



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

August 28, 2012

CALL NO. 100
CONTRACT ID NO. 121032
ADDENDUM # 1

Subject: Jefferson County, IM 264 (177)
Letting September 14, 2012

- (1) Revised - Table of Contents - Page 2 of 295
- (2) Revised - Special Notes - Pages 34 through 43 & Pages 61 & 71 of 295
- (3) Added - Right-of-Way Certification Form - Pages 237(a)-237(c) of 295

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 blue ink that reads "Ryan Griffith".

Ryan Griffith
Director
Division of Construction Procurement

RG:ks
Enclosures



An Equal Opportunity Employer M/F/D

TABLE OF CONTENTS

PART I	SCOPE OF WORK
	<ul style="list-style-type: none">• PROJECT(S), COMPLETION DATE(S), & LIQUIDATED DAMAGES• CONTRACT NOTES• FEDERAL CONTRACT NOTES• ASPHALT MIXTURE• DGA BASE• DGA BASE FOR SHOULDERS• INCIDENTAL SURFACING• JPC RIDE QUALITY• SPECIAL NOTE(S) APPLICABLE TO PROJECT• RIGHT OF WAY NOTES• UTILITY CLEARANCE
PART II	SPECIFICATIONS AND STANDARD DRAWINGS
	<ul style="list-style-type: none">• SPECIFICATIONS REFERENCE• SUPPLEMENTAL SPECIFICATION• [SN-1I] PORTABLE CHANGEABLE SIGNS• [SN-10T] ACCEPTANCE OF JPC PAVEMENT THICKNESS
PART III	EMPLOYMENT, WAGE AND RECORD REQUIREMENTS
	<ul style="list-style-type: none">• FEDERAL-AID CONSTRUCTION CONTRACTS - FHWA 1273• NONDISCRIMINATION OF EMPLOYEES• EXECUTIVE BRANCH CODE OF ETHICS• PROJECT WAGE RATES• NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EEO
PART IV	INSURANCE
PART V	BID ITEMS

**FULL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
EASTBOUND MAINLINE**

BEGIN STATION	END STATION	LENGTH (FT)	LANE #1*	LANE #2*	LANE #3*	LANE #4*	LANE #5*	LANE #6*	TOTAL SQ. YDS.	COMMENTS
640+49	640+85	36				X			48	
642+98	643+24	26			X				35	
643+01	643+27	26				X			35	
644+60	644+86	26			X				35	
644+63	644+89	26				X			35	
645+52	645+64	12			X				16	
646+00	646+15	15					X		20	
645+97	646+15	18			X				24	
648+69	649+08	39					X		52	
667+71	667+88	17							23	
654+62	654+83	21		X					28	
661+11	662+10	99					X		132	
679+05	680+15	110		X					147	
681+90	681+99	9				X			12	
699+18	700+10	92		X					123	
708+42	708+57	15	X						20	
713+77	714+22	45		X					60	
725+92	726+17	25		X					33	
727+98	728+58	60		X					80	
732+15	734+60	245		X					327	
741+69	745+96	427		X					569	
748+42	749+34	92		X					123	
750+62	750+87	25		X					33	
750+65	750+90	25			X				33	
751+94	755+03	309			X					4' WIDE
752+50	755+03	253		X					337	
EASTBOUND TOTAL (SQ YDS.)									2,380	

* LANE NUMBERS BEGIN WITH THE LANE CLOSEST TO THE I-264 CENTERLINE, AND INCREASE AS YOU MOVE AWAY FROM THE CENTERLINE. IN OTHER WORDS, LANE #3 IS THE THIRD LANE RIGHT OF THE CENTERLINE.

