



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

August 9, 2013

CALL NO. 343
CONTRACT ID NO. 131207
ADDENDUM # 1

Subject: Franklin County, FD04 SPP 037 0064 053-058
Letting August 16, 2013

- (1) Revised - Completion Date - Page 4 of 128
- (2) Revised - Note Applicable to Project - Pages 23-24 of 128
- (3) Revised - Traffic Control - Pages 25-29 of 128
- (4) Revised - Special Note - Page 48 of 128

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

ADMINISTRATIVE DISTRICT - 05

CONTRACT ID - 131207

FD04 SPP 037 0064 053-058

COUNTY - FRANKLIN

PCN - DE03700641307

FD04 SPP 037 0064 053-058

FRANKFORT-LOUISVILLE ROAD I-64 THIN ASPHALT OVERLAY ON I-64 FROM MILEPOINT 53.118 TO MILEPOINT 57.843., A DISTANCE OF 04.73 MILES.ASPHALT RESURFACING SYP NO. 05--2062.00.
GEOGRAPHIC COORDINATES LATITUDE 38:14:00.00 LONGITUDE 84:52:00.00

COMPLETION DATE(S):

COMPLETED BY 06/30/2014

APPLIES TO ENTIRE CONTRACT

**NOTES APPLICABLE TO PROJECT
PAVEMENT REHABILITATION
FRANKLIN COUNTY
ITEM NO. 5-2062**

<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 I64 mainline pavements a depth of 1.5 inches on the driving lanes and 4' on shoulders as shown on the Typical Sections. Payment for milling shall be per ton and paid as "ASPH PAVE MILLING & TEXTURING". The I64 mainline shall be paved with 1.5 inches of "CL4 ASPH SURF 0.38A PG 76-22" on the driving lanes and 4' on shoulders as shown on the Typical Sections.
3. All US 127 ramps shall be milled 1.5 inches and paved with 1.5 inches of "CL4 ASPH SURF 0.38A PG 76-22" on the driving lanes only. US 60 ramps a and b only shall be milled 1.5 inches and paved with 1.5 inches of "CL4 ASPH SURF 0.38A PG 76-22" on the driving lanes only except in repair pavement areas as shown in this proposal.
4. The US 60 ramps have full depth repair pavement area locations on ramps b, c, and d. See the US 60 Ramp Repair Pavement Location Map and Detail for more information. "PAVEMENT REPAIR" shall be paid by square yard.
5. 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.
6. Asphalt Pavement Ride Quality requirements, in accordance with section 410 Category "A" of the Standard Specifications, shall apply on this project.
7. Portable Changeable Message Boards furnished by the contractor shall be retained by the contractor upon completion of the project.
8. There is a quantity of "LEVEL & WEDGING PG 76-22" 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.

9. 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.
10. Damaged or missing signs shall be replaced as directed by the Engineer. Per Section 715 of the 2012 Edition of the Standard Specifications for Road and Bridge Construction, payment for sign replacement will be made by "square feet" of "SBM Aluminum Sheet Signs" or "SBM Aluminum Panel Signs" and shall include all materials, labor and equipment necessary to complete the installation of the new signs unless otherwise noted in this proposal or directed by the Engineer. Removal of the existing sign panels will be considered incidental to bid items to construct new signs.
11. Approximately 17,891 tons of asphalt millings from the project are to become the property of The Contractor at no additional cost.
12. The specified completion date for this project is June 30, 2014. Contrary to section 108, liquidated damages will be charged during the months of December 2014 through March 2015.
13. All perforated pipe headwalls will be cleaned. This work is incidental to "DITCHING" per the Standard Specifications.
14. Traffic will NOT be allowed to run on a milled surface on Interstate mainline driving lanes.

**TRAFFIC CONTROL PLAN
FRANKLIN COUNTY
I64
FD04 SPP 037 0064 053 058
Item Nos. 5-2062**

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

TRAFFIC CONTROL GENERAL

Except as provided herein, "Maintain and Control Traffic" shall be in accordance with the 2012 Standard Specifications 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". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

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

Reduce the speed limit in work areas to 55 miles per hour (35 miles per hour for ramps) and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the "WARNING FINE DOUBLED IN WORK ZONE" signs will be dual mounted. At the end of the work zone, the "END DOUBLE FINE" signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period of time. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to "Maintain and Control Traffic," lump sum.

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures are allowed on the following dates or times:

Mon-Fri 7 am – 7 pm
August 30, 2013 7 pm – September 2, 2013 7 am
Home UK Football games (day of the game)
November 27-29, 2013
December 24-25, 2013
May 23-26, 2014

The Engineer may specify additional days and hours when lane closures are not allowed. Traffic may be reduced to one lane in each direction at all other times.

Traffic Control Plan
Franklin County
I64
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Access to all ramps at all interchanges on the project shall be maintained at all times unless otherwise directed by the Engineer or as noted below. **Note: Each US 60 ramp with a repair area may be closed for a weekend (8 pm Friday to 6 am Monday). Only one ramp may be closed at a time. One lane may be closed on US 60 if needed for drop-offs on ramps during the ramp closure.**

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 in either direction.

PHASE I

Close the inside lanes to traffic. Mill 1.5 inches of surface pavement and place 1.5 inches of surface pavement as shown on the typical sections. Part width ramp work can be done in this phase.

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 as shown on the typical sections. All ramp work will be completed by the end of this phase.

PHASE III – PERMANENT STRIPING

After all other work is completed, place permanent striping. Mobile operations may be utilized.

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 up to a maximum of two miles long 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

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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 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 be paid for once, no matter how many times they are moved or relocated. 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

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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. Temporary and permanent striping will be 6" in width
2. 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"
3. Edge lines will be required for temporary striping
4. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic
5. Place permanent striping on bridge decks and pavement within the project limits.
6. 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.

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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 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.

**Special Note for Fixed Completion Date and
Liquidated Damages
Franklin County
Item No. 5-2062**

Contrary to Section 108.09, Liquidated Damages of \$5,000 per calendar day will be assessed for each day work remains uncompleted beyond the Specified Completion Date. This project has a Fixed Completion Date of June 30, 2014.

In addition to the Liquidated Damages specified in Section 108.09, Liquidated Damages in the following amounts will be charged when a lane closure remains in place during the prohibited period outlined in the Traffic Control Plan:

\$3,000 for the first hour or fraction thereof
\$5,000 any additional hour or fraction thereof

Contrary to Section 108.09 of the Standard Specifications, **the disincentive fee will be charged during those periods when seasonal limitations of the Contract prohibit the Contractor from working on a controlling item or operation. This includes the months from December through March.**

All liquidated damages will be applied cumulatively.

All other applicable portions of Section 108 apply.