Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

April 16, 2025

CALL NO. 100
CONTRACT ID NO. 251309
ADDENDUM # 2

Subject: Boone County, NHPP 0713(069)
Letting April 24, 2025

(1) Revised – Summary Sheet - Page 29 of 255
(2) Revised – Special Notes - Page 36-41A of 255
(3) Revised - Detail Sheets - Page 70 & 71 of 255
(4) Added - Aux Lane Detail Sheet - Page 70A of 255
(5) Added - Detail Sheet - Page 103A of 255
(6) Added - Special Note - Page 103B-103F of 255
(7) Revised - Proposal Bid Items - Page 253-255 of 255

Proposal revisions are available at http://transportation.ky.gov/Construction-Procurement/.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

Rachel Mills, P.E.
Director
Division of Construction Procurement

RM:so
Enclosures

GENERAL SUMMARY

ITEM CODE	ITEM	UNIT	TOTAL PROJECT
20071EC	JOINT ADHESIVE	LF	186780
20359NN	GALVANIZED STEEL CABINET (4)	EACH	2
20360ES818	WOOD POST (4)	EACH	4
20362ES403	SHOULDER RUMBLE STRIPS-SAWED	LF	169865
20391NS835	ELECTRICAL JUNCTION BOX TYPE A (4)	EACH	2
20411ED	LAW ENFORCEMENT OFFICER	HR	1000
21380ES719	GUARDRAIL THRIE BEAM (6)	LF	615
23229EC	HIGH FRICTION SURFACE TREATMENT (15)	SQYD	11931
23378EC	CONCRETE SEALING (6)	SQFT	5360
24679ED	PAVE MARK THERMO CHEVRON	SQFT	1282
24689EC	PAVE MARK THERMO-WRONG WAY ARROW	EACH	4
24785EC	FIBER REINFORCEMENT FOR HMA (3)	TON	13995
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	SF	675563
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	TON	167
25010EC	GEOCOMPOSITE REINFORCEMENT FOR ASPHALT (3)	SQYD	89749
25075EC	QUEUE PROTECTION VEHICLE	HOUR	400
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	EACH	3
25079ED	THRIE BEAM GUARDRAIL TRANSITION TL-2	EACH	2
26233EC	MOBILIZATION FOR CONCRETE SURF TREATMENT	LS	1
25117EC	FURNISH QUEUE PROTECTION VEHICLES	MONTH	14
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	MONTH	14
26137EC	QUEUE WARNING PCMS	MONTH	14
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	MONTH	14
26236EC	THRIE BEAM BULL NOSE TERMINAL (6)	EACH	5
26237EC	CONNECTED ARROW PANEL	MONTH	28
20191ED	OBJECT MARKER TYPE 3	EACH	12
00001	DENSE GRADED AGGREGATE (16)	TONS	40
00194	LEVELING & WEDGING PG 76-22 (16)	TONS	500

(1) Temporary Signing shall follow KY Standard Drawings and/or MUTCD as required

(2) See Special Notes Applicable to Project note 5

(3) See Special Notes Applicable to Project note 10

(4) See Special Notes Applicable to Project note 18

(5) Crash Cushion TY VI Class C - CT Temporary

(6) See Special Notes Applicable to Project note 23 and 24

(7) See Special Notes Applicable to Project note 21

(8) See Special Note Applicable to Project note 27

(9) See Special Notes Applicable to Project note 26

(10) For use with right turn channelization islands. Option 2 TPM-205

(11) See Special Note Applicable to Project note 28

(12) See Special Notes Applicable to Project note 29.

(13) Extra Quantity added for field variance, pot hole patching, etc.

(14) See Special Notes Applicable to Project note 30

(15) See Special Notes Applicable to Project note 32

(16) See Special Notes Applicable to Project note 37

NOTES APPLICABLE TO PROJECT

Boone County
Item 6-20001.00

---

1. The dimensions 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 except where specified in the Proposal.

2. The Contractor is to be advised that low wires and underground utilities may exist throughout the project. The following locations are approximate:

   (NB & SB)
   Sta 3448+20 – overhead utilities
   Sta 3453+65 - overhead utilities
   Sta 3573+24 - overhead utilities
   Sta 3716+10 - overhead utilities
   Sta 3739+55 - overhead utilities
   Sta 3778+25 - overhead utilities

   CAUTION: Other locations may exist. These and all utilities should be avoided on this project. If any utility is impacted, it will be the Contractor's responsibility to contact the affected utility and cover any costs associated with the impact.

3. Guardrail and End Treatments to be replaced are listed by station. Exact placement to be approved by the Engineer.

4. The existing edge drain system is to be preserved unless otherwise specified in this proposal or by the Engineer. Care should be taken when the asphalt is removed and replaced, any edge drains damaged during these activities will be replaced at the contractor's expense.

5. Ditching & Shouldering shall occur as shown on the plan sheets along the KY 14 entrance ramp to I-71 SB, Sta 3556+62 SB to Sta 3560+82 SB. Ditching & Shouldering shall consist of regrading the shoulder to remove the rutting and reshaping the shoulder to the appropriate slopes and regrading the ditch to ensure proper drainage. Use Crush Stone Base and grade to a maximum 4:1 slope. All work needed to prepare and grade the existing earth shoulder will be paid for as shouldering. Crushed Stone Base necessary for the shoulder correction will be paid for as "Crushed Stone Base". Channel Lining Class II is set up for lining the ditch on the right side of the ramp and will be paid for as "Channel Lining Class II". Ditching and shouldering will be measured off the baseline of the ramp and will consist of both right and left sides

per linear foot of baseline.

6. Any roadway signs that are damaged during construction are to be replaced at the Contractor's expense.

7. Any light poles damaged during construction are to be replaced at the Contractor's expense.

8. Pavement rideability requirements in accordance with section 410 category A of the standard specifications shall apply on this project.

9. The Cabinet will accept the compaction of asphalt mixtures furnished for the driving lanes at one inch or greater on this project by Option A according to subsections 402 and 403 of the Standard Specifications, current edition. The Cabinet will accept the compaction of all other mixtures by option B.

10. This project includes 8 locations of pavement repair. These repairs are shown in the proposal and are broken into two different categories. These locations are as follows:

    8.5" pavement repair
    Station 3448+19 to Station 3691+62 southbound right lane.
    Station 3786+50 to N.W. Ramp Station 1026+07.02 southbound right lane.

    4.5" pavement repair
    Station 3453+90 to Station 3533+20 northbound left lane.
    Station 3448+19 to Station 3533+20 northbound right lane.
    Station 3795+00 to Station 3843+20 northbound right lane.
    Station 3707+00 to Station 3804+68 southbound left lane.
    Station 3517+00 to Station 3559+50 southbound left lane.
    Station 3448+19 to Station 3480+00 southbound left lane.

