



Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

Jim Gray  
SECRETARY

March 14, 2023

CALL NO. 102  
CONTRACT ID NO. 231014  
ADDENDUM # 1

Subject: Jefferson County, NHPP 0642 (200)  
Letting March 23, 2023

- (1) Revised - Summary Sheets Pg. 22-25 of 249
- (2) Revised - Typical Sections Pg. 30 of 249
- (3) Added - Special Notes Pg. 41A-41D of 249
- (4) Revised - Detail Sheet Pg. 82 of 249
- (5) Revised - Traffic Control Plan Pg. 101-102 of 249
- (6) Revised - Proposal Bid Items Pg. 246-249 of 249

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

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

Sincerely,

Rachel Mills,

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

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

RM:ce  
Enclosures

## GENERAL SUMMARY

ITEM CODE	ITEM	UNIT	TOTAL PROJECT
00001	DGA BASE	TON	2760
00003	CRUSHED STONE BASE	TON	1289
00069	CRUSHED AGGREGATE SIZE NO. 3	TON	973
00100	ASPHALT SEAL AGGREGATE	TON	278
00103	ASPHALT SEAL COAT	TON	34
00194	LEVELING & WEDGING PG76-22	TON	27
00219	CL4 ASPH BASE 1.00D PG76-22, 4IN	TON	3210
00339	CL3 ASPH SURF 0.38D PG64-22, 1.5 IN	TON	3583
00342	CL4 ASPH SURF 0.38A PG76-22, 1.5 IN	TON	18507
01634	CAP CURB BOX INLET	EACH	1
01982	DELINEATOR FOR G/R MONO DIR WHITE	EACH	468
01983	DELINEATOR FOR G/R MONO DIR YELLOW	EACH	152
02058	REMOVE PCC PAVEMENT	SQYD	2816
02091	REMOVE PAVEMENT	SQYD	715
02110	PARTIAL DEPTH PATCHING	CUFT	35
02187	SITE PREPARATION ⑨	EACH	1
02351	GUARDRAIL STEEL W BEAM S FACE	LF	5387.5
02352	GUARDRAIL STEEL W BEAM D FACE	LF	1312.5
02360	GUARDRAIL TERMINAL SECTION NO 1	EACH	10
02365	CRASH CUSHION IX-A	EACH	7
02367	GUARDRAIL END TREATMENT TYPE 1	EACH	21
02369	GUARDRAIL END TREATMENT TYPE 2A	EACH	32
02381	REMOVE GUARDRAIL	LF	34062.5
02562	TEMPORARY SIGNS ③	SOFT	1500
02568	MOBILIZATION	LS	1
02569	DEMobilIZATION	LS	1
02575	DITCHING AND SHOULDERING	LF	26110
02604	FABRIC - GEOTEXTILE CLASS 1A	SQYD	2816
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	5
02676	MOBILIZATION FOR MILLING & TEXTURING	LS	1
02677	ASPHALT MILLING & TEXTURING	TON	22090
02704	SILT TRAP TYPE B ④	EACH	10
02705	SILT TRAP TYPE C ④	EACH	10
02720	SIDEWALK - 4 IN CONCRETE	SQYD	41
02726	STAKING	LS	1
02775	ARROW PANEL	EACH	4
03293	EXPAN JOINT REPLACE 1 IN	LF	471
03294	EXPAN JOINT REPLACE 1 1/2 IN	LF	43
03297	EXPAN JOINT REPLACE 3 IN	LF	43
03298	EXPAN JOINT REPLACE 4 IN	LF	43
04793	CONDUIT 1 1/4 INCH	LF	240
04795	CONDUIT 2 INCH	LF	60
04820	TRENCHING AND BACKFILLING	LF	270
04829	PIEZOELECTRIC SENSOR	EACH	12
04830	LOOP WIRE	LF	5040
04895	LOOP SAW SLOT AND FILL	LF	1200
06542	PAVE STRIPING-THERMO-6 IN W	LF	81021
06543	PAVE STRIPING-THERMO-6 IN Y	LF	63239
06546	PAVE STRIPING-THERMO-12 IN W	LF	6975
06556	PAVE STRIPING-DUR TY 1-6 W	LF	1089
06557	PAVE STRIPING-DUR TY 1-6 IN Y	LF	887
06565	PAVE MARKING-THERMO X-WALK-6 IN	LF	640
06560	PAVE STRIPING-DUR TY 1-12 IN W	LF	134
06568	PAVE MARKING-THERMO STOP BAR-12IN	LF	186
06569	PAVE MARKING-THERMO CROSS-HATCH	SOFT	375
06574	PAVE MARKING-THERMO CURV ARROW	EACH	17

- ① Concrete Transition per BHS 010 will be paid 6 LF at each location as Rail System Single Slope - 40". This includes all work necessary to construct the transition.
- ② See Special Note for Slope Repair
- ③ Temporary Signing shall follow KYTC Standard Drawings and/or MUTCD as required
- ④ To be used as directed by the Engineer
- ⑤ Prior to ordering or installing the lane separator curb, submit a detail of the proposed material to the Engineer for approval.
- ⑥ See Special Note for Painted Guardrail
- ⑦ Removal of existing separator curb shall be incidental to Lane Separator Curb (Pexco FG 300)
- ⑧ Removal of approximately 300' of WRSF at Pewee Reese overpass and installation of 2 MASH approved end anchors.
- ⑨ Site Preparation includes approx. 1044 cubic yards of excavation. Includes all work necessary to prep the median for placement of CSB and asphalt.





