



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

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

Matthew G. Bevin
Governor

Greg Thomas
Secretary

September 16, 2019

CALL NO. 110
CONTRACT ID NO. 191242
ADDENDUM # 1

Subject: MASON COUNTY, STP BRZ 0903 (208)
Letting September 20, 2019

- (1) Added - Special Notes - Pages 1-4 of 4
- (2) Revised - Proposal Bid Items - Pages 98-99 of 99
- (3) Revised - Plan Sheets - R2a and R10

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 TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS

I. TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current standard specifications, section 112. The contractor will be responsible for developing and implementing the maintenance of traffic details with guidance through standard drawings and the MUTCD current editions. The developed traffic control plan must be approved by the Engineer prior to implementation. The contractor is expected to provide at a minimum the items listed in this note, however this note does not relieve the contractor of other items that may be necessary to comply with current standards. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic".

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

The contractor must notify the engineer and public information officer at least 14 calendar days prior to the beginning work. Please see the Special Note for Liquidated Damages for additional information.

II. TRAFFIC COORDINATOR

Furnish a traffic coordinator as per section 112. The traffic coordinator shall inspect the project maintenance of traffic, at least three times daily, or as directed by the engineer, during the contractor's operations and at any time a bi-directional lane closure or road closure is in place. The personnel shall have access on the project to a radio or telephone to be used in case of emergencies or accidents. The traffic coordinator shall report all incidents throughout the work zone to the engineer on the project. The contractor shall furnish the name and telephone number where the traffic coordinator can be contacted at all times.

III. SIGNS

The contractor is responsible for all signage during construction. The contractor shall adhere to the standard drawings and manual on uniform traffic control devices (MUTCD) for guidance. If, at any time, the engineer requests a change in the maintenance of traffic signage, the contractor shall implement the change within 8 hours. Failure to implement these changes within the required eight hours will result in liquidated damages of \$5,000 per day.

The contractor shall provide all detour signing needed for the bridge closure, if allowed in the contract documents. All signing required will be incidental to the lump sum bid item "Maintain and Control Traffic".

The department will not measure installation, maintenance, or removal for payment of any detour signage or standard construction signage, and will consider these incidental to “Maintain and Control Traffic”

Closure signs, detour signs, and bi-directional lane closure signs should be placed no sooner than two weeks prior to the closing of the bridge (when applicable) or placing lane closures. Wayfinding detour signs should be placed a maximum of 2 miles apart unless specified by the engineer. Signs shall be covered or removed within 24 hours of opening the bridge to traffic.

Road closed signs (when applicable) should be double signed and placed a minimum of 1500’, 1000’, and 500’ in advance of the closure, in addition to signage required by the MUTCD and standard drawings.

IV. . TEMPORARY PAVEMENT STRIPING

For projects where road closures are allowed in the contract documents, it is not anticipated that temporary pavement striping will be needed since the bridge will be closed. However, if the contractor’s means and methods allows for need for temporary striping, conflicting pavement marking will be covered with 6” black removable tape. However, for bi-directional lane closures or if the plans call for a diversion, temporary striping will be required per the plans and MUTCD. Contrary to the standard specifications, no direct payment will be made for any temporary striping, pavement striping removal, or any other temporary striping item. If temporary striping is used, the contractor shall replace any temporary striping that becomes damaged or fails to adhere to the pavement before dark on the day of the notification. Liquidated damages shall be assessed to the contractor at a rate of \$500 per day for failing to replace temporary striping within this time limit.

V. PROJECT PHASING & CONSTRUCTION PROCEDURES

Project phasing shall be as directed by the plans, special notes, and the approved Traffic Control Plan prepared by the contractor. Maintain traffic over the bridge as long as possible. Once work on the structure begins that impacts traffic, ensure work progresses to minimize the effected time to the public. All materials that must be made specific for the project should be ordered and made prior to closure of the bridge or implementation of bi-directional lane closures so that delivery does not delay progress of the work, unless approved by the Engineer. If the bridge is reopened prior to safety devices being in place, an approved protective barrier wall shall be placed in accordance to the standard drawings. Contrary to standard specifications, no direct payment would be made for the barrier wall and will be considered incidental to “Maintain and Control Traffic”.

For projects which require an on-site diversion to be constructed to maintain traffic, the traffic control plan and project schedule prepared by the contractor shall include provisions such that traffic is not switched to the diversion until all materials that must be made specific for the project are ordered and made so that use of the diversion is minimized, unless approved by the Engineer.

VI. PAVEMENT DROP-OFF

Less than two inches - no protection required. Warning signs should be placed in advance and throughout the drop-off area.

Two to four inches - plastic drums, vertical panels or barricades every 100 feet on tangent sections for speeds of 50 mph or greater. Cones may be used in place of plastic drums, panels and barricades during daylight hours. For tangent sections with speeds less than 50 mph and curves devices should be placed every 50 feet. Spacing of devices on tapered sections should be in accordance with the manual on uniform traffic control devices, current edition.

Greater than four inches - positive separation or wedge with 3:1 or flatter slope needed. If there is five feet or more distance between the edge of the pavement and the drop-off, then drums, panel, or barricades may be used. If the drop-off is greater than 12 inches, positive separation is strongly encouraged. If concrete barriers are used, special reflective devices or steady burn lights should be used for overnight installations.

