TRANSPORTATION CABINET
Frankfort, Kentucky 40622
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Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 8, 2012

CALL NO. 302
CONTRACT ID NO. 122457
ADDENDUM # 1

Subject: Mason County, FD04 SPP 081 5012 000-001
Letting November 16, 2012

(1) Revised – Notes – Pages 10-27 of 94
(2) Deleted – Page 28 of 94
(3) Revised – Special Note – Pages 31-33 of 94
(4) Revised – Bid Items – Page 94 of 94

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

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

Sincerely,

Ryan Griffith

Ryan Griffith
Director
Division of Construction Procurement

RG:ks
Enclosures

SPECIAL NOTE FOR BRIDGE BEAM REPLACEMENT
CR #1012 – SPRINGDALE ROAD
BRIDGE C00046N @ M.P. 1.633

The intent of this work is to replace a cracked precast prestressed box beam and to replace the lateral tensioning rods associated with this beam.

Replace the 2nd beam from the upstream edge with a new
B17-48 PCPS box beam @ 35° skew left, 42' long. Refer to standard drawing numbers: BDP-001-04, BDP-002-03, BDP-003-03, BDP-004-03, and BDP-007-04.

Care should be taken not to damage the adjacent beams while replacing this beam. Any damage to adjacent beams will be the responsibility of the contractor to repair.

Replace the existing lateral tensioning rods with new rods in the 3 upstream beams while replacing the new box beam and prior to placing the grout. Tensioning rods shall be torqued to 200 ft-lbs as specified by standard drawing BDP-004-03.

Replace all dowels as shown in the standard drawings.

Replace bearing pads with same material as existing (either cork or neoprene).

Replace and compact all approach embankment and asphalt material disturbed during the process.

The department will measure the following items for payment for bridge beam replacement:

B17-48 precast prestressed box beam @ 35°skew left – l.f.

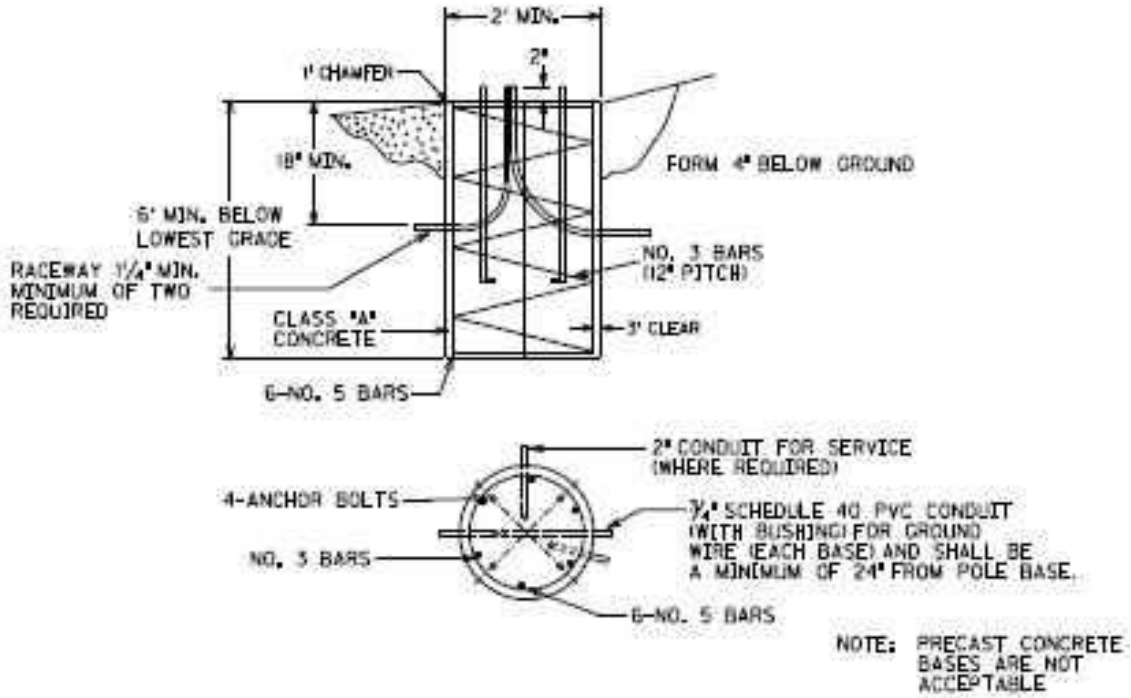
This payment shall be full compensation for all labor materials and equipment needed to replace the beam, tension rods, dowels, bearing pads and grout.