11. Pavement repair locations listed as 8.5" pavement repair shall be milled 8.5" deep. 6' shall be into mainline pavement and 4' into existing pavement shoulder. As per the detail provided in the proposal, 8.5" pavement repair shown shall include asphalt fibers.

12. Pavement repair locations listed as 4.5" pavement repairs shall be milled 4.5" deep for the entire lane width and 2' onto existing shoulder. No fiber reinforcement is required for these pavement repairs.

13. This project is considered a Significant Project.

14. The Contractor shall be responsible for the repair of any pavement in the travelled lanes that becomes detrimental or hazardous to the travelling public during

construction. Areas needing repair will be at the discretion of the Engineer. Level & Wedging has been set up for use in pot hole patching as directed by the Engineer.

15. The Contractor is advised that the planned locations of work established by stations in conjunction with mile points referenced from the Kentucky Transportation Cabinet's Official Route Log. The existing reference markers may not correspond exactly to the established work locations.

16. The speed limit on the project will be reduced to 60 mph. When work is suspended and traffic control devices are removed, the speed limit will revert to 70 mph. Higher fine zones are set up for the project and are to be used while workers are present in the work zone only as stated in Construction Memo 24-04.

17. Do not use or allow employees to use median crossover at any time except when inside lanes are closed for construction. In all other phases of construction, turn arounds must be made at the nearest interchange.

18. Quantities and details have been provided for replacement of planning station loops within the project. Saw and seal the loops in the asphalt base layer and prior to placement of the final surface layer as outlined in the special notes.

19. Ramps, both entrance and exit ramps at KY 14 as well as entrance and exit ramps into the weigh station south bound, will be milled and resurfaced only to a depth of 1.5" as specified in the typical sections. At the weigh station, extend milling limits to the concrete pavement at the rest area as shown on the plans. The Contractor shall contact the weigh station and provide information about on-going work. Gores will be milled and paved 1.5" to the back of the gore in line with mainline as shown on the plans.

20. When surfacing mainline, ensure the longitudinal surface joint between the shoulder and mainline is beyond the proposed rumble strips removal joint. Also, ensure the proposed longitudinal joint is beyond the rumble strip elimination joints that occurred in phase 1B pre-phase.

21. In areas of new guardrail end treatments, guardrail s-face, or removing and resetting guardrail, place asphalt seal coat and asphalt seal aggregate to prevent future erosion. Application rate of seal aggregate is 20 lbs/sy per application. The application rate of seal coat is 2.4 lbs/sy per application. Each location shall receive 2 applications. The seal coat and aggregate shall be placed from the edge of paved shoulder to 2' down the slope after the shoulder break (approx. 5' total).

22. Bi-directional Y/R pavement markers are to be used on the ramps per the standard drawings to/from KY 14 as well on the ramps to/from I-75. Bi-directional W/R pavement markers are to be used on mainline I-71 as well as any gore or dotted extensions.

23. The existing piers for the KY 14 over pass, located at Station 3564+00, shall be modified as per the drawings having a web wall installed between the pier columns. The web walls shall be 8’ above ground and 2’ below ground, dowelled into the existing piers as shown in the proposal. Care should be taken not to damage the existing piers during removal. Newly placed concrete shall be coated with Concrete Sealer and paid for as “Concrete Sealing”, see Special Note for Concrete Sealing. Once the web wall is constructed a bull nose guardrail system shall be installed around the pier as per the attached drawings. The bull nose guardrail system shall have crushed aggregate number 2 placed inside the guardrail radius to ensure vegetation control. Existing crash cushions shall be removed and delivered to Frankfort. Concrete Median Barrier Ends at the piers will need to be removed back to the piers and will be paid as Remove Concrete Masonry. Removal of any existing web wall as per the plans will be paid for as Remove Concrete Masonry. Crash cushion removal shall be paid under remove guardrail.

24. The existing piers for the KY 1292 over pass, located at Station 3778+68, shall be modified as per the drawings having a web wall installed between the pier columns. The web walls shall be 8’ above ground and 2’ below ground, dowelled into the existing piers as shown in the proposal. Care should be taken not to damage the existing piers during removal. Newly placed concrete shall be coated with Concrete Sealer and paid for as “Concrete Sealing”, see Special Note for Concrete Sealing. Once the web wall is constructed a bull nose guardrail system shall be installed around the pier as per the attached drawings. The bull nose guardrail system shall have crushed aggregate number 2 placed inside the guardrail radius to ensure vegetation control. Transition walls will be needed for the outside piers as shown per the drawings. Concrete Median Barrier Ends at the piers will need to be removed back to the piers and will be paid as Remove Concrete Masonry. Removal of any existing web wall as per the plans will be paid for as Remove Concrete Masonry.

25. Southbound I-71 near station 3500+00 there exists a slight dip in the roadway in the slow lane and shoulder. Additional asphalt base quantity has been set up during the pavement repair to eliminate this dip. The contractor shall smooth out the profile and ensure drainage to the outside shoulder.

26. Existing I-71 southbound from Station 3635+50 to 3658+50 consists of asphalt wedge curb and guardrail. Pieces of the existing curb are missing or broken. At the direction of the Engineer, the Contractor shall remove any loose pieces of curb, form and pour new concrete curb that matches the existing curb. This curb shall be dowelled into existing asphalt when able. When not able to be doweled into, fill the void to approximately 10” deep as shown in the special note for curb repair. In areas where the void is deeper than 10”, fill with aggregate #57 as shown in the detail to allow for a platform for the 10” deep curb base. Voids in front of the curb shall be squared and poured monolithically with the curb and finished flush with the surface. Dowels for the curb will be considered incidental to Concrete Class A. Contrary to specifications, curb at this location will be paid for as “Concrete Class A”. It is estimated that 12 CY of concrete will be needed for the repair, however additional quantities are set up in case of additional failures by the time of construction.

27. On the ramp from I-75 NB to I-71 SB, near station 3804+68, there is an existing curb box and curb on the right. Remove the curb, approximately 30 LF, and replace it with an integral curb. This ramp is a single lane ramp and lane width may be reduced and shifted away from the curb while being removed. Pour the curb while the ramp is closed for paving, prior to reopening the ramp. Additional quantities of #2 aggregate have been set up for use behind the curb if needed.

28. On the ramp from I-71 NB to I-75 NB, beginning at station 3822+70, clear the trees on the left side of the roadway as shown on the plans, approximately 45’ from the edge of the roadway to improve sight distance around the curve. Final dressing of the area with erosion control blanket.

