



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

March 23, 2026

CALL NO. 200
CONTRACT ID NO. 264503
ADDENDUM # 3

Subject: McClean County, 075GR26T004-HSIP
Letting March 26, 2026

- (1) Revised - Traffic Control Plan - Pages 64-71A of 238
- (2) Revised - Summary Sheet - Pages 115-116 of 238
- (3) Revised - Proposal Bid Items - Pages 236-238 of 238

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

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices (MUTCD), Standard Specifications, Supplemental Specifications, and the Standard and Sepia Drawings. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic shall 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 like new condition, at the beginning of the work and maintained in like new condition until completion of the work. Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the contractor unless otherwise addressed, when no longer needed.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Maintain alternating one-way traffic during construction. Provide a minimum clear lane width of 9 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 or emergency vehicle on an official run arrives on the scene, make provisions for the passage of the school bus or emergency vehicle as quickly as possible.

Construction Phasing for Box Culvert Construction between Sta. 112+01 and Sta 160+01:

1. Road Closure will be allowed for the construction of the box culverts, but no more than 30 days for each box culvert.
2. The two box culverts cannot be constructed at the same time, in order to allow access to properties between the locations.

For all other construction activities, utilize a lane closure, and maintain alternating one-way traffic. This may require part-width construction of certain elements. Provide a minimum clear lane width of 9; 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 or emergency vehicle on an official run arrives on the scene, make provisions for the passage of the school bus or emergency vehicle as quickly as possible.

Unless otherwise approved by the Engineer, no lane or road closures will be allowed during the following times:

Easter Weekend	3 pm Friday, April 3, 2026 – 8 pm Sunday, April 5, 2026
Memorial Day Weekend	3 pm Friday, May 22, 2026 – 8 pm Monday, May 25, 2026
Independence Day	3 pm Friday, July 3, 2026 – 6 am Sunday, July 5, 2026
Labor Day Weekend	3 pm Friday, September 4, 2026 – 8 pm Monday, September 7, 2026
Thanksgiving Holiday	3 pm Wednesday, November 25, 2026 – 8 pm Sunday, November 29, 2026

At the discretion of the Engineer, additional days and hours may be specified when lane closures will not be allowed.

The Contractor shall submit proposed lane and/or road closure days and times to the Engineer at least 14 calendar days in advance for approval. Liquidated Damages will be assessed for each hour or fraction of an hour that a lane and/or road closure is in place outside of an approved time period. See the Special Notes for Completion Dates & Liquidated Damages for details on the Liquidated Damages amount.

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LANE CLOSURES

Long term lane closures shall not be allowed, except for the Box Culvert Construction area. Do not leave lane closures in place during non-working hours and prohibited periods. Contrary to Section 112.04.17, long term lane closures will not be measured for payment but shall be incidental to Maintain and Control Traffic.

No long term lane closures shall be permitted while school is in session; and no temporary lane closures will be permitted on weekdays from 6:30 AM to 8:30 AM and 2:30 PM to 5:00 PM while school is in session. School in session is defined as any day when McLean County Public Schools are in session with students present.

NOTE: Most school calendars are published online but may change due to certain circumstances. The Contractor and Engineer should work together to determine the dates when school will and will not be in session.

TEMPORARY SIGNS

Temporary signposts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer's documentation validating this compliance shall be provided to the Engineer prior to installation. Temporary signs, including any splices, shall be installed according to manufacturer's specifications and installation recommendations. Contrary to section 112.04.02, only long-term temporary signs (temporary signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term temporary signs (temporary 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

Provide changeable message signs in advance of and within the project at locations 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 changeable message signs as directed by the Engineer. Place changeable message signs approximately one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens, relocate or provide additional changeable message signs 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 Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed. In the event of damage or mechanical/electrical failure, repair or replace the Changeable Message Sign. If the damage or mechanical/electrical failure is identified during active work operations, repair or replace the Changeable Message Sign within 6 hours. If the damage or mechanical/electrical failure is identified when there are no active work operations on the project, repair or replace the Changeable Message Sign within 12 hours. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Changeable Message Signs only once for payment, regardless of how many times they are set, reset, removed, and/or relocated during the duration of the project. The Department will not measure for payment any replacements for damaged Changeable Message Signs or any changeable message signs the Engineer directs to be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

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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.

