



**TRANSPORTATION CABINET**

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

August 14, 2013

CALL NO. 303  
CONTRACT ID NO. 131049  
ADDENDUM # 2

Subject: Nelson County, FD04 SPP 090 9002 017-025  
Letting August 16, 2013

- (1) Revised - Typical Section - Page 11 of 72
- (2) Revised - General Summary - Page 13 of 72
- (3) Revised - Paving Summary - Page 14 of 72
- (4) Revised - Notes Applicable to Project - Pages 18-19 of 72
- (5) Revised - Traffic Control Plan - Pages 21-24 of 72
- (6) Revised - Typical Section - Page 25 of 72
- (7) Revised - Bid Items - Page 72 of 72

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 blue ink that reads "Ryan Griffith".

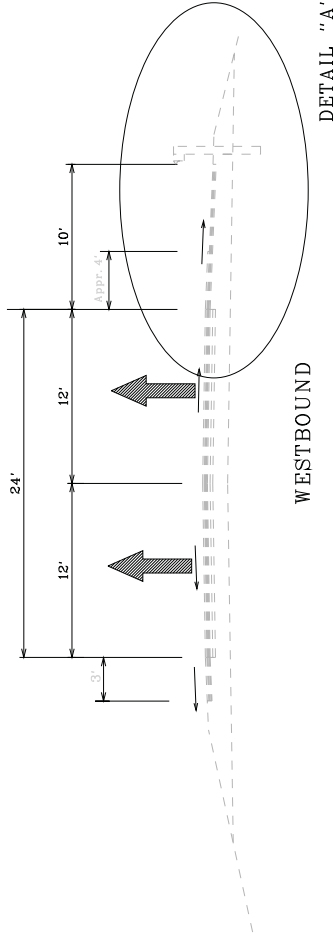
Ryan Griffith  
Acting Director  
Division of Construction Procurement

RG:ks  
Enclosures

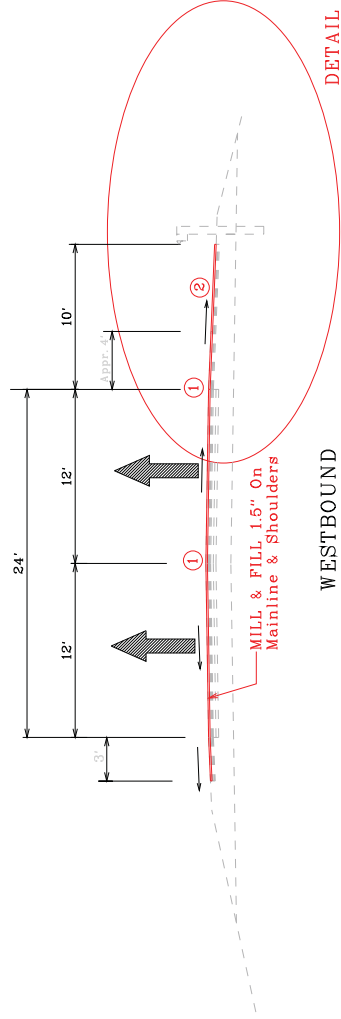


An Equal Opportunity Employer M/F/D

# EXISTING TYPICAL SECTIONS



## PROPOSED TYPICAL SECTIONS



### PAVEMENT REHABILITATION

#### DRIVING LANES and INSIDE SHOULDERS

SURFACE -- 1.5" CL3 ASPHALT SURFACE 0.384 PG64-22  
1.5" ASPHALT MILLING AND TEXTURE

#### OUTSIDE SHOULDERS

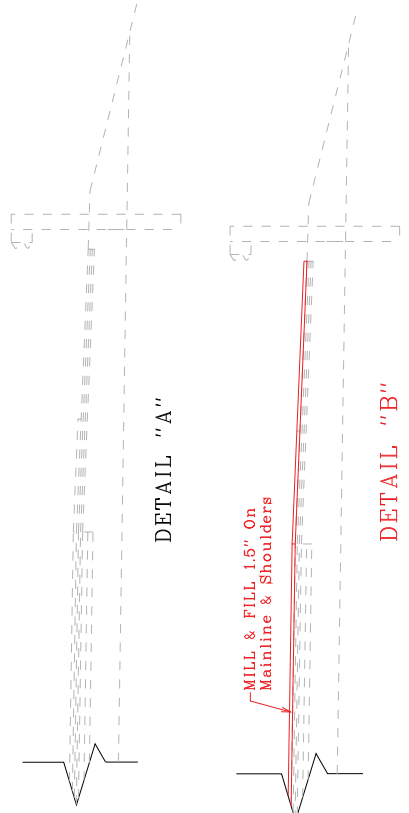
SHOULDERS -- 1.5" CL2 ASPHALT SURFACE 0.380 PG64-22  
1.5" ASPHALT MILLING AND TEXTURE (Only  
approximate 4' width from previous overlay)