PAVING AREAS

ITEM	S Q U A R E Y A R D S										TOTAL PROJECT	
	EASTBOUND ML & In Shldr	EASTBOUND OUT SHLDR	WESTBOUND ML & In Shldr	WESTBOUND OUT SHLDR	MELWOOD RAMP	GRINSTEAD RAMP	CANNONS RAMP	TUNNEL	DRAINAGE CORRECTION	CROSS-OVERS		
ASPHALT SEAL AGGREGATE	-	8722	-	19000	-	-	-	-	-	-	-	27722
ASPHALT SEAL COAT	-	8722	-	19000	-	-	-	-	-	-	-	27722
1.5" CL4 ASPH SURF 0.38A PG76-22	90006	-	89933	-	1662	18907	20813	2816	-	198	-	224335
1.5" CL3 ASPH SURF 0.38D PG64-22	-	20324	-	20307	-	-	-	-	2784	-	-	40631
4" CL4 ASPH BASE 1.00D PG76-22 (PVMNT REPAIR_BOTTOM LIFT)	411	-	232	-	-	-	-	-	-	-	-	643
4.5" CL4 ASPH BASE 1.00D PG76-22 (PVMNT REPAIR_TOP LIFT)	445	-	270	-	-	-	-	-	-	-	-	715
3.5" CL4 ASPH BASE 1.00D PG76-22	-	-	-	-	-	-	-	8448	-	-	-	8448
4.0" CRUSHED STONE BASE	-	-	-	-	-	-	-	2816	2784	-	-	5600
6.0" AGGREGATE #3 STONE WITH 1A FABRIC	-	-	-	-	-	-	-	2816	-	-	-	2816
8" CL4 ASPH BASE 1.00D PG76-22	-	-	-	-	-	-	-	-	2784	-	-	2784
ASPHALT PAVE MILLING & TEXTURING (1)(2)	81160	29170	81083	29157	1662	18907	20813	2816	-	198	-	264966
DGA SHOULDER REFILL (3" DEPTH)	-	8000	-	8000	-	-	-	-	-	-	-	16000
REMOVE PAVEMENT	445	-	270	-	-	-	-	-	-	-	-	715
ASPHALT MATERIAL FOR TACK NON-TRACKING	81160	29170	81083	29157	1662	18907	20813	8448	5568	198	-	264966
BLOW UP/JOINT RELIEF	-	-	-	-	18	25	-	-	-	-	-	43
LEVEL AND WEDGING PG76-22	-	-	-	-	18	25	-	-	-	-	-	43

I-64 JEFFERSON  
PAVING AREAS

NTS



COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS



**PAVING SUMMARY**

ITEM CODE	ITEM	UNIT	EASTBOUND ML & In Shldr	EASTBOUND OUT SHLDR	WESTBOUND ML & In Shldr	WESTBOUND OUT SHLDR	MELWOOD RAMP	GRINSTEAD RAMP	CANNONS RAMP	TUNNEL	DRAINAGE CORRECTION	CROSS-OVERS	TOTAL PROJECT
00001	DGA (4)	TON	-	1380	-	1380	-	-	-	-	-	-	2760
00003	CRUSHED STONE BASE (4)	TON	-	-	-	-	-	-	-	648	641	-	1289
00069	CRUSHED AGGREGATE SIZE NO 3 (4) (5)	TON	-	-	-	-	-	-	-	973	-	-	973
00100	ASPHALT SEAL AGGREGATE	TON	-	88	-	190	-	-	-	-	-	-	278
00103	ASPHALT SEAL COAT	TON	-	11	-	23	-	-	-	-	-	-	34
00194	LEVEL AND WEDGING PG 76-22 (10)	TON	-	-	-	-	11	16	-	-	-	-	27
00219	CL4 ASPH BASE 1,000 PG76-22 (3)	TON	200	-	118	-	-	-	-	1627	1265	-	3210
00336	CL4 ASPH SURF 0.38A PG76-22 (3) (11)	TON	7426	-	7420	-	138	1556	1717	233	-	17	18507
00339	CL3 ASPH SURF 0.38D PG64-22 (3)	TON	-	1677	-	1676	-	-	-	-	230	-	3583
02676	MOBILIZATION FOR MILLING & TEXTURING	LS	-	-	-	-	-	-	-	-	-	-	1
02677	ASPHALT PAVE MILLING & TEXTURING (1)(2)	TON	6697	2407	6690	2405	138	1556	1717	233	230	17	22090
02091	REMOVE PAVEMENT (1)	SY	445	-	270	-	-	-	-	-	-	-	715
20071EC	JOINT ADHESIVE (7)	LF	-	26131	26110	-	-	-	-	-	-	-	52241
20509ED	BLOW UP/RELIEF JOINT	SY	-	-	-	-	18	25	-	-	-	-	43
24785EC	FIBER REINFORCEMENT FOR HMA (8)	TON	7426	1677	7420	1676	-	-	-	1860	-	17	20076
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT (9)	SF	742635	-	742905	-	-	-	-	-	-	-	1485540
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING (6)	TON	29	11	30	11	1	7	7	3	2	1	102

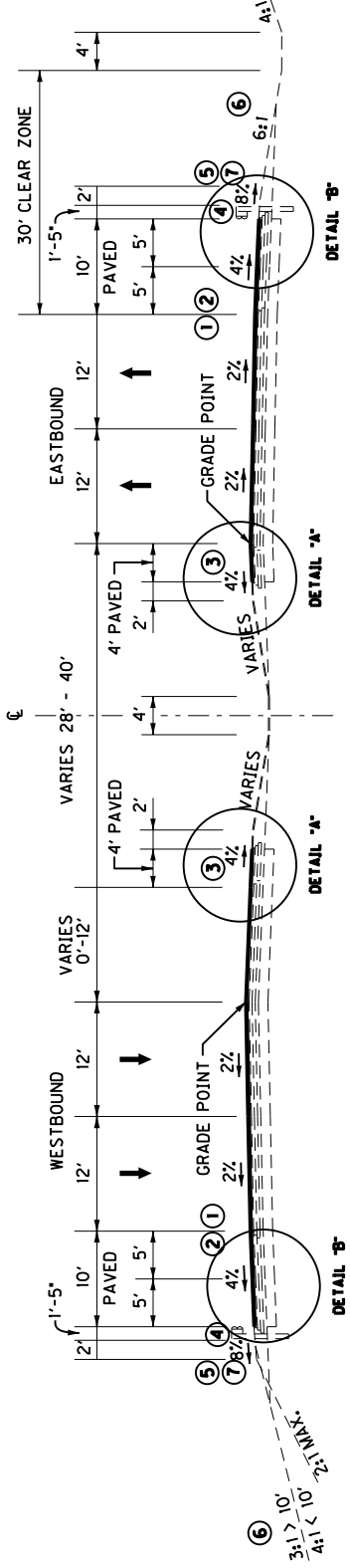
- (1) Quantities represent Pavement Repair Areas
- (2) Begin and End Stations as directed by the Engineer. Begin and End Milepoints are approximate. The paving limits will begin eastbound at the armored edge of Story Ave as directed by the Engineer.
- (3) Estimated at 110 pounds per square yard per inch depth.
- (4) Estimated at 115 pounds per square yard per inch depth.
- (5) Crush Aggregate Size No 3 shall be underlain with class 1A fabric and overlain with class 2 fabric
- (6) Estimated at 0.70 pounds per square yard. See Special Note for Non-Tracking Tack Coat
- (7) See Special Note for Longitudinal Pavement Joint Adhesive
- (8) Estimated at 3 ounces per ton of asphalt. See Special Note for Fiber Reinforcement
- (9) See Special Note for Paver Mounted Temperature Profiles
- (10) Quantities to be used for Blow Up/Relief
- (11) Quantities for mainline surface include 3' of outside shoulder. The outside shoulder pavement joint should move to outside the rumble strip.



