and the Contractor.
- 3. REDUCTION AND EXTENSION OF RAILROAD FLAGGING TIME.** Based upon the Kentucky Standard Specifications, any changes in contract time for this project will be by change order. If the nature of the work in the change order necessitates additional use of railroad flagging services, then that shall be identified in that change order and the number of calendar days for railroad flagging services shall be increased. By signing the change order, the contractor waives all rights to any future request to change the number of days of railroad flagging associated with the work in that change order. Since the number of days involves the cost to the Department and not the Contractor, the number of days of railroad flagging shall not be reduced.
- 4. MEASUREMENT.** The Department will keep track of calendar days that railroad flagging is performed. This will include any day that any railroad flagger charges a minimum of 5 hours of onsite flagging. Except that from April 1st thru November 30th this will not include days where the Contractor cannot perform at least 5 hours of the work that necessitates railroad flagging due to weather, seasonal, or temperature limitations of the Specifications, or other conditions beyond the control of the Contractor as judged by the Engineer. From Dec 1st thru March 30th any day that any railroad flagger charges a minimum of 5 hours of onsite flagging then a calendar day of railroad flagging will be counted; without regard to weather, seasonal or temperature limitations of the Specifications. The Engineer will furnish the Contractor bi-weekly statements showing the number of railroad flagging days charged for the period. The Contractor acknowledges acceptance of, and agreement with, all bi-weekly statements unless the Contractor submits a written protest containing supporting evidence for a change within 14 calendar days of receiving the bi-weekly statement.

If the number of calendar days of railroad flagging has exceeded 750 days, then the Contractor will be charged for each day that additional flagging is needed multiplied by the Daily Rate. This will be in addition to any liquidated damages or other reimbursements that the contract or the Kentucky Standard Specifications may require. This charge will continue, based upon actual flagging use, until Formal Acceptance.

If upon Formal Acceptance the total number of calendar days that railroad flagging is performed is less than 750 days no additional monies will be given to the Contractor.