For temporary conditions, drop-offs greater than four inches may be protected with plastic drums, vertical panels or barricades for short distances during daylight hours while work is being done in the drop-off area.

VII. VARIABLE MESSAGE SIGNS AND TEMPORARY TRAFFIC SIGNALS

At the direction of the Engineer, the contractor is expected to provide up to two (2) message boards for use at locations determined by the Engineer. These message boards are expected to be in place one week prior to the closure of the roadway and remain in place for the duration of the closure. The message boards will be paid for as per the standard specifications.

For projects that involve the use of lane closures, all lane closures shall be bi-directional. The contractor shall provide temporary traffic signals and all labor, materials, and incidentals needed to maintain bi-directional traffic for the project. For short term bi-directional lane closures, the use of flaggers in lieu of temporary traffic signals may be acceptable if approved by the Engineer.

VIII. BARRICADES

For projects which allow full closure, ensure a minimum of (2) type III barricades are used at each end of the bridge for a total of (4) type III barricades.

VIII. DETOUR AND ON SITE DIVERSIONS

For projects which allow a full closure of the bridge, or if necessary to detour trucks, the traffic control plan proposed by the contractor shall include a signed detour route for the road closure. The traffic control plan along with the proposed detour plan will be delivered to the engineer 7

days prior to the pre-construction meeting. The proposed detour route shall meet the following requirements:

- 1) Detour routes must remain at minimum on the same classification of roadway (i.e. AA, AAA, state, county, etc.) Unless written approval is obtained through the owner of the facility.
- 2) The contractor must coordinate with other projects along the detour route in order to avoid ongoing construction projects along those routes.
- 3) It may be determined that two detour routes would be needed if the first selected route cannot accommodate truck traffic. If this occurs, the contractor is expected to sign both detours per the standard drawings and MUTCD. Additional clarification signage between the detours may be needed at points where they diverge.
- 4) For projects that involve the use of bi-directional lane closures and the temporary lane width per the plans or as proposed by the contractor is less than 10 feet, the contractor shall be required to provide a signed detour for oversized vehicles.

The traffic control plan must be submitted and approved to allow for coordination of the public information officer with the closure notification. The public must be notified of the proposed detour route when they are notified of the closure, 2 weeks before closure. All time and expenses necessary for the development of the detour plan(s) will be incidental to the lump sum bid item "Maintain and Control Traffic".

For projects with an on-site diversion included in the construction, the preparation of traffic control plans for a detour and implementation of a detour will not be required, unless specified in the plans.

IX. PAYMENT

Unless listed as a bid item in the contract documents, payment will only be made for the following items:

1. Portable Changeable Message Boards - Each
2. Maintain and Control Traffic - Lump Sum

All other items needed to maintain traffic in accordance with these contract documents and the approved traffic control plan shall be considered incidental to Maintain and Control Traffic. These items include but are not limited to traffic signals, signs, barrier wall, crash cushions, temporary guardrail, temporary and permanent pavement striping, cones, barrels, flaggers, etc.

PROPOSAL BID ITEMS

Report Date 9/16/19

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	780.00	TON		\$	
0020	00020		TRAFFIC BOUND BASE	52.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	8.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	1.00	TON		\$	
0050	00221		CL2 ASPH BASE 0.75D PG64-22	405.00	TON		\$	
0060	00301		CL2 ASPH SURF 0.38D PG64-22	112.00	TON		\$	
0070	00356		ASPHALT MATERIAL FOR TACK	3.00	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0080	00078		CRUSHED AGGREGATE SIZE NO 2	950.00	TON		\$	
0090	00441		ENTRANCE PIPE-18 IN	82.00	LF		\$	
0100	00462		CULVERT PIPE-18 IN	95.00	LF		\$	
0110	01000		PERFORATED PIPE-4 IN	45.00	LF		\$	
0120	01010		NON-PERFORATED PIPE-4 IN	16.00	LF		\$	
0130	01020		PERF PIPE HEADWALL TY 1-4 IN	2.00	EACH		\$	
0140	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	20.00	EACH		\$	
0150	02014		BARRICADE-TYPE III	4.00	EACH		\$	
0160	02159		TEMP DITCH	457.00	LF		\$	
0170	02160		CLEAN TEMP DITCH	229.00	LF		\$	
0180	02200		ROADWAY EXCAVATION	2,530.00	CUYD		\$	
0190	02220		FLOWABLE FILL	21.00	CUYD		\$	
0200	02242		WATER (FOR DUST CONTROL)	70.00	MGAL		\$	
0210	02351		GUARDRAIL-STEEL W BEAM-S FACE	462.50	LF		\$	
0220	02360		GUARDRAIL TERMINAL SECTION NO 1	1.00	EACH		\$	
0230	02371		GUARDRAIL END TREATMENT TYPE 7	3.00	EACH		\$	
0240	02432		WITNESS POST	13.00	EACH		\$	
0250	02483		CHANNEL LINING CLASS II	48.00	TON		\$	
0260	02484		CHANNEL LINING CLASS III	29.00	TON		\$	
0270	02545		CLEARING AND GRUBBING (APPROXIMATELY 0.99 ACRES)	1.00	LS		\$	
0290	02585		EDGE KEY	48.00	LF		\$	
0300	02599		FABRIC-GEOTEXTILE TYPE IV	2,200.00	SQYD		\$	
0310	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	164.00	SQYD	\$2.00	\$	\$328.00
0320	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0330	02701		TEMP SILT FENCE	457.00	LF		\$	
0340	02703		SILT TRAP TYPE A	1.00	EACH		\$	
0350	02704		SILT TRAP TYPE B	1.00	EACH		\$	
0360	02705		SILT TRAP TYPE C	1.00	EACH		\$	
0370	02706		CLEAN SILT TRAP TYPE A	1.00	EACH		\$	
0380	02707		CLEAN SILT TRAP TYPE B	1.00	EACH		\$	
0390	02708		CLEAN SILT TRAP TYPE C	1.00	EACH		\$	
0400	02726		STAKING	1.00	LS		\$	