INSTALL LUMINAIRE POLE AND LED SIGN

The Luminaire Pole, Transformer Base and LED Sign will be furnished by the Department. After constructing the pole base and the transformer base as shown on the drawing below, construct the luminaire pole. Cut the luminaire pole one foot above the sign assembly and provide an aluminum cap for the pole. The cap shall fit securely and have a minimum of three set screws.

Payment at the unit price each for Install Luminaire Pole shall be full compensation for all labor, equipment, materials and incidentals to construct concrete base, transformer base and luminaire pole.

Install the LED Sign furnished by the Department. All hardware and incidentals to mount the sign to the luminaire pole will be incidental to the Install LED Sign bid item.



FOUNDATION DETAIL

SPECIAL NOTE FOR PAVEMENT WIDENING @ KY 10 CR #1012 – SPRINGDALE ROAD

The intent of the pavement widening is to increase the useable pavement width along KY 10 and the radius leading into Springdale Road.

Construct the added width as shown on the accompanying plan sheet and cross-sections.

Remove the existing turf prior to placing any embankment.

Reseed and place erosion control blanket on all disturbed and newly constructed areas.

Place channel lining in newly constructed “v” ditch.

Safeload existing 18” cross drain.

Construct new Drop Box Inlet Type 10 and 40’ of 18” equivalent bituminous coated corrugated metal pipe.

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SPECIAL NOTE FOR SCABWALL CONSTRUCTION
CR #1012 – SPRINGDALE ROAD
BRIDGE C00004N @ M.P. 1.229

The intent of the scabwall is to repair the verticle crack in the southeast abutment/wingwall.

Construct scabwall on top of existing footer as shown on accompanying diagram.

Remove loose materail from the existing footer and walls prior to constructing the new scabwall.

The department will measure the following items for payment for the scabwall construction:

Concrete (Class A) – Cubic Yards
Steel Reinforecment - Pounds

This payment shall be full compensation for all labor materials and equipment needed to construct the proposed scabwall.

SPECIAL NOTE FOR TOEWALL CONSTRUCTION
CR #1012 – SPRINGDALE ROAD
BRIDGES C00004N AND C00046N

The intent of the toewall is to fill eroded voids under the existing footers and add additional strength to existing footers. All effort shall be taken to work the concrete under the existing footer at the eroded streambed areas when pouring the toewall.

Construct toewalls as shown on accompanying diagram along various eroded streambed locations and existing footers at each bridge. Below are the overall estimated quantities for each bridge:

C00004N @ M.P. 1.229 = 168 linear feet of toewall

C00046N @ M.P. 1.633 = 40 linear feet of toewall

Remove loose materail from the streambed prior to constructing the new toewall.

The department will measure the following items for payment for the toewall construction:

Concrete (Class A) – Cubic Yards
Steel Reinforecment - Pounds

This payment shall be full compensation for all labor materials and equipment needed to construct the proposed toewalls.

SPECIAL NOTE FOR FINAL PAVEMENT STRIPING

On resurfacing projects involving 2-lane roads, the contractor shall locate by measurement the true geometric center of the road, and mark the true center prior to final permanent striping. The permanent centerline marking shall be placed at this true center, and not necessarily at the pavement joint. Edgelines shall be measured outward from the true centerline according to the dimensions shown on the typical sections and placed accordingly.

Where curve widening exists, the location of the centerline and edgeline striping shall be determined by the engineer, and these lines shall be marked prior to permanent striping.

On multi-lane roads, or 2-lane roads where additional lanes occur, the striping shall be determined by the engineer.

SPECIAL NOTES FOR SLIDE REPAIR
DRILLED RAILROAD RAILS
CR#1012 (SPRINGDALE ROAD)

I. DESCRIPTION

Except as specified herein, perform all work in accordance with the Department's Standard and Supplemental Specifications and Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. Furnish all equipment, labor, materials, and incidentals for the following work:

(1) Maintain and Control Traffic; (2) Site Preparation; (3) Erosion Control; (4) Drilled railroad rail piling with cribbing; and (5) all other work specified as part of this contract.

II. MATERIALS

Provide for materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless otherwise specified herein, make materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

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

B. Railroad Rails. Use new or used railroad rail with a nominal weight of 130 pounds per yard or greater. See Typical Identification of Railroad Rail Sizes Classification Stamp. If the manufacturer's classification stamp is unidentifiable, provide certification for nominal weight. Furnish only visibly straight and structurally sound rails with no splices. Obtain the Engineer's approval of the rails prior to use.

