



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

April 17 2025

CALL NO. 103
CONTRACT ID NO. 251307
ADDENDUM # 3

Subject: Rockcastle County, NHPP 0752(105)
Letting April 24, 2025

- (1) Revised - Summary - Pages 27 & 29 of 176
- (2) Revised - MOT Typical Section - Page 85 of 176
- (3) Revised - Special Notes - Pages 87, 89, 91, 103, & 106 of 176
- (4) Added - Special Note - Page 132A of 176

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

I-75

ROCKCASTLE COUNTY

ITEM NO. 8-22110 , PAVEMENT REHABILITATION

MILEPOINT 50.767 TO 52.100

GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
00001	DGA BASE ①	TON	590
00100	ASPHALT SEAL AGGREGATE ①	TON	125
00103	ASPHALT SEAL COAT ①	TON	15
00194	LEVELING & WEDGING PG76-22 ①	TON	1,614
00219	CL4 ASPH BASE 1.00D PG76-22 ①	TON	4,129
00339	CL3 ASPH SURF 0.38D PG64-22 ①	TON	3,959
00342	CL4 ASPH SURF 0.38A PG76-22 ①	TON	4,645
02676	MOBILIZATION FOR MILL & TEXT ①	LS	1
02677	ASPHALT PAVE MILLING & TEXTURING ①	TON	12,733
20071EC	JOINT ADHESIVE ①	LF	56,304
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING ①	TON	55
01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE ②	EACH	10
02381	REMOVE GUARDRAIL ②	LF	650
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST) ②	LF	550
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3 ②	EACH	4
01985	DELINEATOR FOR BARRIER - YELLOW	EACH	145
02003	RELOCATE TEMP CONC BARRIER	LF	7,240
02562	TEMPORARY SIGNS	SQFT	1,000
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	8
02898	RELOCATE CRASH CUSHION	EACH	1
03171	CONCRETE BARRIER WALL TYPE 9T	LF	7,240
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	63,342
06549	PAVE STRIPING-TEMP REM TAPE-B	LF	18,495
06550	PAVE STRIPING-TEMP REM TAPE-W	LF	10,025
06551	PAVE STRIPING-TEMP REM TAPE-Y	LF	8,100
06585	PAVEMENT MARKER TY IVA-MW TEMP	EACH	949
06586	PAVEMENT MARKER TY IVA-MY TEMP	EACH	90
08904	CRASH CUSHION TY VI CLASS C	EACH	1
20411ED	LAW ENFORCEMENT OFFICER	HOUR	100
25075EC	QUEUE PROTECTION VEHICLE	HOUR	200
25117EC	FURNISH QUEUE PROTECTION VEHICLES	MONT	4
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	MONT	4
26137EC	QUEUE WARNING PCMS	MONT	16
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	MONT	16

① CARRIED OVER FROM PAVING SUMMARY.

② CARRIED OVER FROM GUARDRAIL SUMMARY.

