Matthew G. Bevin
Governor

COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

July 26, 2016

CALL NO. 102
CONTRACT ID NO. 161245
ADDENDUM # 4

Subject: Jefferson County, NHPP IM 2653 (039)
Letting July 29, 2016

(1)Revised - Plans - R2F, R2G, R49, R82 & T1
(2)Revised - Bid Items - Pages 208-211 of 211

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,

Rachel Mills

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

RM:ks
Enclosures

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R2F

Revised 7/22/16

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	OLD HENRY RD (KY 3084)	RAMP 7	RAMP 3												PROJECT TOTALS
6572	PAVE MARKING-DOTTED LANE EXTEN	LF	276														276
6574	PAVE MARKING-THERMO CURV ARROW	EACH	50	36	24												110
8504	EPOXY SAND SLURRY	SQYD	80														80
8526	CONC CLASS M FULL DEPTH PATCH (3)	CUYD	33														33
8534	CONCRETE OVERLAY - LATEX (4)	CUYD	101.1														101.1
8540	JOINT SEALING (6)	LF	500														500
8549	BLAST CLEANING	SQYD	2998														2998
8551	MACHINE PREP OF SLAB	SQYD	2998														2998
10020NS	FUEL ADJUSTMENT	DOLL	16216														16216
20550ND	SAWCUT PAVEMENT	LF	7638	1682	1153												10473
22665EN	REMOVE NON-MOUNTABLE MEDIAN	SQYD	3785														3785
24489EC	INLAID PAVEMENT MARKER	EACH	292														292
24731EC	REMOVE AND RESET (5)	EACH	2														2
2599	FABRIC - GEOTEXTILE TYPE IV (7)	SY	2000														2000

NOTES:

(1) FOR MAINTENANCE OF TRAFFIC PURPOSES

(2) APPROX. 29.0 ACRES (2.5 ACRES GRUBBING)

(3) ESTIMATED AT 5% OF DECK AREA

(4) 1.25" CONCRETE LATEX OVERLAY OVER ENTIRE BRIDGE DECK AREA

(5) REMOVE AND RESET CURB BOX INLET, TOP PHASE AT BRIDGE ENDS

(6) QUANTITY INCLUDED FOR REPLACEMENT OF DAMAGED SEALS AS A RESULT OF DIAMOND GRINDING.

(7) QUANTITY INCLUDED FOR TREATMENT OF AREAS OF EXISTING ROCK EMBANKMENT AS SPECIFIED IN GEOTECHNICAL NOTE #11.

GENERAL SUMMARY

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COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R2F

Revised 7/22/16

ITEM	DESCRIPTION	UNIT	OLD HENRY RD (KY 3084)	RAMP 7	RAMP 3												PROJECT TOTALS
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24489EC	INLAID PAVEMENT MARKER	EACH	292														292
24731EC	REMOVE AND RESET (5)	EACH	2														2
2599	FABRIC - GEOTEXTILE TYPE IV (7)	SY	2000														2000

Added quantity for Fabric-Geotextile Type IV

NOTES:

(1) FOR MAINTENANCE OF TRAFFIC PURPOSES

(2) APPROX. 29.0 ACRES (2.5 ACRES GRUBBING)

(3) ESTIMATED AT 5% OF DECK AREA

(4) 1.25" CONCRETE LATEX OVERLAY OVER ENTIRE BRIDGE DECK AREA

(5) REMOVE AND RESET CURB BOX INLET, TOP PHASE AT BRIDGE ENDS

(6) QUANTITY INCLUDED FOR REPLACEMENT OF DAMAGED SEALS AS A RESULT OF DIAMOND GRINDING.

(7) QUANTITY INCLUDED FOR TREATMENT OF AREAS OF EXISTING ROCK EMBANKMENT AS SPECIFIED IN GEOTECHNICAL NOTE #11.

Added Note #7

MicroStation v8.11.7.443 | E-SHEET NAME: R0020FSU | USER: JLitteton DATE PLOTTED: July 22, 2016

GENERAL SUMMARY

ITEM	KY 3084	RAMP 3	RAMP 7									TOTAL PROJECT
	S	Q	U	A	R	E		Y	A	R	D	S
CRUSHED STONE BASE - 4" (2)	6569											6569
CRUSHED STONE BASE - 6" (3)		3129	4104									7233
CRUSHED STONE BASE - 12" (4)	666											666
CRUSHED STONE BASE - 16" (5)		248	304									552
ASPHALT SEAL AGGREGATE	1470	497	608									2575
ASPHALT SEAL COAT	1470	497	608									2575
JPC PAVEMENT - 10 IN		2697	3440									6137
JPC PAVEMENT - 8 IN SHLD	2641											2641
JPC PAVEMENT - 10 IN SHLD		455	675									1130
JPC PAVEMENT - 8 IN	5301											5301
24" CRUSHED AGGREGATE SIZE NO. 2 (6)	8610	4408	3377									16395

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	KY 3084	RAMP 3	RAMP 7		TOTAL PROJECT
00003	CRUSHED STONE BASE (1)	TONS	2168	1438	1865		5471
00078	CRUSHED AGGREGATE SIZE NO. 2 (6)(8)(9)	TONS	7921	3918	3106		15295
00100	ASPHALT SEAL AGGREGATE (7)	TONS	30	10	12		52
00103	ASPHALT SEAL COAT (7)	TONS	4	1	2		7
02069	JPC PAVEMENT - 10 IN	SQ YD		2697	3440		6137
02081	JPC PAVEMENT - 8 IN SHLD	SQ YD	2641				2641
02083	JPC PAVEMENT - 10 IN SHLD	SQ YD		455	675		1130
02084	JPC PAVEMENT - 8 IN	SQ YD	5301				5301

NOTES

(1) ESTIMATED AT 1.15 LBS. PER SQ. YD. PER INCH OF DEPTH. INCLUDES 10% ADDITIONAL MATERIAL IN THE BOTTOM 4" OF THE PAVEMENT DESIGN AS A CONSTRUCTION TOLERANCE FOR ROCK SUBGRADE.

(2) USED IN SHOULDER, MEDIAN, AND TRAVEL WAY OF KY 3084

(3) USED IN SHOULDER AND TRAVEL WAY OF RAMPS

(4) USED IN FULL DEPTH SHOULDER WEDGE OF KY 3084

(5) USED IN FULL DEPTH SHOULDER WEDGE OF RAMPS

(6) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH AND USED IN ROCK ROADBED

(7) ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVE SHOULDER TO POINT 2' DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:
ASPHALT SEAL COAT @ 2.4 LBS PER SQ YD (NO. 8 OR NO. 9)
ASPHALT SEAL AGGREGATE @ 20 LBS PER SQ YD (NO. 8 OR NO. 9)

(8) QUANTITY INCLUDES 2 TONS FOR INSTALLATION OF PERFORATED PIPE HEADWALLS.

(9) 350 TONS INCLUDED FOR TREATMENT OF AREAS OF EXISTING ROCK EMBANKMENT AS SPECIFIED IN GEOTECHNICAL NOTE #11.