# TYPICAL SECTIONS

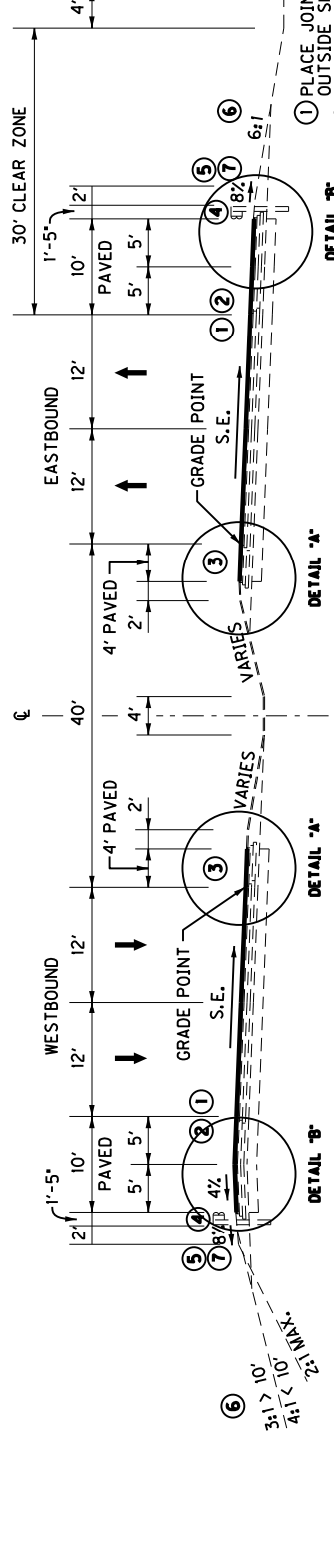
**I-64 PAVEMENT SCHEDULE**  
 DRIVING LANES AND INSIDE SHOULDER  
 1.50" CL4 ASPH SURF 0.38A PG76-22  
 NON-TRACKING TACK  
 1.50" ASPHALT PAVE MILLING & TEXTURING

**OUTSIDE SHOULDER**  
 1.50" CL4 ASPH SURF 0.38D PG64-22  
 NON-TRACKING TACK  
 1.50" ASPHALT PAVE MILLING & TEXTURING



**I-64 NORMAL SECTION**

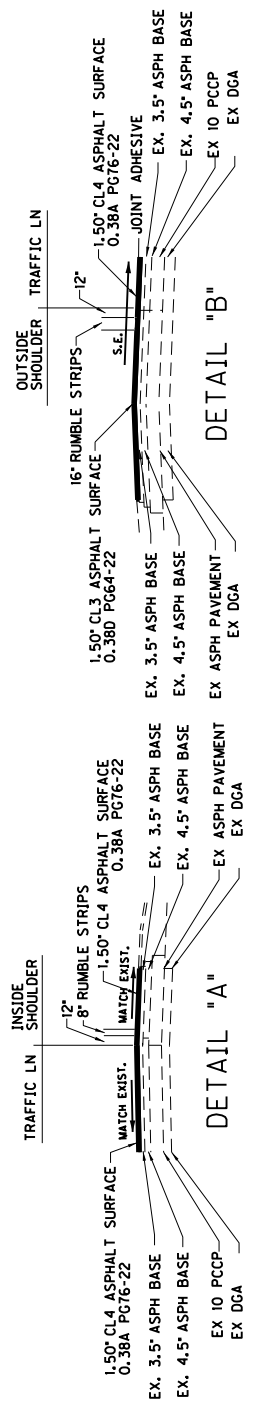
EB M.P. 6.569 TO 6.963	EB M.P. 9.785 TO 10.034	WB M.P. 6.525 TO 6.708	WB M.P. 9.050 TO 9.390
EB M.P. 7.265 TO 7.840	EB M.P. 10.302 TO 10.389	WB M.P. 7.053 TO 7.638	WB M.P. 9.595 TO 9.895
EB M.P. 8.243 TO 8.346	EB M.P. 10.958 TO 11.069	WB M.P. 8.023 TO 8.148	WB M.P. 10.733 TO 10.902
EB M.P. 8.731 TO 8.924	EB M.P. 11.302 TO 11.525	WB M.P. 8.488 TO 8.705	WB M.P. 11.175 TO 11.353
EB M.P. 9.266 TO 9.551			



**I-64 SUPERELEVATION SECTION**

EB M.P. 6.963 TO 7.265	EB M.P. 10.034 TO 10.302	WB M.P. 6.708 TO 7.053	WB M.P. 9.895 TO 10.116
EB M.P. 7.840 TO 8.243	EB M.P. 10.389 TO 10.958	WB M.P. 7.638 TO 8.023	WB M.P. 10.116 TO 10.733
EB M.P. 8.346 TO 8.731	EB M.P. 11.069 TO 11.302	WB M.P. 8.148 TO 8.488	WB M.P. 10.902 TO 11.175
EB M.P. 8.924 TO 9.266	EB M.P. 11.525 TO 11.734	WB M.P. 8.705 TO 9.050	WB M.P. 11.353 TO 11.612
EB M.P. 9.551 TO 9.785		WB M.P. 9.390 TO 9.595	

