



**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**  
Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Matthew G. Bevin**  
Governor

**Greg Thomas**  
Secretary

October 24, 2017

CALL NO. 101  
CONTRACT ID NO. 171244  
ADDENDUM # 2

Subject: Nelson County, STP 1501 (116)  
Letting October 27, 2017

- (1) Revised - Plan Sheet - R23
- (2) Added - Special Note - Pages 1-4 of 4
- (3) Added - Note - Pages 1-2 of 2

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

Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

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

Sincerely,

A handwritten signature in cursive script that reads "Rachel Mills".

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

RM:ks  
Enclosures



An Equal Opportunity Employer M/F/D

COUNTY OF	ITEM NO.	SHEET NO.
NELSON	4-8309.11	R23

GENERAL NOTES

- TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE STANDARD DRAWINGS, CURRENT EDITIONS.
- EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC" AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE NOTES. THE LUMP SUM BID TO "MAINTAIN AND CONTROL TRAFFIC" SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS AND OPERATIONS:
  - ALL GRADING AND NECESSARY DRAINAGE (UNLESS A BID ITEM FOR DETOUR CONSTRUCTION IS INCLUDED) FOR THE TEMPORARY ROADWAY AND REMOVAL THEREOF, WHEN IT IS NO LONGER NEEDED. IF A BID ITEM FOR DETOUR CONSTRUCTION IS INCLUDED, GRADING AND DRAINAGE WILL BE PAID FOR IN THE BID ITEM "DETOUR CONSTRUCTION".
  - ALL LABOR AND MATERIALS NECESSARY FOR CONSTRUCTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES AND MARKINGS.
  - ALL FLAG PERSONS AND TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO, FLASHERS, SIGNS, BARRICADES AND VERTICAL PANELS, PLASTIC DRUMS (STEEL DRUMS WILL NOT BE PERMITTED) AND CONES NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR AND PEDESTRIAN TRAFFIC AS SPECIFIED IN THESE NOTES, THE PLANS, THE MUTCD OR THE ENGINEER.
- ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.
- THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS AT ALL TIMES.
- THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED. ALL TEMPORARY SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION.
- IN GENERAL, ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED STARTING AND PROCEEDING IN THE DIRECTION OF THE FLOW OF TRAFFIC AND REMOVED STARTING AND PROCEEDING IN THE DIRECTION OPPOSITE THE FLOW OF TRAFFIC.
- THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING BEFORE TRAFFIC IS ALLOWED TO USE ANY LANE CLOSURES, CROSSOVERS OR DETOURS. ALL SIGNING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.
- IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION SCHEDULE OUTLINED IN THESE PLANS AND THIS PROPOSAL, HE SHALL PREPARE AN ALTERNATE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATE PLAN CAN BE USED ONLY AFTER REVIEW AND APPROVAL OF THE DIVISIONS OF TRAFFIC, DESIGN AND CONSTRUCTION, AND THE FEDERAL HIGHWAY ADMINISTRATION, WHERE APPLICABLE.
- IF TRAFFIC SHOULD BE STOPPED DUE TO CONSTRUCTION OPERATIONS AND AN EMERGENCY VEHICLE ON AN OFFICIAL EMERGENCY RUN ARRIVES AT THE SCENE, THE CONTRACTOR SHALL MAKE THE PROVISIONS NECESSARY FOR THE SAFE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.
- ALL SIGNS NECESSARY FOR A MARKED DETOUR WILL BE PROVIDED BY THE CONTRACTOR AS REQUIRED BY THE STANDARD DRAWINGS AND THE MUTCD. SIGNS OUTSIDE THE PROJECT LIMITS SHALL BE PAID FOR BY THE SQUARE FOOT. THIS QUANTITY SHALL INCLUDE SIGN MOUNTING HARDWARE AND POSTS.
- THE RELOCATION OF SIGNS FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION, INCLUDING MOUNTING HARDWARE AND POSTS, SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK. CHANGES IN THE TRAFFIC CONTROL PLAN WILL REQUIRE APPROVAL OF THE ENGINEER.
- ALL BARRELS/DRUMS ARE TO BE SPACED NO MORE THAN 50 FEET APART DURING ALL PHASES OF CONSTRUCTION AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- WORK WILL BE PERMITTED EACH DAY DURING THE WEEK.
- THE POSTED SPEED LIMIT ON US 150 DURING CONSTRUCTION WILL BE 35 MPH AND THE POSTED SPEED LIMIT ON THE BLUEGRASS PARKWAY WILL BE 55 MPH.

SPECIAL NOTES

LANE CLOSURE

NO DIRECT PAYMENT WILL BE MADE FOR ANY LANE CLOSURE IN PLACE FOR GREATER THAN THREE (3) CONSECUTIVE DAYS. THIS ITEM IS INCIDENTAL TO MAINTAIN & CONTROL TRAFFIC AND NO DIRECT PAYMENT WILL BE MADE FOR ANY LANE CLOSURE. TEMPORARY LANE CLOSURES WILL NOT BE PERMITTED DURING PEAK TRAFFIC HOURS BETWEEN THE HOURS OF 7:00 A.M. AND 9:00 A.M. AND 4:00 P.M. AND 6:00 P.M. EACH DAY WHERE FLAGGERS MAY BE REQUIRED. PRIOR TO INSTALLING ANY TEMPORARY LANE CLOSURE, THE CONTRACTOR SHALL GIVE A MINIMUM OF TWO (2) DAYS NOTICE IN WRITING AND APPROVAL MUST BE OBTAINED FROM THE ENGINEER.