Note: Match Existing Cross slopes

NOTES:  
Sawed Rumble Strips required on inside and outside shoulders.

Refer to Std. Drawing TPM 105-02 arrangement "C" for mainline pavement markings and markers.

- ① Place Joint Adhesive between driving lanes and between mainline and outside shoulder. Match existing cross slope
- ② Only approximately 4' width of outside shoulder was paved for last overlay. Mill only the approximate 4' width of outside shoulder a depth of 1.5" and fill the entire 10' outside shoulder.



<b>BG9002 - MP 17.558 - MP 24.24 (WB only)</b> <b>NELSON COUNTY</b> <b>ITEM NUMBER: 4-2047</b> <b>GENERAL SUMMARY</b>			
ITEM NUMBER	ITEM	QUANTITY	UNIT
<b>NELSON COUNTY</b>			
00190	LEVELING AND WEDGING PG64-22 (1)	1,000	TON
2562	SIGNS	700	SQ FT
2569	DEMOBILIZATION	1	LUMP SUM
2650	MAINTAIN AND CONTROL TRAFFIC	1	LUMP SUM
2676	MOBILIZATION FOR MILLING & TEXTURING	1	LUMP SUM
2677	ASPHALT PAVE MILLING & TEXTURING	10,984	TON
2671	PORTABLE CHANGEABLE MESSAGE SIGN	2	EACH
6592	PAVEMENT MARKER TYPE V-B W/R (2)	496	EACH
6593	PAVEMENT MARKER TYPE V-B Y/R (2)	60	EACH
10020NS	FUEL ADJUSTMENT	20,117	DOLLAR
10030NS	ASPHALT ADJUSTMENT	50,528	DOLLAR
20071EC	JOINT ADHESIVE	70,562	LIN FT
24189ER	DURABLE WATERBORNE MARKING -6 IN W	47,177	LIN FT
24190ER	DURABLE WATERBORNE MARKING -6 IN Y	37,801	LIN FT
24191ER	DURABLE WATERBORNE MARKING -12 IN W	1,047	LIN FT
20314ED	MILLED RUMBLE STRIPS	75,000	LIN FT
301	CL2 ASPHALT SURFACE 0.38D PG64-22	3,537	TON
22906ES403	CL3 ASPHALT SURFACE 0.38A PG64-22	9,387	TON

- (1) Extra Quantity Added To be used if needed as directed by the Engineer
- (2) Existing pavement marker removal shall be incidental to ASPHALT PAVE MILLING & TEXTURING

Note: Quantities from all summaries have been carried over and included in this General Summary.

**BG9002 (WB only)**  
**Item No. 4-2047**

**Nelson County**

**PAVING SUMMARY**

CODE	ITEM	NOTES	UNITS	PROJECT
00190	LEVELING AND WEDGING PG64-22 (1)	As needed and directed by the Engineer	TON	1,000
301	CL2 ASPHALT SURFACE 0.38D PG64-22	Mainline and Ramps	TON	3,537
22906ES403	CL3 ASPHALT SURFACE 0.38A PG64-22	Mainline and Ramps	TON	9,387
2677	ASPHALT PAVE MILLING & TEXTURING	Mainline and Ramps	TON	10,984
20314ED	MILLED RUMBLE STRIPS	Mainline and Ramps (both shoulders)	LIN FT	75,000
20071EC	JOINT ADHESIVE	Mainline Only	LIN FT	70,562