- NOTES:**
- PLACE JOINT ADHESIVE BETWEEN DRIVING LANES AND OUTSIDE SHOULDER JOINT
  - CONSTRUCT SAWED RUMBLE STRIPS
  - INSIDE SHOULDER AND 3' OF OUTSIDE SHOULDER TO BE PLACED CONCURRENTLY WITH DRIVING LANE MATCH EXISTING CROSS SLOPE
  - EXISTING GUARDRAIL IS NOT TO BE DISTURBED UNLESS OTHERWISE LISTED IN THE PROPOSAL FOR REPLACEMENT
  - WHERE GUARDRAIL IS REPLACED OR NEW DGA PLACED ON THE EXISTING DGA SHOULDERS, ASPHALT SEAL COAT REQUIRED FROM THE OUTSIDE PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE (OR AS DIRECTED BY THE ENGINEER)
  - ASPHALT SEAL COAT CONSISTS OF TWO APPLICATIONS OF THE FOLLOWING:  
 ASPHALT SEAL AGGREGATE - 20 LB/SY  
 ASPHALT SEAL COAT - 2.4 LB/SY
  - ROUND IN ACCORDANCE WITH STANDARD DRAWING RGX-001-06
  - MILEPOSTS ARE APPROXIMATE
  - NON-TRACKING TACK TO BE USED PER THE SPECIAL NOTE AND STANDARD SPECIFICATIONS
  - OUTSIDE SHOULDER IS TO BE MILLED AND PAVED TO MATCH THE EXISTING OUTSIDE SHOULDER WIDTH. TYPICAL IS 10' BUT THIS WIDTH MAY VARY. 3' OF THE EXISTING SHOULDER IS TO BE PAVED WITH MAINLINE



NOT TO SCALE

INTERSTATE 64  
 TYPICAL SECTIONS  
 PAVEMENT REHABILITATION

July 19, 2019

### SPECIAL NOTE FOR GEOCOMPOSITE REINFORCEMENT FOR ASPHALT

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2019 Standard Specifications for Road and Bridge Construction.

**1.0 DESCRIPTION.** This specification covers geocomposites used as an interlayer in asphalt pavements.

#### 2.0 MATERIALS AND EQUIPMENT.

**2.1 Geocomposite.** The geocomposite shall consist of a geogrid component with a non-woven geotextile (paving fabric) backing. Furnish fiberglass-reinforced or polyester geogrid coated with an elastomeric polymer. Ensure the geogrid forms a stable network such that the ribs, filaments, or yarns retain their dimensional stability, including selvages. Furnish geogrid with a non-woven paving fabric backing composed of long chain synthetic polymers that are 95 percent by weight polyolefins or polyesters.

**A) Physical Requirements.** Furnish the specified geogrid type conforming to the Physical Requirements Table and ASTM D 4759. Ensure that each geogrid shipment is accompanied by a manufacturer's certification listing minimum average roll specification values (MARV) of each lot number for those properties listed in the table below. Furnish geogrid with a non-woven geotextile backing that conforms to AASHTO M288 Type II paving fabric with the exception of mass per unit area. Products that meet all Type II requirements except mass per unit area will be acceptable.

PROPERTY	TEST METHOD	SPECIFICATION
Geogrid Tensile Strength, lb/in (min.)	ASTM D6637 Test Method A	560
Geogrid Elongation, % (max.)	ASTM D6637	< 3
Melting Point of Paving Fabric Component, °F (min.)	ASTM D 276	320
Grid Size, inch (min/max)	Calipered	0.5/1.25

**B) Packaging, Shipment, and Storage.** Ensure that each roll is labeled with the manufacturer's name, product type, style number, lot number, roll number, manufactured date, roll dimensions, chemical composition, and applicable physical properties. Protect the geocomposite from direct sunlight, ultraviolet rays, flames, aggressive chemicals, mud, dirt, dust, and debris during all periods of shipment and storage. Keep geocomposite dry until installation, and do not store directly on the ground.

July 19, 2019

**2.2 Asphalt Distributor. Conform to 406.02.05.**

**2.3 Rolling Equipment.** Use pneumatic-tired rollers that weigh at least 12 tons and have 7 to 9 tires capable of inflation pressures up to 125 psi. Maintain an inflation pressure in all tires within  $\pm 5$  psi of the manufacturer's recommended pressure. Arrange the tires so that the gap between the tires of the front axle is covered by the tires of the rear axle. Mount wheels to provide equal contact pressure under each wheel. Use a tire tread that is satisfactory to the Engineer. Maintain tire size and inflation pressure such that the contact pressure is at least 80 psi.

**3.0 CONSTRUCTION.**

**3.1 Geocomposite Representative.** Ensure that a representative of the geocomposite manufacturer is on the project when work begins, and remains on call as the project progresses, to advise the Engineer.

**3.2 Weather Restrictions.** Do not place the geocomposite when weather conditions, in the opinion of the Engineer, are not suitable. Ensure the air and pavement temperatures are sufficient to allow the tack coat to hold the geocomposite in place. Specifically, ensure the temperature is at least 50 °F and rising.

**3.3 Surface Preparation.** Perform any needed base repairs and repair all potholes, cracks greater than 1/4 inch, and any badly damaged or rough pavement, which may require milling or placement of leveling course. Ensure the surface is dry, clean, dust-free, and between 40 and 140 °F. Unless the geocomposite is precoated with an adhesive, apply tack according to the manufacturer's recommendations. This tack coat will not be measured for payment and will be considered incidental to the geocomposite. Distributor truck must be calibrated to supply the tack at the manufacturer's recommended rate before the job begins and this calibration is to be witnessed by the representative of the geocomposite manufacturer on the project. No work to install the geocomposite shall take place unless a representative from the geocomposite manufacture is on site.

**3.4 Geocomposite Placement.** Place the geocomposite while the tack coat is still tacky/broken. Keep the material flat and wrinkle free throughout the installation. Roll the geocomposite until the adhesive is activated or the geocomposite is seated in the tack coat. Clean the roller with an asphalt release agent. Brooming may be required. On sharp curves, cut the edges and fold the geocomposite over in the direction of the placement of the asphalt overlay. Overlap side joints by one to 2 inches. Overlap all end-of-roll joints by 3 to 6 inches. Ensure that the overlaps are shingled in the direction of paving.

**3.5 Asphalt Placement.** Place the asphalt overlay at a minimum 2-inch compacted thickness. Pave over the geocomposite on the same day of its placement. Except for paving equipment and vehicles, allow no traffic on the grid. Do not place tack coat on top of the interlayer grid.

**3.6 Geocomposite Repair.** Repair any visible distress that occurs due to movement of the geocomposite immediately after rolling. For small areas, remove the asphalt



July 19, 2019

mixture from the affected area; replace the geocomposite in its original position, and replace, level, and compact the asphalt mixture. Cut the geocomposite if necessary for it to lie flat.