LOCAL ACCESS AND TEMPORARY ENTRANCES

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE REASONABLE ACCESS, IN THE OPINION OF THE ENGINEER, TO ALL APPROACHES AND ENTRANCES WITHIN THE PROJECT LIMITS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE CONTINUOUS ACCESS TO ALL ENTRANCES.

PAVEMENT DROP-OFFS

A MINIMUM WIDTH OF 10 FEET WITH A MINIMUM WEDGE OF 3:1 WILL BE MAINTAINED TO ANY EXCAVATED DROP OFF AREA AT THE END OF ANY WORK PERIOD WHILE LEAVING BARRELS IN PLACE IN THE RESPECTIVE AREA. ANY OTHER PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:

- LESS THAN TWO INCHES - NO PROTECTION REQUIRED, WARNING SIGNS SHOULD BE PLACED IN ADVANCE AND THROUGHOUT THE DROP- OFF AREA.
- TWO TO FOUR INCHES - PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, PANELS AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEED LESS THAN 50 MPH AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING OF DEVICES ON TAPERED SECTIONS SHOULD BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION.
- GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT FEET OR MORE DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND DROP-OFFS THEN DRUMS, PANEL, OR BARRICADES MAY BE USED. IF THE DROP-OFF IS GREATER THAN 12 INCHES, POSITIVE SEPARATION IS STRONGLY ENCOURAGED. IF CONCRETE BARRIERS ARE USED SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP- OFF AREA. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW -VOLUME LOCAL STREETS. PAYMENT FOR TEMPORARY WEDGING (IF NECESSARY) IS INCLUDED IN CRUSHED STONE BASE-SEE PAVEMENT SUMMARY SHEET.

KYTC WILL ALLOW THE CONTRACTOR TO ACCESS MATERIAL FROM THE GORE AREAS BETWEEN RAMPS C AND D AND THE EASTBOUND LANES OF THE BLUEGRASS PARKWAY. CONTRACTOR SHALL NOT DISTURB EXISTING GROUND AROUND HIGH MAST POLE IN THE GORE OF RAMP C. HAULING GORE AREA MATERIAL ACROSS EXISTING BRIDGE BY OFF ROAD EQUIPMENT WILL NOT BE ALLOWED.

DURING BLASTING OPERATIONS, TRAFFIC IN BOTH DIRECTIONS MAY BE HALTED A MAXIMUM OF 15 MINUTES PER HOUR TO ALLOW THE EXECUTION OF THE "SHOT" AND TO ALLOW FOR REMOVAL OF ROCK FRAGMENTS AND DEBRIS. WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, THE CONTRACTOR SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE IMPENDING EXPLOSION. THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENTS FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION. WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME AS POSSIBLE.

LISTED BELOW ARE THE PERIODS OF TIME FOR EACH DAY OF THE WEEK TRAFFIC HALTS FOR BLASTING WILL BE ALLOWED:

MONDAY	9:00 AM TO 3:00 PM
TUESDAY	9:00 AM TO 3:00 PM
WEDNESDAY	9:00 AM TO 3:00 PM
THURSDAY	9:00 AM TO 3:00 PM
FRIDAY	9:00 AM TO 3:00 PM

THE CONTRACTOR SHALL INSPECT SINKHOLES SHOWN ON THE PLANS OR DISCOVERED DURING CONSTRUCTION AFTER EACH BLAST TO ENSURE STABILITY OF THE ROADWAY HAS NOT BEEN COMPROMISED.

FAILURE TO OPEN THE BLUEGRASS PARKWAY TO ONE LANE AFTER ALLOWED 15 MINUTE CLOSURE TIME WILL RESULT IN A PENALTY OF \$1,500 FOR THE FIRST 15 MINUTE INCREMENT EXCEEDING THE ALLOTTED TIME AND \$5,000 FOR EVERY 15 MINUTE INCREMENT AFTER THAT.

FAILURE TO COMPLETE WORK ON TIME

FOR EACH CALENDAR DAY BEYOND THE FIXED COMPLETION DATE OF 10-15-18, THE DEPARTMENT WILL ASSESS LIQUIDATED DAMAGES PER THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXISTING BRIDGE DEMOLITION/BEAM SETTING

LANE CLOSURES WILL BE PERMITTED ON THE BLUEGRASS PARKWAY AT ANY TIME WHERE ONE LANE WILL BE MAINTAINED IN EACH DIRECTION. WHEN THE EXISTING BRIDGE IS BEING REMOVED AND NEW BEAMS ARE BEING SET BLUEGRASS PARKWAY TRAFFIC (FULL CLOSURE IN CONSTRUCTION AREA ONLY) WILL BE MAINTAINED ON THE EXISTING RAMPS BY UTILIZING FLAGGERS BETWEEN 10 PM TO 5 AM EACH DAY. FAILURE TO REOPEN THE BLUEGRASS PARKWAY TO ONE LANE IN EACH DIRECTION AFTER THAT TIME PERIOD WILL RESULT IN A PENALTY OF \$1,500 FOR THE FIRST 15 MINUTE INCREMENT EXCEEDING THE ALLOTTED TIME AND \$5,000 FOR EVERY 15 MINUTE INCREMENT AFTER THAT

BLUEGRASS PARKWAY SHOULDERS

SHOULDER CLOSURES WILL BE PERMITTED DURING THE DURATION OF CONSTRUCTION OVER THE LIMITS DEPICTED ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

TEMPORARY LIGHTING

ANY TEMPORARY LIGHTING WILL CONFORM TO THE CURRENT EDITION FOR ROADWAY AND BRIDGE CONSTRUCTION AS WELL AS THE MUTCD. PAYMENT FOR THIS ITEM IS INCLUDED WITH THE LUMP SUM ITEM TO "MAINTAIN AND CONTROL TRAFFIC".