KY 3084
PAVING SUMMARY

Revised 7/22/16

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R2C

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R2G

Revised 7/22/16

Revised quantity for Crushed Aggregate Size No. 2

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	KY 3084	RAMP 3	RAMP 7	TOTAL PROJECT
00003	CRUSHED STONE BASE (1)	TONS	2188	1438	1865	5471
00078	CRUSHED AGGREGATE SIZE NO. 2 (6)(8)(9)	TONS	7921	3918	3106	15295
00180	ASPHALT SEAL AGGREGATE (7)	TONS	30	10	12	52
00103	ASPHALT SEAL COAT (7)	TONS	4	1	2	7
02069	JPC PAVEMENT - 10 IN	SQ YD		2697	3440	6137
02081	JPC PAVEMENT - 8 IN SHLD	SQ YD	2641			2641
02083	JPC PAVEMENT - 10 IN SHLD	SQ YD		455	675	1130
02084	JPC PAVEMENT - 8 IN	SQ YD	5301			5301

ITEM	KY 3084 SQUARE YARDS	RAMP 3 SQ	RAMP 7 SQ	TOTAL PROJECT
CRUSHED STONE BASE - 4" (2)	6569		4104	6569
CRUSHED STONE BASE - 6" (3)		3129		7233
CRUSHED STONE BASE - 12" (4)	666			666
CRUSHED STONE BASE - 16" (5)		248	304	552
ASPHALT SEAL AGGREGATE	1470	497	608	2575
ASPHALT SEAL COAT	1470	497	608	2575
JPC PAVEMENT - 10 IN		2697	3440	6137
JPC PAVEMENT - 8 IN SHLD	2641			2641
JPC PAVEMENT - 10 IN SHLD		455	675	1130
JPC PAVEMENT - 8 IN	5301			5301
24" CRUSHED AGGREGATE SIZE NO. 2 (6)	8610	4408	3377	16395

NOTES

(1) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH. INCLUDES 10% ADDITIONAL MATERIAL IN THE BOTTOM 4" OF THE PAVEMENT DESIGN AS A CONSTRUCTION TOLERANCE FOR ROCK SUBGRADE.

(2) USED IN SHOULDER, MEDIAN, AND TRAVEL WAY OF KY 3084

(3) USED IN SHOULDER AND TRAVEL WAY OF RAMPS

(4) USED IN FULL DEPTH SHOULDER WEDGE OF KY 3084

(5) USED IN FULL DEPTH SHOULDER WEDGE OF RAMPS

(6) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH AND USED IN ROCK ROADBED

Added Note #9.

(7) ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVE SHOULDER TO POINT 2' DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:
ASPHALT SEAL COAT @ 2.4 LBS PER SQ YD
ASPHALT SEAL AGGREGATE @ 20 LBS PER SQ YD (NO. 8 OR NO. 9)

(8) QUANTITY INCLUDES 2 TONS FOR INSTALLATION OF PERFORATED PIPE HEADWALLS.

(9) 350 TONS INCLUDED FOR TREATMENT OF AREAS OF EXISTING ROCK EMBANKMENT AS SPECIFIED IN GEOTECHNICAL NOTE #11.

KY 3084
PAVING SUMMARY

MicroStation v8.11.7.443 | E-SHEET NAME: R0020GSU | USER: jlittleton DATE PLOTTED: July 22, 2016

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R49

Revised 7/26/16

SPECIAL TRAFFIC CONTROL NOTES (CONTINUED)

SIGNAL NOTES FOR EXISTING SIGNALIZED INTERSECTIONS

TRAFFIC SIGNALS SHALL BE USED FOR THE CONTROL OF VEHICULAR TRAFFIC THROUGH THE PRESENTLY SIGNALIZED INTERSECTION AT ALL TIMES EXCEPT AS DIRECTED OTHERWISE IN THE TRAFFIC CONTROL NOTES OR AT SUCH TIMES AS THE ENGINEER DETERMINES THAT CONDITIONS ARE SUCH THAT FLAGPERSONS SHOULD BE USED TO EXPEDITE THE FLOW OF TRAFFIC. WHEN FLAGPERSONS ARE USED FOR TRAFFIC CONTROL THROUGH THE INTERSECTION, TRAFFIC SIGNALS WITHIN THE INTERSECTION SHALL BE TURNED OFF.

UNLESS OTHERWISE NOTED, ALL EXISTING TRAFFIC SIGNALS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AT ALL TIMES. ANY DEVIATION FROM THIS REQUIREMENT SHALL HAVE THE WRITTEN APPROVAL OF THE ENGINEER. ALL SIGNAL HEADS THAT ARE NOT IN USE SHALL BE COVERED, TURNED OR TAKEN DOWN TO CLEARLY INDICATE THEY ARE NOT IN OPERATION. NEW SIGNAL CONDUCTORS SHALL BE INSTALLED WITH SUFFICIENT SLACK CABLE TO ALLOW FOR A LATERAL MOVEMENT OF THE SIGNAL INDICATION, IN EITHER DIRECTION, OF AT LEAST 15 FEET FROM THE INDICATED LOCATION ON THE CONTRACT DRAWINGS.

DURING CONSTRUCTION, THE TRAFFIC SIGNAL CONTROLLER MAY BE OPERATED IN THE PRE-TIMED MODE USING THE RECALL ABILITY OF THE SIGNAL CONTROLLER. ASSISTANCE IN ADJUSTING SIGNAL CONTROLLER TIMING WILL BE AVAILABLE WHEN REQUESTED THROUGH THE ENGINEER FROM THE DISTRICT TRAFFIC ENGINEER.

LEFT TURN SIGNALS SHALL BE COVERED AND LEFT IN PLACE WHEN LEFT TURN LANES MUST BE USED FOR BOTH THROUGH AND LEFT TURNING TRAFFIC. THROUGH TRAFFIC SIGNALS SHALL BE SHIFTED TO THE LEFT TO POSITIONS THAT WILL PROVIDE VISIBLE SIGNAL INDICATIONS FOR THIS RELOCATED TRAFFIC. RELOCATED SIGNALS SHALL BE LOCATED WITHIN OR ON THE PROJECTED LANE LINES FOR EACH LANE OF TRAFFIC AS DIRECTED BY THE ENGINEER.

AFTER ROADWAY WORK WITHIN THE INTERSECTION IS COMPLETED, TRAFFIC SIGNAL INDICATIONS SHALL BE ADJUSTED BACK TO THEIR PERMANENT LOCATIONS AS INDICATED ON THE CONTRACT PLANS. EXCESS LENGTHS OF SIGNAL CONDUCTORS SHALL BE REMOVED AND THE SIGNALS PERMANENTLY CONNECTED.

PAYMENT FOR THIS SIGNAL WORK IS INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC".

BLASTING OPERATIONS

NO BLASTING SHALL BE ALLOWED FOR THIS PROJECT.

PORTABLE CHANGEABLE MESSAGE SIGNS

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN ACCORDANCE WITH THE SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS.

PORTABLE FLASHING ARROW

THE CONTRACTOR SHALL PROVIDE PORTABLE FLASHING ARROWS AS INDICATED ON THE PLANS OR REQUIRED BY THE ENGINEER. THE PORTABLE FLASHING ARROWS SHALL BE MOUNTED ON TRAFFIC-WORTHY CARRIAGES THAT MEET ALL APPLICABLE SAFETY STANDARDS. THE ARROWS SHALL BE EITHER DIESEL POWERED OR ELECTRIC AND SHALL MEET THE REQUIREMENTS SPECIFIED IN THE CURRENT STANDARD DRAWINGS. PAYMENT FOR THE PORTABLE FLASHING ARROWS WILL BE INCIDENTAL TO THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC". PAYMENT SHALL BE FULL COMPENSATION FOR PROVIDING, PLACING, OPERATING, RELOCATING AND MAINTAINING THE PORTABLE FLASHING ARROWS.