C. Cribbing. The galvanized metal cribbing shall be a minimum of 14 gage galvanized Grade 40 corrugated steel sheets conforming to ASTM Designation A-653, and having a section modulus (S) of 0.94 in^3 and weighing 4.5 Lbs/Ft^2. The material shall be furnished in minimum of 10-foot lengths. When horizontal splices are required they shall be made at vertical soldier piles (rails) by lapping the sheets a minimum of 6 inches.

The Department will measure for payment the quantity of metal lagging in square feet of material in place in the finished wall. No increase will be allowed for the splice lengths either vertical or horizontal. The unit price bid for Galvanized Metal Cribbing shall be considered full compensation for the furnishing and placing of the cribbing.

D. Backfill. For backfill around the railroad rails in the drilled sockets, use concrete, free flowing sand, pea gravel, or crushed limestone or crushed sandstone meeting

gradation sizes No. 8, No. 9-M, No. 10 or No. 11. Do not use auger tailings.

For interior backfill behind cribbing use Crushed Limestone Aggregate, Size #2 or Size No. 23. Do not use excavated spoil from the existing roadway.

E. Geotextile Fabric. For interior backfill wrap, furnish Type IV Geotextile Fabric.

F. Erosion Control. See Special Note for Erosion Control.

G. Pavement. See Typical Section.

III. CONSTRUCTION METHODS

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

B. Erosion Control. See Special Note for erosion Control.

C. Site Preparation. Be responsible for all site preparation, including but not limited to, clearing and grubbing, trenching, roadway and special excavation, embankment and embankment in place, saw cutting pavement and pavement and shoulder removal, removal of obstructions or any other items; disposal of materials; and final dressing and restoration. Clear and grub the minimum areas required to perform the other items of work; the Department has not determined the acreage of clearing and grubbing and the bidder must draw his own conclusions. Provide positive drainage of pavement, slopes, and ditches at all times during and upon completion of construction. Perform all site preparation only as approved or directed by the Engineer. Dispose of excess excavation, waste, and debris off the right-of-way at sites obtained by the Contractor at no additional cost to the Department. See special Note for waste and Borrow.

D. Railroad Rails (Drilled). Location(s) shown on the drawings are approximate only. The Engineer will determine exact locations at the time of construction. Install railroad rail in drilled sockets in rock or stable material under the landslides (see Fig. 1) or the eroded areas (see Fig. 2) at the specified locations. Drill rail sockets parallel to the centerline of the roadway in a single, double, or triple row as shown in Figure 3 according to the spacing in Table I. Drill sockets of not more than 12 inches in diameter to allow free insertion of the railroad rails. Drill sockets to allow installation of the railroad rails such that the pavement and shoulder widths approximate the widths shown on the typical section. Use each drilled socket as a sounding for the rail to be installed in it. Unless directed otherwise by the Engineer, install no less than one-half the free end length as embedment into solid rock (See Fig. 1 and Fig. 2). If solid rock cannot be obtained, the Engineer will determine the length of embedment required in other stable foundation.

After each hole is drilled, immediately install the railroad rail with the flanges positioned perpendicular to the direction of the landslide or break (see Fig. 3). Set height of rail to that needed to reestablish pavement and shoulder typical section. Immediately after the railroad rail is installed, backfill the drilled hole. Shovel the material into the hole in small amounts so as to avoid bridging between the rail and the sides of the hole. Do not use auger tailings for backfilling the socket. Cut off any excess rail length flush with the proposed ground line. If possible, use cutoffs elsewhere in the project; retain possession of unusable cutoffs.

E. Cribbing. Excavate a trench behind the drilled railroad rails as shown on the typical section or as directed by the Engineer to expose the railroad rail before backfilling. Install Cribbing to restrain the proposed backfill as shown on Figures 1 and 2. If the Department furnishes used guardrail for cribbing, attach the cribbing to the guardrail by welding to the railroad steel with a minimum of three welded connections per section of guardrail, placed so that the guardrail ends align with and overlap at the installed railroad rail, and are not spliced between installed railroad rails. If the Department furnishes materials other than used guardrail, obtain the Engineer's approval of the method of attachment prior to installation. Extend cribbing 2 feet below existing ground line. If solid rock is encountered, extend cribbing to solid rock line. If geogrid or chain link fence fabric is used for cribbing, extend the fabric over the entire width of the excavated trench behind the cribbing.

F. Backfill. Backfill the excavated trench behind the installed cribbing with Channel Lining CL II Crushed Limestone up to 3 foot of roadway elevation then the remainder with Crushed Limestone Size No. 2. All rock shall be completely wrapped in Type IV Geotextile Fabric to approximate the existing roadway and shoulder widths as shown on the typical section or as directed by the Engineer.