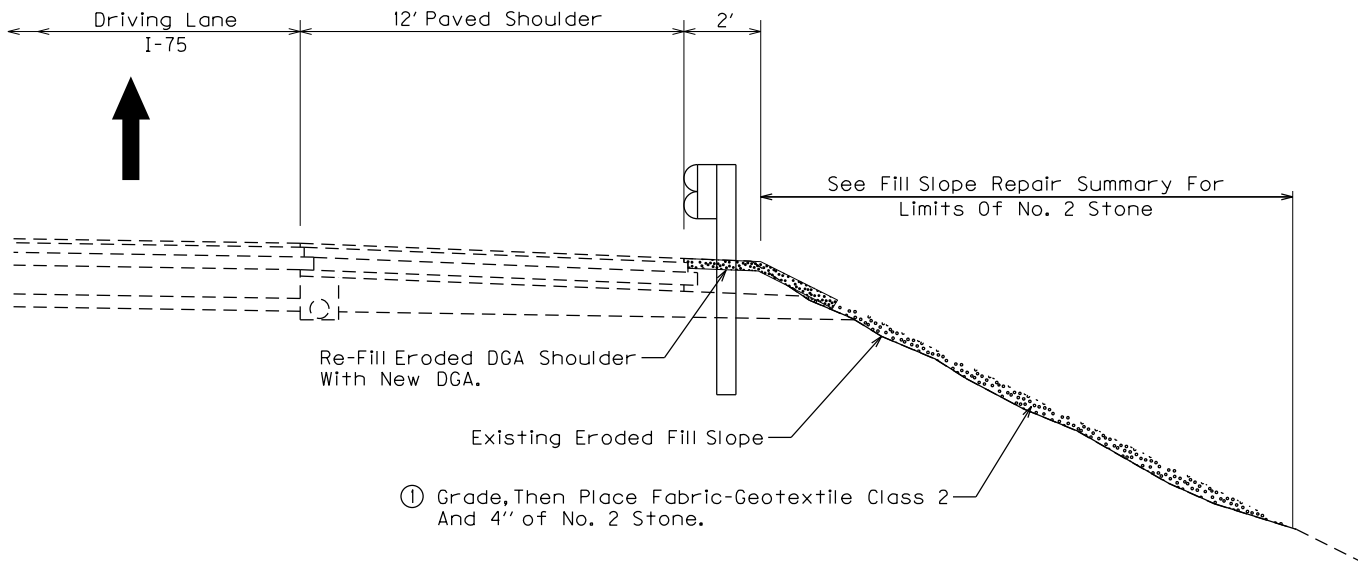
**3.7 Sampling and Testing.** The Department will sample the geocomposite at the project site according to ASTM D 4354 and KM 64-113 at a frequency the Engineer determines. The Department will test the geocomposite for all properties possible given the testing equipment availability. When the Department determines that an individual sample fails to meet any specification requirement, the Department will reject that roll and sample two additional rolls from the same lot. When the Department determines that either of these two additional samples fails to comply with any part of the specification, the Department will reject the entire quantity of rolls represented by that sample.

**4.0 MEASUREMENT.** The Department will measure the quantity of geocomposite in square yards. The Department will not measure geocomposite when the contract indicates that the geocomposite are incidental to the work being performed or when no separate bid item for geocomposite is listed in the proposal. The Department will not measure providing the geocomposite manufacturer's representative for payment and will consider it incidental to the geocomposite. Tack coat, applied per the geocomposite manufacturer's recommendations, will not be paid and will be considered incidental to the geocomposite.

**5.0 PAYMENT.** The Department will make payment for the installed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
25010EC	Geocomposite Reinforcement for Asphalt	Square Yard

# FILL SLOPE EROSION REPAIR DETAIL DITCH DETAIL



**NOTES:**

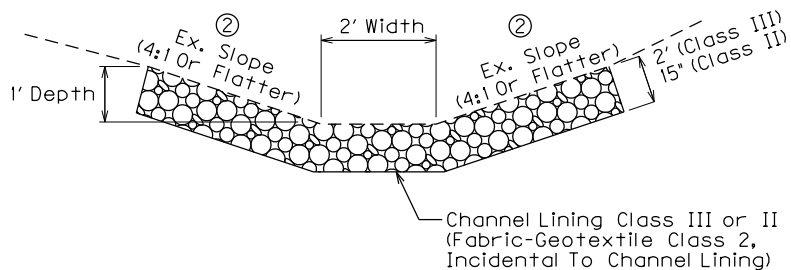
See The Fill Slope Erosion Repair Summary For Locations And Quantity Of No. 2 Stone.

Grading The Slope Prior To Placement Of No. 2 Stone Will Be Incidental To The Stone Bid Item. DGA Will Be Paid Per The Unit Bid Price.

A Quantity Of Channel Lining Class II Has Been Included On The General Summary For Filling In Deeply Eroded Areas Prior To Grading And Placing The No. 2 Stone.

- ① Furnishing And Placing The Fabric-Geotextile Class 2 After Grading The Existing Slope Will Be Considered Incidental To The No. 2 Stone.
- ② 2:1 Or Flatter When Behind Guardrail.

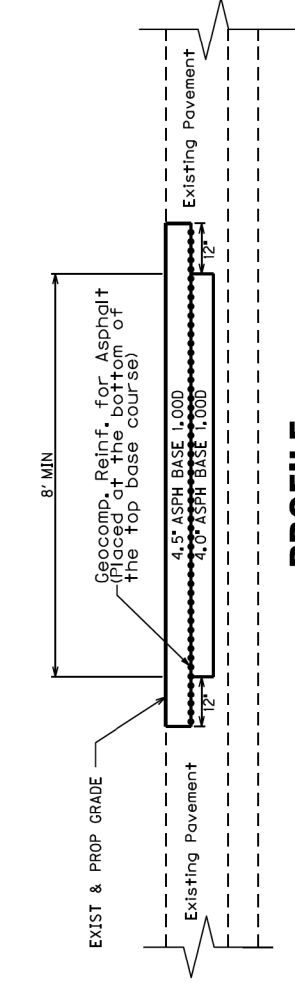
## DITCH DETAIL



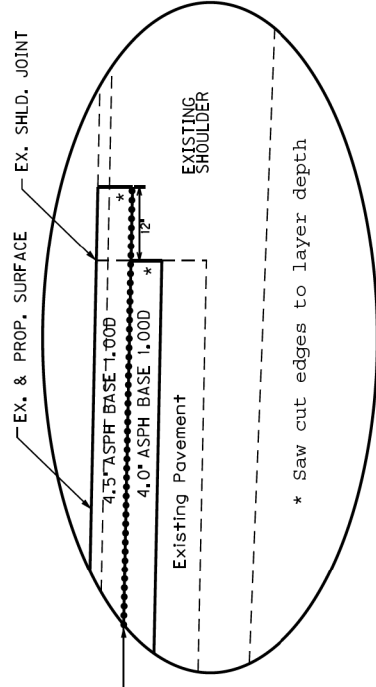
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Aug 6, 2019