THE CONTRACTOR SHALL HAVE AVAILABLE ONE RESERVE FLASHING ARROW TO BE PLACED IN OPERATION IN THE EVENT OF DAMAGE OR MECHANICAL/ELECTRICAL FAILURE. NO DIRECT PAYMENT WILL BE ALLOWED FOR THE RESERVE UNIT. ALL FLASHING ARROWS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

REMOVAL OF PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS THAT DO NOT CONFORM TO THE TRAFFIC OPERATION IN USE. IN AREAS WHERE THE MARKING WILL CONFORM TO THE FINAL MARKING SCHEME OR FOR OTHER REASONS WILL NOT BE REMOVED, MARKINGS SHALL BE OF A PERMANENT TYPE PAVEMENT MARKING MATERIAL. ALL TEMPORARY MARKING WHICH MUST BE SUBSEQUENTLY REMOVED FROM ULTIMATE PAVEMENT SHALL BE AN APPROVED REMOVABLE STRIPING TAPE. REMOVABLE STRIPING TAPE SHALL BE INCIDENTAL TO THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC."

MARKINGS ON EXISTING OR TEMPORARY PAVEMENT MAY BE REMOVED BY EITHER AN ABRASION OR BURNING PROCESS TO THE SATISFACTION OF THE ENGINEER. PAINTING OF EXISTING MARKING WITH BITUMINOUS OR OTHER MATERIALS TO OBLITERATE THE MARKINGS SHALL NOT BE ALLOWED. ANY EXISTING PERMANENT MARKINGS BEYOND THE LIMITS OF THE PROJECT WHICH WERE REMOVED FOR TEMPORARY PURPOSES SHALL BE REPLACED IN KIND. PAYMENT FOR REPLACING SAID MARKINGS SHALL BE IN ACCORDANCE WITH THE APPROPRIATE BID ITEMS FOR THE TYPE OF STRIPING REMOVED.

CONTRACTOR'S VEHICLES

THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO OR INTERFERE WITH NORMAL TRAFFIC. VEHICLES SHALL NOT PARK OR STOP EXCEPT WITHIN WORK AREAS DESIGNATED BY THE ENGINEER.

CONSTRUCTION SEQUENCING

TRAFFIC WILL BE MAINTAINED ON KY 3084, I-265 AND ITS RAMPS, NELSON MILLER PARKWAY AND TERRA CROSSING BLVD. AT ALL TIMES DURING THE COURSE OF THE PROJECT EXCEPT AS DESCRIBED BELOW. THE PROJECT SHALL BE CONSTRUCTED IN MULTIPLE PHASES, SOME OF WHICH MAY RUN CONCURRENTLY.

OLD HENRY ROAD- WEST OF RAMP 3

PHASE 1A - REDUCE LANE WIDTH IN WESTBOUND DIRECTION TO PROVIDE ROOM TO REMOVE SHOULDER ON WESTBOUND SIDE TO CONSTRUCT RIGHT TURN LANE ONTO NELSON MILLER PARKWAY AND SHOULDER. TRAFFIC ON EASTBOUND LANES WILL CONTINUE TO USE THE EXISTING ROADWAY.

PHASE 1B - REDUCE LANE WIDTH IN EASTBOUND DIRECTION TO CONSTRUCT NEW WIDENING AND SHOULDER.

PHASE 2 - TRAFFIC WILL UTILIZE NEW CONSTRUCTION AND A PORTION OF THE EXISTING ROADWAY IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A WORK ZONE WILL BE CREATED IN THE CENTER OF THE EXISTING ROADWAY TO REMOVE MEDIAN AND CONSTRUCT UNDERLYING PAVEMENT IN THE AREAS WHERE THE MEDIAN IS REMOVED. THIS PAVEMENT WILL BE USED FOR TRAFFIC CONTROL IN PHASES 3A AND 3B.

PHASE 3 - MARK PAVEMENT AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN.

PHASE 4 - SHIFT TRAFFIC TOWARD THE EDGES TO CREATE WORKING ROOM IN THE CENTER OF THE EXISTING ROADWAY. RECONSTRUCT A NEW MEDIAN TO PROVIDE TURN LANES, WHERE REQUIRED.

OLD HENRY ROAD- EAST OF RAMP 3

PHASE 1 - WIDEN NORTH SIDE OF KY 3084 AS SHOWN ON PLANS.

PHASE 2 - SHIFT TRAFFIC TOWARD THE EDGES TO CREATE WORKING ROOM IN THE CENTER OF THE EXISTING ROADWAY. REMOVE MEDIAN AND CONSTRUCT UNDERLYING PAVEMENT IN THE AREAS WHERE THE MEDIAN IS REMOVED. THIS PAVEMENT WILL BE USED FOR TRAFFIC CONTROL IN PHASES 3A AND 3B.

PHASE 3 - MARK PAVEMENT AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN.

PHASE 4 - SHIFT TRAFFIC TOWARD THE EDGES TO CREATE WORKING ROOM IN THE CENTER OF THE EXISTING ROADWAY. RECONSTRUCT A NEW MEDIAN TO PROVIDE TURN LANES, WHERE REQUIRED.

OLD HENRY ROAD AT BRIDGE

PHASE 2 - TRAFFIC WILL UTILIZE NEW CONSTRUCTION AND A PORTION OF THE EXISTING ROADWAY IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A WORK ZONE WILL BE CREATED IN THE CENTER OF THE EXISTING ROADWAY TO REMOVE MEDIAN AND CONSTRUCT UNDERLYING PAVEMENT IN THE AREAS WHERE THE MEDIAN IS REMOVED. THIS PAVEMENT WILL BE USED FOR TRAFFIC CONTROL IN PHASES 3A AND 3B.

PHASE 3A - THIS WORK SHALL BE PERFORMED DURING A ROAD CLOSURE ONE WEEK AND THE FOLLOWING WEEKEND IN DURATION (FRIDAY 6 P.M. TO THE SECOND MONDAY 5 A.M.). CLOSE WESTBOUND LANES BETWEEN RAMP 3 AND RAMP 7 AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS TO CREATE ADEQUATE ROOM FOR CONSTRUCTION. SAWCUT, DIG OUT, AND REPLACE AT EACH BRIDGE END FOR THE WESTBOUND LANES AS SHOWN ON THE PLANS. SAWCUT SHALL BE A MINIMUM OF 3 FEET FROM THE NEAREST EXISTING JOINT. HYDROBLAST EXISTING BRIDGE DECK TO A DEPTH OF 1/2". CONSTRUCT 1-1/4" LATEX OVERLAY ON THE WESTBOUND LANES OF THE BRIDGE. THE CONTRACTOR SHALL ALLOW A MINIMUM OF 72 HOURS OF CURING TIME BEFORE TRAFFIC IS TO BE ALLOWED ON THE WESTBOUND BRIDGE LANES. NO 24-HOUR OR 48-HOUR MIX DESIGNS WILL BE ALLOWED.