PUBLIC INFORMATION PLAN (PIP)

KYTC DISTRICT 4 PUBLIC INFORMATION OFFICER (PIO) WILL INFORM THE MOTORING PUBLIC AND AREA STAKEHOLDERS OF PROJECT INFORMATION INCLUDING MAINTENANCE OF TRAFFIC. THE DISTRICT PUBLIC INFORMATION OFFICER WILL COORDINATE AND DISSEMINATE TO STAKEHOLDERS AND THE MEDIA APPROPRIATE INFORMATION REGARDING THE CONSTRUCTION PLANS. PRIOR TO CONSTRUCTION, SIGNS SHALL BE IN PLACE PER APPLICABLE STANDARD DRAWING(S) AND/OR AS DIRECTED BY THE ENGINEER.

PROJECT PHASING & CONSTRUCTION PROCEDURES US 150

TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE PLANS, THESE NOTES, AND THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION. THE CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF ELEVEN (11) FEET UNLESS OTHERWISE NOTED.

PRIOR TO ANY CLEARING, GRUBBING AND EXCAVATION, CONSTRUCT PERIMETER CONTROLS SUCH AS BUT NOT LIMITED TO TEMPORARY SILT FENCE TO ENSURE THAT DISTURBED SEDIMENT DOES NOT LEAVE THE PROJECT SITE.

INSTALL CONSTRUCTION SIGNS THROUGHOUT THE ENTIRE CONSTRUCTION AREA PER APPLICABLE STANDARD DRAWING(S) AND/OR AS DIRECTED BY THE ENGINEER.

NOTE-ONCE EXCAVATION/TRENCHING HAS BEEN COMPLETED ADJACENT TO THE EXISTING ROAD, THE ROCK ROADBED WILL BE PLACED PRIOR TO THE END OF EACH WORK DAY/SHIFT. COORDINATE REMOVAL OF THE EXISTING GUARDRAIL WITH THE ENGINEER PRIOR TO REMOVING DURING EACH PHASE.

PHASE I:

STEP 1:  
TRAFFIC WILL BE MAINTAINED ON EXISTING US 150 DURING PHASE I. PLEASE NOTE THAT ALL RAMPS/APPROACHES ARE TO REMAIN OPEN AT ALL TIMES TO TRAFFIC. CONSTRUCT LEFT SIDE OF 50'-6" x 60'-0" x 60'-0" x 56'-0" PPC BOX BEAM, SB27 SIMPLE SPAN BRIDGE AS SHOWN ON THE PLANS.

STEP 2:  
CONSTRUCT DIVERSION AND WIDENING ON THE LEFT (NORTH) SIDE OF US 150 THROUGHOUT THE PROJECT LIMITS. CONSTRUCT DRAINAGE DEVICES AND CONSTRUCT THE NORTH SIDE OF BLUEGRASS PARKWAY AS SHOWN ON THE PLANS.

STEP 3:  
PERFORM ASPHALT PAVEMENT MILLING & TEXTURING ON THE EXISTING PAVEMENT FROM STATION 223+80 TO 226+75 AND FROM STATION 238+75 TO 242+05. CONSTRUCT OLD FILIATREAU ROAD, RAMP B, AND RAMP D-1 AND CONSTRUCT ASPHALT STRUCTURAL OVERLAY FROM STATION 223+80 TO 226+75 AND FROM STATION 238+75 TO 242+05 PER THE PLANS.

PHASE II:

STEP 1:  
SWITCH TRAFFIC TO DIVERSION AND CONSTRUCT RIGHT (SOUTH) SIDE ON US 150 THROUGHOUT THE PROJECT LIMITS INCLUDING RAMPS A, A-1 AND RAMP C. PLEASE NOTE THAT ALL RAMPS ARE TO REMAIN OPEN AT ALL TIMES TO TRAFFIC. REMOVE THE EXISTING STRUCTURE THEN CONSTRUCT THE RIGHT SIDE OF 50'-6" x 60'-0" x 60'-0" x 56'-0" PPC BOX BEAM-SB27 SIMPLE SPAN BRIDGE, AND ALL DRAINAGE DEVICES PER THE PLANS.

STEP 2:  
PERFORM ASPHALT PAVEMENT MILLING & TEXTURING ON THE EXISTING PAVEMENT FROM STATION 226+75 TO 238+75 (EXCLUDING THE BRIDGE) AND CONSTRUCT ASPHALT STRUCTURAL OVERLAY FROM STATION 226+75 TO 238+75 (EXCLUDING THE BRIDGE) THEN CONSTRUCT THE SOUTH SIDE OF BLUEGRASS PARKWAY PER THE PLANS.

PHASE III:

PERFORM FINAL ASPHALT SURFACING, STRIPING, SIGNING, PAVEMENT MARKERS, ETC. AND OPEN ALL LANES TO TRAFFIC.