I-75

ROCKCASTLE COUNTY

ITEM NO. 8-22110 , PAVEMENT REHABILITATION

MILEPOINT 50.767 TO 52.100

PAVING SUMMARY

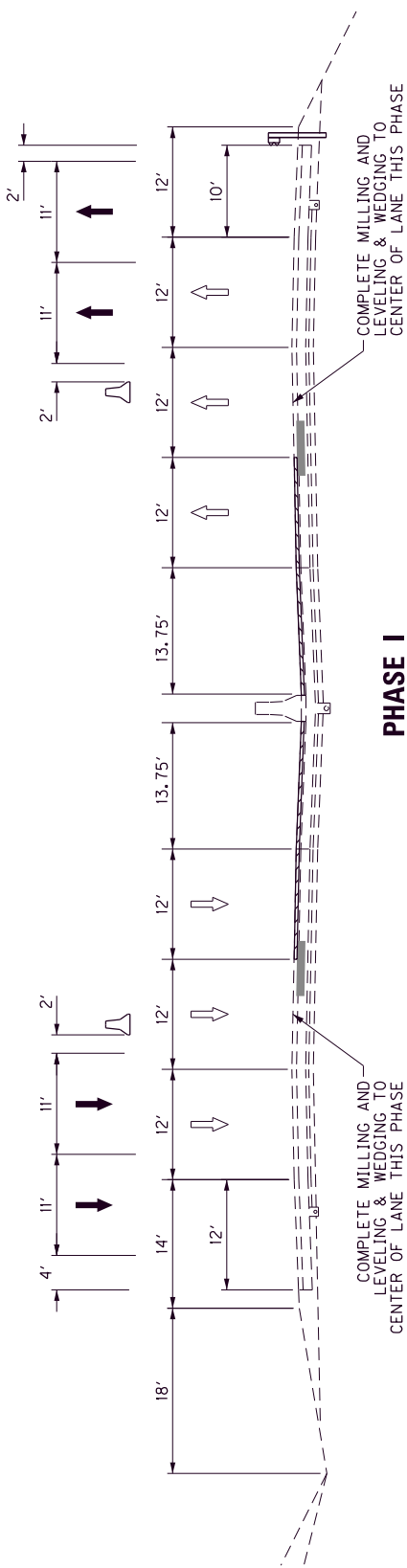
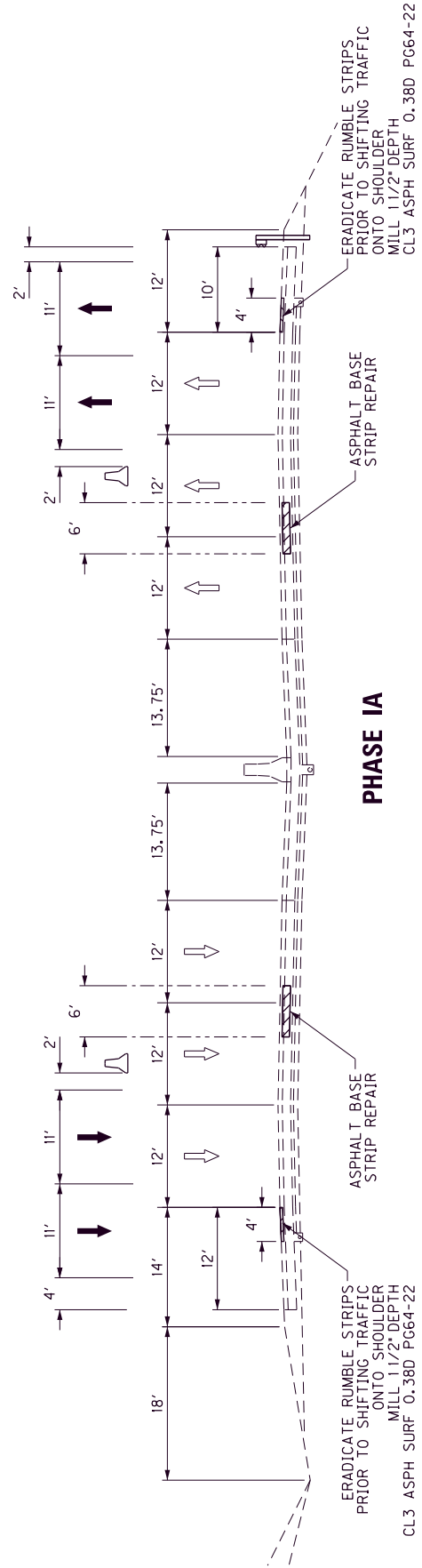
PAVING AREAS (SY)			
ITEM	TOTAL	ITEM	TOTAL
MAINLINE		SHOULDERS	
1.5" ASPHALT PAVE MILLING & TEXTURING	56,304	ASPHALT SEAL AGGREGATE	6,256
1.5" CL4 ASPH SURF 0.38A PG76-22	56,304	ASPHALT SEAL COAT	6,256
SHOULDERS			
1.5" ASPHALT PAVE MILLING & TEXTURING	38,709		
1.5" CL3 ASPH SURF 0.38D PG64-22	38,709		
RUMBLE STRIP ERADICATION			
1.5" ASPHALT PAVE MILLING & TEXTURING	9,278		
1.5" CL3 ASPH SURF 0.38D PG64-22	9,278		
ASPHALT BASE STRIP REPAIR			
8" ASPHALT PAVE MILLING & TEXTURING	9,384		
4" CL4 ASPH BASE 1.00D PG76-22	9,384		
4" CL4 ASPH BASE 1.00D PG76-22	9,384		