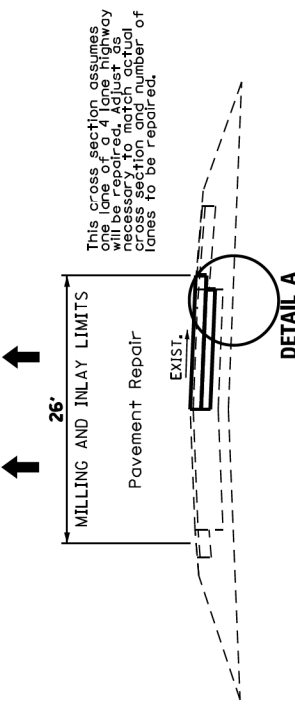
# PAVEMENT REPAIR DETAIL



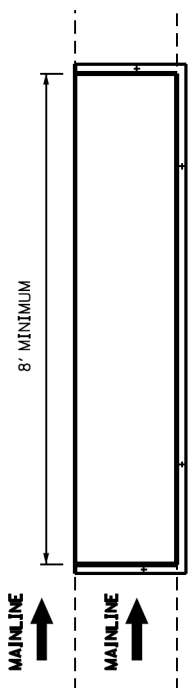
**PROFILE**



**DETAIL A**



**CROSS SECTION**



**PLAN VIEW**

**NOTES**

1. CAUTION: Existing concrete pavement may exist below the asphalt pavement.
2. Pavement repairs shall be performed at locations selected by and as directed by the Engineer. The Engineer will assess, select, and mark areas for treatment. The full lane width will be removed and replaced. The Engineer may elect to perform repairs on one lane or multiple lanes. The Engineer may elect to only remove and replace the top lift of base or may decide a Base Failure Repair is more appropriate (see Base Failure Repair Detail). An edge key 12" into existing pavement is required for the top course of base.
3. Complete pavement repair operations in one in one continuous operation or protect with barrier wall. Do not leave an unprotected hole with no workers present. If barrier wall must be used for pavement repairs, it will be considered incidental to other items of work and not be considered for payment.
4. The item REMOVE PAVEMENT includes removal of all asphalt to the required depth.
5. Perform typical mill and inlay operations with resurfacing items subject to payment as part of the resurfacing operation.

- QUANTITIES TO BID  
02091 REMOVE PAVEMENT 715 SY  
25010EC GEOCOMPOSITE REINF FOR ASPHALT 715 SY  
00219 CL 4 ASPH BASE 1,000 PG 76-22 200 TON

• Only items listed will be considered for payment and will be considered full compensation for the work required. Any other items of work not listed for payment will be considered incidental to other items of work.

Asph base course class and binder grade to be chosen by the designer on current asphalt warrants and/or to remain consistent with mainline asphalt surface used on the project.

\* Saw cut edges to layer depth

**TRAFFIC CONTROL PLAN  
I-64 REHABILITATION  
PROJECT JEFFERSON COUNTY ITEM**

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**THIS PROJECT IS FOR A FULLY  
CONTROLLED ACCESS HIGHWAY**

**TRAFFIC CONTROL GENERAL**

Except as provided herein, “Maintain and Control Traffic” shall be in accordance with the KYTC Standard Specifications and the KYTC Standard Drawings, current editions. Except for the roadway and traffic control bid items included in the project, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project shall be in compliance with the appropriate Standard Drawings and the Manual on Uniform Traffic Control Devices (MUTCD), current edition.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic control devices will conform to current MUTCD.

Reduce the speed limit in work areas to 45 miles per hour (10 miles per hour less than posted speed for ramps) and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the “WARNING FINE DOUBLED IN WORK ZONE” signs will be dual mounted. At the end of the work zone, the “END DOUBLE FINE” signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period. Payment for the signs will be at the unit bid price for temporary signs. Any relocation or covering of the signs will be incidental to “Maintain and Control Traffic”.

**PROJECT PHASING & CONSTRUCTION PROCEDURES**

This project has a fixed completion date. See the special note for Fixed Completion Date and Liquidated Damages.

The Contractor will be allowed one full closure of 10 days in each direction. During this time all work for the project is expected to be completed including all bridge work, paving, and final striping. Prior to the 10 day closure, the contractor will be allowed to close each ramp receiving blow up relief joint for 1 weekend each. No more than 1 ramp shall be closed at a time prior to the 10 day closure. In addition to the 10 day closure and the ramp closures for the blow up repair, the contractor will be allowed a total of 10 nighttime lane closures on the interstate in each direction. These lane closures will be coordinated with approval of the Engineer. Work that can be done during the nightly closures may consist of slope repair, guardrail, concrete sealing, or ditching. These nighttime lane closures may occur during low-volume hours only from 8pm-5am.

All asphalt construction, bridge joint repair, bridge barrier retrofit, latex overlay, permanent striping, inlaid pavement markings, or all other work except that listed in the previous paragraph.

Sidewalk ramp replacement shall occur prior to the 10 day closures. Lane closures on the local roads shall be utilized for the sidewalk ramp replacements. Ramps may be narrowed with prior approval from the Engineer but traffic must be maintained at all times.

10-day closures are to take place during the summer of 2023. The Contractor is to coordinate these closures with JCPS as well as Holy Spirit School and Sacred Heart Academy to ensure school traffic is not disrupted during the normal school year.

Night work may be required for this project. Obtain the Engineer's approval on the method of lighting prior to performing night work.