TMP  
GENERAL NOTES

FILE NAME: 0:\PROJECT\KX\KYTC\15009010 NELSON US 150\PHASE II FINAL DESIGN\CADD\NEW CONSTRUCTION SEGMENT\PLANS\FINAL PLANS SUBMITTAL\PLAN SHEET 20, 2017  
 USER: mhcn, thomas  
 DATE PLOTTED: October, 20, 2017  
 E-SHEET NAME: R023001MP  
 MicroStation v8.11.7.443



COUNTY OF	ITEM NO.	SHEET NO.
NELSON	4-8309.11	R23

GENERAL NOTES

- TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE STANDARD DRAWINGS, CURRENT EDITIONS.
- EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC" AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE NOTES. THE LUMP SUM BID TO "MAINTAIN AND CONTROL TRAFFIC" SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS AND OPERATIONS:
  - ALL GRADING AND NECESSARY DRAINAGE (UNLESS A BID ITEM FOR DETOUR CONSTRUCTION IS INCLUDED) FOR THE TEMPORARY ROADWAY AND REMOVAL THEREOF, WHEN IT IS NO LONGER NEEDED. IF A BID ITEM FOR DETOUR CONSTRUCTION IS INCLUDED, GRADING AND DRAINAGE WILL BE PAID FOR IN THE BID ITEM "DETOUR CONSTRUCTION".
  - ALL LABOR AND MATERIALS NECESSARY FOR CONSTRUCTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES AND MARKINGS.
  - ALL FLAG PERSONS AND TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO, FLASHERS, SIGNS, BARRICADES AND VERTICAL PANELS, PLASTIC DRUMS (STEEL DRUMS WILL NOT BE PERMITTED) AND CONES NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR AND PEDESTRIAN TRAFFIC AS SPECIFIED IN THESE NOTES, THE PLANS, THE MUTCD OR THE ENGINEER.
- ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.
- THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS AT ALL TIMES.
- THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED. ALL TEMPORARY SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION.
- IN GENERAL, ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED STARTING AND PROCEEDING IN THE DIRECTION OF THE FLOW OF TRAFFIC AND REMOVED STARTING AND PROCEEDING IN THE DIRECTION OPPOSITE THE FLOW OF TRAFFIC.
- THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING BEFORE TRAFFIC IS ALLOWED TO USE ANY LANE CLOSURES, CROSSOVERS OR DETOURS. ALL SIGNING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.
- IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION SCHEDULE OUTLINED IN THESE PLANS AND THIS PROPOSAL, HE SHALL PREPARE AN ALTERNATE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATE PLAN CAN BE USED ONLY AFTER REVIEW AND APPROVAL OF THE DIVISIONS OF TRAFFIC, DESIGN AND CONSTRUCTION, AND THE FEDERAL HIGHWAY ADMINISTRATION, WHERE APPLICABLE.
- IF TRAFFIC SHOULD BE STOPPED DUE TO CONSTRUCTION OPERATIONS AND AN EMERGENCY VEHICLE ON AN OFFICIAL EMERGENCY RUN ARRIVES AT THE SCENE, THE CONTRACTOR SHALL MAKE THE PROVISIONS NECESSARY FOR THE SAFE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.
- ALL SIGNS NECESSARY FOR A MARKED DETOUR WILL BE PROVIDED BY THE CONTRACTOR AS REQUIRED BY THE STANDARD DRAWINGS AND THE MUTCD. SIGNS OUTSIDE THE PROJECT LIMITS SHALL BE PAID FOR BY THE SQUARE FOOT. THIS QUANTITY SHALL INCLUDE SIGN MOUNTING HARDWARE AND POSTS.
- THE RELOCATION OF SIGNS FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION, INCLUDING MOUNTING HARDWARE AND POSTS, SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK. CHANGES IN THE TRAFFIC CONTROL PLAN WILL REQUIRE APPROVAL OF THE ENGINEER.
- ALL BARRELS/DRUMS ARE TO BE SPACED NO MORE THAN 50 FEET APART DURING ALL PHASES OF CONSTRUCTION AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- WORK WILL BE PERMITTED EACH DAY DURING THE WEEK.
- THE POSTED SPEED LIMIT ON US 150 DURING CONSTRUCTION WILL BE 35 MPH AND THE POSTED SPEED LIMIT ON THE BLUEGRASS PARKWAY WILL BE 55 MPH.

SPECIAL NOTES

LANE CLOSURE

NO DIRECT PAYMENT WILL BE MADE FOR ANY LANE CLOSURE IN PLACE FOR GREATER THAN THREE (3) CONSECUTIVE DAYS. THIS ITEM IS INCIDENTAL TO MAINTAIN & CONTROL TRAFFIC AND NO DIRECT PAYMENT WILL BE MADE FOR ANY LANE CLOSURE. TEMPORARY LANE CLOSURES WILL NOT BE PERMITTED DURING PEAK TRAFFIC HOURS BETWEEN THE HOURS OF 7:00 A.M. AND 9:00 A.M. AND 4:00 P.M. AND 6:00 P.M. EACH DAY WHERE FLAGGERS MAY BE REQUIRED. PRIOR TO INSTALLING ANY TEMPORARY LANE CLOSURE, THE CONTRACTOR SHALL GIVE A MINIMUM OF TWO (2) DAYS NOTICE IN WRITING AND APPROVAL MUST BE OBTAINED FROM THE ENGINEER.

LOCAL ACCESS AND TEMPORARY ENTRANCES

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE REASONABLE ACCESS, IN THE OPINION OF THE ENGINEER, TO ALL APPROACHES AND ENTRANCES WITHIN THE PROJECT LIMITS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE CONTINUOUS ACCESS TO ALL ENTRANCES.

PAVEMENT DROP-OFFS

A MINIMUM WIDTH OF 10 FEET WITH A MINIMUM WEDGE OF 3:1 WILL BE MAINTAINED TO ANY EXCAVATED DROP OFF AREA AT THE END OF ANY WORK PERIOD WHILE LEAVING BARRELS IN PLACE IN THE RESPECTIVE AREA. ANY OTHER PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:

- LESS THAN TWO INCHES - NO PROTECTION REQUIRED, WARNING SIGNS SHOULD BE PLACED IN ADVANCE AND THROUGHOUT THE DROP- OFF AREA.
- TWO TO FOUR INCHES - PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, PANELS AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEED LESS THAN 50 MPH AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING OF DEVICES ON TAPERED SECTIONS SHOULD BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION.
- GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT FEET OR MORE DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND DROP-OFFS THEN DRUMS, PANEL, OR BARRICADES MAY BE USED. IF THE DROP-OFF IS GREATER THAN 12 INCHES, POSITIVE SEPARATION IS STRONGLY ENCOURAGED. IF CONCRETE BARRIERS ARE USED SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP- OFF AREA. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW -VOLUME LOCAL STREETS. PAYMENT FOR TEMPORARY WEDGING (IF NECESSARY) IS INCLUDED IN CRUSHED STONE BASE-SEE PAVEMENT SUMMARY SHEET.

