



**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
www.transportation.ky.gov/

**Matthew G. Bevin**  
Governor

**Greg Thomas**  
Secretary

January 22, 2018

CALL NO. 105  
CONTRACT ID NO. 184001  
ADDENDUM # 2

Subject: McCracken County, HSIP 9010 (303)  
Letting January 26, 2018

(1) Revised - Special Note -	Page 60 of 251
(2) Added - Sheet-	Page 60(a) of 251
(2) Revised - Special Note -	Pages 76-79 of 251
(4) Added - Alteration Request Letter -	Pages 1-5 of 5

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

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

Sincerely,

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

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

RM:mr  
Enclosures



An Equal Opportunity Employer M/F/D

## SPECIAL NOTE FOR STAKING

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Perform Contractor Staking according to Section 201; except, in addition to the requirements of Section 201, perform the following:

1. Contrary to Section 201, perform items 1-3 usually performed by the Engineer.
2. Establish typical section cross slopes for superelevation improvements, transitions and tapers, and details to align the culvert extensions with the existing culvert and to match the existing roadway alignment and curvature to ensure positive drainage upon completion of the work.
3. Verify the dimensions, type, and quantities of the culvert pipes, entrance pipes, and/or box culverts as listed and detailed in the proposal, and determine flow line elevations and slopes necessary to provide positive drainage. Revise as necessary to accommodate the existing site conditions; to provide proper alignment of the drainage structures with existing and/or proposed ditches, stream channels, swales, and the roadway lines and grades; and to ensure positive drainage upon completion of the work.
4. Prior to incorporating into the work, obtain the Engineers approval of all designs and revisions to be provided by the Contractor.
5. Prior to ordering sign material, notify and coordinate with the District Traffic Engineer, and perform a review of the proposed signs within this proposal (including removal and relocation of any existing signage). Using paint marks on the pavement, mag nails, stakes, or any other means approved by the Engineer, the Contractor shall mark and/or stake the proposed sign locations in the field. NOTE: Proposed signs are listed in the proposal by approximate location and are NOT to be taken as the exact location for the signs. During staking operations the Contractor shall review the signing layout and existing field conditions and look for potential conflicts, including but not limited to utilities, driveways, visual obstructions, etc. When conflicts are found, adjust the staked location of signs to mitigate conflicts. Because the sign locations in the proposal are approximate and the location of some signs may need to be adjusted due to conflicts, during staking operations the Contractor shall refer to and utilize the information in Sections 2C.05 through 2C.15 and Section 2C.46; Tables 2C-4, 2C-5, and 2C-6; and Figure 2C-2 of the Manual on Uniform on Traffic Control Devices (MUTCD), current edition. These Sections, Tables, and Figures within the MUTCD cover items such as: appropriate sign location, advance placement distances, and spacing requirements for signing. The intent is for the proposed signs to be consistent with, and meet the requirements of, the MUTCD. **Before sign installation begins and after proposed sign locations have been staked, obtain final sign location approval from the District Traffic Engineer.**
6. Produce and furnish to the Engineer "As Built" plans of the superelevation improvements and the drainage/culvert improvements.
7. Verify the accuracy of the survey control network.
8. Provide independent testing and inspection of all work.
9. Perform independent soil testing of levee embankment material.
10. Perform any and all other staking operations required to control and construct the work.

### SURVEY CONTROL POINT INFORMATION

<b>Point Number</b>	<b>Northing</b>	<b>Easting</b>	<b>Elevation</b>	<b>Description</b>
1	3523428.723	4088377.973	396.299	CP/AEI CP 1
2	3523965.651	4088487.933	425.121	CP/AEI CP 2
3	3524292.268	4088494.135	416.008	CP/AEI CP 3
4	3524823.925	4088591.681	377.762	CP/AEI CP 4
5	3525877.053	4088747.29	339.385	CP/AEI CP 5
6	3527498.328	4088844.977	343.221	CP/AEI CP 6
7	3528731.282	4088897.287	339.613	CP/AEI CP 7
8	3529289.69	4088970.183	337.93	CP/AEI CP 8
9	3530874.014	4089323.241	337.914	CP/AEI CP 9
10	3531624.937	4089293.492	336.357	CP/AEI CP 10
11	3533809.011	4089503.681	337.562	CP/AEI CP 11
12	3534301.523	4089528.95	335.769	CP/AEI CP 12
13	3534316.733	4089323.942	334.811	CP/AEI CP 13
14	3534374.343	4089106.73	336.735	CP/AEI CP 14
15	3535037.782	4089170.674	335.215	CP/AEI CP 15
16	3537498.307	4089510.254	337.368	CP/AEI CP 16
17	3537893.786	4089570.852	338.12	CP/AEI CP 17
18	3538280.736	4089549.665	350.479	CP/AEI CP 18
19	3538400.326	4089419.205	337.318	CP/AEI CP 19
20	3539410.147	4090275.559	337.712	CP/AEI CP 20