**FULL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
EASTBOUND RAMPS**

BEGIN STATION	END STATION	LENGTH (FT)	LANE #1	LANE #2	LANE #3	LANE #4	LANE #5	LANE #6	TOTAL SQ. YDS.	COMMENTS
EASTBOUND I-264 TO EASTBOUND I-64 EXIT RAMP										
114+95	115+01	6	X						10	
128+96	129+45	49		X					82	
EASTBOUND I-64 CD TO EASTBOUND I-264 ENTRANCE RAMP (CD)										
203+74	203+80	6	X						10	
193+21	193+51	30	X	X					167	INCLUDE INSIDE/OUTSIDE SHLDR
EASTBOUND I-64 CD TO EASTBOUND I-264 ENTRANCE RAMP										
16+18	20+18	400	X						711	16' LANE
EASTBOUND I-264 TO WB I-64 EXIT RAMP										
10+93	11+21	28	X						33	LEFT HALF (10.5' LANE)
11+00	11+13	13	X						15	RIGHT HALF (10.5' LANE)
12+54	12+91	37	X						66	16' LANE
22+18	22+46	28	X						50	APPROACH SLAB (PICS 463-464)
WESTBOUND I-64 TO WESTBOUND I-264 ENTRANCE RAMP										
9+60	12+90	330							293	REPLACE OUTSIDE SHOULDER
15+18	15+59	41	X						68	
26+75	27+08	33	X	X					110	APPROACH SLAB
EASTBOUND I-264 CD FOR I-64 RAMPS										
86+19	86+32	13	X						22	
86+65	86+73	8		X					13	
88+30	88+39	9	X						15	
88+91	88+99	8	X						13	
94+35	94+75	40			X				111	REPLACE LANE 3 TO OUTSIDE SHLDR
96+23	96+74	51		X					85	
667+71	667+88	17		X					28	MAINLINE STATIONING
EASTBOUND I-264 CD FOR US 60 RAMPS										
704+42	705+25	83	X						138	ML STATION, CD REPLACEMENT
30+43	31+41	98		X					163	
30+25	31+28	103	X						172	
43+13	43+97	84		X					140	
EASTBOUND I-264 CD TO EASTBOUND US 60 EXIT RAMP										
18+70	18+79	9	X						15	
EASTBOUND US 60 TO EASTBOUND I-264 ENTRANCE RAMP										
17+98	18+32	34	X						59	15.5' LANE
WESTBOUND US 60 TO WESTBOUND I-264 ENTRANCE RAMP										
15+51	15+71	20	X						33	
17+65	18+62	97	X						162	
NEW La GRANGE RD TO EASTBOUND I-264 ENTRANCE RAMP										
15+68	16+62	94	X						157	
EASTBOUND RAMP TOTAL (SQ YDS.)									2,941	

**FULL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
WESTBOUND MAINLINE**

BEGIN STATION	END STATION	LENGTH (FT)	LANE #1*	LANE #2*	LANE #3*	LANE #4*	LANE #5*	LANE #6*	TOTAL SQ. YDS.	COMMENTS
641+85	641+94	9			X				12	
652+39	652+68	29				X			39	
653+58	653+64	6				X			8	
659+76	662+64	288		X					384	
654+00	658+24	424		X					565	
679+78	680+67	89		X					119	
682+21	684+90	269		X					359	
688+14	690+25	211		X					281	
693+61	697+43	382		X					509	
699+52	700+40	88		X					117	
706+30	707+28	98		X					131	
743+31	749+20	589		X					785	
750+37	751+63	126			X				168	
757+60	759+01	141		X					188	
758+32	759+01	69			X				92	
758+35	759+01	66				X			88	
WESTBOUND TOTAL (SQ YDS.)									3,845	

* LANE NUMBERS BEGIN WITH THE LANE CLOSEST TO THE I-264 CENTERLINE, AND INCREASE AS YOU MOVE AWAY FROM THE CENTERLINE. IN OTHER WORDS, LANE #3 IS THE THIRD LANE RIGHT OF THE CENTERLINE.