29. Asphalt Milling along with level and wedge are set up for the removal of the existing rumble strips. Rumble Strips are to be milled to a depth of 1.5” and paved with Leveling & Wedging before placing traffic on the shoulders. This operation is to take place in phase 1B since a portion of rumble strips will be removed in phase 1A.

30. Remove the unofficial U-turn at 3801+33. Grade the area to match adjacent slopes and allow for positive drainage. This work will be paid for under the “Special Excavation” bid item. Final dress the area with erosion control blanket.

31. During phase 2, when constructing outside web walls at KY 14, remove the existing guardrail. Once the web wall construction is complete, place new guardrail as per the standard drawing. The contractor shall maintain 4’ from the face of the web wall to the face of guardrail as per the standard drawing. The contractor shall also maintain a 10’ paved shoulder. If it is determined that in order to maintain a 10’ shoulder, the rail is closer to the pier than 4’, double strengthen the rail per standard drawings beginning 25’ in advance of the pier. The double strengthening will be paid as additional guardrail length.

32. Beginning Northbound I-71 at Station 3805+00 and ending at station 3849+74, construct High Friction Surface Treatment in both lanes. Construct HFST after new surface has been placed and prior to final surfacing. The Contractor shall maintain 1 lane of traffic at all times. Coordinate with KYTC on allowable closure times to perform this operation.

33. Bull Nose end treatments shall be constructed as per the sepia drawings found within this document. Contrary to the sepia, post information will be given only for post 13 at each of the locations. The Contractor shall layout the end treatments per the spacing indicated within the sepia based off the location for post 13. Once laid out, the Contractor shall “dry fit” the end treatment in place prior to driving posts. During the “dry fit” posts can be adjusted to meet the layout. The KYTC will review the layout prior to the Contractor driving posts.

    For the two symmetrical layouts at KY 14 and KY 1292 post 13A has the following values:

X=6’-3” from the face of the concrete
Y=7’-4 5/8” from the centerline of the concrete pier

For the asymmetrical layout at the I-71NB over I-75 bridge, post 13 has the following values:

X=136’-9” from the armored edge of the northbound bridge
Y=10’-0” from the northbound yellow line

The intent is for the contractor to layout the bull nose end treatments in the field based off the locations specified above in conjunction with the sepias. As stated in the sepia, post 5 should be a minimum of 50’ from the object we are protecting against (in this case bridge piers and bridge ends). The specified maximum tapers listed shall be adhered to. If during layout, these tapers cannot be obtained, increasing the x value listed above of post 13 from the object in question is acceptable. The Contractor will ensure that for the asymmetrical end treatment, offset from the roadway is 10’ min from the yellow line at post 13A as shown.

34. Based off photogrammetry of the project, there are several areas where the cross slopes in tangent areas are less than desirable. It is the intent that a positive drainage cross slope of at least 1% be obtained with a desirable 2%. When this occurs in the outside lane, it is the intent to tie flush with the remaining existing shoulder. The contractor shall check these locations prior to paving to determine appropriate construction methods to obtain the desired cross slopes. At no time during construction shall an elevation difference greater than 1.5” exist between lanes. If elevation differences occur after the first lane is placed but prior to the second lane being placed, uneven lane signs shall be placed in advance of the location. A quantity of Leveling and Wedging has been set up for payment of this adjustment if necessary. Cross slope verification and survey will be paid under the staking bid item. These locations in question are as follows:
    a. 3783+00-3785+00 approximately 200’ SB inside lane
    b. 3745+00-3757+50 approximately 250’ SB outside lane
    c. 3650+00-3660+00 approximately 1000’ SB outside lane and NB inside lane
    d. 3475+00-3476+00 approximately 100’ NB outside lane
    e. Approximately 100’ at the end of the exit ramp NB 71 at KY 14

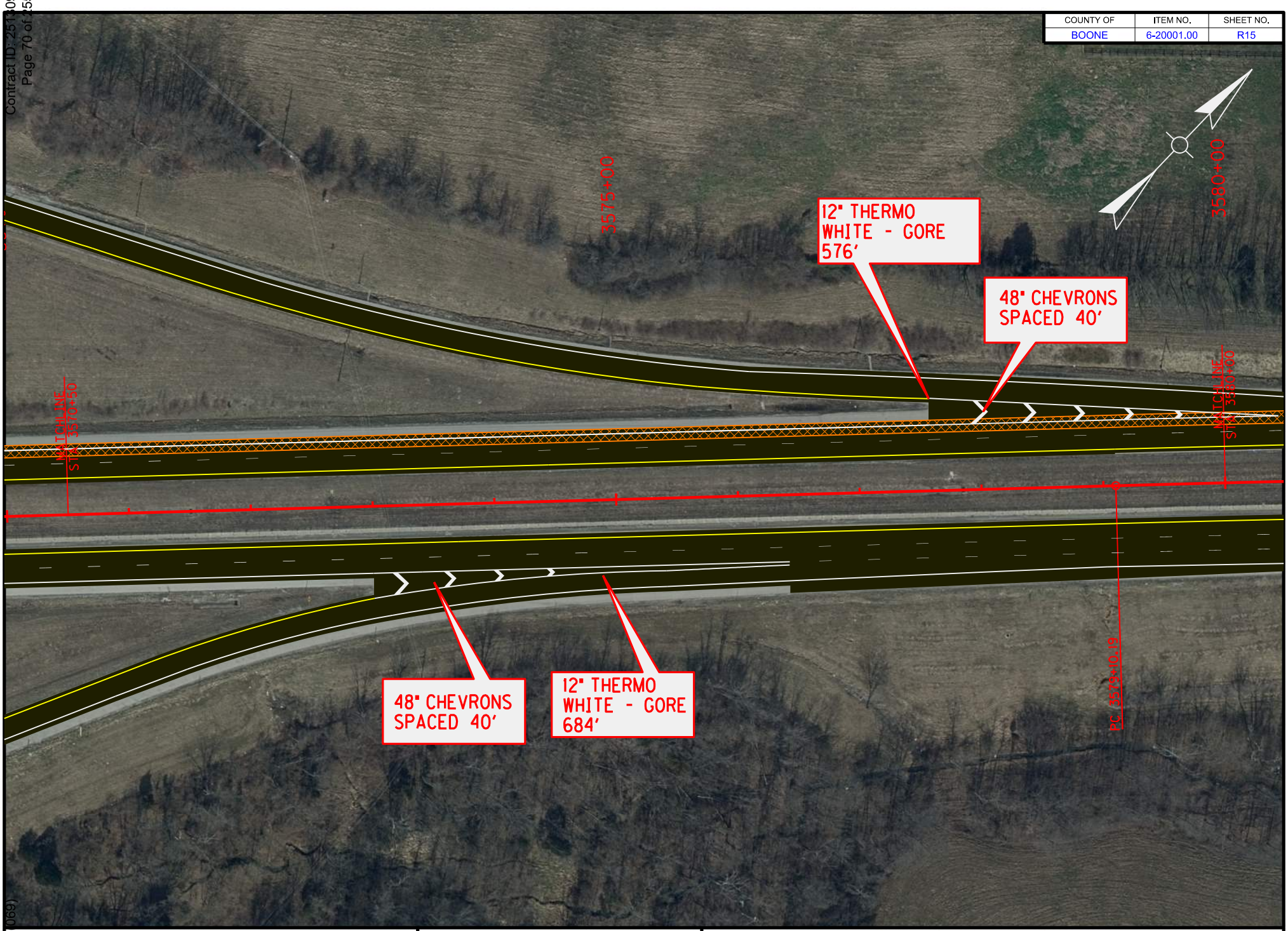
35. Based off photogrammetry, from station 3705+00 - 3706+00 the outside shoulder southbound appears to be rotating quicker than the outside lane. This is causing water to flow down the mainline pavement for a short distance. The contractor shall verify that that the cross slope on the shoulder in this area does not match mainline cross slope. If the cross slope is errant, during the milling and resurfacing operation, mill the entire outside shoulder and pave to provide consistent cross slope and proper drainage.