G. Restoration. Use suitable excavated earth and/or borrow material aerated to proper moisture content prior to use for embankment and restoration. Construct embankments and slopes as shown on the drawings. Warp and tie the slopes into the adjacent existing roadway to match existing slopes and ditches. Provide positive drainage of pavement, shoulders, slopes, and ditches at all times during and upon completion of construction. Obtain approval of the Engineer prior to reuse of the excavated soil. If sufficient quantities of excavation are not available to construct embankments, obtain borrow for embankment in place from approved sources off the right of way obtained by the Contractor at no additional cost to the Department. Waste excess excavation and excavation unsuitable for reuse at sites off the right of way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow. Warp slopes and ditches to match the adjacent areas outside the slide area. Saw cut existing pavement prior to removal and restoration to create smooth vertical and longitudinal joints. Remove broken pavement and shoulders, and restore as shown on the Typical Section. Provide positive drainage of pavement, shoulders, slopes, and ditches at all times during and upon completion of construction.

H. Final Dressing, Clean Up, and Seeding. After all work is completed, perform Class A Final Dressing on all disturbed areas, both on and off the Right of-Way. Dispose of all waste and debris off the right of way at sites obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow and Special Note for Erosion Control for additional requirements.

I. Property Damage. Be responsible for all damage to public and/or private property resulting from his work. Restore all damaged property and other disturbed areas in like kind materials and design or as directed by the Engineer.

J. Disposal of Waste. Dispose of all removed concrete, pipe, pavement, debris, excess and unsuitable excavation, and all other waste and debris at sites off the right of way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

K. On-Site Inspection. Make a thorough inspection of the site prior to submitting bid and become thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not honor any claims resulting from site conditions.

L. Right-of-Way Limits. The Department has not established exact limits of Right-of-Way. Limit work activities to obvious Right-of-Way and work areas secured by the Department through Consent and Release of the adjacent property owners. Be responsible for all encroachments onto private lands.

M. Utility Clearance. Work around and do not disturb existing utilities. The Department does not anticipate that utilities will require relocation; however, if utility relocation is required, the utility companies will work concurrently with the Contractor while relocating their facilities.

M. Caution. Consider the information in this proposal and shown on the plans and the type of work listed herein to be approximate only and do not take the information as an accurate evaluation of the materials and conditions to be encountered during construction. Be aware that any reference to rock, earth, or any other material on the drawings, whether in numbers or words, letters, or lines, is solely for the Department's information and is not to be taken as an indication of classified excavation or the quantity of either rock, earth, or any other material involved. The bidder must draw his own conclusions. The Department does not give any guarantee as to the accuracy of the data and will not consider any claims for money or time extensions if the conditions encountered are not in accordance with the information shown.

N. Control. Perform all work under this contract under the absolute control of the Department of Highways. Obtain the Engineer’s approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department

reserves the right to have other work performed by other contractors and its own forces and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with each other's work will be reduced to a minimum. By submitting bid, the Contractor agrees to make no claims against the Department for additional compensation due to delays or other conditions created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the work in general harmony and in a satisfactory manner, and his decision shall be final and binding upon the Contractor.

IV. METHOD OF MEASUREMENT

The Department will measure only the bid items listed for payment. The Department will consider all other items required to complete the work incidental to the listed items.

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

B. Site Preparation and Waste Disposal. The Department will NOT MEASURE these items for payment. These items shall be incidental to other items of work.

C. Railroad Rail-Drilled. The Department will measure drilled railroad rails in linear feet of finished in-place length. The Department will not measure cutoffs not used elsewhere in the work, rails rejected by the Engineer, excess, and waste. The Department will not measure the drilled sockets for separate payment, but shall be incidental to railroad Rails-Drilled; however, if the Engineer determines from the sounding obtained at a drilled socket that railroad rail piling cannot be used in that socket, 50% of the drilled depth will be measured for payment as Railroad Rail-Drilled.

D. Backfill. The Department will not measure backfill for the drilled sockets, but shall be incidental to Railroad Rail-Drilled. The Department will measure crushed limestone aggregate behind cribbed railroad rails in tons. The Department will measure Geotextile Fabric Type IV behind cribbed railroad rail in square yards of finished in place area. The Department will not measure laps, cutoffs, excess, and waste. The Department will not measure excavation for payment but will consider it incidental to the materials used for backfill.

E. Erosion Control. See Special Note for Erosion Control.

F. Cribbing. The Department will measure installed cribbing furnished by the department in square feet for finished in-place area. The Department will not

measure laps, cutoffs, excess, and waste.