TEMPORARY ENTRANCES

The Engineer will not require the Contractor to provide continuous access to farms, single family, duplex, or triplex residential properties during working hours; however, provide reasonable egress and ingress to each such property when actual operations are not in progress at that location. Limit the time during which a farm or residential entrance is blocked to the minimum length of time required for actual operations, not extended for the Contractor's convenience, and in no case exceeding six (6) hours. Notify all residents twenty-four hours in advance of any driveway or entrance closings and make any accommodations necessary to meet the access needs of disabled residents.

Except as allowed by the Phasing as specified above, maintain direct access to all side streets and roads, schools, churches, commercial properties, and apartments or apartment complexes of four or more units at all times. Access to fire hydrants must also be maintained at all times

The Department will measure asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, the Department will not measure aggregates, excavation, and/or embankment, but shall be incidental to Maintain and Control Traffic. The Engineer will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

THERMOPLASTIC INTERSECTION MARKINGS

Consider the locations listed on the summary and/or shown on the plan sheets as approximate only. Prior to milling and/or resurfacing, locate and document the locations of the existing markings. After final surfacing operations, replace the markings at their approximate existing locations, as shown on the plan sheets, or as directed by the Engineer. Place markings not existing prior to resurfacing as shown on the plan sheets or as directed by the Engineer.

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.

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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 (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 un-resurfaced 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 oncoming 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.

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

The following policy is based upon current Changeable Message Signs (CMS) standards and practice from many sources, including the Federal Highway Administration (FHWA), other State Departments of Transportation, and Traffic Safety Associations. It is understood that each CMS installation or use requires individual consideration due to the specific location or purpose. However, there will be elements that are constant in nearly all applications. Accordingly, these recommended guidelines bring a level of uniformity, while still being open to regional experience and engineering judgment.

Application

The primary purpose of CMS is to advise the driver of unexpected traffic and routing situations. Examples of applications where CMS can be effective include:

- Closures (road, lane, bridge, ramp, shoulder, interstate)
- Changes in alignment or surface conditions
- Significant delays, congestion
- Construction/maintenance activities (delays, future activities)
- Detours/alternative routes
- Special events with traffic and safety implications
- Crash/incidents
- Vehicle restrictions (width, height, weight, flammable)
- Advance notice of new traffic control devices
- Real-time traffic conditions (must be kept up to date)
- Weather /driving conditions, environmental conditions, Roadway Weather Information Systems
- Emergency Situations
- Referral to Highway Advisory Radio (if available)
- Messages as approved by the County Engineer's Office

CMS should not be used for:

- Replacement of static signs (e.g. ROAD WORK AHEAD), regulatory signage (e.g. speed limits), pavement markings, standard traffic control devices, conventional warning or guide signs.
- Replacement of lighted arrow board
- Advertising (Don't advertise the event unless clarifying "action" to be taken by driver – e.g. Speedway traffic next exit)
- Generic messages
- Test messages (portable signs only)
- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related)

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Messages

Basic principles that are important to providing proper messages and ensuring the proper operation of a CMS are:

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- No more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

Placement of the CMS is important to ensure that the sign is visible to the driver and provides ample time to take any necessary action. Some of the following principles may only be applicable to controlled access roadways. The basic principles of placement for a CMS are:

- When 2 signs are needed, place on same side of roadway and at least 1,000 feet apart
- Place behind semi-rigid/rigid protection (guardrail, barrier) or outside of the clear zone
- Place 1,000 feet in advance of work zone; at least one mile ahead of decision point
- Normally place on right side of roadway; but should be placed closest to the affected lane so that either side is acceptable
- Signs should not be dual mounted (one on each side of roadway facing same direction)
- Point trailer hitch downstream
- Secure to immovable object to prevent theft (if necessary)
- Do not place in sags or just beyond crest
- Check for reflection of sun to prevent the blinding of motorist
- Should be turned ~3 degrees outward from perpendicular to the edge of pavement
- Bottom of sign should be 7 feet above the elevation of edge of roadway
- Should be removed when not in use