36. The northbound entrance ramp from KY 14 shall be restriped to extend the parallel taper more in-line with current standards. Existing shoulder thickness does not need to be adjusted. The acceleration length shall be lengthened as shown in the proposal by reducing the shoulder width in the merge area. The Contractor shall maintain a 4' outside shoulder in this area and a minimum of 4' away from the end treatment as noted. In the area shown on the plans, mill the entire shoulder width and resurface.

37. On the ramp from I-71 NB to I-75 NB there is an approximately 50' area where the cross slope and the vertical profile are minimal. In an effort to provide drainage movement in the area, the contractor shall wedge as shown in the plans to install a vertical profile of 1% minimal for the area in question. A detail sheet and special note are provided in the proposal as to existing and proposed elevations. Due to the increase in pavement thickness, traffic will be reduced to 1 lane and the contractor will work continuously to raise both lanes as shown, moving traffic around the work zone. No temporary striping or barrier wall is required, but traffic shall be guided using barrels. An 11' driving lane and 2' shoulders shall be required. If guardrail must also be adjusted in this area it shall be paid for in accordance with the standard specifications. A quantity for Leveling & Wedging 76-22 and DGA are set up for this work. Additional guardrail adjustment may be required in this area as directed by KYTC.

38. After resurfacing, the Contractor will provide to KYTC a spreadsheet with field verified elevations every 25' along the roadway in the areas covered by notes 34, 35, and 37 above. This verification is to ensure constructed pavement meets a minimal 1% cross slope and longitudinal profile or meets the development sheet shown in this proposal. This survey and verification shall be incidental to "Staking".

COUNTY OF	ITEM NO.	SHEET NO.
BOONE	6-20001.00	R15



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

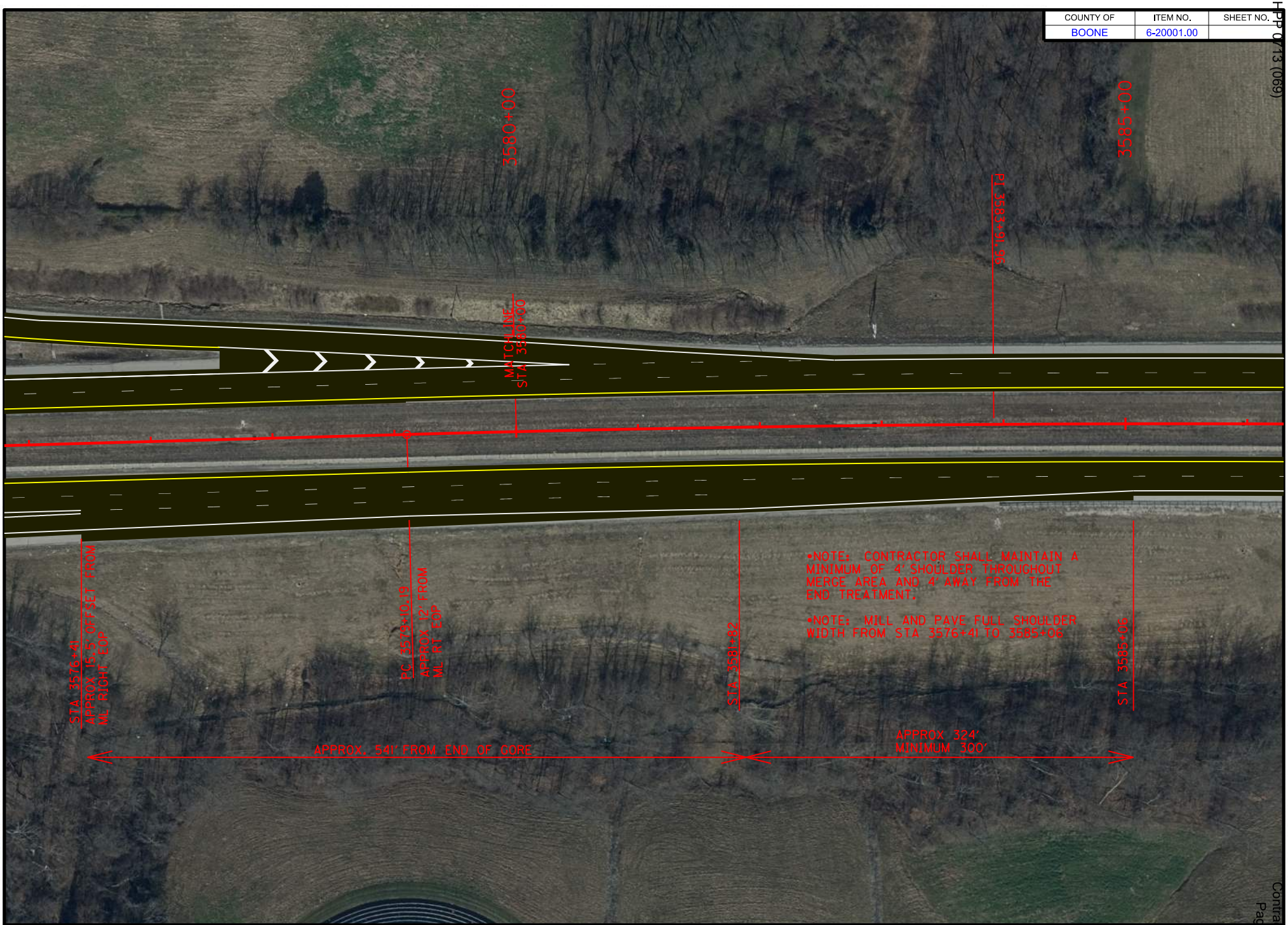
HORIZONTAL SCALE: 1" = 100'