PROPOSAL BID ITEMS

Report Date 9/16/19

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	02731		REMOVE STRUCTURE (EXISTING 121-FT X 13.5-FT - 1 STEEL THRU TRUSS BRIDGE)	1.00	LS		\$	
0420	05950		EROSION CONTROL BLANKET	1,731.00	SQYD		\$	
0430	05952		TEMP MULCH	3,239.00	SQYD		\$	
0440	05953		TEMP SEEDING AND PROTECTION	2,418.00	SQYD		\$	
0450	05963		INITIAL FERTILIZER	.10	TON		\$	
0460	05964		MAINTENANCE FERTILIZER	.20	TON		\$	
0470	05985		SEEDING AND PROTECTION	953.00	SQYD		\$	
0480	05992		AGRICULTURAL LIMESTONE	1.70	TON		\$	
0490	20418ED		REMOVE & RELOCATE SIGNS	3.00	EACH		\$	
0500	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	100.00	LF		\$	
0510	23055N		REMOVE (EXISTING STRUCTURE & TRANSPORT)	1.00	LS		\$	
0520	23274EN11F		TURF REINFORCEMENT MAT 1	470.00	SQYD		\$	
0530	24540		R/W MONUMENT TYPE 3	20.00	EACH		\$	

Section: 0003 - BRIDGE - NORTH FORK LICKING RIVER - DWG. 28004

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0540	02231		STRUCTURE GRANULAR BACKFILL	37.00	CUYD		\$	
0550	03299		ARMORED EDGE FOR CONCRETE	36.00	LF		\$	
0560	08001		STRUCTURE EXCAVATION-COMMON	154.00	CUYD		\$	
0570	08002		STRUCTURE EXCAV-SOLID ROCK	30.00	CUYD		\$	
0580	08019		CYCLOPEAN STONE RIP RAP	189.00	TON		\$	
0590	08033		TEST PILES	22.00	LF		\$	
0600	08046		PILES-STEEL HP12X53	56.00	LF		\$	
0610	08094		PILE POINTS-12 IN	4.00	EACH		\$	
0620	08100		CONCRETE-CLASS A	87.30	CUYD		\$	
0630	08104		CONCRETE-CLASS AA	89.80	CUYD		\$	
0640	08150		STEEL REINFORCEMENT	11,872.00	LB		\$	
0650	08151		STEEL REINFORCEMENT-EPOXY COATED	25,351.00	LB		\$	
0660	08671		PRECAST PC BOX BEAM SB33	422.00	LF		\$	
0670	20745ED		ROCK SOUNDINGS	13.00	LF		\$	
0680	20746ED		ROCK CORINGS	25.00	LF		\$	
0690	21420ED		DRILLED SHAFT-66 IN (COMMON)	12.50	LF		\$	
0700	21421ED		DRILLED SHAFT-60 IN (SOLID ROCK)	10.00	LF		\$	
0710	23378EC		CONCRETE SEALING	5,989.00	SQFT		\$	
0720	24896ED		RAIL SYSTEM TYPE T631	269.00	LF		\$	

Section: 0004 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0730	02569		DEMOBILIZATION	1.00	LS		\$	

GENERAL SUMMARY

ITEM	UNIT	Project Total
02545	LS	1
02200	CUYD	2530
02726	LS	1
02351	LF	462.5
21802EN	LF	100
01987	EACH	20
02360	EACH	1
02371	EACH	3
02701	LF	457
02703	EACH	1
02706	EACH	1
02704	EACH	1
02707	EACH	1
02705	EACH	1
02708	EACH	1
05953	SOYD	2418
05952	SOYD	3239
05985	SOYD	953
05950	SOYD	1731
23274EN1F	SOYD	470
05963	TON	0.1
05964	TON	0.2
05992	TON	1.7
02159	LF	457
02160	LF	229
02014	EACH	4
02671	EACH	2
02585	LF	48
02242	MGAL	70
02650	LS	1
24540	EACH	20
02432	EACH	13
02731	LS	1
23055N	LS	1
01000	LF	45
01010	LF	16
01020	EACH	2
00078	TON	950
02599	SOYD	2200
00441	LF	82
00462	LF	95
02600	SOYD	164
02220	CUYD	21
02483	TON	48
02484	TON	29
20418ED	EACH	3
02569	L.S.	1

GENERAL SUMMARY NOTES

- ① Approx. 0.99 Acre
- ② Payment shall be made on Design Quantities in accordance with Section 206.04.01 of the Standard Specifications, includes 171 CY of Embankment Benching.
- ③ See Sheet R5 for Bridge Removal Note. This note only applies if the "Remove Structure" bid item is used.
- ④ For Controlling Dust Created by Traffic Only.
- ⑤ For Geotechnical Notes #9, #10, & #11
- ⑥ 2 Ton for Perf Pipe Headwall

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	TOTAL PROJECT
00301	CL2 ASPH SURF 0.38D PG64-22	TON	112
00221	CL2 ASPH BASE 0.75D PG64-22	TON	405
00003	CRUSHED STONE BASE	TON	780
00020	TRAFFIC BOUND BASE	TON	52
00103	ASPHALT SEAL COAT	TON	1
00100	ASPHALT SEAL AGGREGATE	TON	8
00365	ASPHALT MATERIAL FOR TACK	TON	3

PAVING NOTES

ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.

① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.

PAVING AREAS

ITEM	DAVIS LANE	POLECAT PIKE	SHOULDERS DAVIS LANE	SHOULDERS POLECAT PIKE	ENTRANCES	TOTAL PROJECT
1/2" DEPTH CL. 2 ASPHALT SURFACE 0.38D PG64-22	435	600	97	194	28	1354
5/4" DEPTH (2/4"+3") CL. 2 ASPHALT BASE 0.75D PG 64-22	448	636	97	194	28	1403
6" DEPTH CRUSHED STONE BASE	498	684	97	194	28	1501
4" TRAFFIC BOUND BASE					228	228
FULL DEPTH CRUSHED STONE BASE (12 3/4" AVG)			113	151		264
FULL DEPTH CRUSHED STONE BASE (6 3/8" AVG)			65	121		186
2.40 LBS/SY ASPHALT SEAL COAT (TWO APPLICATIONS)			132	264		396
20 LBS/SY ASPHALT SEAL AGGREGATE SIZE #8 (TWO APPLICATIONS)			132	264		396
ASPHALT MATERIAL FOR TACK (0.84 LBS / SY) (TWO APPLICATIONS)	1331	1872	194	388	56	3841

Earthwork Totals

Emb = 950 Cu. Yd.
Com = 2320 Cu. Yd.
Emb Bench = 171 Cu. Yd.

⑦ Bridge removal will only be executed and paid if KYTC deems that "Remove existing structure and transport" is not feasible. Contractor should bid this item per Section 203 of the latest version of the KY Standard Specifications for Road and Bridge Construction. If this "Bridge Removal" bid item is executed then the Plaques on the existing bridge shall be removed and delivered to District 9 Office.

⑧ The existing Truss Bridge is to be dismantled (if necessary), transported, and unloaded at the new location - new owner:

Peter H. Pogue, President
The Old Pogue Distillery, LLC
716 West Second Street
Maysville, KY 4056
(517) 697-5039

Approved Alternate Methods of Removal: (any other method must be submitted in writing and approved)

- 1) Deliver bridge intact:
Remove deck.
Hoist Bridge onto trailer for transport.
- 2) Deliver truss members intact:
Remove deck.
Match-mark, remove and save the floor beams and top bracing.
Carefully move the trusses intact and do not bend trusses - the trusses will not be serviceable if bent.
- 3) Disassembly of bridge and trusses:
Remove deck.
Match-mark, remove and save the floor beams and top bracing.
Match-mark and disassemble the trusses, as necessary.
Transport pieces to recipient location.

The contractor must submit in writing the selected Bridge Removal Method to the Resident Engineer a minimum of 14 days prior to removal. If the contractor has any questions in regard to the Bridge relocation area - CALL Peter H. Pogue at the above phone number.
Transport Bridge to 716 West Second Street, Maysville, KY 4056.
The Contractor will be responsible for unloading the Bridge at the new location. Coordinate delivery date of the Bridge with new Bridge owner.

The Contractor shall also be responsible for removing and disposal of the existing bridge substructure as shown in the "Bridge Removal Note" on sheet R5 and this will be considered incidental to bid item "Remove Existing Structure and Transport".

GENERAL SUMMARY

ITEM	UNIT	Project Total
02545	CLEARING AND GRUBBING	1
02200	ROADWAY EXCAVATION	2530
02726	STAKING	1
02351	GUARDRAIL-STEEL W BEAM-S FACE	462.5
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	100
01987	DELINEATOR FOR GUARDRAIL-BI-DIRECTIONAL WHITE	20
02360	GUARDRAIL TERMINAL NO 1	1
02371	GUARDRAIL END TREATMENT TYPE 7	3
02701	TEMPORARY SILT FENCE	457
02703	SILT TRAP TYPE A	1
02706	CLEAN SILT TRAP TYPE A	1
02704	SILT TRAP TYPE B	1
02707	CLEAN SILT TRAP TYPE B	1
02705	SILT TRAP TYPE C	1
02708	CLEAN SILT TRAP TYPE C	1
05953	TEMP SEEDING AND PROTECTION	2418
05952	TEMP MULCH	3239
05985	SEEDING AND PROTECTION	953
05950	EROSION CONTROL BLANKET	1731
23274ENIF	TURF REINFORCEMENT MAT 1	470
05963	INITIAL FERTILIZER	0.1
05964	MAINTENANCE FERTILIZER	0.2
05992	AGRICULTURAL LIMESTONE	1.7
02159	TEMPORARY DITCH	457
02160	CLEAN TEMP DITCH	249
02562	TEMPORARY SIGNS	186
02014	BARRICADE-TYPE III	4
02671	PORTABLE CHANGEABLE MESSAGE SIGN	2
02585	EDGE KEY	48
02242	WATER	70
02650	MAINTAIN & CONTROL TRAFFIC	1
24540	R/W MONUMENT TYPE 3	20
02432	WITNESS POST	13
02731	REMOVE STRUCTURE	1
23055N	REMOVE EXISTING STRUCTURE AND TRANSPORT	1
01000	PERFORATED PIPE-4 IN	45
01010	NON-PERFORATED PIPE-4 IN	16
01020	PERF PIPE HEADWALL TY 1-4 IN	2
00078	CRUSHED AGGREGATE SIZE NO 2	950
02599	FABRIC-GEOTEXTILE TYPE IV	2200
00441	ENTRANCE PIPE-18 IN	82
00462	CULVERT PIPE-18 IN	95
02600	FABRIC GEOTEXTILE TY IV FOR PIPE	164
02220	FLOWABLE FILL	21
02483	CHANNEL LINING CLASS II	48
02484	CHANNEL LINING CLASS III	29
20418ED	REMOVE & RELOCATE SIGNS	3
02569	DEMOBILIZATION	1