PAVING SUMMARY			
ITEM CODE	ITEM	UNIT	QUANTITY
00001	DGA BASE (1)	TON	590
00100	ASPHALT SEAL AGGREGATE (2)	TON	125
00103	ASPHALT SEAL COAT (3)	TON	15
00194	LEVELING & WEDGING PG76-22 (4)	TON	1,614
			-
00219	CL4 ASPH BASE 1.00D PG76-22	TON	4,129
00339	CL3 ASPH SURF 0.38D PG64-22	TON	3,959
00342	CL4 ASPH SURF 0.38A PG76-22	TON	4,645
			-
02676	MOBILIZATION FOR MILL & TEXT	LS	1
02677	ASPHALT PAVE MILLING & TEXTURING	TON	12,733
20071EC	JOINT ADHESIVE	LF	56,304
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING (5)	TON	55
			-
			-

- (1) TO BE USED AS DIRECTED FOR ELIMINATION OF PAVEMENT EDGE DROP-OFFS.
- (2) BASED ON COVERAGE OF 100% OF SHOULDERS AND BASED ON 2 APPLICATIONS OF 20 LBS/SY.
- (3) BASED ON COVERAGE OF 100% OF SHOULDERS AND BASED ON 2 APPLICATIONS OF 2.4 LBS/SY.
- (4) FOR CROSS SLOPE REVISION.
- (5) BASED ON AN APPLICATION RATE OF 0.7 LBS/SY.

M.O.T. TYPICAL SECTIONS

County	Item No.	Sheet
ROCKCASTLE	8-22110	



NOTE: NORTHBOUND AND SOUTHBOUND PHASES BOTH DEPICTED; HOWEVER, CONSTRUCTION IN EACH DIRECTION OF TRAVEL WILL REQUIRE A SEPARATE BUT SIMILAR PHASE. QUANTITIES OF TEMPORARY CONCRETE BARRIER WERE ESTABLISHED FOR ONE DIRECTION OF TRAVEL ONLY WITH THE INTENT TO RELOCATE BARRIER FOR THE OTHER DIRECTION OF TRAVEL.

	CONSTRUCT THIS PHASE	CONSTRUCTED IN A PREVIOUS PHASE
1. Identify the problem	100%	0%
2. Identify the causes	100%	0%
3. Identify the effects	100%	0%
4. Identify the stakeholders	100%	0%
5. Identify the resources	100%	0%
6. Identify the constraints	100%	0%
7. Identify the opportunities	100%	0%
8. Identify the risks	100%	0%
9. Identify the solutions	100%	0%
10. Identify the implementation plan	100%	0%
11. Identify the monitoring and evaluation plan	100%	0%
12. Identify the communication plan	100%	0%
13. Identify the budget	100%	0%
14. Identify the timeline	100%	0%
15. Identify the roles and responsibilities	100%	0%
16. Identify the success criteria	100%	0%
17. Identify the exit strategy	100%	0%
18. Identify the sustainability plan	100%	0%
19. Identify the impact assessment	100%	0%
20. Identify the stakeholder engagement plan	100%	0%
21. Identify the risk management plan	100%	0%
22. Identify the quality management plan	100%	0%
23. Identify the communication management plan	100%	0%
24. Identify the resource management plan	100%	0%
25. Identify the stakeholder management plan	100%	0%
26. Identify the project management plan	100%	0%
27. Identify the business case	100%	0%
28. Identify the strategic alignment	100%	0%
29. Identify the organizational readiness	100%	0%
30. Identify the change management plan	100%	0%
31. Identify the governance structure	100%	0%
32. Identify the legal and regulatory requirements	100%	0%
33. Identify the ethical considerations	100%	0%
34. Identify the social and environmental impacts	100%	0%
35. Identify the data management plan	100%	0%
36. Identify the information management plan	100%	0%
37. Identify the knowledge management plan	100%	0%
38. Identify the innovation management plan	100%	0%
39. Identify the talent management plan	100%	0%
40. Identify the leadership development plan	100%	0%
41. Identify the organizational development plan	100%	0%
42. Identify the culture change plan	100%	0%
43. Identify the performance management plan	100%	0%
44. Identify the reward and recognition plan	100%	0%
45. Identify the succession planning	100%	0%
46. Identify the diversity and inclusion plan	100%	0%
47. Identify the employee engagement plan	100%	0%
48. Identify the organizational learning plan	100%	0%
49. Identify the knowledge sharing plan	100%	0%
50. Identify the innovation ecosystem plan	100%	0%
51. Identify the digital transformation plan	100%	0%
52. Identify the artificial intelligence plan	100%	0%
53. Identify the blockchain plan	100%	0%
54. Identify the cybersecurity plan	100%	0%
55. Identify the data privacy plan	100%	0%
56. Identify the cloud computing plan	100%	0%
57. Identify the internet of things plan	100%	0%
58. Identify the big data plan	100%	0%
59. Identify the analytics plan	100%	0%
60. Identify the automation plan	100%	0%
61. Identify the robotics plan	100%	0%
62. Identify the augmented reality plan	100%	0%
63. Identify the virtual reality plan	100%	0%
64. Identify the blockchain plan	100%	0%
65. Identify the artificial intelligence plan	100%	0%
66. Identify the data science plan	100%	0%
67. Identify the machine learning plan	100%	0%
68. Identify the deep learning plan	100%	0%
69. Identify the neural networks plan	100%	0%
70. Identify the computer vision plan	100%	0%
71. Identify the natural language processing plan	100%	0%
72. Identify the speech recognition plan	100%	0%
73. Identify the image recognition plan	100%	0%
74. Identify the sentiment analysis plan	100%	0%
75. Identify the text classification plan	100%	0%
76. Identify the spam detection plan	100%	0%
77. Identify the phishing detection plan	100%	0%
78. Identify the malware detection plan	100%	0%
79. Identify the ransomware detection plan	100%	0%
80. Identify the data breach detection plan	100%	0%
81. Identify the insider threat detection plan	100%	0%
82. Identify the social engineering detection plan	100%	0%
83. Identify the phishing simulation plan	100%	0%
84. Identify the security awareness training plan	100%	0%
85. Identify the incident response plan	100%	0%
86. Identify the disaster recovery plan	100%	0%
87. Identify the business continuity plan	100%	0%
88. Identify the crisis management plan	100%	0%
89. Identify the communication plan	100%	0%
90. Identify the stakeholder engagement plan	100%	0%
91. Identify the risk management plan	100%	0%
92. Identify the quality management plan	100%	0%
93. Identify the communication management plan	100%	0%
94. Identify the resource management plan	100%	0%
95. Identify the stakeholder management plan	100%	