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Standard Abbreviations

The following is a list of standard abbreviations to be used on CMS:

<u>Word</u>	<u>Abbrev</u>	<u>Example</u>
Access	ACCS	CRASH AHEAD/ USE ACCS RD NEXT RIGHT
Alternate	ALT	CRASH AHEAD/ USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/ DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/ MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/ USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/ USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/ MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/ USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/ EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/ DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/ PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/ DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/ DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ ALL TRAF EXIT 25
Highway	HWY	CRASH ON AA HWY/ EXPECT DELAYS
Hour	HR	CRASH ON AA HWY/ 2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/ DETOUR EXIT 20
Lane	LN	LN CLOSED MERGE LEFT
Left	LFT	LANE CLOSED MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/ SLOW
Major	MAJ	MAJ DELAYS I75/ USE ALT RTE
Mile	MI	CRASH 3 MI AHEAD/ USE ALT RTE
Minor	MNR	CRASH 3 MI MNR DELAY
Minutes	MIN	CRASH 3 MI/ 30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/ DETOUR EXIT 60
Prepare	PREP	CRASH 3 MI/ PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/ POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/ USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/ DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD

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Standard Abbreviations (cont.)

<u>Word</u>	<u>Abbrev</u>	<u>Example</u>
Street	ST	MAIN ST CLOSED/ USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/ DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/ DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/ POSSIBLE DELAYS

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NOT USE THESE ABBREVIATIONS:

<u>Abbrev</u>	<u>Intended Word</u>	<u>Word Erroneously Given</u>
ACC	Accident	Access (Road)
CLRS	Colors	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

Typical Messages

The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

<u>Reason/Problem</u>	<u>Action</u>
CRASH AHEAD	ALL TRAFFIC EXIT RT
CRASH/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT

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Typical Messages (cont.)

Reason/Problem

FOG XX MILES
FREEWAY CLOSED
FRESH OIL
HAZMAT SPILL
ICE
INCIDENT AHEAD
LANES (NARROW, SHIFT, MERGE, ETC.)
LEFT LANE CLOSED
LEFT LANE NARROWS
LEFT 2 LANES CLOSED
LEFT SHOULDER CLOSED
LOOSE GRAVEL
MEDIAN WORK XX MILES
MOVING WORK ZONE, WORKERS IN ROADWAY
NEXT EXIT CLOSED
NO OVERSIZED LOADS
NO PASSING
NO SHOULDER
ONE LANE BRIDGE
PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

Action

PASS TO RIGHT
PREPARE TO STOP
REDUCE SPEED
SLOW
SLOW DOWN
STAY IN LANE
STOP AHEAD
STOP XX MILES
TUNE RADIO 1610 AM
USE NN ROAD
USE CENTER LANE
USE DETOUR ROUTE
USE LEFT TURN LANE
USE NEXT EXIT
USE RIGHT LANE
WATCH FOR FLAGGER



NOTES:

- ① FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY APPROXIMATELY 37 ACRES
- ② MILLINGS SHALL BECOME THE PROPERTY OF THE MCLEANS COUNTY MAINTENANCE BARN
- ③ QUANTITY CARRIED OVER FROM GUARDRAIL SUMMARY
- ④ QUANTITY CARRIED OVER FROM ROADSIDE REGRADING SUMMARY
- ⑤ QUANTITY CARRIED OVER FROM PIPE EXTENSION SUMMARY
- ⑥ QUANTITY CARRIED OVER FROM PIPE REPLACEMENT SUMMARY
- ⑦ QUANTITY CARRIED OVER FROM SIGN SUMMARY
- ⑧ QUANTITY CARRIED OVER FROM BOX CULVERT SUMMARY
- ⑨ QUANTITY CARRIED OVER FROM BASE FAILURE SUMMARY
- ⑩ QUANTITY CARRIED OVER FROM ENTRANCE PIPE SUMMARY
- ⑪ QUANTITY CARRIED OVER FROM SUPERELEVATION SUMMARY
- ⑫ QUANTITY 106 TON TO BE USED AS NEEDED BY ENGINEER IN THE FIELD