V. BASIS OF PAYMENT

The department will not make direct payment other than for the bid items listed. The Department will consider payment for all other items required to complete the work incidental to the listed items

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

B. Erosion Control. See Special Note for erosion Control.

C. Railroad Rail-Drilled. Payment at the Contract unit price per linear foot of finished in place length shall be full compensation for all labor, equipment, materials, and incidentals necessary to drill the hole and socket, furnish and install the railroad rail, and backfill the hole and socket.

D. Cribbing. Payment at the contract unit price per square foot of finished in place area shall be full compensation for all labor, equipment and materials and incidentals necessary to load cribbing furnished by the Department, deliver to the project site, and install on the railroad rail piling.

E. Backfill. Payment at the contract unit price per ton of crushed limestone and per square yard for geotextile fabric shall be full compensation for all labor, equipment, and materials and incidentals for furnishing and placing crushed limestone backfill wrapped in geotextile fabric behind the cribbed railroad rails.

SPECIAL NOTES FOR TREE AND BRUSH REMOVAL

I. DESCRIPTION

Perform the work as specified by the Kentucky Department of Highways 2012 Standard Specifications for Road and Bridge Construction and Applicable Special Provisions, except as specified. Article references are to the Standard Specifications. A link to the Standard Specifications can be found below:

http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx

Work on this project is as follows: (1) Cut and remove trees and brush located on roadside rights-of-ways designated by markings on the adjacent pavement and denoted on the included work location sheet(s); (2) Treat all cut stumps to prevent re-sprouting; (3) Grind all tree stumps, within the mowing zone, to a minimum depth of two inches. Mowing zone will be determined by the Project Engineer; (4) Cleanup and remove all debris, produced by cutting operation, from the rights-of-ways; (5) Maintain and control traffic; (6) Replace and level all disturbed soil areas and seeded per terms and conditions per Section 212 of 2012 Standard Specifications; (7) Temporary erosion control and temporary pollution control; and (8) All other work specified by this contract.

All brush and trees shall be cut and removed from designated areas within a zone as designated by work location sheets. Each area designated for cutting is numbered at the beginning and end of each cut area, indicated by orange markings on the right side of the road.

Trees and brush shall be cut in such a manner as to leave a stump of three inches (3”) or less from ground line.

II. CONSTRUCTION METHODS

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

B. **Cutting:** Cut and remove trees and brush that are within the designated work area. The distance to cut back from the edge of metal of the pavement is designated by work location sheets**.** Any trees or brush touching the boundary line shall be removed. Limbs of trees not in the cut zone extending across the boundary line into the cut zone shall be cut back to the collar on the main stem. Do not make flush cuts along the trunk, main stem, or main branch of the tree. Make cuts just outside the branch collar. If 25% or more of the tree’s original canopy is to be removed, (or as determined by the Department), the entire tree shall be cut and removed. With approval from the Engineer and adjacent property owners, if required, the contractor may opt to remove entire trees or bushes in lieu of trimming. Trim and remove trees and brush by the work location sheet(s) included in the proposal.

Cut trees and brush as close to the ground as possible, but at no time shall stumps exceed three inches (3") from ground line. Grinding of all tree stumps within the mowing zone shall be required as directed by the Project Engineer. All stumps, designated to be treated by mechanical grinding, are required to be removed to a minimum depth of two (2) inches below the surrounding grade line. Treat, within one hour of cutting, all stumps with the specified herbicide solution. Replace and level any and all soil disturbed during these operations. Leave the soil in a condition that is level with surrounding soil grade with no holes or indentions to catch water or present unsafe mowing conditions and seed according to specifications per Section 212 of 2012 Standard Specifications. This work will be incidental to the pay item 'Trim and Remove Trees and Brush'.

At the discretion of the Engineer, specific trees that are deemed to be desirable and do not pose a hazard to sight distance will not be cut.

C. Removal of Trees and Brush: Remove undesirable trees located along the boundary of the trimming and removal area, at the direction of the Engineer.

The Department will mark the pavement to designate the approximate work area(s) for trimming and removal of trees and brush. The Department will obtain consent and release for work on trees and brush overhanging the designated work area from adjacent private property, when necessary.