GENERAL SUMMARY NOTES

- ① Approx. 0.99 Acre
- ② Payment shall be made on Design Quantities in accordance with Section 206.04.01 of the Standard Specifications, includes 171 CY of Embankment Benching.
- ③ See Sheet R5 for Bridge Removal Note. This note only applies if the "Remove Structure" bid item is used.
- ④ For Controlling Dust Created by Traffic Only.
- ⑤ For Geotechnical Notes #9, #10, & #11
- ⑥ 2 Ton for Perf Pipe Headwall

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	TOTAL PROJECT
00301	CL2 ASPH SURF 0.38D PG64-22	TON	112
00221	CL2 ASPH BASE 0.75D PG64-22	TON	405
00003	CRUSHED STONE BASE	TON	780
00020	TRAFFIC BOUND BASE	TON	52
00103	ASPHALT SEAL COAT	TON	1
00100	ASPHALT SEAL AGGREGATE	TON	8
00365	ASPHALT MATERIAL FOR TACK	TON	3

PAVING NOTES
ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.
① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.

PAVING AREAS

ITEM	DAVIS LANE	POLECAT PIKE	SHOULDERS	SHOULDERS	POLECAT PIKE	ENTRANCES	TOTAL PROJECT
1/2" DEPTH CL. 2 ASPHALT SURFACE 0.38D PG64-22	435	600	97	194	28	1354	
5/4" DEPTH (2/4"+3") CL. 2 ASPHALT BASE 0.75D PG 64-22	448	636	97	194	28	1403	
6" DEPTH CRUSHED STONE BASE	498	684	97	194	28	1501	
4" TRAFFIC BOUND BASE					228	228	
FULL DEPTH CRUSHED STONE BASE (12 3/4" AVG)			113	151		264	
FULL DEPTH CRUSHED STONE BASE (6 3/8" AVG)			65	121		186	
2.40 LBS/SY ASPHALT SEAL COAT (TWO APPLICATIONS)			132	264		396	
20 LBS/SY ASPHALT SEAL AGGREGATE SIZE #8 (TWO APPLICATIONS)			132	264		396	
ASPHALT MATERIAL FOR TACK (0.84 LBS / SY) (TWO APPLICATIONS)	1331	1872	194	388	56	3841	

Earthwork Totals
Emb = 950 Cu. Yd.
Com = 2320 Cu. Yd.
Emb Bench = 171 Cu. Yd.

- ⑦ Bridge removal will only be executed and paid if KYTC deems that "Remove existing structure and transport" is not feasible. Contractor should bid this item per Section 203 of the latest version of the KY Standard Specifications for Road and Bridge Construction. If this "Bridge Removal" bid item is executed then the Plaques on the existing bridge shall be removed and delivered to District 9 Office.
- ⑧ The existing Truss Bridge is to be dismantled (if necessary), transported, and unloaded at the new location - new owner:

Peter H. Pogue, President
The Old Pogue Distillery, LLC
716 West Second Street
Maysville, KY 40556
(517) 697-5039

Approved Alternate Methods of Removal: (any other method must be submitted in writing and approved)

- 1) Deliver bridge intact:
Remove deck.
Hoist Bridge onto trailer for transport.
- 2) Deliver truss members intact:
Remove deck.
Match-mark, remove and save the floor beams and top bracing.
Carefully move the trusses intact and do not bend trusses - the trusses will not be serviceable if bent.
- 3) Disassembly of bridge and trusses:
Remove deck.
Match-mark, remove and save the floor beams and top bracing.
Match-mark and disassemble the trusses, as necessary.
Transport pieces to recipient location.

The contractor must submit in writing the selected Bridge Removal Method to the Resident Engineer a minimum of 14 days prior to removal. If the contractor has any questions in regard to the Bridge relocation area - CALL Peter H. Pogue at the above phone number.
Transport Bridge to 716 West Second Street, Maysville, KY 40556.
The Contractor will be responsible for unloading the Bridge at the new location. Coordinate delivery date of the Bridge with new Bridge owner.

The Contractor shall also be responsible for removing and disposal of the existing bridge substructure as shown in the "Bridge Removal Note" on sheet R5 and this will be considered incidental to bid item "Remove Existing Structure and Transport".