PHASE 3B - THIS WORK SHALL BE PERFORMED DURING A ROAD CLOSURE ONE WEEK AND THE FOLLOWING WEEKEND IN DURATION (FRIDAY 6 P.M. TO THE SECOND MONDAY 5 A.M.). CLOSE EASTBOUND LANES BETWEEN RAMP 3 AND RAMP 7 AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS TO CREATE ADEQUATE ROOM FOR CONSTRUCTION. SAWCUT, DIG OUT, AND REPLACE AT EACH BRIDGE END FOR THE EASTBOUND LANES AS SHOWN ON THE PLANS. SAWCUT SHALL BE A MINIMUM OF 3 FEET FROM THE NEAREST EXISTING JOINT. HYDROBLAST EXISTING BRIDGE DECK TO A DEPTH OF 1/2". CONSTRUCT 1-1/4" LATEX OVERLAY ON THE EASTBOUND LANES OF THE BRIDGE. THE CONTRACTOR SHALL ALLOW A MINIMUM OF 72 HOURS OF CURING TIME BEFORE TRAFFIC IS TO BE ALLOWED ON THE EASTBOUND BRIDGE LANES. NO 24-HOUR OR 48-HOUR MIX DESIGNS WILL BE ALLOWED.

PHASE 4 - CONSTRUCT NEW MEDIAN AND DIAMOND GRIND (1/4-INCH) ALL NEW AND EXISTING CONCRETE TRAVEL LANES AND SHOULDERS. CONSTRUCT PERMANENT STRIPING.

I-265 NORTHBOUND EXIT RAMP (RAMP 3)

PHASE 1 - CLOSE INSIDE SHOULDER. TRAFFIC TO CONTINUE TO USE EXISTING RAMP. WIDEN RAMP TO THE INSIDE, AS REQUIRED. REPAIR OF EXISTING PAVEMENT SLABS WILL REQUIRE WEEKEND CLOSURES TO COMPLETE. THE RAMPS MAY BE CLOSED FROM FRIDAY 6 P.M. TO 5 A.M. THE FOLLOWING MONDAY. DIAMOND GRINDING SHALL EXTEND TO THE EXISTING GRINDING ON THE GENE SNYDER FREEWAY.

PHASE 3 - CONFIGURE RAMP AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN TO PROVIDE ADEQUATE TURNING ROOM FOR LARGE TRUCKS.

I-265 SOUTHBOUND EXIT RAMP (RAMP 7)

PHASE 1 - CLOSE INSIDE SHOULDER. TRAFFIC TO CONTINUE TO USE EXISTING RAMP. WIDEN RAMP TO THE INSIDE, AS REQUIRED. REPAIR OF EXISTING PAVEMENT SLABS WILL REQUIRE WEEKEND CLOSURES TO COMPLETE. THE RAMPS MAY BE CLOSED FROM FRIDAY 6 P.M. TO 5 A.M. THE FOLLOWING MONDAY. DIAMOND GRINDING SHALL EXTEND TO THE EXISTING GRINDING ON THE GENE SNYDER FREEWAY.

PHASE 3 - CONFIGURE RAMP AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN TO PROVIDE ADEQUATE TURNING ROOM FOR LARGE TRUCKS.

MAINTENANCE OF TRAFFIC NOTES

Revised 7/26/16

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R49

SPECIAL TRAFFIC CONTROL NOTES (CONTINUED)

SIGNAL NOTES FOR EXISTING SIGNALIZED INTERSECTIONS

TRAFFIC SIGNALS SHALL BE USED FOR THE CONTROL OF VEHICULAR TRAFFIC THROUGH THE PRESENTLY SIGNALIZED INTERSECTION AT ALL TIMES EXCEPT AS DIRECTED OTHERWISE IN THE TRAFFIC CONTROL NOTES OR AT SUCH TIMES AS THE ENGINEER DETERMINES THAT CONDITIONS ARE SUCH THAT FLAGPERSONS SHOULD BE USED TO EXPEDITE THE FLOW OF TRAFFIC. WHEN FLAGPERSONS ARE USED FOR TRAFFIC CONTROL THROUGH THE INTERSECTION, TRAFFIC SIGNALS WITHIN THE INTERSECTION SHALL BE TURNED OFF.

UNLESS OTHERWISE NOTED, ALL EXISTING TRAFFIC SIGNALS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AT ALL TIMES. ANY DEVIATION FROM THIS REQUIREMENT SHALL HAVE THE WRITTEN APPROVAL OF THE ENGINEER. ALL SIGNAL HEADS THAT ARE NOT IN USE SHALL BE COVERED, TURNED OR TAKEN DOWN TO CLEARLY INDICATE THEY ARE NOT IN OPERATION. NEW SIGNAL CONDUCTORS SHALL BE INSTALLED WITH SUFFICIENT SLACK CABLE TO ALLOW FOR A LATERAL MOVEMENT OF THE SIGNAL INDICATION, IN EITHER DIRECTION, OF AT LEAST 15 FEET FROM THE INDICATED LOCATION ON THE CONTRACT DRAWINGS.

DURING CONSTRUCTION, THE TRAFFIC SIGNAL CONTROLLER MAY BE OPERATED IN THE PRE-TIMED MODE USING THE RECALL ABILITY OF THE SIGNAL CONTROLLER. ASSISTANCE IN ADJUSTING SIGNAL CONTROLLER TIMING WILL BE AVAILABLE WHEN REQUESTED THROUGH THE ENGINEER FROM THE DISTRICT TRAFFIC ENGINEER.

LEFT TURN SIGNALS SHALL BE COVERED AND LEFT IN PLACE WHEN LEFT TURN LANES MUST BE USED FOR BOTH THROUGH AND LEFT TURNING TRAFFIC. THROUGH TRAFFIC SIGNALS SHALL BE SHIFTED TO THE LEFT TO POSITIONS THAT WILL PROVIDE VISIBLE SIGNAL INDICATIONS FOR THIS RELOCATED TRAFFIC. RELOCATED SIGNALS SHALL BE LOCATED WITHIN OR ON THE PROJECTED LANE LINES FOR EACH LANE OF TRAFFIC AS DIRECTED BY THE ENGINEER.

AFTER ROADWAY WORK WITHIN THE INTERSECTION IS COMPLETED, TRAFFIC SIGNAL INDICATIONS SHALL BE ADJUSTED BACK TO THEIR PERMANENT LOCATIONS AS INDICATED ON THE CONTRACT PLANS. EXCESS LENGTHS OF SIGNAL CONDUCTORS SHALL BE REMOVED AND THE SIGNALS PERMANENTLY CONNECTED.

PAYMENT FOR THIS SIGNAL WORK IS INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC".

BLASTING OPERATIONS

NO BLASTING SHALL BE ALLOWED FOR THIS PROJECT.

PORTABLE CHANGEABLE MESSAGE SIGNS

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN ACCORDANCE WITH THE SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS.

PORTABLE FLASHING ARROW

THE CONTRACTOR SHALL PROVIDE PORTABLE FLASHING ARROWS AS INDICATED ON THE PLANS OR REQUIRED BY THE ENGINEER. THE PORTABLE FLASHING ARROWS SHALL BE MOUNTED ON TRAFFIC-WORTHY CARRIAGES THAT MEET ALL APPLICABLE SAFETY STANDARDS. THE ARROWS SHALL BE EITHER DIESEL POWERED OR ELECTRIC AND SHALL MEET THE REQUIREMENTS SPECIFIED IN THE CURRENT STANDARD DRAWINGS. PAYMENT FOR THE PORTABLE FLASHING ARROWS WILL BE INCIDENTAL TO THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC". PAYMENT SHALL BE FULL COMPENSATION FOR PROVIDING, PLACING, OPERATING, RELOCATING AND MAINTAINING THE PORTABLE FLASHING ARROWS.