**FULL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
WESTBOUND RAMPS**

BEGIN STATION	END STATION	LENGTH (FT)	LANE #1	LANE #2	LANE #3	LANE #4	LANE #5	LANE #6	TOTAL SQ. YDS.	COMMENTS
I-64 TO I-264 ENTRANCE RAMP										
26+84	26+93	9		X					15	
26+68	26+90	22	X						37	
WESTBOUND I-64 TO I-264 ENTRANCE RAMP										
31+86	32+12	26		X					38	13' WIDE
31+92	32+12	20	X						27	12' WIDE
36+69	37+12	43	X						72	
38+55	39+02	47	X						183	INCLUDE INSIDE/OUTSIDE SHLDR
42+03	42+48	45	X						75	
43+50	45+73	223	X						372	15' WIDE
WESTBOUND I-264 TO WESTBOUND I-64 EXIT RAMP										
10+84	16+64	580	X						967	
18+34	18+42	8	X						13	
19+55	19+63	8	X						13	
EASTBOUND I-64 TO WESTBOUND I-264 ENTRANCE RAMP										
14+96	15+50	54	X						90	15' WIDE, POSSIBLE S&S
WESTBOUND I-264 TO EASTBOUND I-64 EXIT RAMP										
23+63	27+92	429	X						763	
28+57	28+63	6	X						11	
30+10	30+33	23	X						41	16' WIDE
WESTBOUND I-264 CD										
679+86	680+50	64			X				107	
680+49	680+70	21	X						35	
691+65	691+85	20			X				33	
47+00	47+26	26	X						43	
19+52	20+36	84	X						140	
8+52	8+60	8	X						13	
7+53	7+62	9							2	RAMP GORE 2' WIDE
WESTBOUND US 60 TO WESTBOUND I-264 ENTRANCE RAMP										
32+56	32+64	8	X						11	
34+00	34+89	89	X						119	12' WIDE
34+18	34+56	38		X					51	
34+96	37+00	204		X					272	
35+65	36+98	133	X						177	
WESTBOUND I-264 TO EASTBOUND US 60 EXIT RAMP										
13+87	14+47	60	X						113	17' WIDE, POSSIBLE S&S
WESTBOUND I-264 TO WESTBOUND US 60 EXIT RAMP										
12+02	13+81	179	X						119	6' WIDE
EASTBOUND TOTAL (SQ. YDS)									2,380	
EASTBOUND RAMP TOTAL (SQ. YDS)									2,941	
WESTBOUND TOTAL (SQ. YDS)									3,845	
WESTBOUND RAMP TOTAL (SQ. YDS.)									3,952	
PROJECT TOTAL (SQ. YDS.)									13,118	

**PARTIAL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
EASTBOUND MAINLINE**

BEGIN STATION	END STATION	INSIDE SHOULDER	LANE #1*	LANE #2*	LANE #3*	LANE #4*	OUTSIDE SHOULDER	APPROX. SURF AREA (SQ FT)	DEPTH (FT)	PARTIAL DEPTH PATCHING (CU FT)	SAW-CLEAN & RESEAL RANDOM CRACKS (LF)	COMMENTS
645+49					X						4	R&S (4' WIDE)
647+12					X						12	R&S (12' WIDE)
646+88											10	R&S ON RT. SHLDR
649+87											6	R&S ON RT. SHLDR
650+73					X			1	0.28	0.28		PATCH
668+16					X						12	R&S (12' WIDE)
692+29	692+55				X						26	
693+36	693+61						X				25	R&S APPROACH SLAB (RT. SHLDR.)
696+39			X					1	0.28	0.28		PATCH
704+78				X				2	0.28	0.56		PATCH
716+55	716+80		X	X							50	R&S APPROACH SLAB
716+66		X	X	X			X				44	R&S RT. & LT. SHOULDER
726+37			X					1	0.28	0.28		PATCH
745+36					X			1	0.28	0.28		PATCH
746+19					X			1	0.28	0.28		PATCH
752+54				X							12	R&S
753+14				X							12	R&S
757+61						X		1	0.28	0.28		PATCH
757+68											16	R&S (16' WIDE)
EASTBOUND TOTAL PARTIAL DEPTH PCC REPAIRS (CU FT)										2.24		
EASTBOUND TOTAL SAW CLEAN & RESEAL RANDOM CRACKS (LF)											229	