~~BLASTING~~

~~BLASTING WILL NOT BE PERMITTED ON THIS PROJECT~~

KYTC WILL ALLOW THE CONTRACTOR TO ACCESS MATERIAL FROM THE GORE AREAS BETWEEN RAMPS C AND D AND THE EASTBOUND LANES OF THE BLUEGRASS PARKWAY. CONTRACTOR SHALL NOT DISTURB EXISTING GROUND AROUND HIGH MAST POLE IN THE GORE OF RAMP C. HAULING GORE AREA MATERIAL ACROSS EXISTING BRIDGE BY OFF ROAD EQUIPMENT WILL NOT BE ALLOWED.

DURING BLASTING OPERATIONS, TRAFFIC IN BOTH DIRECTIONS MAY BE HALTED A MAXIMUM OF 15 MINUTES PER HOUR TO ALLOW THE EXECUTION OF THE "SHOT" AND TO ALLOW FOR REMOVAL OF ROCK FRAGMENTS AND DEBRIS. WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, THE CONTRACTOR SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE IMPENDING EXPLOSION. THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENTS FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION. WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME AS POSSIBLE.

LISTED BELOW ARE THE PERIODS OF TIME FOR EACH DAY OF THE WEEK TRAFFIC HALTS FOR BLASTING WILL BE ALLOWED:

MONDAY	9:00 AM TO 3:00 PM
TUESDAY	9:00 AM TO 3:00 PM
WEDNESDAY	9:00 AM TO 3:00 PM
THURSDAY	9:00 AM TO 3:00 PM
FRIDAY	9:00 AM TO 3:00 PM

THE CONTRACTOR SHALL INSPECT SINKHOLES SHOWN ON THE PLANS OR DISCOVERED DURING CONSTRUCTION AFTER EACH BLAST TO ENSURE STABILITY OF THE ROADWAY HAS NOT BEEN COMPROMISED.

FAILURE TO OPEN THE BLUEGRASS PARKWAY TO ONE LANE AFTER ALLOWED 15 MINUTE CLOSURE TIME WILL RESULT IN A PENALTY OF \$1,500 FOR THE FIRST 15 MINUTE INCREMENT EXCEEDING THE ALLOTTED TIME AND \$5,000 FOR EVERY 15 MINUTE INCREMENT AFTER THAT.

FAILURE TO COMPLETE WORK ON TIME

FOR EACH CALENDAR DAY BEYOND THE FIXED COMPLETION DATE OF 10-15-18, THE DEPARTMENT WILL ASSESS LIQUIDATED DAMAGES PER THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXISTING BRIDGE DEMOLITION/BEAM SETTING

LANE CLOSURES WILL BE PERMITTED ON THE BLUEGRASS PARKWAY AT ANY TIME WHERE ONE LANE WILL BE MAINTAINED IN EACH DIRECTION. WHEN THE EXISTING BRIDGE IS BEING REMOVED AND NEW BEAMS ARE BEING SET BLUEGRASS PARKWAY TRAFFIC (FULL CLOSURE IN CONSTRUCTION AREA ONLY) WILL BE MAINTAINED ON THE EXISTING RAMPS BY UTILIZING FLAGGERS BETWEEN 10 PM TO 5 AM EACH DAY. FAILURE TO REOPEN THE BLUEGRASS PARKWAY TO ONE LANE IN EACH DIRECTION AFTER THAT TIME PERIOD WILL RESULT IN A PENALTY OF \$1,500 FOR THE FIRST 15 MINUTE INCREMENT EXCEEDING THE ALLOTTED TIME AND \$5,000 FOR EVERY 15 MINUTE INCREMENT AFTER THAT

BLUEGRASS PARKWAY SHOULDERS

SHOULDER CLOSURES WILL BE PERMITTED DURING THE DURATION OF CONSTRUCTION OVER THE LIMITS DEPICTED ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

TEMPORARY LIGHTING

ANY TEMPORARY LIGHTING WILL CONFORM TO THE CURRENT EDITION FOR ROADWAY AND BRIDGE CONSTRUCTION AS WELL AS THE MUTCD. PAYMENT FOR THIS ITEM IS INCLUDED WITH THE LUMP SUM ITEM TO "MAINTAIN AND CONTROL TRAFFIC".

PUBLIC INFORMATION PLAN (PIP)

KYTC DISTRICT 4 PUBLIC INFORMATION OFFICER (PIO) WILL INFORM THE MOTORING PUBLIC AND AREA STAKEHOLDERS OF PROJECT INFORMATION INCLUDING MAINTENANCE OF TRAFFIC. THE DISTRICT PUBLIC INFORMATION OFFICER WILL COORDINATE AND DISSEMINATE TO STAKEHOLDERS AND THE MEDIA APPROPRIATE INFORMATION REGARDING THE CONSTRUCTION PLANS. PRIOR TO CONSTRUCTION, SIGNS SHALL BE IN PLACE PER APPLICABLE STANDARD DRAWING(S) AND/OR AS DIRECTED BY THE ENGINEER.