Contractor will take possession of/and remove all debris and biomass from the trimming and removal of trees and brush from the work site, excluding only debris drifts in river channels, and dispose of such off the right-of-way in accordance with local, state, and federal solid waste laws and regulations. Contractor shall cleanup and remove all existing down trees and brush located within the designated areas. At the discretion of the Project Engineer, the contractor may be permitted to chip and blow biomass onto non-mowing zones. Chips shall not be blown onto areas that would potentially restrict the flow of water in drainage ditches. Chips allowed to remain will not be allowed to pile but must be spread in a uniform layer not to exceed two (2) inches in depth. No wood chips larger than one (1) inch diameter and two (2) inches in length shall be permitted to be blown onto non-mowing zones. All unchipped biomass must be removed from the rights-of-ways.

Contractor shall keep the work zone free of accumulated waste material and debris at all times. Remove and dispose of all tree and brush chips off the rights-of-ways. Remove and dispose of all debris and waste material off the rights-of-ways as work is completed and at the end of each workday. Remove desirable wood pieces from the rights-of-ways at the end of each workday. Stockpile trees and brush off the rights-of-ways. Dispose of all removed debris and other waste as per Section 204.03.08. The Department will incur no cost to obtain disposal sites. The Department will NOT make direct payment for disposal of waste and debris from the project.

Failure by the contractor to perform cleanup and removal of debris and wood waste within the required time will result in an immediate shutdown of the work until the debris has been

removed from the right-of-way. Liquidated damages in the amount of $500.00 per day will be assessed for each occurrence of failure to remove debris and wood waste that results in a shutdown of work operations.

D. Stump Treatment: Contractor shall perform stump treatment of all cut stumps as **incidental** to the tree and brush removal items. Apply a stump treatment mix consisting of fifty percent (50%) Glyphosate with water and add twelve (12) ounces of Imazapyr, as specified, per gallon of solution. The addition of a non-ionic surfactant 5% (v/v) shall be added to the solution to increase uptake of the herbicide solution into the root system. Mix the herbicide solution in the presence of the inspector. Include a color indicator in the herbicide solution to mark the treated stumps. Spray or paint the herbicide solution onto all cut stumps **within one hour after cutting**. Apply the herbicide solution in a manner to avoid drift onto surrounding vegetative ground cover. Stumps in the mowing zone, designated for mechanical grinding treatment, need not receive the herbicide treatment.

Provide herbicide materials for the treatment of cut stumps meeting the following criteria:

Active ingredient: **(Glyphosate)**

*Glyphosate, N-(phosphonomethyl)glycine, in the form of its potassium salt 48.7%

Inert ingredients 51.3%

Total ……..... 100.0%

*Contains 660 grams per liter or 5.5 pounds per U.S. gallon of the active ingredient glyphosate, in the form of its potassium salt. Equivalent to 540 grams per liter or 4.5 pounds per U.S. gallon of the acid, glyphosate.

Active ingredient: **(Imazapyr)**

Isopropylamine salt of Imazapyr 2-[4,5-dihydro-4-methyl-4-(1methylethyl)-5oxo-1H-imidazol-2-yl]-3-pyridinecarboxylic acid)*……26.7%

Inert ingredients……..….73.3%

Total……100%

*Equivalent to 21.8 percent 2-[4,5-dihydro-4-methyl-4-(1methylethyl)-5oxo-1H-imidazolyl]-3-pyridinecarboxylic acid or 2 pounds acid per gallon.

KRS 217B requires that any individual who applies pesticides to Kentucky Highway Right-of-Way areas must be certified as a Pesticide Applicator under Category 6 guidelines. Comply with all current laws and regulations established by the Federal Insecticide, Fungicide, and

Rodenticide Act (FIFRA) and by KRS 217B that regulates the handling, use, and application of pesticides.

E. Restoration and Clean Up: Replace and level any and all soil disturbed during the Contractor's operations. Leave the soil in a condition that is level with surrounding soil grade with no holes or indentions to catch water or present unsafe mowing conditions and seed according to specifications per Section 212 of 2012 Standard Specifications.. Apply final dressing, Class A to all disturbed areas, both on and off the Right-of-Way. Contractor shall sow all disturbed earthen areas with Seed Mixture No. 1 according to Section 212.03.03. The Department will NOT make direct payment for final dressing, seeding preparation and protection, and clean up.

III. METHOD OF MEASUREMENT

A. Maintain and Control Traffic. The department will evaluate the traffic control daily.

B. Trim & Remove Trees & Brush. The Department will field measure the quantity of accepted area with all work completed as outlined in the proposal per linear foot measured along the edge of metal of the highway. An area is considered from edge of metal of the roadway to the specified offset, which is measured from the edge of metal of the pavement. This includes areas under bridges and overpasses. The Department will measure the entire length of completed sections including areas within the established limits that were clear prior to the contractor's operations.