of the 3-60" Cross Drains will be completed. The extension of the 5 Levee Pipes will begin in this phase using the Hobas Pipe installation requirements.

- **Phase III** consists of Clark Line Road to Station 259+00 for the purpose of completing the roadway through the final base course and tying into KY 1954 at the north tie-in. (Traffic flow from Clark Line Road to southbound KY 1954 must be maintained during construction using flag persons.) The extension of the 5 levee pipes will be completed. The old roadway on the levee will be removed to match slopes of the existing levee using USACE requirements with the remaining segment of old roadway being constructed to drain as shown on the cross sections.
- **Phase IV** consists of moving all traffic to the new road, completing the headwalls on all pipe extensions, placing the final surface, guardrail, and all other items. All Phase IV will be completed using flag persons.

With the prior approval of the Engineer, KY 1954 may be closed for no more than a period of two weeks (14 Calendar days) from Station 249+00 to Clark Line Road while maintaining traffic flow from Clark Line Road to northbound KY 1954 during Phase II construction. Additionally, KY 1954 may be closed for no more than a period of two weeks (14 Calendar days) from Clark Line Road to Station 259+00 while maintaining traffic flow from Clark Line Road to southbound KY 1954 during Phase III construction. Timing for all road closures must be approved by the Engineer and extended road closures shall not occur before the last school day for McCracken County and must not occur after August 1, 2018. Any work in these limits requiring road closures that exceed the two weeks will result in a per day penalty of \$2,400.

All tree removal and Tree canopy trimming/clearing are to be completed by no later than March 15, 2018. Any tree removals that are removed after that date may be subject to bat mitigation fees for disturbing or harming of bat hibernaculum's and will solely be the responsibility of the contractor as a non-reimbursable cost.

All other KY 1954 work must be completed at all times, maintaining alternating one way traffic during construction operations. The clear lane width shall be 9 feet. With approval of the Engineer, short stoppages of no more than 20 minutes for construction operations can be experienced, however, the contractor shall make all provisions for the passage of all emergency vehicles and school buses on an official run as quickly as possible in less than the 20 minute allowed stoppage time.

Asphalt Leveling and Wedging shall be placed in lifts to insure pavement keep drop offs are not too high and 2-lanes of traffic can be maintained overnight. Leveling and Wedging thicknesses shall be approved by the engineer.

The Department will provide public notification regarding approved closures. Notify the Engineer immediately and obtain approval of any deviations from the previously approved closure schedule. The contractor shall be responsible for road closure barricades and signs; work zone and pavement condition signs; advanced warning signs; additional signs as directed by the Engineer; changeable message signs.

Under special circumstances, KYTC reserves the right to restrict the use of lane closures due to unforeseen special events.

### **MAINTAIN & CONTROL TRAFFIC.**

Will be measured only once for payment.

### **SIGNS.**

Contrary to Section 112.04.02, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

### **LANE CLOSURES**

Other than the allowed 2 week closure, do not leave lane closures in place during non-working hours.

### **VARIABLE MESSAGE SIGNS.**

If deemed necessary by the Engineer, variable message signs will be installed, operated and maintained by the Department. Specifically, signs indicating the insufficient lane width for oversized loads may be required.

### **BARRICADES**

Barricades used in lieu of barrels and cones for channelization or delineation will be incidental to Maintain and Control Traffic according to Section 112.04.01. Barricades used to protect pavement removal areas will be bid as each according to Section 112.04.04.