0' 100' 200'

BOONE COUNTY
I-71
PLAN SHEET 15 OF 48

BOONE COUNTY
NHPP 0713 (069)

COUNTY OF	ITEM NO.	SHEET NO.
BOONE	6-20001.00	



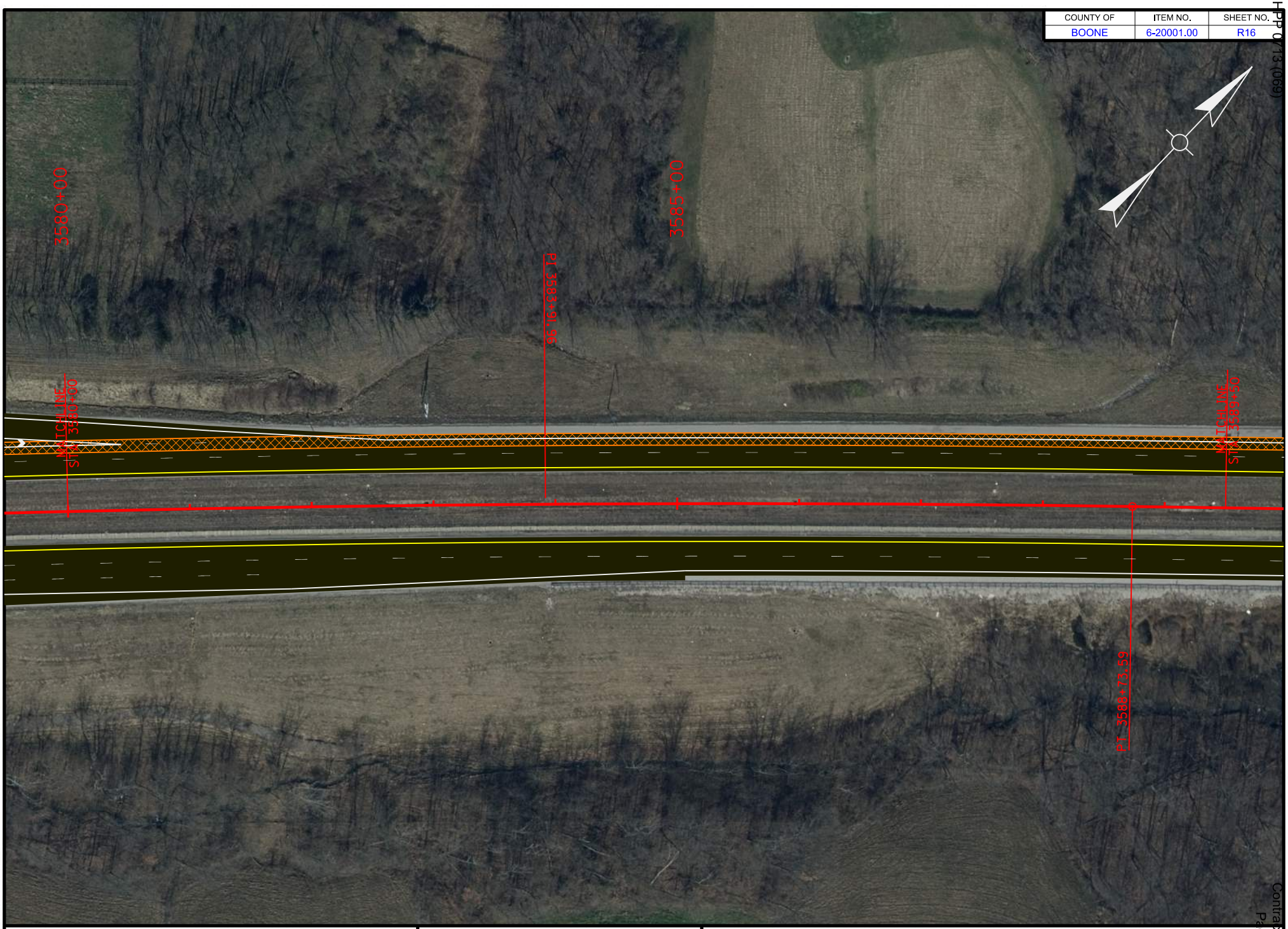
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

HORIZONTAL SCALE: 1" = 100'

0' 100' 200'

BOONE COUNTY
I-71
KY 14 ENTRANCE RAMP DETAIL

COUNTY OF	ITEM NO.	SHEET NO.
BOONE	6-20001.00	R16



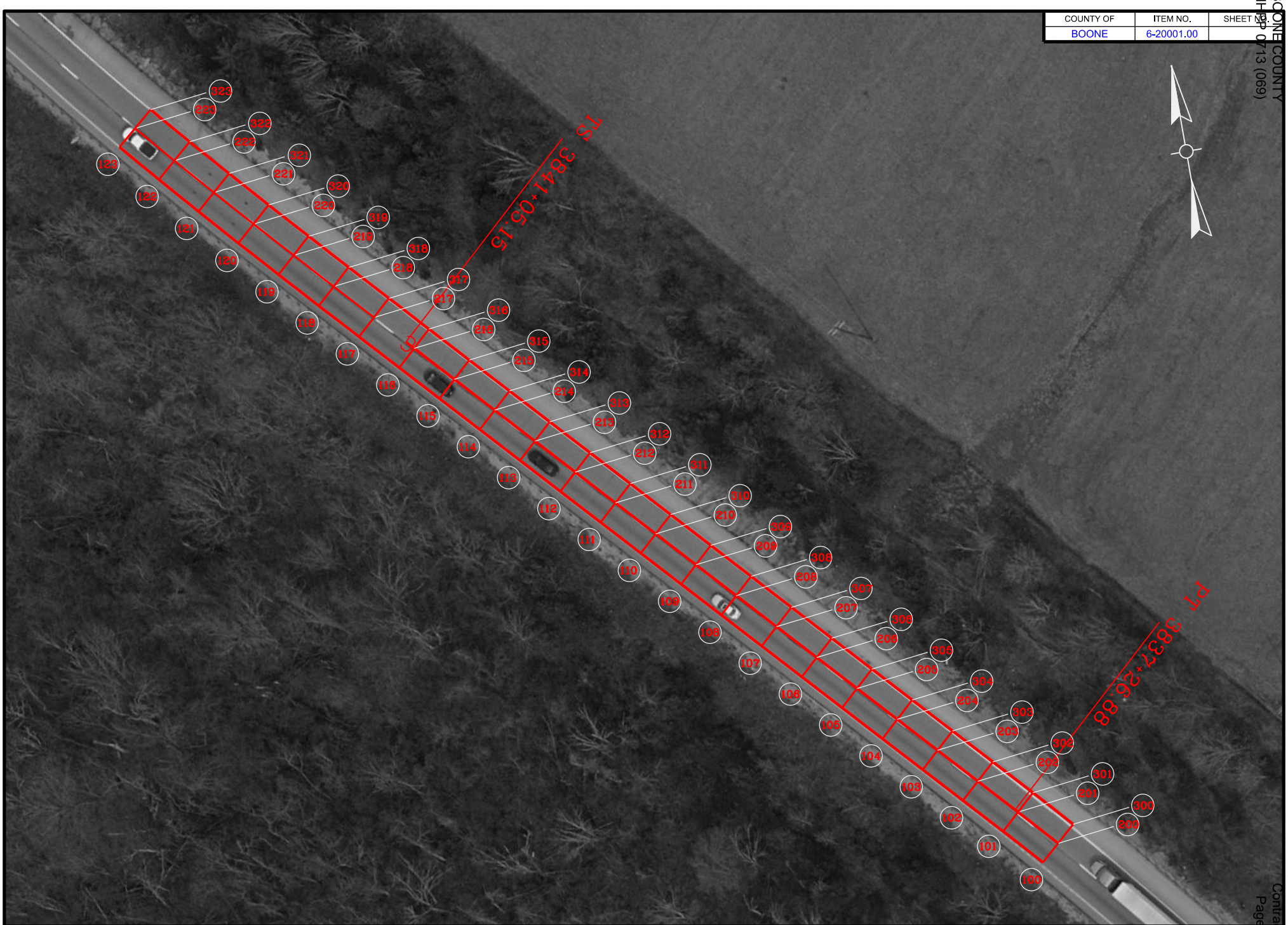
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