(1) Extra Quantity Added To be used if needed as directed by the Engineer

**NOTES APPLICABLE TO PROJECT  
PAVEMENT REHABILITATION  
NELSON COUNTY  
ITEM NO. 4-2047**

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<p>THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY</p>
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1. The dimensions and cross slopes shown on the typical section for pavement and shoulder widths and thickness are nominal or typical dimensions. The actual dimensions to be constructed may be varied to fit existing conditions as directed or approved by the Engineer. It is not intended that existing pavement or shoulders be widened or the cross slopes changed unless specified in the Proposal or directed by the Engineer.
2. Contractor shall mill BG9002 mainline and shoulder pavements a depth of 1.5 inches as shown on the Typical Sections. Payment for milling shall be per ton and paid as "ASPH PAVE MILLING & TEXTURING".
3. All ramps shall be milled 1.5 inches and paved with 1.5 inches of "CL3 ASPH SURF 0.38A PG 64-22" on driving lane and "CL2 ASPH SURF 0.38D PG 64-22" on the shoulders.
4. Any delineator posts, light poles or roadway signs that are damaged during construction are to be replaced at the contractor's expense. Signs that appear to have no visible damage but that are leaning are to be reset as directed by the Engineer. Payment for this work will be considered incidental to the contract.
5. Asphalt Pavement Ride Quality requirements, in accordance with section 410 Category "A" of the Standard Specifications, shall apply on this project.
6. Portable Changeable Message Boards furnished by the contractor shall be retained by the contractor upon completion of the project.
7. There is a quantity of "LEVEL & WEDGING PG 64-22" set up to correct irregularities. The quantity for irregularities may or may not be necessary and will be placed at the discretion of the Engineer.
8. The speed limit on this project will be reduced to 55 mph while lane closures are in place. Any time work is suspended the speed limit will revert back to 70 mph. Also, double fine signs are set up in the project to be installed while workers are present in the work zone.
9. Approximately 10,984 tons of asphalt millings from the project are to become the property of the Department unless The Contractor elects to buy some of the material (See Special Note For Asphalt Milling and Texturing). Millings to be retained by The

Department are to be delivered by The Contractor to the Nelson County Maintenance Storage Facility, 1300 East John Rowan Boulevard (KY 245 at the North City Limits of Bardstown) Bardstown, Kentucky 40004, ph. (502) 348-3448. No additional payment will be considered for the delivery of the asphalt millings. This delivery will be considered incidental to the bid item "Asphalt Pavement Milling and Texturing."

10. The specified completion date for this project is November 1, 2013. Contrary to section 108, liquidated damages will be charged during the months of December 2013 through March 2014.

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Note that lane closures are required for the project. Stripe and taper according to the MUTCD and Standard Drawings.

During the days and hours when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the phasing notes and typical sections.

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

### **PHASE I**

Close the inside lanes to traffic. Mill 1.5 inches of surface pavement and place 1.5 inches of surface pavement for driving lane and shoulders as shown on the typical sections. Place permanent striping in inside lanes. Part width ramp work can be done in this phase. Ramps cannot be closed to traffic.

### **PHASE II**

Shift traffic to the inside lanes and close the outside lanes to traffic. Mill 1.5 inches and place 1.5 inches surface pavement on the outside driving lanes and shoulder as shown in the typical sections. Place permanent striping in outside lanes. All ramp work will be completed by the end of this phase. Ramps cannot be closed to traffic.

## **LANE CLOSURES**

Limit the lengths of lane closures to only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer with a minimum of one mile between successive lane closures. Contrary to section 112, lane closures will **NOT** be measured for payment, but are considered incidental to "Maintain and Control Traffic," lump sum.

## **SIGNS**

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILE, LEFT/RIGHT LANE CLOSED 3 MILE, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, Individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

A quantity of signs has been included for lane shifts, "Roadwork Ahead" signs on entrance

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ramps, and extra double fine signs and speed limit signs between interchanges to be paid only once no matter how many times they are moved or relocated.

### **FLASHING ARROWS**

Flashing arrows will not be measured for payment, but are incidental to “Maintain and Control Traffic,” lump sum. The Department **WILL NOT** take possession of the flashing arrows upon completion of the work.

### **PORTABLE CHANGEABLE MESSAGE SIGNS**

Provide portable changeable message signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions, or if more than one lane closure is in place in the same direction of travel, provide additional PCMS. Place PCMS one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional PCMS so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The PCMS will be in operation at all times. In the event of damage or mechanical/electrical failure, the contractor will repair or replace the PCMS immediately. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the signs upon completion of the work.