THE CONTRACTOR SHALL HAVE AVAILABLE ONE RESERVE FLASHING ARROW TO BE PLACED IN OPERATION IN THE EVENT OF DAMAGE OR MECHANICAL/ELECTRICAL FAILURE. NO DIRECT PAYMENT WILL BE ALLOWED FOR THE RESERVE UNIT. ALL FLASHING ARROWS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

REMOVAL OF PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS THAT DO NOT CONFORM TO THE TRAFFIC OPERATION IN USE. IN AREAS WHERE THE MARKING WILL CONFORM TO THE FINAL MARKING SCHEME OR FOR OTHER REASONS WILL NOT BE REMOVED, MARKINGS SHALL BE OF A PERMANENT TYPE PAVEMENT MARKING MATERIAL. ALL TEMPORARY MARKING WHICH MUST BE SUBSEQUENTLY REMOVED FROM ULTIMATE PAVEMENT SHALL BE AN APPROVED REMOVABLE STRIPING TAPE. REMOVABLE STRIPING TAPE SHALL BE INCIDENTAL TO THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC."

MARKINGS ON EXISTING OR TEMPORARY PAVEMENT MAY BE REMOVED BY EITHER AN ABRASION OR BURNING PROCESS TO THE SATISFACTION OF THE ENGINEER. PAINTING OF EXISTING MARKING WITH BITUMINOUS OR OTHER MATERIALS TO OBLITERATE THE MARKINGS SHALL NOT BE ALLOWED. ANY EXISTING PERMANENT MARKINGS BEYOND THE LIMITS OF THE PROJECT WHICH WERE REMOVED FOR TEMPORARY PURPOSES SHALL BE REPLACED IN KIND. PAYMENT FOR REPLACING SAID MARKINGS SHALL BE IN ACCORDANCE WITH THE APPROPRIATE BID ITEMS FOR THE TYPE OF STRIPING REMOVED.

CONTRACTOR'S VEHICLES

THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO OR INTERFERE WITH NORMAL TRAFFIC. VEHICLES SHALL NOT PARK OR STOP EXCEPT WITHIN WORK AREAS DESIGNATED BY THE ENGINEER.

CONSTRUCTION SEQUENCING

TRAFFIC WILL BE MAINTAINED ON KY 3084, I-265 AND ITS RAMPS, NELSON MILLER PARKWAY AND TERRA CROSSING BLVD. AT ALL TIMES DURING THE COURSE OF THE PROJECT EXCEPT AS DESCRIBED BELOW. THE PROJECT SHALL BE CONSTRUCTED IN MULTIPLE PHASES, SOME OF WHICH MAY RUN CONCURRENTLY.

OLD HENRY ROAD- WEST OF RAMP 3

PHASE 1A - REDUCE LANE WIDTH IN WESTBOUND DIRECTION TO PROVIDE ROOM TO REMOVE SHOULDER ON WESTBOUND SIDE TO CONSTRUCT RIGHT TURN LANE ONTO NELSON MILLER PARKWAY AND SHOULDER. TRAFFIC ON EASTBOUND LANES WILL CONTINUE TO USE THE EXISTING ROADWAY.

PHASE 1B - REDUCE LANE WIDTH IN EASTBOUND DIRECTION TO CONSTRUCT NEW WIDENING AND SHOULDER.

PHASE 2 - TRAFFIC WILL UTILIZE NEW CONSTRUCTION AND A PORTION OF THE EXISTING ROADWAY IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A WORK ZONE WILL BE CREATED IN THE CENTER OF THE EXISTING ROADWAY TO REMOVE MEDIAN AND CONSTRUCT UNDERLYING PAVEMENT IN THE AREAS WHERE THE MEDIAN IS REMOVED. THIS PAVEMENT WILL BE USED FOR TRAFFIC CONTROL IN PHASES 3A AND 3B.

PHASE 3 - MARK PAVEMENT AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN.

PHASE 4 - SHIFT TRAFFIC TOWARD THE EDGES TO CREATE WORKING ROOM IN THE CENTER OF THE EXISTING ROADWAY. RECONSTRUCT A NEW MEDIAN TO PROVIDE TURN LANES, WHERE REQUIRED.

OLD HENRY ROAD- EAST OF RAMP 3

PHASE 1 - WIDEN NORTH SIDE OF KY 3084 AS SHOWN ON PLANS.

PHASE 2 - SHIFT TRAFFIC TOWARD THE EDGES TO CREATE WORKING ROOM IN THE CENTER OF THE EXISTING ROADWAY. REMOVE MEDIAN AND CONSTRUCT UNDERLYING PAVEMENT IN THE AREAS WHERE THE MEDIAN IS REMOVED. THIS PAVEMENT WILL BE USED FOR TRAFFIC CONTROL IN PHASES 3A AND 3B.

PHASE 3 - MARK PAVEMENT AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN.

PHASE 4 - SHIFT TRAFFIC TOWARD THE EDGES TO CREATE WORKING ROOM IN THE CENTER OF THE EXISTING ROADWAY. RECONSTRUCT A NEW MEDIAN TO PROVIDE TURN LANES, WHERE REQUIRED.

OLD HENRY ROAD AT BRIDGE

PHASE 2 - TRAFFIC WILL UTILIZE NEW CONSTRUCTION AND A PORTION OF THE EXISTING ROADWAY IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A WORK ZONE WILL BE CREATED IN THE CENTER OF THE EXISTING ROADWAY TO REMOVE MEDIAN AND CONSTRUCT UNDERLYING PAVEMENT IN THE AREAS WHERE THE MEDIAN IS REMOVED. THIS PAVEMENT WILL BE USED FOR TRAFFIC CONTROL IN PHASES 3A AND 3B.

PHASE 3A - THIS WORK SHALL BE PERFORMED DURING A ROAD CLOSURE ONE WEEK AND THE FOLLOWING WEEKEND IN DURATION (FRIDAY 6 P.M. TO THE SECOND MONDAY 5 A.M.). CLOSE WESTBOUND LANES BETWEEN RAMP 3 AND RAMP 7 AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS TO CREATE ADEQUATE ROOM FOR CONSTRUCTION. SAWCUT, DIG OUT, AND REPLACE AT EACH BRIDGE END FOR THE WESTBOUND LANES AS SHOWN ON THE PLANS. SAWCUT SHALL BE A MINIMUM OF 3 FEET FROM THE NEAREST EXISTING JOINT. HYDROBLAST EXISTING BRIDGE DECK TO A DEPTH OF 1/2". CONSTRUCT 1-1/4" LATEX OVERLAY ON THE WESTBOUND LANES OF THE BRIDGE. THE CONTRACTOR SHALL ALLOW A MINIMUM OF 72 HOURS OF CURING TIME BEFORE TRAFFIC IS TO BE ALLOWED ON THE WESTBOUND BRIDGE LANES. NO 24-HOUR OR 48-HOUR MIX DESIGNS WILL BE ALLOWED.