HORIZONTAL SCALE: 1" = 100'

0' 100' 200'

BOONE COUNTY
I-71
PLAN SHEET 16 OF 48


COUNTY OF
BOONE
ITEM NO.
6-20001.00
SHEET NO.
BOONE COUNTY
NHPP 0713 (069)
PT 3837+26.88
PT 3841+05.15
HORIZONTAL SCALE: 1" = 60'
0'
60'
120'
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET
I-71 NB TO I-75 NB
RAMP DEVELOPMENT SHEET
DRAINAGE CORRECTION
ADDED ADDENDUM #2 4/16/2025
Contract ID: 251109
Page 103A of 455

Special Note
For
Drainage/Cross Slope Control

The information below provides northing and easting coordinates along with proposed increases in asphalt elevations and cross slope values every 25' beginning at station 3837+00. The Contractor shall ensure cross slopes and profiles are met during paving operations. An additional 500 tons of leveling and wedging has been set up for the project. 40 tons of DGA has also been set up to eliminate any shoulder elevation increase after surfacing. This work will be done over 1 weekend reducing traffic to 1 lane on the ramp. The contractor shall work continuously to ensure the any drop-offs are minimized before reopening to the final configuration.

STATION	POINT	EXISTING ELEVATION	PROPOSED ELEVATION	NORTHING	EASTING	PROFILE
3837+00	100	866.62	866.62	4211588.9517	5241978.1210	
3837+25	101	866.42	866.42	4211607.3644	5241961.4807	-0.80%
3837+50	102	866.2	866.27	4211625.7561	5241944.5673	-0.60%
3837+75	103	865.98	866.12	4211644.1572	5241927.6439	-0.60%
3838+00	104	865.75	865.97	4211662.5582	5241910.7205	-0.60%
3838+25	105	865.52	865.82	4211680.9593	5241893.7971	-0.60%
3838+50	106	865.28	865.67	4211699.3603	5241876.8737	-0.60%
3838+75	107	865.06	865.52	4211717.7614	5241859.9503	-0.60%
3839+00	108	864.84	865.27	4211736.1624	5241843.0269	-1.00%
3839+25	109	864.64	864.995	4211754.5635	5241826.1035	-1.10%
3839+50	110	864.43	864.72	4211772.9645	5241809.1801	-1.10%
3839+75	111	864.22	864.445	4211791.3656	5241792.2567	-1.10%
3840+00	112	864.02	864.1997895	4211809.7666	5241775.3333	-0.98%
3840+25	113	863.84	864.0703158	4211828.1677	5241758.4099	-0.52%
3840+50	114	863.61	863.9508421	4211846.5687	5241741.4866	-0.48%

3840+75	115	863.36	863.7913684	4211864.9698	5241724.5632	-0.64%
3841+00	116	863.15	863.6018947	4211883.3708	5241707.6398	-0.76%
3841+25	117	863	863.5124211	4211901.7705	5241690.7230	-0.36%
3841+25	117	863	863.5124211	4211901.7705	5241690.7230	-0.36%
3841+50	118	862.91	863.3629474	4211920.2148	5241673.8112	-0.60%
3841+75	119	862.79	863.0934737	4211938.7236	5241656.9433	-1.08%
3842+00	120	862.65	862.814	4211957.3475	5241640.1309	-1.12%
3842+25	121	862.47	862.55	4211976.1049	5241623.4859	-1.06%
3842+50	122	862.27	862.27	4211994.9833	5241606.9423	-1.12%
3842+75	123	862.04	862.04	4212014.0372	5241590.5736	-0.92%

STATION	POINT	EXISTING ELEVATION	PROPOSED ELEVATION	NORTHING	EASTING	PROFILE
3837+00	200	867.1	867.1	4211596.9300	5241987.0847	
3837+25	201	866.81	866.852	4211615.4776	5241970.3224	-0.99%
3837+50	202	866.5	866.6567368	4211633.8794	5241953.3998	-0.78%
3837+75	203	866.24	866.4614737	4211652.2804	5241936.4764	-0.78%
3838+00	204	865.96	866.2662105	4211670.6815	5241919.5330	-0.78%
3838+25	205	865.69	866.0709474	4211689.0825	5241902.6296	-0.78%
3838+50	206	865.42	865.8756842	4211707.4836	5241885.7062	-0.78%
3838+75	207	865.17	865.6804211	4211725.8846	5241868.7828	-0.78%
3839+00	208	864.95	865.3851579	4211744.2857	5241851.8594	-1.18%
3839+25	209	864.74	865.0648947	4211762.6867	5241834.9360	-1.28%
3839+50	210	864.53	864.7446316	4211781.0878	5241818.0126	-1.28%
3839+75	211	864.35	864.4243684	4211799.4888	5241801.0892	-1.28%
3840+00	212	864.13	864.1338947	4211817.8899	5241784.1658	-1.16%
3840+25	213	863.93	863.9591579	4211836.2909	5241767.2425	-0.70%