### **TRUCK MOUNTED ATTENUATORS**

Furnish and install MUTCD approved truck mounted attenuators (TMA) in advance of work areas when workers are present less than 12 feet from traffic. If there is less than 500 feet between work sites, only a single TMA will be required at a location directed by the Engineer. Locate the TMAs at the individual work sites and move them as the work zone moves within the project limits. All details of the TMA installations shall be approved by the Engineer. TMA will not be measured for payment, but are incidental to “Maintain and Control Traffic,” lump sum. The Department **WILL NOT** take possession of the TMAs upon completion of the work.

### **PAVEMENT MARKINGS**

If lane closures are in place during nighttime hours, remove or cover the lenses of raised pavement markers that do not conform to the traffic control scheme in use, or as directed by the Engineer. Replace or uncover lenses before a closed lane is reopened to traffic. No direct payment will be made for removing and replacing or covering and uncovering the lenses, but will be incidental to "Maintain and Control Traffic," lump sum.

Place temporary and permanent striping in accordance with Section 112, except that:

1. All Temporary striping will be incidental to “Maintain and Control Traffic”
2. Temporary and permanent striping will be 6" in width



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3. If the contractor's operations or phasing requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used; however removable tape will be measured and paid as Pavement Striping-Temporary Paint 6"
4. Edge lines will be required for temporary striping
5. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic
6. Place permanent striping on bridge decks and pavement within the project limits.
7. Permanent striping will be Durable Waterborne Markings

Should the Contractor change the existing striping pattern, the Contractor is to restripe the roadway back to its original configuration after a certain period of time especially if no work is anticipated for a period of time (i.e. Winter shutdown).

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

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings.

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

Less than 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place plastic drums, vertical panels, or barricades every 50 feet. Cones may not be used in place of plastic drums, panels, and barricades at any time. Construct a wedge with compacted cuttings from milling, trenching, or asphalt mixtures with a 3:1 or flatter slope, when work is not active in the drop-off area. Place Type III Barricades at the beginning of the lane closures, and place additional Type III Barricades spaced at 2,500 feet during the time the lane closure is in place.

Greater than 4" – Pavement Repair areas – In areas where pavement is to be removed, work should proceed continuously so that traffic is exposed to a drop-off for the minimum amount of time necessary to bring the pavement back up to existing grade. Barrel spacing should be 20 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations.

### **TRAFFIC COORDINATOR**

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must be certified by the American Traffic Safety Services Association (ATSSA). The Traffic Coordinator will inspect the project maintenance of traffic once daily, including weekends, during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will

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furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate portable changeable message boards as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

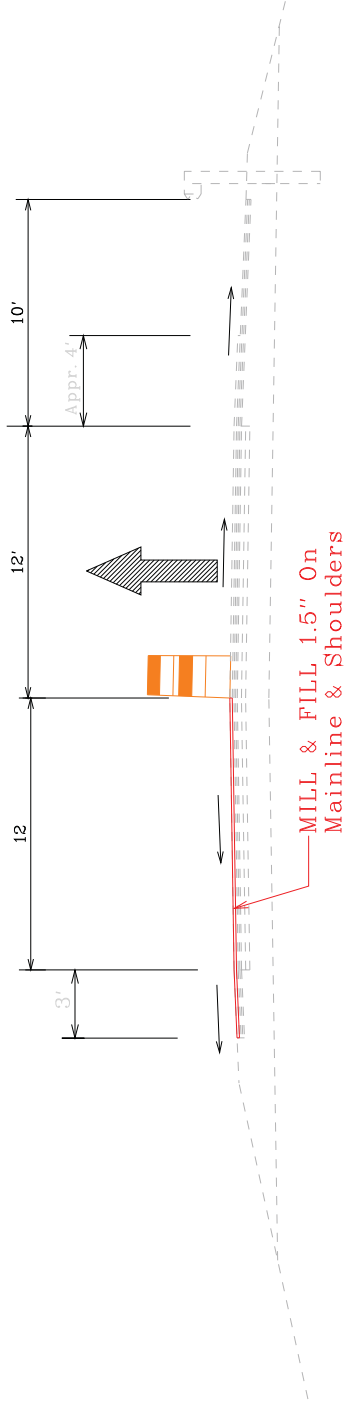
### **COORDINATION OF WORK**

The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority to give to work phasing on the various projects.