* LANE NUMBERS BEGIN WITH THE LANE CLOSEST TO THE I-264 CENTERLINE, AND INCREASE AS YOU MOVE AWAY FROM THE CENTERLINE. IN OTHER WORDS, LANE #3 IS THE THIRD LANE RIGHT OF THE CENTERLINE.

**PARTIAL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
EASTBOUND RAMPS**

BEGIN STATION	END STATION	LANE #1	LANE #2	LANE #3	APPROX. SURF AREA (SQ FT)	DEPTH (FT)	PARTIAL DEPTH PATCHING (CU FT)	SAW-CLEAN & RESEAL RANDOM CRACKS (LF)	COMMENTS
EASTBOUND I-264 TO EASTBOUND I-64									
113+76		X			1	0.28	0.28		PATCH
113+78			X		2	0.28	0.56		PATCH
117+75		X						15	R&S RAMP
127+80		X			1	0.28	0.28		PATCH
128+98								6	R&S RT. SHOULDER
EASTBOUND I-264 CD FOR I-64 RAMPS									
85+05		X			2	0.28	0.56		PATCH
86+25			X		1	0.28	0.28		PATCH
86+68		X			1	0.28	0.28		PATCH
87+29			X		3	0.28	0.84		PATCH
87+88		X			2	0.28	0.56		PATCH
87+88			X		1	0.28	0.28		PATCH
89+25		X			2	0.28	0.56		PATCH
89+26	91+36							210	RT. SHOULDER SEAL ONLY
90+47		X			2	0.28	0.56		PATCH
98+51			X		1	0.28	0.28		PATCH
EASTBOUND I-64 CD TO EASTBOUND I-264 ENTRANCE RAMP									
207+35		X						15	R&S RAMP (CD STATION)
EASTBOUND I-264 CD TO WESTBOUND I-64 EXIT RAMP									
NO PARTIAL DEPTH PAVEMENT REPAIRS									
WESTBOUND I-64 TO EASTBOUND I-264 ENTRANCE RAMP									
14+68		X			1	0.28	0.28		PATCH
14+09		X			1	0.28	0.28		PATCH
WESTBOUND I-64 TO WESTBOUND I-264 ENTRANCE RAMP									
10+95			X		2	0.28	0.56		PATCH
11+60		X						16	R&S (16' WIDE)
21+03		X	X		4	0.28	1.12		PATCH STRADDLING LANES 1&2
EASTBOUND I-264 CD FOR US 60 RAMPS									
706+74		X			1	0.28	0.28		PATCH (CD LANE 1, ML STATION)
23+24		X			1	0.28	0.28		PATCH
25+43		X	X	X				36	R&S(36' WIDE)
27+67	27+91			X				24	R&S
27+76		X	X	X				46	R&S(46' WIDE: INCLUDE RT SHLDR)
41+13				X	2	0.28	0.56		PATCH
47+55			X		1	0.28	0.28		PATCH
49+32		X			2	0.28	0.56		PATCH
50+91		X			1	0.28	0.28		PATCH
51+41		X			3	0.28	0.84		PATCH
52+51		X			1	0.28	0.28		PATCH
52+60		X			6	0.28	1.68		PATCH
30+99					1	0.28	0.28		PATCH (INSIDE SHLDR)
31+06					2	0.28	0.56		PATCH (INSIDE SHLDR)