ITEM	DESCRIPTION	UNIT	KY 254																	PROJECT TOTALS
00001	DG BASE	TON	583																	583
00003	CRUSHED STONE BASE	TON	120																	120
00078	CRUSHED AGGREGATE SIZE NO 2	TON	115																	115
00100	ASPHALT SEAL AGGREGATE	TON	39.06																	39.06
00103	ASPHALT SEAL COAT	TON	4.5																	4.5
00130	LEVELING & WEDGING PG64-22	TON	150																	150
00221	CL2 ASPH BASE 0.750 PG64-22	TON	350																	350
00301	CL2 ASPH SURF 0.380 PG64-22	TON	726																	726
00401	ENTRANCE PIPE 18 IN	LF	135																	135
00443	ENTRANCE PIPE 24 IN	LF	14																	14
00462	CULVERT PIPE 18 IN	LF	196																	196
00464	CULVERT PIPE 24 IN	LF	20																	20
00466	CULVERT PIPE 30 IN	LF	113																	113
00468	CULVERT PIPE 36 IN	LF	56																	56
00472	CULVERT PIPE 60 IN	LF	38																	38
01220	PIPE CULVERT HEADWALL 60 IN	EACH	2																	2
01310	REMOVE PIPE	LF	280																	280
01987	DELINATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	EACH	12																	12
02101	CEM CONC ENT PAVEMENT 8 IN	SOVD	44																	44
02200	ROADWAY EXCAVATION	CUYD	2891																	2891
02367	GUARDRAIL END TREATMENT TYPE 1	EACH	4																	4
02381	REMOVE GUARDRAIL	LF	713																	713
02483	CHANNEL LINING CLASS II	TON	8196																	8196
02545	CLEARING AND GRUBBING	LS	1																	1
02582	TEMPORARY SIGNS	SOPT	400																	400
02589	DEMOLITION	LS	1																	1
02602	FABRIC GEOTEXTILE CLASS 1	SOVD	23																	23
02604	FABRIC GEOTEXTILE CLASS 1A	SOVD	360																	360
02607	FABRIC GEOTEXTILE CLASS 2 FOR PIPE	SOVD	352																	352
02650	MAINTAIN & CONTROL TRAFFIC	LS	1																	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2																	2
02676	MOBILIZATION FOR MILL & TEXT	LS	1																	1
02677	ASPHALT PAVEMILLING & TEXTURING	TON	154																	154
02697	EDGE LINE RUMBLE STRIPS	LF	28222																	28222
02701	TEMP SILT FENCE	LF	10000																	10000
02703	SILT TRAP TYPE A	EACH	10																	10
02704	SILT TRAP TYPE B	EACH	20																	20
02705	SILT TRAP TYPE C	EACH	20																	20
02706	CLEAN SILT TRAP TYPE A	EACH	10																	10
02707	CLEAN SILT TRAP TYPE B	EACH	20																	20
02708	CLEAN SILT TRAP TYPE C	EACH	20																	20
02726	STAKING	LS	1																	1
02840	BASE FAILURE REPAIR	SOVD	1511																	1511
02920	EROSION CONTROL BLANKET	SOVD	13000																	13000
02952	TEMP MULCH	SOVD	50000																	50000
02953	TEMP SEEDING AND PROTECTION	SOVD	25000																	25000
02963	INITIAL FERTILIZER	TON	5																	5
02964	MAINTENANCE FERTILIZER	TON	3																	3
02985	SEEDING AND PROTECTION	SOVD	25000																	25000
06406	SBM ALUM SHEET SIGNS .080 IN	SOFT	343.63																	343.63
06407	SBM ALUM SHEET SIGNS .125 IN	SOFT	102.52																	102.52
06410	STEEL POST TYPE 1	LF	872																	872
06510	PAVE STRIPING-TBMP PAINT 4 IN	LF	56644																	56644
06515	PAVE STRIPING-PERMP PAINT 6 IN	LF	61244																	61244
06568	PAVE MARKING-THERMO STOP BAR-24 IN	LF	30																	30

