



Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

Jim Gray  
SECRETARY

July 16, 2024

CALL NO. 103  
CONTRACT ID NO. 245359  
ADDENDUM # 1

Subject: Estill County, STP BRZ 9030 (476)  
Letting July 18, 2024

- (1) Revised - Special Note - Pages 20-23B of 147
- (2) Revised - Proposal Bid Items - Pages 146-147 of 147

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

## **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 officers (District 10 and District 7 offices) at least 14 calendar days prior to beginning work. Please see the Special Notes for Liquidated Damages for additional information. The contractor must provide both District 10 and District 7 public information officers with a weekly update, or any time there is a change in traffic patterns.

### **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 always contacted. The Traffic Coordinator must be available by cell phone 24 hours a day 7 days a week while temporary signal devices are in place.

The Contractor shall also furnish the name and telephone number where the signal technician can be contacted at all times. The signal technician must be readily available to be at the project site within 30 minutes of notice should issues arise that must be handled.

The Department will consider the cost of the Traffic Control and Signal Technician incidental to the price bid for Maintain and Control Traffic.

### **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 contractor shall coordinate with the Engineer on placing speed reduction signs. The contractor will be responsible for developing and implementing the speed reduction sign locations with guidance through standard drawings and the MUTCD current edition.

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 allow 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 with the standard drawings.

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. PORTABLE CHANGEABLE MESSAGE SIGNS AND TEMPORARY TRAFFIC SIGNALS**

At the direction of the Engineer, the contractor is expected to provide up to eight (8) message signs for use at locations determined by the Engineer. These message signs 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 signs 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.

Three (3) of the message signs are to be placed between the project site and the intersection of KY 52 and Eastern Bypass in Richmond, and the other five (5) are to be placed along the KY 82/KY 89/KY 52 corridor connecting the project site to the interchange of KY 82 with the

Mountain Parkway at Clay City. These message signs shall serve the purpose of communicating messages of bridge work at the Madison/Estill County line with limited width. See map for potential spots for message signs.

The Contractor shall have available one reserve Temporary Signal Two Phase to be placed in operation in the event of damage or mechanic/electrical failure. No direct payment will be allowed for the reserve unit.

The Signal Technician shall coordinate with the project Engineer and manually adjust the signal timing of the temporary signal during the peak morning hours (6 AM to 9 AM) and afternoon hours (3 PM to 6 PM) to optimize signal timing. The Signal Technician shall coordinate and adjust the signal timing daily.

### **VIII. BARRICADES**

For projects which allow full closure, ensure a minimum of (4) type III barricades are used at each end of the bridge for a total of (8) type III barricades. Contrary to the standard specifications, no direct payment will be made for barricades, but they will be included in the lump sum price for “Maintain and Control Traffic”.

### **IX. 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 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. LAW ENFORCEMENT & DOUBLE FINE CORRIDOR**

At the direction of the Engineer, Law Enforcement presence (Kentucky State Police) will be required at directed locations and times for Traffic Control. All work zones along KY 52 will be signed for double fines. Furnish, placement and removal of double fine signs are incidental to the bid item Maintain and Control Traffic.