3840+50	214	863.71	863.7944211	4211854.6920	5241750.3191	-0.66%
3840+75	215	863.48	863.5896842	4211873.0930	5241733.3957	-0.82%
3841+00	216	863.23	863.3549474	4211891.4941	5241716.4723	-0.94%
3841+25	217	863.03	863.2202105	4211909.8891	5241699.5598	-0.54%
3841+50	218	862.88	863.0254737	4211928.3157	5241682.6642	-0.78%
3841+75	219	862.63	862.7107368	4211946.7930	5241665.8241	-1.26%
3842+00	220	862.38	862.386	4211965.3634	5241649.0645	-1.30%
3842+25	221	862.06	862.06	4211984.0189	5241632.4446	-1.30%
3842+50	222	861.72	861.72	4212002.8209	5241615.9679	-1.36%
3842+75	223	861.35	861.35	4212021.7842	5241599.6772	-1.48%

STATION	POINT	EXISTING ELEVATION	PROPOSED ELEVATION	NORTHING	EASTING	PROFILE
3837+00	300	867.62	867.62	4211604.9082	5241996.0483	
3837+25	301	867.24	867.284	4211623.5908	5241979.1642	-1.34%
3837+50	302	866.85	867.0434737	4211642.0026	5241962.2323	-0.96%
3837+75	303	866.52	866.8029474	4211660.4037	5241945.3089	-0.96%
3838+00	304	866.18	866.5624211	4211678.8047	5241928.3855	-0.96%
3838+25	305	865.85	866.3218947	4211697.2058	5241911.4621	-0.96%
3838+50	306	865.51	866.0813684	4211715.6068	5241894.5387	-0.96%
3838+75	307	865.2	865.8408421	4211734.0079	5241877.6153	-0.96%
3839+00	308	864.92	865.5003158	4211752.4089	5241860.6919	-1.36%
3839+25	309	864.68	865.1347895	4211770.8100	5241843.7685	-1.46%
3839+50	310	864.48	864.7692632	4211789.2110	5241826.8451	-1.46%
3839+75	311	864.29	864.4037368	4211807.6121	5241809.9217	-1.46%
3840+00	312	864.06	864.068	4211826.0131	5241792.9984	-1.34%
3840+25	313	863.84	863.848	4211844.4142	5241776.0750	-0.88%
3840+50	314	863.63	863.638	4211862.8152	5241759.1516	-0.84%

3840+75	315	863.38	863.388	4211881.2163	5241742.2282	-1.00%
3841+00	316	863.1	863.108	4211899.6173	5241725.3048	-1.12%
3841+25	317	862.92	862.928	4211918.0077	5241708.3966	-0.72%
3841+50	318	862.68	862.688	4211936.4166	5241691.5172	-0.96%
3841+75	319	862.32	862.328	4211954.8633	5241674.7059	-1.44%
3842+00	320	861.95	861.96	4211973.3758	5241657.9940	-1.47%
3842+25	321	861.154	861.53	4211991.9637	5241641.4380	-1.72%
3842+50	322	861.09	861.09	4212010.6889	5241625.0285	-1.76%
3842+75	323	860.59	860.59	4212029.5612	5241608.8160	-2.00%

STATION	LEFT EOP	CROSS SLOPE	CROWN (SKIP LINE)	CROSS SLOPE	RIGHT EOP
3837+00	866.62	4.0%	867.1	4.3%	867.62
3837+25	866.42	3.6%	866.852	3.6%	867.284
3837+50	866.27	3.2%	866.6567368	3.2%	867.0434737
3837+75	866.12	2.8%	866.4614737	2.8%	866.8029474
3838+00	865.97	2.5%	866.2662105	2.5%	866.5624211
3838+25	865.82	2.1%	866.0709474	2.1%	866.3218947
3838+50	865.67	1.7%	865.8756842	1.7%	866.0813684
3838+75	865.52	1.3%	865.6804211	1.3%	865.8408421
3839+00	865.27	1.0%	865.3851579	1.0%	865.5003158
3839+25	864.995	0.6%	865.0648947	0.6%	865.1347895
3839+50	864.72	0.2%	864.7446316	0.2%	864.7692632
3839+75	864.445	-0.2%	864.4243684	-0.2%	864.4037368
3840+00	864.1997895	-0.5%	864.1338947	-0.5%	864.068
3840+25	864.0703158	-0.9%	863.9591579	-0.9%	863.848

3840+50	863.9508421	-1.3%	863.7944211	-1.3%	863.638
3840+75	863.7913684	-1.7%	863.5896842	-1.7%	863.388
3841+00	863.6018947	-2.1%	863.3549474	-2.1%	863.108
3841+25	863.5124211	-2.4%	863.2202105	-2.4%	862.928
3841+50	863.3629474	-2.8%	863.0254737	-2.8%	862.688
3841+75	863.0934737	-3.2%	862.7107368	-3.2%	862.328
3842+00	862.814	-3.6%	862.386	-3.6%	861.96
3842+25	862.55	-4.1%	862.06	-4.4%	861.53
3842+50	862.27	-4.6%	861.72	-5.2%	861.09
3842+75	862.04	-5.7%	861.35	-6.3%	860.59