MAINTENANCE OF TRAFFIC

COUNTY OF	ITEM NO.	SHEET NO.
MASON	9-8910.00	RIO

PAVEMENT DROP-OFF

A PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:

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

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

PAYMENT WILL BE ALLOWED FOR CRUSHED STONE BASE MATERIAL USED FOR WEDGING.

1. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE STANDARD DRAWINGS, CURRENT EDITIONS.
2. EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC" AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE NOTES. THE LUMP SUM BID TO "MAINTAIN AND CONTROL TRAFFIC" SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS AND OPERATIONS:
 - A. ALL LABOR AND MATERIALS NECESSARY FOR CONSTRUCTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES AND MARKINGS.
 - B. ALL FLAGPERSONS AND TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO, FLASHERS, SIGNS BARRICADES AND VERTICAL PANELS, PLASTIC DRUMS (STEEL DRUMS WILL NOT BE PERMITTED) AND CONES NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR AND PEDESTRIAN TRAFFIC AS SPECIFIED IN THESE NOTES, THE PLANS, THE MUTCD OR THE ENGINEER.
3. ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.
4. THE CONTRACTOR SHALL MAINTAIN A TWO-LANE TRAVEL WAY, HOWEVER, DURING WORKING HOURS, ONE-WAY TRAFFIC MAY BE ALLOWED AT THE DISCRETION OF THE ENGINEER, PROVIDED ADEQUATE SIGNING AND A FLAGPERSON ARE AT THE LOCATION.
5. THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED.
6. IN GENERAL, ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED STARTING AND PROCEEDING IN THE DIRECTION OF THE FLOW OF TRAFFIC AND REMOVED STARTING AND PROCEEDING IN THE DIRECTION OPPOSITE THE FLOW OF TRAFFIC.
7. THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING BEFORE TRAFFIC IS ALLOWED TO USE ANY LANE CLOSURES OR DIVERSIONS. ALL SIGNING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.
8. IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION SCHEDULE OUTLINED IN THESE PLANS AND THIS PROPOSAL, HE SHALL PREPARE AN ALTERNATE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATE PLAN CAN BE USED ONLY AFTER REVIEW AND APPROVAL OF THE DIVISIONS OF TRAFFIC, DESIGN AND CONSTRUCTION, AND THE FEDERAL HIGHWAY ADMINISTRATION, WHERE APPLICABLE.
9. IF TRAFFIC SHOULD BE STOPPED DUE TO CONSTRUCTION OPERATIONS AND AN EMERGENCY VEHICLE ON AN OFFICIAL EMERGENCY RUN ARRIVES AT THE SCENE, THE CONTRACTOR SHALL MAKE THE PROVISIONS FOR THE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.
10. ALL SIGNS NECESSARY FOR THIS PROJECT BE PROVIDED BY THE CONTRACTOR AS REQUIRED BY PLANS, STANDARD DRAWINGS AND THE MUTCD. SIGNS ON THIS PROJECT SHALL BE INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC" AND SHALL INCLUDE SIGN MOUNTING HARDWARE AND POSTS.

FILE NAME: G:\KRY\MASON\CR 1124\PLAN SET\R01000MT.DGN

USFR: esJones DATE PLOTTED: Aug+29, 2019

E-SHEET NAME: Power InRoads v8.11.9.1397

SPECIAL NOTES

UNLESS OTHERWISE APPROVED IN WRITING BY THE RESIDENT ENGINEER MAINTENANCE OF TRAFFIC WITHIN THE LIMITS OF THE PROJECT SHALL BE ACCOMPLISHED AS FOLLOWS:

ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (C.E.) AND MUST BE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) LOCAL PERSON ON CALL AT ALL TIMES FOR CONTINUOUS MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES IN USE ON THIS PROJECT.

ALL ITEMS REQUIRED TO MAINTAIN AND CONTROL TRAFFIC WILL BE INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC" INCLUDING ALL SIGNS.

EXCEPT AS PROVIDED HEREIN, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS, SECTION 112. THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING AND IMPLEMENTING THE MAINTENANCE OF TRAFFIC DETAILS WITH GUIDANCE THROUGH STANDARD DRAWINGS AND THE MUTCD CURRENT EDITIONS. THE DEVELOPED TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO MANDATORY PRECONSTRUCTION MEETING. THE CONTRACTOR IS EXPECTED TO PROVIDE AT A MINIMUM THE ITEMS LISTED IN THIS NOTE, HOWEVER THIS NOTE DOES NOT RELIEVE THE CONTRACTOR OF OTHER ITEMS THAT MAY BE NECESSARY TO COMPLY WITH CURRENT STANDARDS.

EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC".

POLECAT PIKE MUST BE CONSTRUCTED IN A MANNER SUCH THAT A SINGLE LANE (10' WIDE) SHALL BE AVAILABLE FOR TRAFFIC UTILIZATION AT ALL TIMES. FLAGPERSONS WILL BE UTILIZED DURING THE TIE-INS AT EACH END OF THE PROJECT. STOPPAGE OF TRAFFIC SHALL BE PERMITTED AT SHORT INTERVALS.