I-75
TYPICAL SECTIONS

NOT TO SCALE

**TRAFFIC CONTROL PLAN
ROCKCASTLE COUNTY
I-75
NHPP 0752(105)
FD52 102 0075 050-053
Item No. 8-22110**

**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 Standard Specifications and the Standard Drawings, and the Manual on Uniform Traffic Control Devices (MUTCD), current Edition at the time of letting. 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.

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 the current edition of the MUTCD.

Reduce the speed limit in work areas to 60 miles per hour (35 miles per hour for ramps if applicable) and establish higher 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 higher fine signs. At the beginning of the work zone, the “BEGIN HIGHER FINE ZONE” signs will be dual mounted. At the end of the work zone, the “END HIGHER FINE ZONE” signs will be dual mounted as well. Remove or cover the signs or turn off flashers 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 Temporary Signs. Any relocation or covering of the signs or operation of flashers will be incidental to “Maintain and Control Traffic”, lump sum.

Night work will be required on this project. Obtain approval from the Engineer for the method of lighting prior to its use.

TRAFFIC PHASING OVERVIEW

Construction of most items of work will be completed while maintaining two lanes of traffic. Shoulders will be utilized as a temporary driving surface and used to maintain two open lanes of traffic. Final asphalt surface on the center lane will be completed by reducing traffic to one lane per direction, during times of allowable reduction of traffic to one lane per direction.

Hourly penalties as specified in the Special Note for Project Completion and Liquidated Damages will be applied any time that a lane closure reducing traffic to 1 lane in a direction of travel is in place during prohibited days or prohibited times of day.

Note: In the event that traffic backups reach an unacceptable level, the days and hours of allowable single lane traffic may be modified by the Cabinet.

PROJECT PHASING: Temporary barrier quantities have been established for one direction of travel only with a relocation item established for temporary barrier erection for the other direction of travel. Thus, each direction of travel will require separate phases of each of the following:

Phase IA

Reduce traffic to 2 lanes, closing the outside lane to traffic. Eradicate rumble strips from the outside shoulder for the length of the project and approximately 800' in advance of and beyond the project limits. Reconfigure striping to shift traffic partially onto outside shoulders. Open the outside lane to traffic and reduce traffic to 2 lanes, closing the inside lane to traffic in advance of the proposed lane shift. Utilize 60:1 lane tapers to shift traffic onto the outside shoulder and complete the shift approximately 200' in advance of the begin work limits to establish a 200' buffer.