### **XII. PAYMENT**

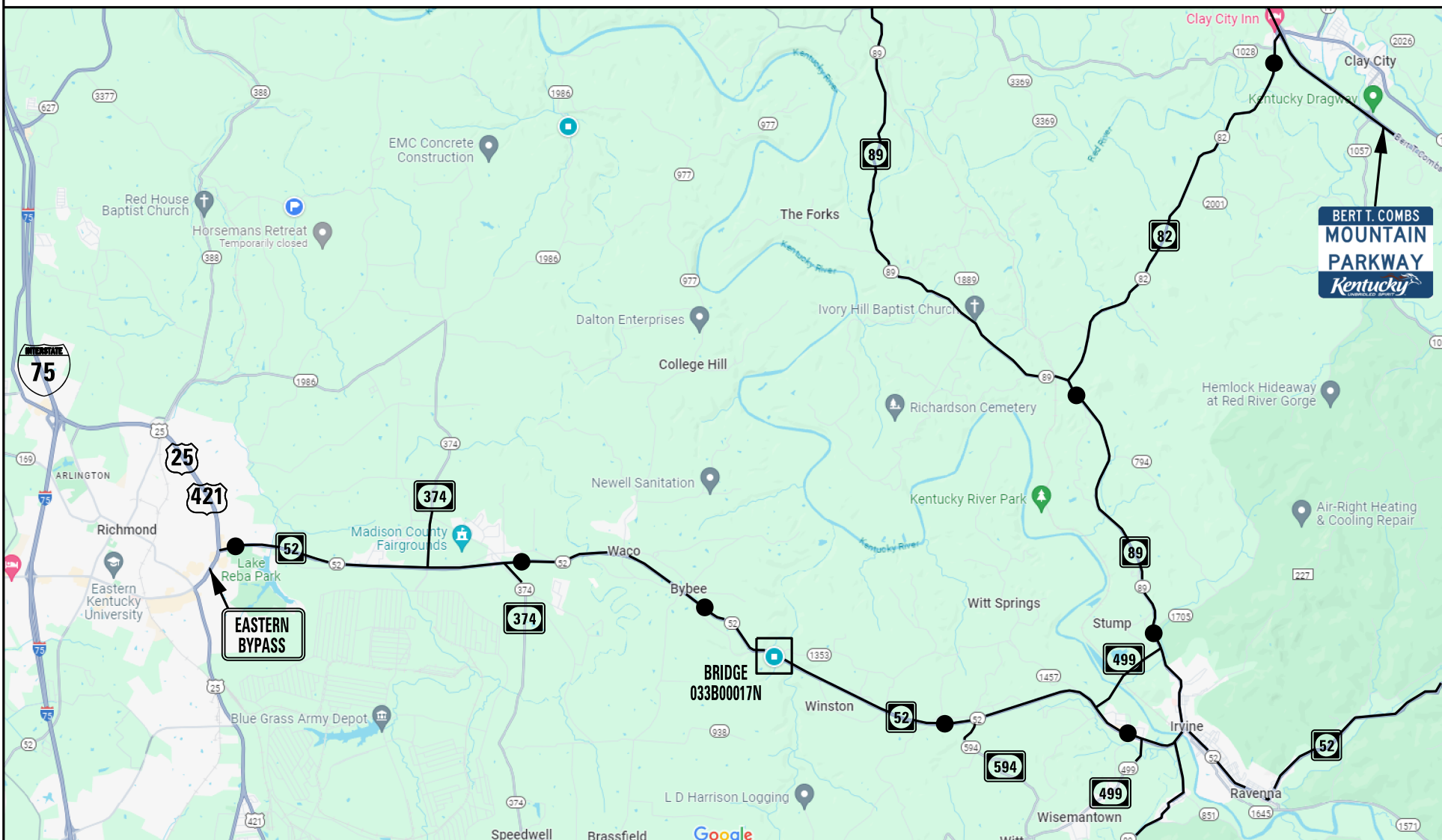
Unless listed as a bid item in the contract documents, payment will only be made for the following items:

1. Maintain and Control Traffic - Lump Sum
2. Concrete Barrier Wall Type 9T – Linear Feet
3. Crash Cushions - Each
4. Portable Changeable Message Signs – Each
5. Law Enforcement Office - Hour

The quantities for barrier wall and crash cushions include initial placement only. Barrier wall will be paid per linear foot as detailed in the plans for wall placed up to the quantity specified in the plans. Any relocation or additional wall required will not be paid for directly but will be considered incidental to Maintain and Control Traffic.

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, temporary guardrail, temporary pavement striping, barrier wall delineators, guardrail delineators, cones, barrels, flaggers, etc.

● PORTABLE CHANGEABLE MESSAGE SIGN



STREAM: DROWNING FORK

NEAR: KY 52 MILEPOINT 0 IN ESTILL COUNTY

STATE: KY

SITE: 033B00017N BRIDGE REPLACEMENT ON KY 52

COUNTY: ESTILL

DATE: 5/5/2023 5:55

SHEET:

ITEM: 10-10050

NEAR: KY 52 MILEPOINT 0 IN ESTILL COUNTY

STATE: KY

SITE: 033B00017N BRIDGE REPLACEMENT ON KY 52

COUNTY: ESTILL

DATE: 5/5/2023 5:55

Kentucky  
Transportation

**PROPOSAL BID ITEMS**

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Report Date 7/16/24

**Section: 0001 - BRIDGE - 033B00017N**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	1,849.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	22.00	TON		\$	
0030	00103		ASPHALT SEAL COAT	3.00	TON		\$	
0040	00212		CL2 ASPH BASE 1.00D PG64-22	741.00	TON		\$	
0050	00301		CL2 ASPH SURF 0.38D PG64-22	255.00	TON		\$	
0060	00356		ASPHALT MATERIAL FOR TACK	4.00	TON		\$	
0070	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	12.00	EACH		\$	
0080	02223		GRANULAR EMBANKMENT	1,314.00	CUYD		\$	
0090	02231		STRUCTURE GRANULAR BACKFILL	571.60	CUYD		\$	
0100	02360		GUARDRAIL TERMINAL SECTION NO 1	3.00	EACH		\$	
0110	02367		GUARDRAIL END TREATMENT TYPE 1	1.00	EACH		\$	
0120	02381		REMOVE GUARDRAIL	1,385.00	LF		\$	
0130	02545		CLEARING AND GRUBBING APPROX LESS THAN 1 ACRE	1.00	LS		\$	
0140	02585		EDGE KEY	72.00	LF		\$	
0150	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0160	02671		PORTABLE CHANGEABLE MESSAGE SIGN (REVISED 7-16-2024)	8.00	EACH		\$	
0170	02726		STAKING	1.00	LS		\$	
0180	02731		REMOVE STRUCTURE	1.00	LS		\$	
0185	03171		CONCRETE BARRIER WALL TYPE 9T (ADDED 7-16-2024)	1,100.00	LF		\$	
0190	03299		ARMORED EDGE FOR CONCRETE	96.00	LF		\$	
0200	06515		PAVE STRIPING-PERM PAINT-6 IN	4,412.00	LF		\$	
0210	08002		STRUCTURE EXCAV-SOLID ROCK	152.00	CUYD		\$	
0220	08003		FOUNDATION PREPARATION	1.00	LS		\$	
0230	08019		CYCLOPEAN STONE RIP RAP	1,250.00	TON		\$	
0240	08033		TEST PILES	40.00	LF		\$	
0250	08039		PRE-DRILLING FOR PILES	160.00	LF		\$	
0260	08046		PILES-STEEL HP12X53	210.00	LF		\$	
0270	08094		PILE POINTS-12 IN	16.00	EACH		\$	
0280	08100		CONCRETE-CLASS A	327.40	CUYD		\$	
0290	08104		CONCRETE-CLASS AA	305.20	CUYD		\$	
0300	08140		MECHANICAL REINF COUPLER #5 EPOXY COATED	818.00	EACH		\$	
0310	08141		MECHANICAL REINF COUPLER #6 EPOXY COATED	8.00	EACH		\$	
0320	08150		STEEL REINFORCEMENT	40,400.00	LB		\$	
0330	08151		STEEL REINFORCEMENT-EPOXY COATED	80,690.00	LB		\$	
0340	08671		PRECAST PC BOX BEAM SB33	1,397.00	LF		\$	
0345	08903		CRASH CUSHION TY VI CLASS BT TL3 (ADDED 7-16-2024)	2.00	EACH		\$	
0348	20411ED		LAW ENFORCEMENT OFFICER (ADDED 7-16-2024)	400.00	hour		\$	
0350	21415ND		EROSION CONTROL	1.00	LS		\$	
0360	21476ED		SNOW FENCE	288.00	LF		\$	
0370	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	1,537.50	LF		\$	
0380	23378EC		CONCRETE SEALING	16,945.00	SQFT		\$	



### PROPOSAL BID ITEMS

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Report Date 7/16/24

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0390	24405EC		MECHANICAL REINF COUPLER-#8 EPOXY COATED	18.00	EACH		\$	
0400	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	474.00	LF		\$	
0410	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	4.00	EACH		\$	
0420	26233EC		MOBILIZATION FOR CONCRETE SURF TREATMENT	1.00	LS		\$	

#### Section: 0002 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0430	02568		MOBILIZATION	1.00	LS		\$	
0440	02569		DEMOBILIZATION	1.00	LS		\$	