### **PAVEMENT EDGE DROP-OFFS**

A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1½". Warning signs (MUTCD W8-9 or W8-9A, or W8-11) shall be placed in advance of and at 1500 feet intervals throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. All transverse transitions between newly surfaced pavement and the existing pavement areas that traffic may cross shall be wedged with asphalt mixture for leveling and wedging. Remove wedges prior to placement of the final surface course.

Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 2” – No protection required.

2” to 4” – Place plastic drums, vertical panels, or barricades every 50 feet. Cones may be used in place of plastic drums, panels, and barricades during daylight hours. Wedge with asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Temporary drop-offs during working hours, where construction operations are taking place, should be kept to minimum.

### **INGRESS AND EGRESS**

Reasonable means of ingress and egress shall be maintained to all properties within the project limits. Access to fire hydrants must also be maintained at all times.



REPLY TO  
ATTENTION OF:

**DEPARTMENT OF THE ARMY**  
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE  
CORPS OF ENGINEERS  
P.O. BOX 59  
LOUISVILLE, KENTUCKY 40201-0059

August 22, 2016

Engineering Division

Mr. Rick Murphy, P.E.  
City Engineer, City of Paducah, KY  
300 South 5<sup>th</sup> Street  
P.O. Box 2267  
Paducah, KY 42003

Dear Mr. Murphy:

I am returning one original approved alteration request (Reference Number 2016056.PAD) for the proposed modifications to the Paducah Levee System; near levee STA 28+62 and 32+25. We understand that the project will consist of a realignment of KY 1954 (Husband Road) to improve the highway safety at the intersection of KY 1954 and Clark Line Road. The realignment will include the relocation of the existing sandbag closure at Station 28+62 to approximate Station 30+23, as well as the extension of the five pipes located at Station 32+25, as well as filling in the ponding area adjacent to the inlets of the pipes.

We have reviewed the submitted documents and have no objections to the proposed work provided the following conditions are adhered to:

- a. The O&M Manual is to be updated to show the removal of the existing sandbag closure at Station 28+62 and the new sandbag closure at Station 30+23 (including an estimate of the number of sandbags required, as well as the length of the new closure). The manual shall also show the increased length in the pipes.
- b. Construction activities shall follow the Standard Operating Procedure (SOP) Benching and Compaction for Levee and Floodwall Modifications attached herein and available from the Louisville District's levee safety website: <http://www.lrl.usace.army.mil/lsp>.
- c. A set of "As-Built" drawings for the above project and digital copies of the construction photos taken before, during, and after the completion of the project are to be provided to this office, ATTN: CELRL-ED-T-G (Neil Cash), upon completion of this project. As-built drawings shall indicate graphically the levee As-Built station numbers provided by USACE for the Paducah Levee System.

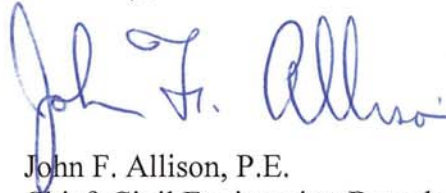


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It should be noted that this approval is for only the work discussed herein. It is the responsibility of the City of Paducah to ensure the work is completed in accordance with the plans and specifications. Failure to meet these requirements may affect the overall rating of the project during our next routine inspection.

This approval will be valid for a period of two years from the date of this letter. Any failure to meet these requirements may affect the overall rating of the project during our next annual inspection. If you have any questions regarding this letter, please contact your area representative Mr. Neil Cash at (502)-315-6419 or by email at Neil.Cash@usace.army.mil.

Sincerely,

A handwritten signature in blue ink that reads "John F. Allison". The signature is written in a cursive style with a large initial "J" and "A".