Place temporary concrete barrier as shown in the MOT typical sections for the length of the asphalt base strip repair. Extend concrete barrier approximately 100' beyond the limits of each end of the asphalt base strip repair.

Complete milling and texturing across the inside shoulder, inside lane, and half width of the center lane. Complete the additional depth milling and placement of asphalt base for the asphalt base strip repair.

Phase I

Complete leveling and wedging in the cross-slope revision area across the inside shoulder, inside lane, and half width of the center lane. Complete final asphalt surfacing of the inside shoulder and inside lane.

Place temporary striping configured to shift traffic partially onto the inside shoulder in the next phase. Eradicate rumble strips on the inside shoulder for a distance of approximately 900' in advance of and beyond the project limits.

Phase II and Phase IIA

Remove temporary barrier and open the inside lane to traffic and reduce traffic to 2 lanes by closing the outside lane in advance of the proposed lane shift. Utilize 60:1 lane tapers to shift traffic onto the inside shoulder and complete the shift approximately 200' in advance of the begin work limits to establish a 200' buffer.

LAW ENFORCEMENT OFFICER

Law enforcement officers will be required to be furnished on the project at any time that traffic is reduced to one lane and at other times as directed by the engineer. The contractor will be required to establish an agreement with a local law enforcement agency to provide an officer and police cruiser to be used to warn traffic of lane closures and stopped traffic ahead. The contractor will be responsible for reimbursing the agency of the costs for this service. This requirement is solely for the intent of warning traffic of a potential danger ahead and not for the purpose of the issuance of traffic violations. The officer should however have authority to issue citations if necessary and at his discretion. Patrolling for speeding and issuance of higher fine citations should be performed by a separate officer and the contractor will not be required to reimburse the agency for that operation.

LANE WIDTHS

The minimum clear lane width will be 11'. Make provisions for the passage of wide loads up to 16'. Use a lane closure all times when work is performed in the lane or adjacent shoulder.

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 LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILE, LEFT/RIGHT LANE CLOSED 3 MILE, SLOWED/STOPPED TRAFFIC AHEAD, KEEP LEFT/RIGHT. Signage for reduced speed limits and higher 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 "Roadwork Ahead" signs on entrance ramps, extra higher fine signs, keep left/keep right and speed limit signs between interchanges. These are to be paid for only once regardless of how many times they are moved or relocated.

SPEED LIMIT REDUCTIONS AND HIGHER FINE ZONES

Install all signing for speed zone reductions in accordance with Standard Drawing TTD-130.

Reduce the speed limit to 60 MPH for the duration of the project.

Utilize higher fine zone signs in strict accordance with Standard Drawing TTD-120-03.

Friday. There is a Guardrail Delivery Verification Sheet which must be completed and signed by the Contractor, Engineer and a representative of the Central Sign Shop and Recycle Center. A copy of this sheet is included elsewhere in the proposal.

6. Flexible Delineators shall meet the requirements of Section 830 and 838 of the Standard Specifications and be placed in accordance with Section 3D of the M.U.T.C.D., current edition and current Standard Drawing.
7. This project requires the use of a Material Transfer Vehicle. In accordance with Section A of 403.03.05.
8. The speed limit on the project will be reduced to 60 mph while lane closures are in place. Any time work is suspended the speed limit will revert back to 70 mph. Also, higher fine signs are set up in the project to be installed while workers are present in the work zone and not protected by barrier wall.
9. The contractor is to take care not to damage any existing roadway signs. Any roadway signs that are damaged during construction are to be replaced at the contractor's expense in accordance with section 105.08 of the standard specifications.
10. Quantities of Asphalt Seal Coat and Seal Aggregate, and DGA base have been established to wedge and eliminate greater than 1 inch drop offs. Due to the inconsistent nature of the slopes outside the paved shoulder, and due to the presence of existing guardrail, application of asphalt seal coat will not be practical in all locations. The intent is to provide a DGA wedge to eliminate drop-off situations and to re-establish the typical stone shoulder width where needed and where practical to do so. Minor grading of existing DGA shoulders may be required to remove excess material, debris, or vegetation, or on wide shoulders to eliminate rutted and shoved material, prior to placement of the new DGA material. Perform the minor grading as needed and flat roll the surface prior to placement of additional DGA or Asphalt Seal Coat.
11. Coordinate activities of any adjacent contracts with this contract. The engineer will decide the relative priority concerning phasing and maintenance of traffic when conflicts arise with projects in close proximity with this project.
12. Preserve the existing edge drain system unless otherwise directed by the engineer. Any damage to the existing system caused by construction activities on the project will be required to be repaired at the contractor's expense.
13. Any excavation, embankment, sod removal or clearing of vegetation necessary to prepare the roadside outside the paved shoulder for placement of the DGA wedge in the cross-slope revision area will be considered site preparation and will not be measured for payment. Remove any existing signs that may interfere with slope

4. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2019, Including - Supplemental Specifications, as applicable:

Special Note	Typical Section Dimensions <i>attached</i>
Special Note	Portable Changeable Message Signs <i>attached</i>
Special Note	Before You Dig <i>attached</i>
Special Note	Fixed Completion Date and Liquidated Damages <i>attached</i>
General Note	Asphalt Pavement Ride Quality (Cat A) <i>attached</i>
General Note	Compaction of Asphalt Mixtures (Option A) <i>attached</i>
Special Note	Asphalt Milling and Texturing <i>attached</i>
Special Note	Special Note for Significant Project <i>attached</i>
Special Note	Guardrail Delivery Verification Sheet <i>attached</i>
Special Note	Special Note for Longitudinal Pavement Joint Adhesive <i>attached</i>
Special Note	Special Note for Paver Mounted Temperature Profiles <i>attached</i>
Special Note	Special Note for Non-Tracking Tack Coat <i>attached</i>
Special Note	Special Note for Experimental KYCT and Hamburg Testing <i>attached</i>
Special Note	Special Note for Portable Queue Warning Alert System <i>attached</i>
Special Note	Special Note for Queue Protection Vehicle <i>attached</i>
Special Note	Special Note for Electronic Delivery Management System (e-Ticketing) <i>attached</i>
Special Note	Special Note for Connected Arrow Panels <i>attached</i>
Special Note	Special Note for Signing Variable Work Zone Speed Limits in Construction Work Zones <i>attached</i>

Special Note for Signing Variable Work Zone Speed Limits in Construction Work Zones

This note establishes criteria for implementing variable work zone speed limits in construction work zones.

1. Definition

A variable work zone speed limit is in effect only when specified work zone conditions are present.

2. Application of Variable Work Zone Speed Limits

Post a reduced work zone speed limit of 60 miles per hour only where any of the following work zone conditions are present **and** only for the length of the affected roadway:

- Workers present within 15 feet of the traveled way
- Frequent construction vehicle entry/exit
- Temporary barrier within 2 feet of a travel lane
- Drop-offs greater than 2 inches within 8 feet of a travel lane
- Uneven or milled surfaces

If the Engineer determines a condition that is present but not listed above warrants a reduced work zone speed limit, the Contractor shall lower the speed limit to 60 mph as directed by the Engineer.

3. Location and Placement of Speed Zone Signs

Install speed zone signs per [Standard Drawing TTD-130, Option A](#), and every two (2) miles throughout the project. If an interchange is present, install a set of signs within 500 feet of the on-ramp termination, then every two (2) miles unless another interchange is located within that distance.

Put the reduced work zone speed limit into operation by switching on the flashing lights of the first speed zone sign located upstream of the work zone condition.

Operationalize the reduced speed limit **(a)** only in the direction affected by the work zone condition and **(b)** only for the length of roadway affected. For example, if a work zone condition is only present in the northbound direction along a three-mile segment, only put the reduced speed limit into effect on that segment. Retain the original posted speed limit along all remaining northbound segments and the entirety of the southbound direction.

The first speed limit sign located downstream of the point at which the work zone condition ends should **(a)** reinstate the original posted speed limit and **(b)** have no flashing lights activated.

4. Duration of Reduced Speed Limit Posting

The reduced work zone speed limit should remain in effect so long as the following are present:

- Any condition listed in Section 2, or
- Any other condition identified by the Engineer as warranting a speed limit reduction.

If a work zone condition is expected to be paused for less than six hours, do not reinstate the original posted speed limit during this period.

5. Penalties

If the Engineer observes the reduced work zone speed limit has not been put into effect as defined in Section 3, they should alert the Contractor of their failure to comply with this Special Note. If the signing is not in compliance within one (1) hour from initial notification by the Engineer, a penalty of \$200 per hour will be assessed on an hourly basis beginning from the initial notification of non-compliance.