C. Stump Treatment, Stump Grinding, Restoration, Seeding and Protection, Temporary Erosion Control, Temporary Pollution Control, and Waste Disposal. The Department will NOT measure for payment Stump Treatment, Stump Grinding, Restoration, Seeding and Protection, Temporary Erosion Control, Temporary Pollution Control, and Waste Disposal. These activities shall be incidental to the bid item "Trim & Remove Trees & Brush".

IV. BASIS OF PAYMENT

A. General. Except for the Bid Items included in the Proposal, no payment shall be made for any material, equipment, labor, or other expense necessary to complete the work as outlined in these notes or elsewhere in the Proposal, Standard Drawings, or Specification.

B. Maintain and Control Traffic. The Department will pay the quantity as Lump Sum.

C. Trim & Remove Trees & Brush. The Department will make payment for the completed and accepted quantities of the tree and brush removal per linear foot. The Department will consider payment as full compensation for furnishing all materials, equipment, labor, other expenses and all incidentals necessary to complete this work to remove the trees and brush.

D. Stump Treatment, Stump Grinding, Restoration, Seeding and Protection, Temporary Erosion Control, Temporary Pollution Control, and Waste Disposal. The Department will NOT make separate payment for these operations. Stump Treatment, Stump Grinding, Restoration, Seeding and Protection, Temporary Erosion Control, Temporary Pollution Control, and Waste Disposal shall be incidental to the bid item "Trim & Remove Trees & Brush"

SPECIAL NOTE

For Avoiding Impacts to Indiana Bat

Mason County
CR 1012 (Springdale Road)

In order to avoid potential impacts to the Indiana bat and its summer habitat, seasonal tree clearing restrictions are required. Trees will only be removed between **October 16th and March 31st**.

If there are any questions regarding this note, please contact Darrin Eldridge, Project Development Branch Manager, Department of Highways, District 9, 822 Elizaville Road, Flemingsburg, KY 41041, Phone: (606) 845-2551.

SPECIAL NOTE FOR BRIDGE DECK WATERPROOFING MEMBRANE, REGROUTING BRIDGE BEAMS AND ASPHALT OVERLAY ON BRIDGES
BRIDGE C00004N @ M.P. 1.229 BRIDGE C00046N @ M.P. 1.633

I. DESCRIPTION

Except as specified herein, perform all work in accordance with the Department's Standard and Supplemental Specifications and Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals necessary to complete the One Step Bridge Deck Waterproofing Membrane.

II. MATERIALS

A. Maintain and Control Traffic. See Traffic Control Plan

B. One Step Membrane. See Section 808.

C. Asphalt Overlay. Use the same class and type of asphalt surface mixture that is being placed on the adjacent roadway. The thickness of asphalt surface over the membrane should be a minimum of 2".

D. Regrout Bridge Beam. Use a non-shrink grout conforming to Section 601.03.03of the 2012 Standard Specifications.

III. CONSTRUCTION METHODS

A. Maintain and Control Traffic. See Traffic Control Plan

B. Surface Preparation. After removal of the asphalt overlay, thoroughly clean the entire surface area of the bridge deck prior to paving by either air blasting or water blasting. If water blasting is used, thoroughly dry the area prior to placing the primer and membrane. Do not allow traffic on the cleaned bridge deck prior to applying the primer.

C. Regrout Bridge Beam. Replace the failing grout between the precast-prestressed box beams and to fill/level any spalled areas in the surface of the beams to prepare them for the proposed waterproofing membrane. Remove all loose and structurally-failed grout that is no longer functioning as designed to the bottom of the beam keyway. Care should be taken not to damage the beams during this process. Remove loose material on the bridge beam deck in any spalled areas 3/8" deep or deeper prior to leveling with grout. Regrout the beams as depicted in the standard drawings: BDP-001-04, BDP-004-03.

D. Prime Coating. Apply primer material to the bridge deck according to the Manufacturer's recommendations. Do not allow traffic on the primed bridge deck prior to placing the membrane.

E. One Step Membrane. Apply the membrane to the entire surface of the bridge deck. Overlap the membrane a minimum of 1 foot onto the adjacent roadway approaches. Extend the membrane up the face of the curbs a minimum of 1½ inches or the thickness of the asphalt overlay, whichever is greater. Overlap membrane as necessary to achieve 100% coverage of the bridge deck. Install as recommended by the manufacturer, straight and wrinkle free, with no curled or uplifted edges. Do not allow traffic on the membrane prior to placing the asphalt surface.