PHASE 3B - THIS WORK SHALL BE PERFORMED DURING A ROAD CLOSURE ONE WEEK AND THE FOLLOWING WEEKEND IN DURATION (FRIDAY 6 P.M. TO THE SECOND MONDAY 5 A.M.). CLOSE EASTBOUND LANES BETWEEN RAMP 3 AND RAMP 7 AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS TO CREATE ADEQUATE ROOM FOR CONSTRUCTION. SAWCUT, DIG OUT, AND REPLACE AT EACH BRIDGE END FOR THE EASTBOUND LANES AS SHOWN ON THE PLANS. SAWCUT SHALL BE A MINIMUM OF 3 FEET FROM THE NEAREST EXISTING JOINT. HYDROBLAST EXISTING BRIDGE DECK TO A DEPTH OF 1/2". CONSTRUCT 1-1/4" LATEX OVERLAY ON THE EASTBOUND LANES OF THE BRIDGE. THE CONTRACTOR SHALL ALLOW A MINIMUM OF 72 HOURS OF CURING TIME BEFORE TRAFFIC IS TO BE ALLOWED ON THE EASTBOUND BRIDGE LANES. NO 24-HOUR OR 48-HOUR MIX DESIGNS WILL BE ALLOWED.

PHASE 4 - CONSTRUCT NEW MEDIAN AND DIAMOND GRIND (1/4-INCH) ALL NEW AND EXISTING CONCRETE TRAVEL LANES AND SHOULDERS. CONSTRUCT PERMANENT STRIPING.

I-265 NORTHBOUND EXIT RAMP (RAMP 3)

PHASE 1 - CLOSE INSIDE SHOULDER. TRAFFIC TO CONTINUE TO USE EXISTING RAMP. WIDEN RAMP TO THE INSIDE, AS REQUIRED. REPAIR OF EXISTING PAVEMENT SLABS WILL REQUIRE WEEKEND CLOSURES TO COMPLETE. THE RAMPS MAY BE CLOSED FROM FRIDAY 6 P.M. TO 5 A.M. THE FOLLOWING MONDAY. DIAMOND GRINDING SHALL EXTEND TO THE EXISTING GRINDING ON THE GENE SNYDER FREEWAY.

PHASE 3 - CONFIGURE RAMP AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN TO PROVIDE ADEQUATE TURNING ROOM FOR LARGE TRUCKS.

I-265 SOUTHBOUND EXIT RAMP (RAMP 7)

PHASE 1 - CLOSE INSIDE SHOULDER. TRAFFIC TO CONTINUE TO USE EXISTING RAMP. WIDEN RAMP TO THE INSIDE, AS REQUIRED. REPAIR OF EXISTING PAVEMENT SLABS WILL REQUIRE WEEKEND CLOSURES TO COMPLETE. THE RAMPS MAY BE CLOSED FROM FRIDAY 6 P.M. TO 5 A.M. THE FOLLOWING MONDAY. DIAMOND GRINDING SHALL EXTEND TO THE EXISTING GRINDING ON THE GENE SNYDER FREEWAY.

PHASE 3 - CONFIGURE RAMP AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN TO PROVIDE ADEQUATE TURNING ROOM FOR LARGE TRUCKS.

Revised notes for Portable Flashing Arrow and Removal of Pavement Markings

MAINTENANCE OF TRAFFIC NOTES

MicroStation v8.11.7.443 | E-SHEET NAME: R0490MT | USER: jlittleton DATE PLOTTED: July 26, 2016

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R82

Revised 7/22/16

GEOTECHNICAL NOTES

1. Clearing and grubbing of embankment areas shall be completed in accordance with Section 202 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.

2. Removal of existing structures and other obstructions shall be completed in accordance with Section 203 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.

3. All water wells and/or cisterns within the limits of construction, whether shown on the plans or not, shall be plugged in accordance with Section 708 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.

4. All catch basins and manholes shall be filled and capped and all septic tanks shall be filled in accordance with Section 708 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.

5. Erosion control and water pollution prevention measures shall be performed as necessary to maintain compliance with Sections 212 and 213 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.

6. Excavation of surface ditches and channel changes adjacent to embankment areas shall be performed prior to the placement of the adjacent embankments. The material excavated for the channel changes and surface ditches is suitable for embankment construction if dried to proper moisture content in accordance with Section 206 of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. Direct payment shall not be permitted for rehandling, hauling, stockpiling and/or manipulating soils.

7. In accordance with Section 206 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction, the moisture content of embankment and subgrade materials shall not vary from the optimum moisture content, as determined by KM 64-511, by more than plus or minus two percent. This moisture content requirement shall have equal weight with the density requirement when determining the acceptability of embankment or subgrade construction. Refer to the Family of Curves for moisture/ density correlations.

8. The Contractor is responsible for conducting any operations necessary to excavate the cut areas and to build the fill areas to the required typical section. These operations shall be incidental to Roadway Excavation or Embankment-in-Place and no additional compensation shall be made for this work.

9. Wet or saturated areas are not anticipated, however, if encountered they could result in problems during embankment construction. The extent of these problems will depend on time of construction and seasonal water table fluctuations. If encountered, limestone shall be placed over wet or saturated areas as directed by the Engineer. Limestone must consist of Kentucky Coarse Aggregate #2's, #3's or 23's in accordance with Section 805 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. The limestone shall be wrapped with Geotextile Fabric, Type IV in accordance with Sections 214 and 843 of the current Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.

10. All soils, whether from roadway excavation or borrow, may require manipulation to obtain proper moisture contents prior to compaction. Direct payment shall not be permitted for re-handling, hauling, stockpiling and/or manipulating soils.

11. Embankment foundation benches shall be constructed at the approximate locations listed below in accordance with Standard Drawings RGX-010 and RDP-006, project cross-sections, and as directed by the Engineer. Perforated pipe underdrains may be omitted in areas utilizing a two foot rock roadbed. If an existing rock embankment is encountered during construction in areas requiring embankment fill, embankment benches shall be constructed in accordance with Standard Drawings RGX-010 and RDP-006, except that the vertical rise will not be excavated vertically but will be excavated with a 1:1 slope to allow the use of a continuous rock drainage blanket. Place a 1-foot vertical thickness of coarse aggregate Rock Drainage Blanket, in accordance with Section 210 of the current Standard Specifications, on the benches for a drainage blanket. The drainage blanket shall be wrapped with Type IV Geotextile Fabric in accordance with Sections 214 & 843 of the current Standard Specifications to prevent infiltration of fines into the drainage blanket.

Mainline
136+25 to 143+25 Lt.

Ramp 7
238+25 to 242+25 Lt.

Ramp 3
136+25 to 138+25 Lt.

12. Any existing drains encountered during grading operations should be extended to the limits of the proposed embankment in accordance with Standard Drawings RDP-050 and RDP-010.

13. Construct a 2-foot rock roadbed consisting of Kentucky Coarse Aggregate No. 2, 3 or 23, in accordance with Section 805 of the current Standard Specifications, for the entire project. The granular material shall be wrapped with Geotextile Fabric, Type IV in accordance with Sections 214 & 843 of the current Standard Specifications and shall daylight horizontally to the edge of embankment in fills and to the ditchline in cuts to ensure positive drainage. Where soft and/or wet subgrade is encountered during construction, the thickness of the rock roadbed may need to be adjusted (increased) to also serve as a working platform for subgrade stabilization. These adjustments, as directed by the Engineer, may depend on seasonal fluctuations in the water table.