PROJECT PHASING & CONSTRUCTION PROCEDURES US 150

TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE PLANS, THESE NOTES, AND THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION. THE CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF ELEVEN (11) FEET UNLESS OTHERWISE NOTED.

PRIOR TO ANY CLEARING, GRUBBING AND EXCAVATION, CONSTRUCT PERIMETER CONTROLS SUCH AS BUT NOT LIMITED TO TEMPORARY SILT FENCE TO ENSURE THAT DISTURBED SEDIMENT DOES NOT LEAVE THE PROJECT SITE.

INSTALL CONSTRUCTION SIGNS THROUGHOUT THE ENTIRE CONSTRUCTION AREA PER APPLICABLE STANDARD DRAWING(S) AND/OR AS DIRECTED BY THE ENGINEER.

NOTE-ONCE EXCAVATION/TRENCHING HAS BEEN COMPLETED ADJACENT TO THE EXISTING ROAD, THE ROCK ROADBED WILL BE PLACED PRIOR TO THE END OF EACH WORK DAY/SHIFT. COORDINATE REMOVAL OF THE EXISTING GUARDRAIL WITH THE ENGINEER PRIOR TO REMOVING DURING EACH PHASE.

PHASE I:

STEP 1:  
TRAFFIC WILL BE MAINTAINED ON EXISTING US 150 DURING PHASE I. PLEASE NOTE THAT ALL RAMPS/APPROACHES ARE TO REMAIN OPEN AT ALL TIMES TO TRAFFIC. CONSTRUCT LEFT SIDE OF 50'-6" x 60'-0" x 60'-0" x 56'-0" PPC BOX BEAM, SB27 SIMPLE SPAN BRIDGE AS SHOWN ON THE PLANS.

STEP 2:  
CONSTRUCT DIVERSION AND WIDENING ON THE LEFT (NORTH) SIDE OF US 150 THROUGHOUT THE PROJECT LIMITS. CONSTRUCT DRAINAGE DEVICES AND CONSTRUCT THE NORTH SIDE OF BLUEGRASS PARKWAY AS SHOWN ON THE PLANS.

STEP 3:  
PERFORM ASPHALT PAVEMENT MILLING & TEXTURING ON THE EXISTING PAVEMENT FROM STATION 223+80 TO 226+75 AND FROM STATION 238+75 TO 242+05. CONSTRUCT OLD FILIATREAU ROAD, RAMP B, AND RAMP D-1 AND CONSTRUCT ASPHALT STRUCTURAL OVERLAY FROM STATION 223+80 TO 226+75 AND FROM STATION 238+75 TO 242+05 PER THE PLANS.

PHASE II:

STEP 1:  
SWITCH TRAFFIC TO DIVERSION AND CONSTRUCT RIGHT (SOUTH) SIDE ON US 150 THROUGHOUT THE PROJECT LIMITS INCLUDING RAMPS A, A-1 AND RAMP C. PLEASE NOTE THAT ALL RAMPS ARE TO REMAIN OPEN AT ALL TIMES TO TRAFFIC. REMOVE THE EXISTING STRUCTURE THEN CONSTRUCT THE RIGHT SIDE OF 50'-6" x 60'-0" x 60'-0" x 56'-0" PPC BOX BEAM-SB27 SIMPLE SPAN BRIDGE, AND ALL DRAINAGE DEVICES PER THE PLANS.

STEP 2:  
PERFORM ASPHALT PAVEMENT MILLING & TEXTURING ON THE EXISTING PAVEMENT FROM STATION 226+75 TO 238+75 (EXCLUDING THE BRIDGE) AND CONSTRUCT ASPHALT STRUCTURAL OVERLAY FROM STATION 226+75 TO 238+75 (EXCLUDING THE BRIDGE) THEN CONSTRUCT THE SOUTH SIDE OF BLUEGRASS PARKWAY PER THE PLANS.

PHASE III:

PERFORM FINAL ASPHALT SURFACING, STRIPING, SIGNING, PAVEMENT MARKERS, ETC. AND OPEN ALL LANES TO TRAFFIC.

TMP  
GENERAL NOTES

FILE NAME: 0:\PROJECT\KX\KYTC\15009010 NELSON US 150\PHASE II FINAL DESIGN\CADD\NEW CONSTRUCTION SEGMENT\PLANS\FINAL PLANS SUBMITTAL\PLAN SHEET 20\_2017  
 USER: mh1ch.thomas  
 DATE PLOTTED: October 20, 2017  
 E-SHEET NAME: R023001MP  
 MicroStation v8.11.7.443

## SPECIAL NOTE FOR ROCK BLASTING

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

**1.0 DESCRIPTION.** This work consists of fracturing rock and constructing stable final rock cut faces using presplit blasting and production blasting techniques.

**2.0 MATERIALS.** Deliver, store, and use explosives according to the manufacturer's recommendations and applicable laws. Do not use explosives outside their recommended use date. Verify date of manufacture and provide copies of the technical data sheets (TDS) and material safety data sheets (MSDS) to the Engineer. Explosives and initiating devices include, but are not necessarily limited to, dynamite and other high explosives, slurries, water gels, emulsions, blasting agents, initiating explosives, detonators, blasting caps, and detonating cord.

**3.0 CONSTRUCTION.** Furnish copies or other proof of all-applicable permits and licenses. Comply with Federal, State, and local regulations on the purchase, transportation, storage, and use of explosive material. Regulations include but are not limited to the following:

- 1) KRS 351.310 through 351.9901.
- 2) 805 KAR 4:005 through 4:165
- 3) Applicable rules and regulations issued by the Office of Mine Safety and Licensing.
- 4) Safety and health. OSHA, 29 CFR Part 1926, Subpart U.
- 5) Storage, security, and accountability. Bureau of Alcohol, Tobacco, and Firearms (BATF), 27 CFR Part 181.
- 6) Shipment. DOT, 49 CFR Parts 171-179, 390-397.