Only one full closure per direction may be in place at the same time. When a 10 day closure is present in one direction, no work shall be allowed in the opposing direction without approval from the Engineer.

The contractor must notify the Engineer at least fourteen (14) days prior to the beginning of each construction phase.

Lane closures and shoulder closures will be allowed on local streets for ramp pavement tie-ins and should be coordinated and approved by the Engineer prior to beginning. On local roads lane closures should not occur during peak hours 6 am – 8 am Monday through Friday or 4 pm – 6 pm Monday through Friday.

## **WORK PHASING**

The Contractor is responsible for developing their work schedule to meet the schedule requirements. However, surface shall not be placed until all tunnel work and bridge work that would affect the asphalt surface at that location is complete.

## **LANE CLOSURES (NON-INTERSTATE)**

Limit the lengths of lane closures to only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. Only one lane closure in each direction at any time will be permitted. Contrary to section 112, lane closures will **NOT** be measured for payment, but are considered incidental to "Maintain and Control Traffic".

## **SIGNS**

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE

**PROPOSAL BID ITEMS**

Report Date 3/14/23

**Section: 0001 - PAVING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	2,760.00	TON		\$	
0020	00003		CRUSHED STONE BASE	1,289.00	TON		\$	
0030	00069		CRUSHED AGGREGATE SIZE NO 3	973.00	TON		\$	
0040	00100		ASPHALT SEAL AGGREGATE	278.00	TON		\$	
0050	00103		ASPHALT SEAL COAT	34.00	TON		\$	
0060	00194		LEVELING & WEDGING PG76-22	27.00	TON		\$	
0070	00219		CL4 ASPH BASE 1.00D PG76-22	3,210.00	TON		\$	
0080	00339		CL3 ASPH SURF 0.38D PG64-22 OUTSIDE SHOULDER	3,583.00	TON		\$	
0090	00342		CL4 ASPH SURF 0.38A PG76-22 MAINLINE AND INSIDE SHOULDER	18,507.00	TON		\$	
0100	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0110	02677		ASPHALT PAVE MILLING & TEXTURING MAINLINE AND INSIDE SHOULDER (REVISED 3-14-23)	22,090.00	TON		\$	
0120	20071EC		JOINT ADHESIVE	52,241.00	LF		\$	
0130	20362ES403		SHOULDER RUMBLE STRIPS-SAWED	104,438.00	LF		\$	
0140	24785EC		FIBER REINFORCEMENT FOR HMA	20,076.00	TON		\$	
0150	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	1,462,734.00	SF		\$	
0160	24970EC		ASPHALT MATERIAL FOR TACK NON- TRACKING	93.00	TON		\$	

**Section: 0002 - ROADWAY**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0170	01634		CAP CURB BOX INLET	1.00	EACH		\$	
0180	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	468.00	EACH		\$	
0190	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	152.00	EACH		\$	
0200	02058		REMOVE PCC PAVEMENT	2,816.00	SQYD		\$	
0210	02091		REMOVE PAVEMENT	715.00	SQYD		\$	
0220	02187		SITE PREPARATION	1.00	EACH		\$	
0230	02351		GUARDRAIL-STEEL W BEAM-S FACE	5,387.50	LF		\$	
0240	02352		GUARDRAIL-STEEL W BEAM-D FACE	1,312.50	LF		\$	
0250	02360		GUARDRAIL TERMINAL SECTION NO 1	10.00	EACH		\$	
0260	02365		CRASH CUSHION TYPE IX-A	7.00	EACH		\$	
0270	02367		GUARDRAIL END TREATMENT TYPE 1	21.00	EACH		\$	
0280	02369		GUARDRAIL END TREATMENT TYPE 2A	32.00	EACH		\$	
0290	02381		REMOVE GUARDRAIL	34,062.50	LF		\$	
0300	02562		TEMPORARY SIGNS	1,500.00	SQFT		\$	
0310	02575		DITCHING AND SHOULDERING	26,110.00	LF		\$	
0320	02604		FABRIC-GEOTEXTILE CLASS 1A	2,816.00	SQYD		\$	
0330	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0340	02671		PORTABLE CHANGEABLE MESSAGE SIGN	5.00	EACH		\$	
0350	02704		SILT TRAP TYPE B	10.00	EACH		\$	
0360	02705		SILT TRAP TYPE C	10.00	EACH		\$	
0370	02720		SIDEWALK-4 IN CONCRETE	41.00	SQYD		\$	