14. No sinkholes were shown on the geologic mapping and none were observed during a field reconnaissance of the site. If sinkholes are encountered during construction, the Geotechnical Branch should be contacted for repair recommendations.

SHEET 1 OF 1

DESIGNED BY: AMERICAN ENGINEERS, INC.
DATE SUBMITTED: 6/10/2016

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF

JEFFERSON

PROJECT NUMBERS: NHPP IM 2653 (039)
R-016-2016

GEOTECHNICAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	R82

Revised 7/22/16

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Added and renumbered Geotechnical Notes.

SHEET 1 OF 1

DESIGNED BY: AMERICAN ENGINEERS, INC.
DATE SUBMITTED: 6/10/2016

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF

JEFFERSON

PROJECT NUMBERS: NHPP IM 2653 (039)
R-016-2016

GEOTECHNICAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	T1

Revised 7/26/16

SIGNING

ESTIMATE OF QUANTITIES

ITEM	CODE NUMBER	UNIT	QUANTITY					
			OLD HENRY RD.	SB EXIT	NB EXIT			TOTALS
FOOTINGS FOR SIGNS								
CONCRETE- CLASS "A" FOR SIGNS	6490	CU. YD.	0	0.5	0.5			1.0
SIGN BASE MATERIAL								
ALUMINUM								
①SHEETING SIGNS								
0.080 GAUGE	6406	SQ. FT.	330	121.8	121.8			416
0.125 GAUGE	6407	SQ. FT.	0	45	45			90
STEEL POST ②③④								
TYPE I	6410	LN. FT.	741	125	125			991
BARCODE SIGN INVENTORY	24584EC	EACH	119	12	12			143

NOTES :

(1) WITH PERMISSION OF THE ENGINEER, SHEETING SIGNS ON THE RAMPS AND SIDE ROADS MAY BE MOVED TO BE COMPATIBLE WITH THE EXISTING SIGNS.

(2) QUANTITY IS ESTIMATED. THE EXACT LENGTH SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

(3) WHERE REQUIRED, BRACING FOR SHEETING SIGNS SHALL BE INCIDENTAL TO STEEL POST. SEE SHEETING SIGN DETAIL SHEET.

(4) QUANTITY SHALL INCLUDE ALL MATERIAL NECESSARY TO FORM A COMPLETE BREAK-AWAY ASSEMBLY. TYPE I POSTS AND CONCRETE SHALL BE PAID SEPARATELY. SEE SHEETING SIGN DETAIL SHEET.

(5) ALL MATERIALS REMOVED AND NOT REUSED, SUCH AS SIGNS, SIGN LIGHTS, SIGN SUPPORTS, ETC. SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

(6) THE REMOVAL OF ALL TYPE I OR II POSTS AND ALL SHEETING SIGNS SHALL BE INCIDENTAL TO THE PROJECT WITH NO ADDITIONAL PAYMENT BEING ALLOWED. QUANTITIES SHOWN ARE FOR REFERENCE ONLY. A TOTAL OF 52 SIGNS ARE ESTIMATED TO BE REMOVED.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

KENTUCKY DEPARTMENT OF HIGHWAYS
COUNTY OF
JEFFERSON

PROJECT NUMBERS: IM 2653(034) FD52 056 028-030

SIGNING QUANTITY SHEET

USER: $$$$USER$$$$
DATE: $$$$DATE$$$$
FILE NAME: $$$$design$file$specification$$$$
E-SHEET NAME:

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-474.00	T1

Revised 7/26/16

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

SIGNING

ESTIMATE OF QUANTITIES

ITEM	CODE NUMBER	UNIT	QUANTITY					TOTALS
			OLD HENRY RD.	SB EXIT	NB EXIT			
FOOTINGS FOR SIGNS								
CONCRETE- CLASS "A" FOR SIGNS	6490	CU. YD.	0	0.5	0.5			1.0
SIGN BASE MATERIAL								
ALUMINUM								
①SHEETING SIGNS								
0.080 GAUGE	6406	SQ. FT.	330	121.8	121.8			416
0.125 GAUGE	6407	SQ. FT.	0	45	45			90
STEEL POST ②③④								
TYPE I	6410	LN. FT.	741	125	125			991
BARCODE SIGN INVENTORY	24584EC	EACH	119	12	12			143

Removed "Remove Sign" quantity

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Revised Note 6

KENTUCKY DEPARTMENT OF HIGHWAYS
COUNTY OF
JEFFERSON

PROJECT NUMBERS: IM 2653(034)
FD52 056 028-030

SIGNING QUANTITY SHEET

USER: $$$$USER$$$$
DATE: $$$$DATE$$$$
FILE NAME: $$$$design$file$specification$$$$
E-SHEET NAME:

161245

PROPOSAL BID ITEMS

Report Date 7/26/16

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	5,471.00	TON		$	
0020	00078		CRUSHED AGGREGATE SIZE NO 2 (REVISED: 7-26-16)	15,295.00	TON		$	
0030	00100		ASPHALT SEAL AGGREGATE	52.00	TON		$	
0040	00103		ASPHALT SEAL COAT	7.00	TON		$	
0050	02069		JPC PAVEMENT-10 IN	6,137.00	SQYD		$	
0060	02081		JPC PAVEMENT-8 IN SHLD	2,641.00	SQYD		$	
0070	02083		JPC PAVEMENT-10 IN SHLD	1,130.00	SQYD		$	
0080	02084		JPC PAVEMENT-8 IN	5,301.00	SQYD		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0090	01000		PERFORATED PIPE-4 IN	56.00	LF		$	
0100	01010		NON-PERFORATED PIPE-4 IN	16.00	LF		$	
0110	01020		PERF PIPE HEADWALL TY 1-4 IN	1.00	EACH		$	
0120	01028		PERF PIPE HEADWALL TY 3-4 IN	1.00	EACH		$	
0130	01890		ISLAND HEADER CURB TYPE 1	115.00	LF		$	
0140	01919		STANDARD BARRIER MEDIAN TYPE 3	1,734.00	SQYD		$	
0150	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	31.00	EACH		$	
0160	02014		BARRICADE-TYPE III	4.00	EACH		$	
0170	02058		REMOVE PCC PAVEMENT	7,548.00	SQYD		$	
0180	02060		PCC PAVEMENT DIAMOND GRINDING	43,725.00	SQYD		$	
0190	02159		TEMP DITCH	5,808.00	LF		$	
0200	02160		CLEAN TEMP DITCH	5,808.00	LF		$	
0210	02200		ROADWAY EXCAVATION	24,218.00	CUYD		$	
0220	02242		WATER (FOR DUST CONTROL)	120.00	MGAL		$	
0230	02261		FENCE-WOVEN WIRE	250.00	LF		$	
0240	02265		REMOVE FENCE	250.00	LF		$	
0250	02351		GUARDRAIL-STEEL W BEAM-S FACE	2,012.50	LF		$	
0260	02360		GUARDRAIL TERMINAL SECTION NO 1	1.00	EACH		$	
0270	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	2.00	EACH		$	
0280	02381		REMOVE GUARDRAIL	2,619.00	LF		$	
0290	02391		GUARDRAIL END TREATMENT TYPE 4A	2.00	EACH		$	
0300	02483		CHANNEL LINING CLASS II	2,613.00	TON		$	
0310	02484		CHANNEL LINING CLASS III	277.00	TON		$	
0320	02545		CLEARING AND GRUBBING (APPROXIMATELY 29 ACRES)	1.00	LS		$	
0330	02562		TEMPORARY SIGNS	100.00	SQFT		$	
0331	02599		FABRIC-GEOTEXTILE TYPE IV (ADDED: 7-26-16)	2,000.00	SQYD		$	
0340	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0350	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		$	
0360	02701		TEMP SILT FENCE	2,904.00	LF		$	
0370	02703		SILT TRAP TYPE A	58.00	EACH		$	