John F. Allison, P.E.  
Chief, Civil Engineering Branch  
Alternate Levee Safety Officer

Enclosures

**RECORD COPY**

Cash/ED-T-G *NC*  
Frank/ED-T-G *DDF*  
Whelan/ED-T-G *MSW*  
Purcell/ED-T- *BY*  
Allison/ED-T *JM*

Q:\PROJECT FILES\FEDERAL LEVEE SYSTEMS\Paducah KY  
LFPP\PERMITS (Paducah, KY)\2016056.PAD – Realignment of KY 1954  
(Husband Road)

## Levee System Modification Permit

Instructions for Submitting a request for the US Army Corps of Engineers, Louisville District to review a proposed modification to a Levee System using Form CELRL-803

### Part 1 – Completing the Levee System Modification Permit Form (CELRL-803)

The Local sponsor is the Permittee of any modifications to Levee Systems and a third party is the Permittee. The Local Sponsor/Permittee should complete each line on the permit form as follows:

**Name of Levee System** – This line should contain the name of the Levee System to be modified by this proposal

**Name of Permittee – Local Sponsor for Levee System** – This line should contain the name of the Local Sponsor who must approve of this modification request prior to forwarding to USACE for review. The Local Sponsor is the non-federal government organization responsible for operating and maintaining the levee system.

**Permittee Information:** These lines should contain the name (and titles) of the individual person, or company, or entity, or organization requesting the proposed modification. The Point-of-Contact who will be responsible for operation and maintenance of the proposed modification and all associated communication must put their contact information here as required. Note: This POC line is **not** intended for the signature of a representative of a design firm or consultant.

**Description of Modification** – The next four lines should contain a brief description of the proposed modification to include the work which will be accomplished. Most important is location features of the proposed modification, including **BOTH** the Levee System Stationing (as shown on the as-built levee drawings) of the site **AND** geographic (GPS) coordinates of the site. Please **do not** write only "See Attached" in this space in case the permit form gets separated from the required submittal materials. Required submittal materials are described in Part 2 below.

**Special Conditions** – The next four lines will contain any special conditions to the permit assigned by the Local Sponsor or USACE.

**Signature on Behalf of Local Sponsor** – This line should contain the name, title, and signature/date of the Local Sponsor or an authorized representative. This is commonly signed by a Levee Commissioner, City Engineer, Public Works Director or Mayor. Signature of this line indicates the Local Sponsor approves of the proposed modification.

**Signature of Permittee** – This line should contain the name, title, and signature/date of the individual or authorized representative of the entity, company or organization who will be responsible for the proposed modification and all associated communication. Note: This line is **not** intended for the signature of a representative of a design firm or consultant.

**Approved** – The permit form must be properly filled out prior to USACE technical review. The authorized representative of USACE will only sign this line if a technical review of the full permit package including this form and all technical submittals (plans & specifications) has been completed and approved. Any alterations to the permit package (including the submitted technical plans and specifications) as submitted by the permittee is prohibited and voids USACE approval of the modification.

### Part 2 – What to Submit for a Technical Review

All technical submittals should include:

- **3 copies** of properly completed permit form CELRL-803 as described above
- Scope of proposed work
- Electronic copies of plans, details, data sheets and specifications **related to the levee system modification work only**
- Hard copies of plans (should not exceed 11 x 17 inch size paper) **related to the levee system modification work only**
- Clearly defined location/area of the proposed modification including both as-built levee stationing and geographic coordinates (GPS) shown on the plan sheets
- Electronic copies of digital photos of the proposed modification work area in its current condition

Submittals **should not** include full size drawing sets unless specifically requested by this office.

Feel free to contact the Louisville District Levee Safety Program if you have any questions regarding these requirements: <http://www.lrl.usace.army.mil/>

### Levee System Modification Permit

Ohio River Shoreline, Paducah, KY, LFPP, Section C, Station 20+00 to Station 35+00  
(Name of Levee System to be modified)

Rick Murphy, P.E., City Engineer, City of Paducah, KY  
(Name of Permittee - Local Sponsor for Levee System)

PERMITTEE INFORMATION:

<u>KY Transportation Cabinet</u> <small>(Name of Firm/Organization requesting modification, if any)</small>	<u>200 Mero Street</u> <small>(Address)</small>
<u>Andy Barber, P.E.</u> <small>(Name of Individual requesting modification)</small>	<u>Frankfort KY 40622</u> <small>(City, State, Zip)</small>
<u>Andy.Barber@Ky.gov</u> <small>(Email)</small>	<u>(502)564-3730 (502)564-2277</u> <small>(Phone/Fax)</small>