**3.1 Blaster-in-Charge.** Designate in writing a blaster-in-charge and any proposed alternates for the position. Submit documentation showing the blaster-in-charge, and alternates, have a valid Kentucky blaster's license. Ensure the blaster-in-charge or approved alternate is present at all times during blasting operations.

**3.2 Blasting Plans.** Blasting plans and reports are for quality control and record keeping purposes. Blasting reports are to be signed by the blaster-in-charge or the alternate blaster-in-charge. The general review and acceptance of blasting plans does not relieve the Contractor of the responsibility whatsoever for conformance to regulations or for obtaining the required results. All blasting plans shall be submitted to the Engineer. The Engineer will be responsible for submitting the plan to the Central Office Division of Construction and the Division of Mine Reclamation and Enforcement, Explosives and Blasting Branch at the following address: 2 Hudson Hollow, Frankfort, Kentucky, 40601.

- A) General Blasting Plan.** Submit a general blasting plan for acceptance at least 15 working days before drilling operations begin. Include, as a minimum, the following safety and procedural details:



- 1) Working procedures and safety precautions for storing, transporting, handling, detonating explosives. Include direction on pre and post blast audible procedures, methods of addressing misfires, and methods of addressing inclement weather, including lightning.
- 2) Proposed product selection for both dry and wet holes. Furnish Manufacturer's TDS and MSDS for all explosives, primers, initiators, and other blasting devices.
- 3) Proposed initiation and delay methods.
- 4) Proposed format for providing all the required information for the site specific blasting shot reports.

**B) Preblast Meeting.** Prior to drilling operations, conduct a preblast meeting to discuss safety and traffic control issues and any site specific conditions that will need to be addressed. Ensure, at a minimum, that the Engineer or lead inspector, Superintendent, blaster-in-charge, and all personnel involved in the blasting operation are present. Site specific conditions include blast techniques; communication procedures; contingency plans and equipment for dealing with errant blast material. The conditions of the General Blasting plan will be discussed at this meeting. Record all revisions and additions made to the blasting plan and obtain written concurrence by the blaster-in-charge. Provide a copy of the signed blast plan to the Engineer along with the sign in sheet from the preblast meeting.

**3.3 Preblast Condition Survey and Vibration Monitoring and Control.** Before blasting, arrange for a preblast condition survey of nearby buildings, structures, or utilities, within 500 feet of the blast or that could be at risk from blasting damage. Provide the Engineer a listing of all properties surveyed and any owners denying entry or failing to respond. Notify the Engineer and occupants of buildings at risk at least 24 hours before blasting.

Limit ground vibrations and airblast to levels that will not exceed limits of 805 KAR 4:005 through 4:165. More restrictive levels may be specified in the Contract.

Size all blast designs based on vibration, distance to nearest building or utility, blast site geometry, atmospheric conditions and other factors. Ground vibrations are to be controlled according to the blasting standards and scaled distance formulas in 805 KAR 4:020 or by the use of seismographs as allowed in 805 KAR 4:030. The Department will require seismographs at the nearest allowable location to the protected site when blasting occurs within 500 feet of buildings, structures, or utilities.

**3.4 Blasting.** Drill and blast at the designated slope lines according to the blasting plan. Perform presplitting to obtain smooth faces in the rock and shale formations. Perform the presplitting before blasting and excavating the interior portion of the specified cross section at any location. The Department may allow blasting for fall benches and haul roads prior to presplitting when blasting is a sufficient distance from the final slope and results are satisfactory to the Engineer. Use the types of explosives and blasting accessories necessary to obtain the required results.

Free blast holes of obstructions for their entire depth. Place charges without caving the blast hole walls. Stem the upper portion of all blast holes with dry sand or other granular material passing the 3/8-inch sieve. Dry drill cuttings are acceptable for stemming when blasts are more than 800 feet from the nearest dwelling.

Stop traffic during blasting operations when blasting near any road and ensure traffic does not pass through the Danger Zone. The blaster-in-charge will define the Danger Zone prior to each blast. Ensure traffic is stopped outside the Danger Zone, and in no case within 800 feet of the blast location.

Following a blast, stop work in the entire blast area, and check for misfires before allowing worker to return to excavate the rock.

Remove or stabilize all cut face rock that is loose, hanging, or potentially dangerous. Leave minor irregularities or surface variations in place if they do not create a hazard. Drill the next lift only after the cleanup work and stabilization work is complete.

When blasting operations cause fracturing of the final rock face, repair or stabilize it in an approved manner at no cost to the Department.

Halt blasting operations in areas where any of the following occur:

- 1) Slopes are unstable;
- 2) Slopes exceed tolerances or overhangs are created;
- 3) Backslope damage occurs;
- 4) Safety of the public is jeopardized;
- 5) Property or natural features are endangered;
- 6) Fly rock is generated; or
- 7) Excessive ground or airblast vibrations occur in an area where damage to buildings, structures, or utilities is possible.
- 8) The Engineer determines that materials have become unsuitable for blasting

Blasting operations may continue at a reasonable distance from the problem area or in areas where the problems do not exist. Make the necessary modifications to the blasting operations and perform a test blast to demonstrate resolution of the problem.

**A) Drill Logs.** Maintain a layout drawing designating hole numbers with corresponding drill logs and provide a copy of this information to the blaster prior to loading the hole. Ensure the individual hole logs completed by the driller(s) show their name; date drilled; total depth drilled; and depths and descriptions of significant conditions encountered during drilling that may affect loading such as water, voids, changes in rock type.