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0380	02704		SILT TRAP TYPE B	58.00	EACH		$	
0390	02705		SILT TRAP TYPE C	29.00	EACH		$	
0400	02706		CLEAN SILT TRAP TYPE A	174.00	EACH		$	
0410	02707		CLEAN SILT TRAP TYPE B	174.00	EACH		$	
0420	02708		CLEAN SILT TRAP TYPE C	87.00	EACH		$	
0430	02726		STAKING	1.00	LS		$	
0440	03295		EXPAN JOINT REPLACE 2 IN	204.00	LF		$	
0450	03299		ARMORED EDGE FOR CONCRETE	204.00	LF		$	
0460	05950		EROSION CONTROL BLANKET	139.00	SQYD		$	
0470	05952		TEMP MULCH	140,360.00	SQYD		$	
0480	05953		TEMP SEEDING AND PROTECTION	140,360.00	SQYD		$	
0490	05963		INITIAL FERTILIZER	14.60	TON		$	
0500	05964		20-10-10 FERTILIZER	4.80	TON		$	
0510	05985		SEEDING AND PROTECTION	91,960.00	SQYD		$	
0520	05989		SPECIAL SEEDING CROWN VETCH	4,066.00	SQYD		$	
0530	05992		AGRICULTURAL LIMESTONE	87.00	TON		$	
0540	06540		PAVE STRIPING-THERMO-4 IN W	10,770.00	LF		$	
0550	06541		PAVE STRIPING-THERMO-4 IN Y	6,184.00	LF		$	
0560	06542		PAVE STRIPING-THERMO-6 IN W	5,631.00	LF		$	
0570	06543		PAVE STRIPING-THERMO-6 IN Y	3,312.00	LF		$	
0580	06544		PAVE STRIPING-THERMO-8 IN W	365.00	LF		$	
0590	06546		PAVE STRIPING-THERMO-12 IN W	369.00	LF		$	
0600	06568		PAVE MARKING-THERMO STOP BAR-24IN	369.00	LF		$	
0610	06569		PAVE MARKING-THERMO CROSS-HATCH	8,219.00	SQFT		$	
0620	06572		PAVE MARKING-DOTTED LANE EXTEN	276.00	LF		$	
0630	06574		PAVE MARKING-THERMO CURV ARROW	110.00	EACH		$	
0640	08504		EPOXY SAND SLURRY	80.00	SQYD		$	
0650	08526		CONC CLASS M FULL DEPTH PATCH	33.00	CUYD		$	
0660	08534		CONCRETE OVERLAY-LATEX (REVISED: 7-19-16)	101.10	CUYD		$	
0665	08540		JOINT SEALING (ADDED: 7-22-16)	500.00	LF		$	
0670	08549		BLAST CLEANING	2,998.00	SQYD		$	
0680	08551		MACHINE PREP OF SLAB	2,998.00	SQYD		$	
0690	10020NS		FUEL ADJUSTMENT	16,216.00	DOLL	$1.00	$	$16,216.00
0700	20550ND		SAWCUT PAVEMENT	10,473.00	LF		$	
0710	22665EN		REMOVE NON-MOUNTABLE MEDIAN	3,785.00	SQYD		$	
0720	24489EC		INLAID PAVEMENT MARKER	292.00	EACH		$	
0730	24731EC		REMOVE AND RESET (CURB BOX INLET, TOP PHASE AT BRIDGE ENDS)	2.00	EACH		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0740	00469		CULVERT PIPE-42 IN	38.00	LF		$	
0750	01214		PIPE CULVERT HEADWALL-42 IN	1.00	EACH		$	
0760	01310		REMOVE PIPE	4.00	LF		$	
0790	24076EC		CONCRETE ANCHOR (FOR PIPE)	1.00	EACH		$	

Section: 0004 - BRIDGE - CULVERT #1- DWG. 27563

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0800	02403		REMOVE CONCRETE MASONRY	25.70	CUYD		$	
0810	02555		CONCRETE-CLASS B	17.30	CUYD		$	
0820	08002		STRUCTURE EXCAV-SOLID ROCK	38.40	CUYD		$	
0830	08003		FOUNDATION PREPARATION	1.00	LS		$	
0840	08100		CONCRETE-CLASS A	74.20	CUYD		$	
0850	08150		STEEL REINFORCEMENT (REVISED: 7-12-16)	10,335.00	LB		$	

Section: 0005 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0860	06406		SBM ALUM SHEET SIGNS .080 IN	416.00	SQFT		$	
0870	06407		SBM ALUM SHEET SIGNS .125 IN	90.00	SQFT		$	
0880	06410		STEEL POST TYPE 1	991.00	LF		$	
0890	06490		CLASS A CONCRETE FOR SIGNS	1.00	CUYD		$	
0910	24631EC		BARCODE SIGN INVENTORY	143.00	EACH		$	

Section: 0006 - SIGNALIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0920	04792		CONDUIT-1 IN	20.00	LF		$	
0930	04793		CONDUIT-1 1/4 IN	70.00	LF		$	
0940	04811		ELECTRICAL JUNCTION BOX TYPE B	2.00	EACH		$	
0950	04830		LOOP WIRE	1,000.00	LF		$	
0960	04844		CABLE-NO. 14/5C	1,700.00	LF		$	
0970	04850		CABLE-NO. 14/1 PAIR	1,000.00	LF		$	
0980	04895		LOOP SAW SLOT AND FILL	500.00	LF		$	
0990	04931		INSTALL CONTROLLER TYPE 170	1.00	EACH		$	
1000	04932		INSTALL STEEL STRAIN POLE	4.00	EACH		$	
1010	04950		REMOVE SIGNAL EQUIPMENT	1.00	EACH		$	
1020	20188NS835		INSTALL LED SIGNAL-3 SECTION	10.00	EACH		$	
1030	20266ES835		INSTALL LED SIGNAL- 4 SECTION	1.00	EACH		$	
1040	23157EN		TRAFFIC SIGNAL POLE BASE	18.00	CUYD		$	
1050	23982EC		INSTALL ANTENNA	1.00	EACH		$	

Section: 0007 - INTELLIGENT TRANSPORTATION SYSTEMS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1070	04820		TRENCHING AND BACKFILLING	830.00	LF		$	
1080	04873		POLE 45 FT WOODEN	1.00	EACH		$	
1090	04884		ANCHOR	2.00	EACH		$	
1100	04885		MESSENGER-10800 LB	700.00	LF		$	
1110	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH		$	

161245

PROPOSAL BID ITEMS

Report Date 7/26/16

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1120	21543EN		BORE AND JACK CONDUIT	210.00	LF		$	
1130	24124EC		PVC CONDUIT-2 IN-SCHEDULE 40	800.00	LF		$	

Section: 0008 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1140	02568		MOBILIZATION	1.00	LS		$	
1150	02569		DEMOBILIZATION	1.00	LS		$	