### **CONTRACTOR'S AND CONTRACTOR'S EMPLOYEES' VEHICLES**

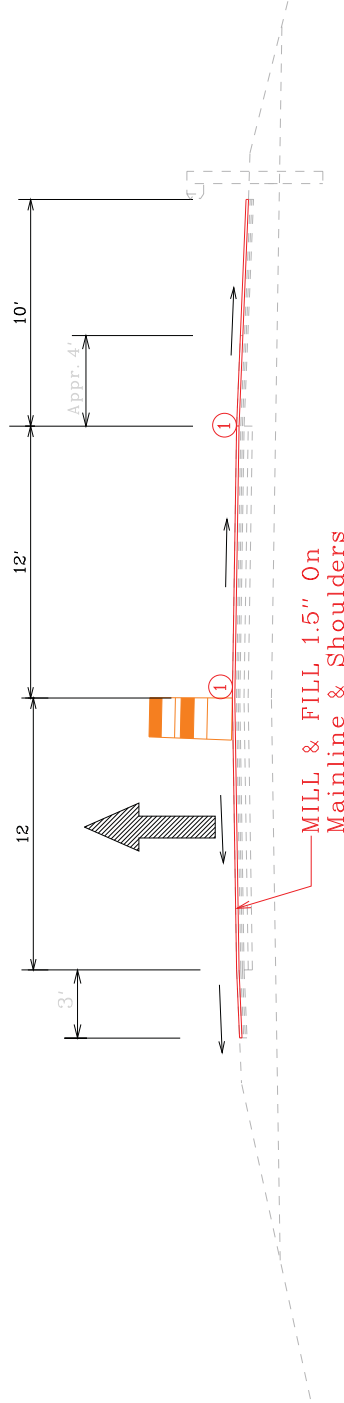
Do not use or allow employees to use median crossovers at any time except when inside lanes are closed for construction. In all other phases of construction, change vehicular direction of travel only at interchanges.

# BG9002 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



WESTBOUND

PHASE I



WESTBOUND

PHASE II

Place Joint Adhesive between driving lanes and between mainline and outside shoulder. Match existing cross slope

Only approximately 4' width of outside shoulder was paved for last overlay. Mill only the approximate 4' width of outside shoulder a depth of 1.5" and fill the entire 10' outside shoulder.

## PROPOSAL BID ITEMS

131049

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Report Date 8/14/13

### Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0010	00190		LEVELING & WEDGING PG64-22	1,000.00	TON		\$	
0020	00301		CL2 ASPH SURF 0.38D PG64-22	3,537.00	TON		\$	
0030	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0040	02677		ASPHALT PAVE MILLING & TEXTURING	10,984.00	TON		\$	
0050	20314ED		MILLED RUMBLE STRIPS	75,000.00	LF		\$	
0060	22906ES403		CL3 ASPH SURF 0.38A PG64-22	9,387.00	TON		\$	

### Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0070	02562		TEMPORARY SIGNS	700.00	SQFT		\$	
0080	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0090	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0100	06592		PAVEMENT MARKER TYPE V-B W/R	496.00	EACH		\$	
0110	06593		PAVEMENT MARKER TYPE V-B Y/R	60.00	EACH		\$	
0120	10020NS		FUEL ADJUSTMENT	20,117.00	DOLL	\$1.00	\$	\$20,117.00
0130	10030NS		ASPHALT ADJUSTMENT	50,528.00	DOLL	\$1.00	\$	\$50,528.00
0140	20071EC		JOINT ADHESIVE REVISED: 8-14-13	70,562.00	LF		\$	
0150	24189ER		DURABLE WATERBORNE MARKING-6 IN W REVISED: 8-14-13	47,177.00	LF		\$	
0160	24190ER		DURABLE WATERBORNE MARKING-6 IN Y	37,801.00	LF		\$	
0170	24191ER		DURABLE WATERBORNE MARKING-12 IN W	1,047.00	LF		\$	

### Section: 0003 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0180	02569		DEMOBILIZATION	1.00	LS		\$	