251309

PROPOSAL BID ITEMS

Report Date 4/15/25

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00100		ASPHALT SEAL AGGREGATE	14.00	TON		$	
0020	00103		ASPHALT SEAL COAT	2.00	TON		$	
0030	00190		LEVELING & WEDGING PG64-22	8,221.00	TON		$	
0035	00194		LEVELING & WEDGING PG76-22 (ADDED 4-16-2025)	500.00	TON		$	
0040	00219		CL4 ASPH BASE 1.00D PG76-22	28,798.00	TON		$	
0050	00342		CL4 ASPH SURF 0.38A PG76-22	25,670.00	TON		$	
0060	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0070	02677		ASPHALT PAVE MILLING & TEXTURING	57,218.00	TON		$	
0080	24785EC		FIBER REINFORCEMENT FOR HMA	13,995.00	TON		$	
0090	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	675,563.00	SF		$	
0100	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	167.00	TON		$	
0110	25010EC		GEOCOMPOSITE REINFORCEMENT FOR ASPHALT	89,749.00	SQYD		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0120	00003		CRUSHED STONE BASE	77.00	TON		$	
0125	00001		DGA BASE (ADDED 4-16-2025)	40.00	TON		$	
0130	00071		CRUSHED AGGREGATE SIZE NO 57	200.00	TON		$	
0140	00078		CRUSHED AGGREGATE SIZE NO 2	2,712.00	TON		$	
0150	01830		STANDARD INTEGRAL CURB	30.00	LF		$	
0160	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	20.00	EACH		$	
0170	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	20.00	EACH		$	
0180	01986		DELINEATOR FOR BARRIER WALL-B/Y	50.00	EACH		$	
0190	01990		DELINEATOR FOR BARRIER WALL-B/W	50.00	EACH		$	
0200	02003		RELOCATE TEMP CONC BARRIER	2,000.00	LF		$	
0210	02014		BARRICADE-TYPE III	10.00	EACH		$	
0220	02204		SPECIAL EXCAVATION	260.00	CUYD		$	
0230	02230		EMBANKMENT IN PLACE	1,800.00	CUYD		$	
0240	02351		GUARDRAIL-STEEL W BEAM-S FACE	850.00	LF		$	
0250	02367		GUARDRAIL END TREATMENT TYPE 1	12.00	EACH		$	
0260	02369		GUARDRAIL END TREATMENT TYPE 2A	2.00	EACH		$	
0270	02381		REMOVE GUARDRAIL	2,062.00	LF		$	
0280	02403		REMOVE CONCRETE MASONRY	145.00	CUYD		$	
0290	02483		CHANNEL LINING CLASS II	611.00	TON		$	
0300	02545		CLEARING AND GRUBBING APPROX 2.2 ACRES	1.00	LS		$	
0310	02562		TEMPORARY SIGNS	816.00	SQFT		$	
0320	02575		DITCHING AND SHOULDERING	690.00	LF		$	
0330	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0340	02654		TRUCK MOUNTED ATTENUATOR	2.00	EACH		$	
0350	02671		PORTABLE CHANGEABLE MESSAGE SIGN	5.00	EACH		$	

PROPOSAL BID ITEMS

251309

Page 2 of 3

Report Date 4/15/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0360	02704		SILT TRAP TYPE B	10.00	EACH		$	
0370	02705		SILT TRAP TYPE C	10.00	EACH		$	
0380	02707		CLEAN SILT TRAP TYPE B	10.00	EACH		$	
0390	02708		CLEAN SILT TRAP TYPE C	10.00	EACH		$	
0400	02726		STAKING	1.00	LS		$	
0410	02898		RELOCATE CRASH CUSHION	4.00	EACH		$	
0420	03171		CONC BARRIER WALL TYPE 9T	2,000.00	LF		$	
0430	04793		CONDUIT-1 1/4 IN	80.00	LF		$	
0440	04795		CONDUIT-2 IN	20.00	LF		$	
0450	04820		TRENCHING AND BACKFILLING	90.00	LF		$	
0460	04829		PIEZOELECTRIC SENSOR	4.00	EACH		$	
0470	04830		LOOP WIRE	1,600.00	LF		$	
0480	04895		LOOP SAW SLOT AND FILL	360.00	LF		$	
0490	05950		EROSION CONTROL BLANKET	96,728.00	SQYD		$	
0500	06511		PAVE STRIPING-TEMP PAINT-6 IN	419,740.00	LF		$	
0510	06542		PAVE STRIPING-THERMO-6 IN W	117,805.00	LF		$	
0520	06543		PAVE STRIPING-THERMO-6 IN Y	96,728.00	LF		$	
0530	06546		PAVE STRIPING-THERMO-12 IN W	5,754.00	LF		$	
0540	06556		PAVE STRIPING-DUR TY 1-6 IN W	1,000.00	LF		$	
0550	06557		PAVE STRIPING-DUR TY 1-6 IN Y	920.00	LF		$	
0560	06567		PAVE MARKING-THERMO STOP BAR-12IN	101.00	LF		$	
0570	06569		PAVE MARKING-THERMO CROSS-HATCH	1,963.00	SQFT		$	
0580	06572		PAVE MARKING-DOTTED LANE EXTEN	1,311.00	LF		$	
0590	06578		PAVE MARKING-THERMO MERGE ARROW	4.00	EACH		$	
0600	06613		INLAID PAVEMENT MARKER-B W/R	1,254.00	EACH		$	
0610	06614		INLAID PAVEMENT MARKER-B Y/R	178.00	EACH		$	
0620	08100		CONCRETE-CLASS A	30.00	CUYD		$	
0630	08904		CRASH CUSHION TY VI CLASS C	4.00	EACH		$	
0640	10020NS		FUEL ADJUSTMENT	147,000.00	DOLL	$1.00	$	$147,000.00
0650	10030NS		ASPHALT ADJUSTMENT	275,000.00	DOLL	$1.00	$	$275,000.00
0660	20071EC		JOINT ADHESIVE	186,780.00	LF		$	
0670	20191ED		OBJECT MARKER TY 3	12.00	EACH		$	
0680	20359NN		GALVANIZED STEEL CABINET	2.00	EACH		$	
0690	20360ES818		WOOD POST	4.00	EACH		$	
0700	20362ES403		SHOULDER RUMBLE STRIPS-SAWED	169,865.00	LF		$	
0710	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH		$	
0720	20411ED		LAW ENFORCEMENT OFFICER	1,000.00	HOUR		$	
0730	21380ES719		GUARDRAIL THRIE BEAM	615.00	LF		$	
0740	23229EC		HIGH FRICTION SURFACE TREATMENT	11,931.00	SQYD		$	
0750	24679ED		PAVE MARK THERMO CHEVRON	1,282.00	SQFT		$	
0760	24689EC		PAVE MARK THERMO-WRONG WAY ARROW	4.00	EACH		$	
0770	25075EC		QUEUE PROTECTION VEHICLE	400.00	HOUR		$	
0780	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	3.00	EACH		$	
0790	25079ED		THRIE BEAM GUARDRAIL TRANSITION TL-2	2.00	EACH		$	
0800	25117EC		FURNISH QUEUE PROTECTION VEHICLES	14.00	MONT		$	
0810	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	14.00	MONT		$	
0820	26137EC		QUEUE WARNING PCMS	14.00	MONT		$	
0830	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS	14.00	MONT		$	

251309

PROPOSAL BID ITEMS

Report Date 4/15/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0840	26236EC		THRIE BEAM BULLNOSE TERMINAL	5.00	EACH		$	
0850	26237EC		CONNECTED ARROW PANEL	28.00	MONT		$	

Section: 0003 - BRIDGE - WEBWALLS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0860	08100		CONCRETE-CLASS A	312.20	CUYD		$	
0870	08150		STEEL REINFORCEMENT	11,138.00	LB		$	
0880	23378EC		CONCRETE SEALING	5,360.00	SQFT		$	

Section: 0004 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0890	02568		MOBILIZATION	1.00	LS		$	
0900	02569		DEMOBILIZATION	1.00	LS		$	