



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

February 13, 2012

CALL NO. 409
CONTRACT ID NO. 122089
ADDENDUM # 1

Subject: Graves County, 042GR12P045-FD05 and FE01
Letting February 24, 2012

- (1) Revised - Special Notes for Trench Drains - Page 12 of 80
- (2) Revised - Traffic Control Plan - Pages 19-21 of 80

Proposal revisions are available at <http://transportation.ky.gov/contract/>.

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
Director
Division of Construction Procurement

RG:ks
Enclosures



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SPECIAL NOTES FOR TRENCH DRAINS FE01 042 0045 016-017

Repair locations, mile point 16.277-16.390, are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to milling and/or resurfacing, saw cut the existing pavement, asphalt surface, base, DGA, and PCC pavement (if present) 5.5 feet from the existing curb. Excavate to an approximate depth of 24 inches below the existing pavement surface level. Use all possible care to avoid damaging existing culvert pipes and any existing underground utilities. Repair or restore any damaged items at no additional cost to the Department. The Department will retain ownership of excess material the Engineer deems suitable for reuse as aggregate and not used to construct the shoulder wedge. Deliver this material to the State Maintenance facility in Graves County. Remove and dispose of all other materials off the Right-of-way at sites obtained by the Contractor at no additional cost to the Department.

On the same day trench is excavated, install 4" perforated pipe drain wrapped in Geotextile Fabric Type II and backfill the excavated area with 12 inches of Structure Granular Backfill No. 57. Backfill the remaining area with Class 2 Asphalt Base 0.75D PG64-22 in 4 inch maximum courses up to the existing pavement surface. Compact the asphalt base to the compaction required in Section 403.03.10. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Place asphalt base a minimum of 72 hours prior to placing final surface. Prior to milling and/or constructing the new asphalt surface, level and wedge any settlement of the repair areas. Temporary traffic signals will be provided by the Department. All other signing and striping for the temporary closure of one lane for a period of 3-6 days shall be the responsibility of the contractor. All traffic control shall be in accordance with the current "MUTCD" standards.

The subsurface drains will be tied into an existing drainage structure. Any saw cutting and tie-in to the drainage structure will be incidental to the project and included in the bid item for excavation.

The bidder must draw conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claim for additional compensation if the materials encountered that are not in accord with the classification shown.

Accept payment at the Contract unit prices for Structure Granular Backfill, Asphalt Base, Perforated Pipe-4 in, Saw Cut, Fabric-Geotextile II, Excavation and Leveling and Wedging as full compensation for all labor, materials, equipment, and furnishing and placing asphalt base up to the pavement boundary; leveling and wedging until the repair areas stabilize; and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the Standard and Supplemental Specifications and the Standard and Sepia 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".

Contrary to Section 106.01, furnish new, or used in like new condition, traffic control devices at the beginning of the work and maintain in like new condition until completion of the work.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Do not erect lane closures on the following days:

May 26, 2012 – May 28, 2012

July 4, 2012

September 1, 2012 – September 3, 2012

Memorial Day Weekend

Independence Day

Labor Day Weekend

The Engineer may specify days and hours when lane closures will not be allowed.

To construct the FE01 portion of this project a temporary lane closure is acceptable for a period of 6 calendar days maximum. Temporary traffic signals will be provided by the Department, but all other signing and striping necessary for the temporary lane closure shall be the responsibility of the contractor.

Maintain alternating one way traffic during construction. Provide a minimum clear lane width of 11 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

Take these restrictions into account in submitting bid. The Department will not consider any claims for money or grant contract time extensions for any delays to the Contractor as a result of these restrictions.

LANE CLOSURES

For the FD05 portion of this project do not leave lane closures in place during non-working hours.

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SIGNS

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

CHANGEABLE MESSAGE SIGNS

If deemed necessary by the Engineer, the Department will furnish, operate, and maintain Changeable Message Signs.

BARRICADES

The Department will not measure barricades used in lieu of barrels and cones for channelization or delineation, but shall be incidental to Maintain and Control Traffic according to Section 112.04.01.

The Department will measure barricades used to protect pavement removal areas in individual units Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of construction.

PAVEMENT MARKINGS

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course.

Install Temporary Striping according to Section 112 with the following exception:

If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

PAVEMENT EDGE DROP-OFFS

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place Warning signs

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(MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edges that traffic is not expected to cross, except accidentally, as follows:

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with DGA or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Greater than 4' - Protect drop-offs greater than 4 inches within 10 feet of traffic by placing drums, vertical panels, or barricades every 25 feet. The Engineer will not allow the use of cones in lieu of drums, vertical panels, or barricades for drop-offs greater than 4". Place Type III Barricades directly in front of the drop-off facing on coming traffic in both directions of travel. Provide warning signs as shown on the Standard Drawings or as directed by the Engineer

Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the engineer.