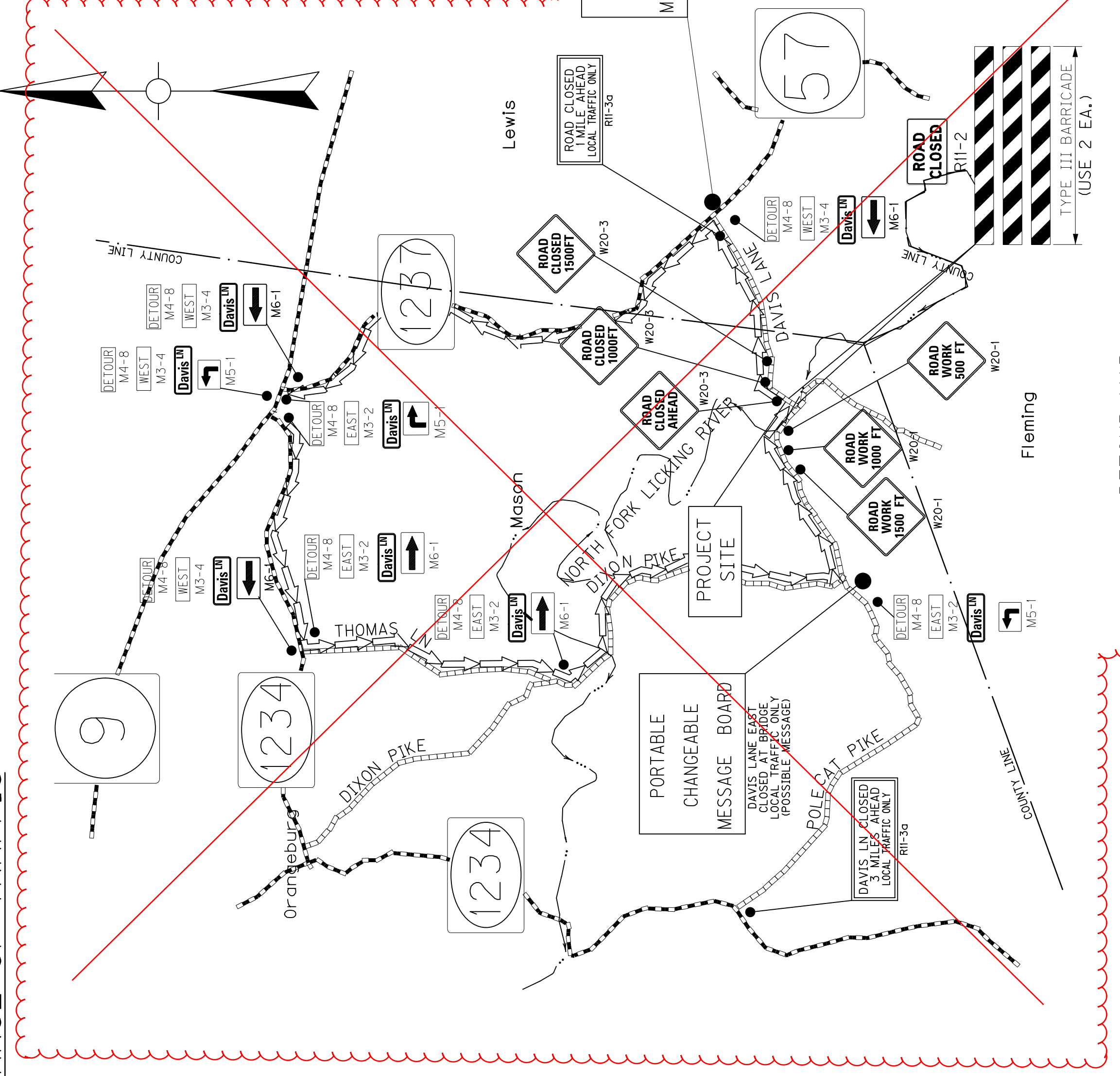
REASONABLE MEANS OF INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL OTHER PROPERTIES WITHIN THE PROJECT LIMITS.

SCALE: 1"=AS NOTED

MAINTENANCE OF TRAFFIC PLAN
DAVIS LANE (CR 1124)
OVER NORTH FORK LICKING RIVER

MAINTENANCE OF TRAFFIC

~~DELETE DETOUR MAP~~



~~DELETE SIGNING TABLE~~

LT STATION	SIGN CODE	SIZE INCH	QUANTITY EACH	TOTAL SQ. FT.
RT POLECAT PIKE	W20-1	36x36	3	27
RT DAVIS LN	W20-3	36x36	3	27
RT POLECAT PIKE	R11-3a	60x30	1	13
RT DAVIS LN	R11-3a	60x30	1	13
RT AS SHOWN	DAVIS LN	24x42	8	16
RT AS SHOWN	M3-2	24x42	4	8
RT AS SHOWN	M3-4	24x42	4	8
RT AS SHOWN	M4-8	24x42	8	16
RT AS SHOWN	M5-1	21x15	3	7
RT AS SHOWN	M6-1	21x15	5	11
* AS SHOWN	R11-2	48x30	4	40
TOTAL				186

* Sign used with Barricades Type 3

- PAVEMENT DROP-OFF**
- A PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:
- * LESS THAN TWO INCHES - NO PROTECTION REQUIRED. WARNING SIGNS SHOULD BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA.
 - * TWO TO FOUR INCHES - PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, PANELS AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MPH AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING OF DEVICES ON TAPERED SECTIONS SHOULD BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
 - * GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS FIVE FEET OR MORE DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND THE DROP-OFF, THEN DRUMS, PANEL, OR BARRICADES MAY BE USED. IF THE DROP-OFF IS GREATER THAN 12 INCHES, POSITIVE SEPARATION IS STRONGLY ENCOURAGED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

PAYMENT WILL BE ALLOWED FOR CRUSHED STONE BASE MATERIAL USED FOR WEDGING.

- TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE STANDARD DRAWINGS, CURRENT EDITIONS.
- EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC" AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE NOTES. THE LUMP SUM BID TO "MAINTAIN AND CONTROL TRAFFIC" SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS AND OPERATIONS:
 - ALL LABOR AND MATERIALS NECESSARY FOR CONSTRUCTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES AND MARKINGS.
 - ALL FLAGPERSONS AND TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO, FLASHERS, SIGNS BARRICADES AND VERTICAL PANELS, PLASTIC DRUMS (STEEL DRUMS WILL NOT BE PERMITTED) AND CONES NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR AND PEDESTRIAN TRAFFIC AS SPECIFIED IN THESE NOTES, THE PLANS, THE MANUAL OR THE ENGINEER.
 - ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.
 - THE CONTRACTOR SHALL MAINTAIN A TWO-LANE TRAVEL WAY, HOWEVER, DURING WORKING HOURS, ONE-WAY TRAFFIC MAY BE ALLOWED AT THE DISCRETION OF THE ENGINEER, PROVIDED ADEQUATE SIGNING AND A FLAGPERSON ARE AT THE LOCATION.
 - THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED.
 - IN GENERAL, ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED STARTING AND PROCEEDING IN THE DIRECTION OF THE FLOW OF TRAFFIC AND REMOVED STARTING AND PROCEEDING IN THE DIRECTION OPPOSITE THE FLOW OF TRAFFIC.
 - THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING BEFORE TRAFFIC IS ALLOWED TO USE ANY LANE CLOSURES OR DIVERSIONS. ALL SIGNING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.
 - IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION SCHEDULE OUTLINED IN THESE PLANS AND THIS PROPOSAL, HE SHALL PREPARE AN ALTERNATE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATE PLAN CAN BE USED ONLY AFTER REVIEW AND APPROVAL OF THE DIVISIONS OF TRAFFIC, DESIGN AND CONSTRUCTION, AND THE FEDERAL HIGHWAY ADMINISTRATION, WHERE APPLICABLE.
 - IF TRAFFIC SHOULD BE STOPPED DUE TO CONSTRUCTION OPERATIONS AND AN EMERGENCY VEHICLE ON AN OFFICIAL EMERGENCY RUN ARRIVES AT THE SCENE, THE CONTRACTOR SHALL MAKE THE PROVISIONS FOR THE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.
 - ALL SIGNS NECESSARY FOR THIS PROJECT BE PROVIDED BY THE CONTRACTOR AS REQUIRED BY PLANS, STANDARD DRAWINGS AND THE MUTCD. SIGNS ON THIS PROJECT SHALL BE INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC" AND SHALL INCLUDE SIGN MOUNTING HARDWARE AND POSTS.

CHANGE NOTE TO MAKE PAY FOR ALL SIGNS TO BE INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC"

SPECIAL NOTES

UNLESS OTHERWISE APPROVED IN WRITING BY THE RESIDENT ENGINEER MAINTENANCE OF TRAFFIC WITHIN THE LIMITS OF THE PROJECT SHALL BE ACCOMPLISHED AS FOLLOWS:

ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (C.E.) AND MUST BE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) LOCAL PERSON ON CALL AT ALL TIMES FOR CONTINUOUS MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES IN USE ON THIS PROJECT.

ALL ITEMS REQUIRED TO MAINTAIN AND CONTROL TRAFFIC WILL BE INCLUDED IN THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC" INCLUDING ALL SIGNS.

EXCEPT AS PROVIDED HEREIN, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS, SECTION 112. THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING AND IMPLEMENTING THE MAINTENANCE OF TRAFFIC DETAILS WITH GUIDANCE THROUGH STANDARD DRAWINGS AND THE MUTCD CURRENT EDITIONS. THE DEVELOPED TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO MANDATORY PRECONSTRUCTION MEETING. THE CONTRACTOR IS EXPECTED TO PROVIDE AT A MINIMUM THE ITEMS LISTED IN THIS NOTE. HOWEVER THIS NOTE DOES NOT RELIEVE THE CONTRACTOR OF OTHER ITEMS THAT MAY BE NECESSARY TO COMPLY WITH CURRENT STANDARDS.

EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC".

POLECAT PIKE MUST BE CONSTRUCTED IN A MANNER SUCH THAT A SINGLE LANE (10' WIDE) SHALL BE AVAILABLE FOR TRAFFIC UTILIZATION AT ALL TIMES. FLAGPERSONS WILL BE UTILIZED DURING THE TIE-INS AT EACH END OF THE PROJECT. STOPPAGE OF TRAFFIC SHALL BE PERMITTED AT SHORT INTERVALS.

REASONABLE MEANS OF INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL OTHER PROPERTIES WITHIN THE PROJECT LIMITS.

CHANGE NOTE TO MAKE DETOUR PLAN THE RESPONSIBLE OF THE CONTRACTOR

MAINTENANCE OF TRAFFIC PLAN
DAVIS LANE (CR 1124)
OVER NORTH FORK LICKING RIVER

SCALE: 1"=AS NOTED