**PROPOSAL BID ITEMS**

Report Date 3/14/23

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0380	02726		STAKING	1.00	LS		\$	
0390	02775		ARROW PANEL	4.00	EACH		\$	
0400	06542		PAVE STRIPING-THERMO-6 IN W	81,021.00	LF		\$	
0410	06543		PAVE STRIPING-THERMO-6 IN Y	63,239.00	LF		\$	
0420	06546		PAVE STRIPING-THERMO-12 IN W	6,975.00	LF		\$	
0430	06556		PAVE STRIPING-DUR TY 1-6 IN W	1,089.00	LF		\$	
0440	06557		PAVE STRIPING-DUR TY 1-6 IN Y	887.00	LF		\$	
0450	06560		PAVE STRIPING-DUR TY 1-12 IN W	134.00	LF		\$	
0460	06565		PAVE MARKING-THERMO X-WALK-6 IN	640.00	LF		\$	
0470	06568		PAVE MARKING-THERMO STOP BAR-24IN	186.00	LF		\$	
0480	06569		PAVE MARKING-THERMO CROSS-HATCH	375.00	SQFT		\$	
0490	06574		PAVE MARKING-THERMO CURV ARROW	17.00	EACH		\$	
0500	06575		PAVE MARKING-THERMO COMB ARROW	3.00	EACH		\$	
0510	06613		INLAID PAVEMENT MARKER-B W/R	736.00	EACH		\$	
0520	06614		INLAID PAVEMENT MARKER-B Y/R	71.00	EACH		\$	
0530	08904		CRASH CUSHION TY VI CLASS C	13.00	EACH		\$	
0540	10020NS		FUEL ADJUSTMENT	65,607.00	DOLL	\$1.00	\$	\$65,607.00
0550	10030NS		ASPHALT ADJUSTMENT	160,309.00	DOLL	\$1.00	\$	\$160,309.00
0560	20191ED		OBJECT MARKER TY 3	21.00	EACH		\$	
0570	25010EC		GEOCOMPOSITE REINFORCEMENT FOR ASPHALT (ADDED 3-14-23)	715.00	SQYD		\$	
0580	20411ED		LAW ENFORCEMENT OFFICER	1,680.00	HOURL		\$	
0590	20509ED		BLOW UP/RELIEF JOINT	43.00	SQYD		\$	
0600	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	23,487.50	LF		\$	
0610	22520EN		PAVE MARKING-THERMO YIELD BAR-36 IN	198.00	LF		\$	
0620	23158ES505		DETECTABLE WARNINGS	96.00	SQFT		\$	
0630	23254ES717		PAVE MARK TY 1 TAPE DOTTED LANE EXT	28.00	LF		\$	
0640	23791EC		PAVE STRIPING-CHEVRON MARKINGS	1,720.00	SQFT		\$	
0650	23871EC		PAVE STRIPE-WET REF TAPE-6 IN Y	580.00	LF		\$	
0660	23872EC		PAVE STRIPE-WET REF TAPE-6 IN W	730.00	LF		\$	
0680	24542EC		REPAIR SLOPE REPAIR	2,500.00	LF		\$	
0690	24679ED		PAVE MARK THERMO CHEVRON	1,950.00	SQFT		\$	
0700	24683ED		PAVE MARKING-THERMO DOTTED LANE EXTEN	1,650.00	LF		\$	
0710	24689EC		PAVE MARK THERMO-WRONG WAY ARROW	11.00	EACH		\$	
0720	24707ED		CABLE BARRIER SYSTEM REMOVE & RESTORE	1.00	LS		\$	
0730	24768EC		LANE SEPARATOR CURB	80.00	LF		\$	
0740	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	96.00	LF		\$	
0750	25075EC		QUEUE PROTECTION VEHICLE	250.00	HOURL		\$	
0760	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	30.00	EACH		\$	
0770	25117EC		FURNISH QUEUE PROTECTION VEHICLES	4.00	MONT		\$	
0780	26119EC		INSTALL RADAR PRESENCE DETECTOR TYPE A	4.00	EACH		\$	
0790	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	4.00	MONT		\$	
0800	26137EC		QUEUE WARNING PCMS	24.00	MONT		\$	
0810	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS	24.00	MONT		\$	
0820	40102		PAINTING	38,490.00	SQFT		\$	

**PROPOSAL BID ITEMS**

Report Date 3/14/23

**Section: 0003 - BRIDGE - 056B00151R I-64 OVER STORY AVE**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0830	03293		EXPAN JOINT REPLACE 1 IN	76.00	LF		\$	
0840	23032EN		BRIDGE BARRIER RETROFIT	136.00	LF		\$	
0850	23378EC		CONCRETE SEALING	925.00	SQFT		\$	

**Section: 0004 - BRIDGE - 056B00141R I-64 OVER MELLWOOD**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0860	03294		EXPAN JOINT REPLACE 1 1/2 IN	43.00	LF		\$	
0870	03297		EXPAN JOINT REPLACE 3 IN	43.00	LF		\$	
0880	03298		EXPAN JOINT REPLACE 4 IN	43.00	LF		\$	
0890	23032EN		BRIDGE BARRIER RETROFIT	1,030.00	LF		\$	
0900	23378EC		CONCRETE SEALING	5,385.00	SQFT		\$	

**Section: 0005 - BRIDGE - 056B00149R I-64 EB OVER GRINSTEAD**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0910	03293		EXPAN JOINT REPLACE 1 IN	78.00	LF		\$	
0920	23032EN		BRIDGE BARRIER RETROFIT	175.00	LF		\$	
0930	23378EC		CONCRETE SEALING	1,150.00	SQFT		\$	

**Section: 0006 - BRIDGE - 056B00149L I64 WB OVER GRINSTEAD**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0940	03293		EXPAN JOINT REPLACE 1 IN	78.00	LF		\$	
0950	23032EN		BRIDGE BARRIER RETROFIT	175.00	LF		\$	
0960	23378EC		CONCRETE SEALING	1,110.00	SQFT		\$	

**Section: 0007 - BRIDGE - 056B00148R I64EB OVER LEXINGTON ROAD**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0970	03293		EXPAN JOINT REPLACE 1 IN	116.00	LF		\$	
0980	23032EN		BRIDGE BARRIER RETROFIT	177.00	LF		\$	
0990	23378EC		CONCRETE SEALING	1,225.00	SQFT		\$	

**Section: 0008 - BRIDGE - 056B00148L I64WB OVER LEXINGTON ROAD**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1000	03293		EXPAN JOINT REPLACE 1 IN	123.00	LF		\$	
1010	23032EN		BRIDGE BARRIER RETROFIT	168.00	LF		\$	



**PROPOSAL BID ITEMS**

Report Date 3/14/23

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1020	23378EC		CONCRETE SEALING	1,135.00	SQFT		\$	

**Section: 0009 - BRIDGE - 056B00147R I64EB OVER BEALS BRANCH**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1030	02110		PARTIAL DEPTH PATCHING	35.00	CUFT		\$	
1040	08504		EPOXY SAND SLURRY	63.00	SQYD		\$	
1050	08510		REM EPOXY BIT FOREIGN OVERLAY	2,753.00	SQYD		\$	
1060	08534		CONCRETE OVERLAY-LATEX 2" OVERLAY AT 2759 SF PER BRIDGE REPORT	17.00	CUYD		\$	

**Section: 0010 - TRAFFIC LOOPS**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1070	04793		CONDUIT-1 1/4 IN	240.00	LF		\$	
1080	04795		CONDUIT-2 IN	60.00	LF		\$	
1090	04820		TRENCHING AND BACKFILLING	270.00	LF		\$	
1100	04829		PIEZOELECTRIC SENSOR	12.00	EACH		\$	
1110	04830		LOOP WIRE	5,040.00	LF		\$	
1120	04895		LOOP SAW SLOT AND FILL	1,200.00	LF		\$	
1130	20359NN		GALVANIZED STEEL CABINET	6.00	EACH		\$	
1140	20360ES818		WOOD POST	12.00	EACH		\$	
1150	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	6.00	EACH		\$	

**Section: 0011 - DEMOBILIZATION &/OR MOBILIZATION**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1160	02568		MOBILIZATION	1.00	LS		\$	
1170	02569		DEMOBILIZATION	1.00	LS		\$	