Permission is hereby given to the above permittee TO:

Construct realigned KY 1954 (Husbands Road) over Paducah-Clark Line Floodwall Levee. New alignment will cross existing levee at station 30+23.50 (37.005708°N, 88.598292°W) and remove a maximum of 3' of levee. This realignment is necessary to improve highway safety at the intersection of KY 1954 and Clark Line Road. The existing road cut through the levee at station 28+61.85 (37.005416°N, 88.598708°W) will be backfilled per USACE Specs to the adjacent levee elevation. Grassed swales will be constructed between the levee fill and roadway fill to transport water to the levee toe. The five pipes under the levee at approximate station 32+25 will be extended under the relocated KY 1954.

(Describe in the space above a summary of the proposed modification: including kind and type of construction; purpose intended; location both by levee stationing AND GPS geographic coordinates. Include means for access to modification site, etc. Use separate sheets if necessary, identifying each by reference herein)  All technical plans and specifications associated with the modification have been enclosed as part of this permit package

Provided That:

Upon termination or expiration of this permit (whether by voluntary relinquishment by the permittee, by revocation by the permitter or otherwise) the permittee shall remove all structures, improvements, or appurtenances which may have been erected or constructed under this permit, and shall repair or replace any portion of the Levee System or right-of-way which may have been damaged by his operations (including grading and seeding, or sodding, if necessary), to the satisfaction of the permitter.

The structure or operation for which this permit is issued shall be maintained by the permittee in such manner as shall not injure or damage the Levee System, or interfere with its operation and maintenance in accordance with regulations of the Secretary of the Army.

The structure or operation covered by this permit may be damaged, removed or destroyed by the permitter in time of flood emergency if such action is determined by the permitter to be necessary in order to preserve life or property or prevent damage or impairment to the use or safety of the Levee System, and the permitter shall not be liable to the permittee for such damage or destruction.

Unless otherwise specifically provided herein, this permit may be cancelled at any time by the permitter upon 10 days written notice mailed to the address shown above. During such 10-day period, (or such other period as may be provided herein), the permittee will be permitted to remove any property or improvements installed under this permit, and to repair or replace any damage to the Levee System right-of-way or structures resulting from his use or operations. At the end of such period, the permitter shall have the right to possess and dispose of any such property or improvements remaining upon its right-of-way, and may proceed to repair or replace any such damage, and the permittee herein shall be liable to the permitter for the full cost of such repairs or replacements.

The construction, installation and maintenance of the structure or structures covered by this permit shall be subject to inspection by representatives of the permitter and the United States at all reasonable times.

In the event the work covered by this permit consists of or includes major construction, the cost of inspection thereof by the permitter and/or the United States shall be paid by the applicant.

Permittee agrees that it will not use the area or facilities covered by this permit, or permit such area to be used, for any purpose other than is specifically covered by this permit.

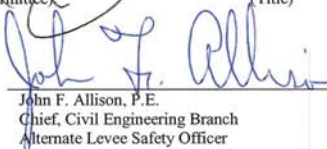
(Use the space below for special conditions applicable to this permit.)

THIS PERMIT SHALL NOT BE VALID UNTIL APPROVED BY THE DISTRICT LEVEE SAFETY OFFICER (LSO) OR ALTERNATE LSO, CORPS OF ENGINEERS, U.S. ARMY, OR HIS AUTHORIZED REPRESENTATIVE.

<u>Rick Murphy, P.E.</u> <small>(Authorized Representative of Local Sponsor) [please print or type]</small>	 <small>(Signature of Local Sponsor)</small>	<u>City Engineer</u> <small>(Title)</small>	<u>8/1/16</u> <small>(Date)</small>
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Terms of this permit are hereby accepted.

<u>Andy Barber, P.E.</u> <small>(Authorized Representative of Permittee) [please print or type]</small>	 <small>(Signature of Permittee)</small>	<u>Executive Director/Project Delivery &amp; Preservation</u> <small>(Title)</small>	<u>7-29-16</u> <small>(Date)</small>
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APPROVED:   
John F. Allison, P.E.  
 Chief, Civil Engineering Branch  
 Alternate Levee Safety Officer

8-24-2016  
(Date)