**B) Presplitting.** Conduct presplitting operations in conformance with Subsection 204.03.04 of the Standard Specifications for Road and Bridge Construction.

**3.5 Shot Report.** Maintain all shot reports on site for review by the Department. Within one day after a blast, complete a shot report according to the record keeping requirements of 805 KAR 4:050. Include all results from airblast and seismograph monitoring.

**3.6 Unacceptable Blasting.** When unacceptable blasting occurs, the Department will halt all blasting operations. Blasting will not resume until the Department completes its investigation and all concerns are addressed. A blast is unacceptable when it results in fragmentation beyond the final rock face, fly rock, excessive vibration or airblast, overbreak, damage to the final rock face or overhang. Assume the cost for all resulting damages to private and public property and hold the Department harmless.

When an errant blast or fly rock causes damage to or blocks a road or conveyance adjacent to the roadway, remove all debris from the roadway as quickly as practicable and perform any necessary repairs. Additionally, when specified in the Contract, the Department will apply a penalty.

Report all blasting accidents to the Division of Mine Reclamation and Enforcement, Explosives and Blasting Branch at 502-564-2340.

**4.0 MEASUREMENT AND PAYMENT.** The Department will not measure this work for payment and will consider all items contained in this note to be incidental to either Roadway Excavation or Embankment-in-Place, as applicable. However, if the Engineer directs in writing slope changes, then the Department will pay for the second presplitting operation as Extra Work.

The Department will measure for payment material lying outside the typical section due to seams, broken formations, or earth pockets, including any earth overburden removed with this material, only when the work is performed under authorized adjustments.

The Department will not measure for payment any extra material excavated because of the drill holes being offset outside the designated slope lines.

The Department will not measure for payment any material necessary to be removed due to the inefficient or faulty blasting practices.

June 15, 2012

## SPECIAL NOTE FOR LANE SEPARATOR CURB

---

### I. DESCRIPTION

Except as provided herein, perform all work in accordance with the Department's Standard Specifications, interim Supplemental Specifications, Standard and Sepia Drawings, and Special Notes and Special Provisions, current editions. Article references are to the Standard Specifications. This project shall consist of furnishing all labor, equipment, materials, and incidentals for the following:

(1) Maintaining and Controlling Traffic; (2) Installing Lane Separator Curb; and (3) All other work specified in the Contract.

### II. MATERIALS

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

**A. Maintain and Control Traffic.** See Traffic Control Plan.

**B. Lane Separator Curb.** Furnish a raised traffic separator curb guidance system which includes modular longitudinal curb sections and transition end sections, and delineator posts/panels. The longitudinal units of the Lane Separator Curb system shall interface with each other to form a continuous longitudinal channelizing system. The design of the system shall allow a radius or curve as needed by roadway geometry. The complete system shall be compliant with NCHRP 350 or MASH. Manufacturer's documentation validating this compliance shall be provided to the Engineer prior to installation. System color shall match the adjacent pavement marking color.

**a. Longitudinal Units.** The longitudinal units shall have a mountable design to allow for emergency vehicle crossovers. The longitudinal units shall be designed to allow for cross drainage under the units. Individual units of the system shall have a minimum length of 40 inches, maximum height of 4 inches and maximum width of 12 inches. The longitudinal base shall include retroreflective markings to match the system color. At least one upright post is required for each longitudinal curb unit.

**b. Upright Posts.** Upright posts shall be between 34 and 38 inches in height from ground level and a minimum of 5 inches in width. Upright posts are to be uniformly spaced at intervals no greater than 44 inches along the system. Post color should match the longitudinal curb unit and adjacent pavement marking color. Each post shall have retroreflective markings of color matching the post, longitudinal system, and adjacent pavement marking. Upright posts should be easily replaceable under traffic conditions and shall be fabricated to withstand repeated impacts and return to a complete upright position with minimal maintenance to the unit.



Lane Separator Curb  
Page 2 of 2

**III. CONSTRUCTION METHODS**

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Site Preparation.** Be responsible for all site preparation including, but not limited to: clearing and grubbing, staking, excavation, backfill, and removal of obstructions or any other material not covered by other items. Perform site preparation only as approved, or directed, by the Engineer.
- C. Lane Separator Curb.** Assemble and fasten the lane separator curb system to the underlying pavement or bridge deck according to the manufacturer's recommendations.
- D. Property Damage.** The Contractor shall be responsible for all damage to public and/or private property resulting from the Contractor's activities. Repair or replace damaged roadway features in like kind materials and design as directed by the Engineer at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner and the Engineer at no additional cost to the Department.
- E. Caution.** The information in this proposal and shown on the plans and the type of work listed herein are approximate only and are not to be taken as an accurate evaluation of the materials and conditions to be encountered during construction; the bidder must draw their own conclusions. The Department does not give any guarantee as to the accuracy of the data and no claim for money or time extension will be considered if the conditions encountered are not in accordance with the information shown.

**IV. METHOD OF MEASUREMENT**

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Site Preparation.** Other than the bid items listed, the Department will NOT measure Site Preparation for payment, but shall be incidental to the project bid items.
- C. Lane Separator Curb.** The Department will measure Lane Separator Curb in Linear Feet.

**V. BASIS OF PAYMENT**

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Lane Separator Curb.** The Department will make payment for the completed and accepted quantities of Lane Separator Curb. Payment at the Contract unit price per linear foot shall be full compensation for furnishing all materials, equipment, tools, hardware, labor, and incidentals necessary to properly install the Lane Separator Curb according to the manufacturer's installation instructions, these notes, and/or as directed by the Engineer.