F. Asphalt Surface. Place the asphalt surface immediately after the membrane is in place. The new asphalt surface should be placed 2" in finished depth over the membrane. For crowned bridge decks, place the asphalt overlay so that it is 1" thicker than the nominal thickness specified in the Contract at the bridge centerline and taper to the specified nominal thickness at the gutter line. The intent is to increase the crown to accelerate water runoff from the bridge deck. For superelevated bridge decks, place the asphalt overlay at the nominal thickness specified in the Contract.

IV. METHOD OF MEASUREMENT

A. Maintain and Control Traffic. See Traffic Control Plan

B. One Step Membrane. The Department will measure the One Step Menbrane in square yards. The Engineer will calculate the area of one step membrane (A) from the length of the bridge (L) plus 1 foot on each approach multiplied by the curb to curb width of the bridge (W):

$$A = \frac{(L+2)\ X\ W}{9}$$

The Engineer will not measure surface preparation, primer, laps, cutoffs and waste for payment.

D. Regrout Bridge Beam. The Department will not measure regrouting of bridge beams for payment but will consider it incidental to bid item “One Step Membrane”.

V. METHOD OF PAYMENT

A. Maintain and Control Traffic. See Traffic Control Plan

B. One Step Membrane. Payment at the contract unit price per square yard shall be full compensation for all labor, equipment, materials and incidentals for surface preparation, regrouting bridge beams, and furnishing and placing the surface primer and the one step membrane according to the Manufacturer's recommendations and these notes.

PROPOSAL BID ITEMS

Report Date 11/8/12

Section: 0001 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICI	FP	AMOUNT
0010	00001		DGA BASE	465.00	TON		$	
0020	00078		CRUSHED AGGREGATE SIZE NO 2	550.00	TON		$	
0030	00190		LEVELING & WEDGING PG64-22	565.00	TON		$	
0040	00212		CL2 ASPH BASE 1.00D PG64-22	320.00	TON		$	
0050	00301		CL2 ASPH SURF 0.38D PG64-22	1,605.00	TON		$	
0060	00440		ENTRANCE PIPE-15 IN	20.00	LF		$	
0070	00491		CULVERT PIPE-18 IN EQUIV	100.00	LF		$	
0080	00492		CULVERT PIPE-24 IN EQUIV	90.00	LF		$	
0090	01541		DROP BOX INLET TYPE 10	1.00	EACH		$	
0100	02014		BARRICADE-TYPE III	4.00	EACH		$	
0110	02200		ROADWAY EXCAVATION	50.00	CUYD		$	
0120	02230		EMBANKMENT IN PLACE	50.00	CUYD		$	
0130	02237		DITCHING	2,720.00	LF		$	
0140	02483		CHANNEL LINING CLASS II	620.00	TON		$	
0150	02562		SIGNS	170.00	SQFT		$	
0160	02585		EDGE KEY	110.00	LF		$	
0170	02599		FABRIC-GEOTEXTILE TYPE IV	1,935.00	SQYD		$	
0180	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	300.00	SQYD	$2.00	$	$600.00
0190	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0200	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		$	
0210	02690		SAFELOADING	2.00	CUYD		$	
0220	02714		SHOULDERING	10,000.00	LF		$	
0230	03234		RAILROAD RAILS-DRILLED	4,803.00	LF		$	
0240	03236		CRIBBING	875.00	SQFT		$	
0250	03250		ONE STEP MEMBRANE	183.00	SQYD		$	
0260	03269		TRIM & REMOVE TREES & BRUSH	10,150.00	LF		$	
0270	05950		EROSION CONTROL BLANKET	1,200.00	SQYD		$	
0280	06510		PAVE STRIPING-TEMP PAINT-4 IN	13,700.00	LF		$	
0290	06514		PAVE STRIPING-PERM PAINT-4 IN	45,500.00	LF		$	
0300	06568		PAVE MARKING-THERMO STOP BAR-24IN	24.00	LF		$	
0310	08100		CONCRETE-CLASS A	12.00	CUYD		$	
0320	08150		STEEL REINFORCEMENT	2,130.00	LB		$	
0330	08652		PRECAST PC BOX BEAM B17-48	42.00	LF		$	
0340	10020NS		FUEL ADJUSTMENT	3,404.00	DOLL	$1.00	$	$3,404.00
0350	10030NS		ASPHALT ADJUSTMENT	5,999.00	DOLL	$1.00	$	$5,999.00
0360	22939ND		INSTALL LUMINAIRE POLE(REVISED: 11-8-12)	1.00	EACH		$	
0370	24150EC		INSTALL LED SIGN	1.00	EACH		$	

Section: 2 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICI	FP	AMOUNT
0380	02569		DEMOBILIZATION	1.00	LS		$	