PROPOSAL BID ITEMS

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Report Date 3/23/26

264503

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	883.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	39.06	TON		\$	
0030	00103		ASPHALT SEAL COAT	4.50	TON		\$	
0040	00190		LEVELING & WEDGING PG64-22	450.00	TON		\$	
0050	00221		CL2 ASPH BASE 0.75D PG64-22	350.00	TON		\$	
0060	00301		CL2 ASPH SURF 0.38D PG64-22	2,596.00	TON		\$	
0070	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	15.00	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0080	00003		CRUSHED STONE BASE	120.00	TON		\$	
0090	00078		CRUSHED AGGREGATE SIZE NO 2	115.00	TON		\$	
0100	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	12.00	EACH		\$	
0110	02101		CEM CONC ENT PAVEMENT-8 IN	44.00	SQYD		\$	
0120	02200		ROADWAY EXCAVATION	2,891.00	CUYD		\$	
0130	02367		GUARDRAIL END TREATMENT TYPE 1	4.00	EACH		\$	
0140	02381		REMOVE GUARDRAIL	713.00	LF		\$	
0150	02483		CHANNEL LINING CLASS II	8,196.00	TON		\$	
0160	02545		CLEARING AND GRUBBING 0.43 AC	1.00	LS		\$	
0170	02562		TEMPORARY SIGNS	400.00	SQFT		\$	
0180	02602		FABRIC-GEOTEXTILE CLASS 1	23.00	SQYD		\$	
0190	02604		FABRIC-GEOTEXTILE CLASS 1A	360.00	SQYD		\$	
0200	02650		MAINTAIN & CONTROL TRAFFIC (KY 254)	1.00	LS		\$	
0210	02650		MAINTAIN & CONTROL TRAFFIC MCLEAN KY 254 HSIP	1.00	LS		\$	
0215	02671		PORTABLE CHANGEABLE MESSAGE SIGN (ADDED 3-23-26)	2.00	EACH		\$	
0220	02676		MOBILIZATION FOR MILL & TEXT (KY 254)	1.00	LS		\$	
0230	02676		MOBILIZATION FOR MILL & TEXT MCLEAN KY 254 HSIP	1.00	LS		\$	
0240	02677		ASPHALT PAVE MILLING & TEXTURING	189.00	TON		\$	
0250	02697		EDGELINE RUMBLE STRIPS	56,097.00	LF		\$	
0260	02701		TEMP SILT FENCE	10,000.00	LF		\$	
0270	02703		SILT TRAP TYPE A	10.00	EACH		\$	
0280	02704		SILT TRAP TYPE B	20.00	EACH		\$	
0290	02705		SILT TRAP TYPE C	20.00	EACH		\$	
0300	02706		CLEAN SILT TRAP TYPE A	10.00	EACH		\$	
0310	02707		CLEAN SILT TRAP TYPE B	20.00	EACH		\$	
0320	02708		CLEAN SILT TRAP TYPE C	20.00	EACH		\$	

PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0330	02726		STAKING MCLEAN KY 254 HSIP	1.00	LS		\$	
0340	03240		BASE FAILURE REPAIR	1,511.00	SQYD		\$	
0350	05950		EROSION CONTROL BLANKET	15,000.00	SQYD		\$	
0360	05952		TEMP MULCH	50,000.00	SQYD		\$	
0370	05953		TEMP SEEDING AND PROTECTION	25,000.00	SQYD		\$	
0380	05963		INITIAL FERTILIZER	5.00	TON		\$	
0390	05964		MAINTENANCE FERTILIZER	3.00	TON		\$	
0400	05985		SEEDING AND PROTECTION	25,000.00	SQYD		\$	
0410	06510		PAVE STRIPING-TEMP PAINT-4 IN	70,534.00	LF		\$	
0420	06515		PAVE STRIPING-PERM PAINT-6 IN	116,794.00	LF		\$	
0430	06568		PAVE MARKING-THERMO STOP BAR-24IN	30.00	LF		\$	
0440	10020NS		FUEL ADJUSTMENT	2,756.00	DOLL	\$1.00	\$	\$2,756.00
0450	10030NS		ASPHALT ADJUSTMENT	3,323.00	DOLL	\$1.00	\$	\$3,323.00
0460	20191ED		OBJECT MARKER TY 3	4.00	EACH		\$	
0470	20748ED		SHOULDER MILLING/TRENCHING	420.00	SQYD		\$	
0480	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	506.25	LF		\$	
0490	25079ED		THRIE BEAM GUARDRAIL TRANSITION TL-2	4.00	EACH		\$	
0500	26248EC		ELECTRONIC DELIVERY MGMT SYSTEM - AGG	1.00	LS		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0510	00441		ENTRANCE PIPE-18 IN	135.00	LF		\$	
0520	00443		ENTRANCE PIPE-24 IN	14.00	LF		\$	
0530	00462		CULVERT PIPE-18 IN	196.00	LF		\$	
0540	00464		CULVERT PIPE-24 IN	20.00	LF		\$	
0550	00466		CULVERT PIPE-30 IN	113.00	LF		\$	
0560	00468		CULVERT PIPE-36 IN	56.00	LF		\$	
0570	00472		CULVERT PIPE-60 IN	38.00	LF		\$	
0580	01220		PIPE CULVERT HEADWALL-60 IN	2.00	EACH		\$	
0590	01310		REMOVE PIPE	280.00	LF		\$	
0600	02607		FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	352.00	SQYD	\$2.00	\$	\$704.00
0610	08003		FOUNDATION PREPARATION 12'Wx4'H BOX CULVERT	1.00	LS		\$	
0620	08003		FOUNDATION PREPARATION 9'Wx6'H BOX CULVERT	1.00	LS		\$	
0630	08100		CONCRETE-CLASS A	24.40	CUYD		\$	
0640	08100		CONCRETE-CLASS A 12'Wx4'H BOX CULVERT	63.20	CUYD		\$	
0650	08100		CONCRETE-CLASS A 9'Wx6'H BOX CULVERT	63.70	CUYD		\$	
0660	08150		STEEL REINFORCEMENT 12'Wx4'H BOX CULVERT	9,919.00	LB		\$	
0670	08150		STEEL REINFORCEMENT 9'Wx6'H BOX CULVERT	7,895.00	LB		\$	
0680	24025EC		PIPE CULVERT HEADWALL-72 IN	2.00	EACH		\$	
0690	26131ED		SLOPED AND MITERED HEADWALL-18 IN	4.00	EACH		\$	
0700	26132ED		SLOPED AND MITERED HEADWALL-24 IN	2.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0710	26133ED		SLOPED AND MITERED HEADWALL-30 IN	8.00	EACH		\$	
0720	26134ED		SLOPED AND MITERED HEADWALL-36 IN	6.00	EACH		\$	

Section: 0004 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0730	02562		TEMPORARY SIGNS	400.00	SQFT		\$	
0740	06406		SBM ALUM SHEET SIGNS .080 IN	343.63	SQFT		\$	
0750	06407		SBM ALUM SHEET SIGNS .125 IN	102.52	SQFT		\$	
0760	06410		STEEL POST TYPE 1	872.00	LF		\$	
0770	21373ND		REMOVE SIGN	94.00	EACH		\$	
0780	24631EC		BARCODE SIGN INVENTORY	94.00	EACH		\$	

Section: 0005 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0790	02569		DEMOBILIZATION	1.00	LS		\$	