**PARTIAL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
EASTBOUND RAMPS**

BEGIN STATION	END STATION	LANE #1	LANE #2	LANE #3	APPROX. SURF AREA (SQ FT)	DEPTH (FT)	PARTIAL DEPTH PATCHING (CU FT)	SAW-CLEAN & RESEAL RANDOM CRACKS (LF)	COMMENTS
EASTBOUND I-264 CD TO EASTBOUND US 60 EXIT RAMP									
18+75			X		1	0.28	0.28		PATCH
22+76		X			1	0.28	0.28		PATCH
24+67		X			1	0.28	0.28		PATCH
EASTBOUND I-264 CD TO WESTBOUND US 60 EXIT RAMP									
11+54		X			2	0.28	0.56		PATCH
17+27	17+44	X						15	R&S
EASTBOUND US 60 TO EASTBOUND I-264 ENTRANCE RAMP									
12+82		X			1	0.28			PATCH
16+43		X			1	0.28			PATCH
WESTBOUND US 60 TO WESTBOUND I-264 ENTRANCE RAMP									
20+58	20+84	X						26	R&S
WESTBOUND US 60 TO EASTBOUND I-264 ENTANCE RAMP									
22+70		X			3	0.28	0.84		PATCH
25+00		X			1	0.28	0.28		PATCH (RAMP LANE)
LaGRANGE ROAD ENTRANCE RAMP TO EASTBOUND I-264									
NO PARTIAL DEPTH PAVEMENT REPAIRS									
EASTBOUND RAMP TOTAL PARTIAL DEPTH PCC REPAIRS (CU FT)							15.96		
EASTBOUND RAMP TOTAL SAW CLEAN & RESEAL RANDOM CRACKS (LF)								409	

**PARTIAL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
WESTBOUND MAINLINE**

BEGIN STATION	END STATION	INSIDE SHOULDER	LANE #1*	LANE #2*	LANE #3*	LANE #4*	OUTSIDE SHOULDER	APPROX. SURF AREA (SQ FT)	DEPTH (FT)	PARTIAL DEPTH PATCHING (CU FT)	SAW-CLEAN & RESEAL RANDOM CRACKS (LF)	COMMENTS
647+31					X			1	0.28	0.28		PATCH
648+45							X				6	R&S
649+64											12	RAMP LANE
650+26						X					12	R&S
664+17					X			3	0.28	0.84		PATCH
661+16			X					1	0.28	0.28		PATCH
671+25				X				2	0.28	0.56		PATCH
702+45				X				1	0.28	0.28		PATCH
704+85				X				1	0.28	0.28		PATCH
707+18			X								12	R&S
708+75				X				3	0.28	0.84		PATCH
709+07				X				2	0.28	0.56		PATCH
712+68			X					2	0.28	0.56		PATCH
721+98				X				2	0.28	0.56		PATCH
732+22				X				1	0.28	0.28		PATCH
742+29				X							12	R&S
WESTBOUND TOTAL PARTIAL DEPTH PCC REPAIRS (CU FT)										5.32		
WESTBOUND TOTAL SAW CLEAN & RESEAL RANDOM CRACKS (LF)											54	

* LANE NUMBERS BEGIN WITH THE LANE CLOSEST TO THE I-264 CENTERLINE, AND INCREASE AS YOU MOVE AWAY FROM THE CENTERLINE. IN OTHER WORDS, LANE #3 IS THE THIRD LANE RIGHT OF THE CENTERLINE.

**PARTIAL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
WESTBOUND RAMPS**

BEGIN STATION	END STATION	LANE #1	LANE #2	LANE #3	APPROX. SURF AREA (SQ FT)	DEPTH (FT)	PARTIAL DEPTH PATCHING (CU FT)	SAW-CLEAN & RESEAL RANDOM CRACKS (LF)	COMMENTS
EASTBOUND I-64 TO WESTBOUND I-264 ENTRANCE RAMP									
25+45			X		2	0.28	0.56		PATCH
23+42		X			1	0.28	0.28		PATCH
WESTBOUND I-64 TO WESTBOUND I-264 ENTRANCE RAMP									
48+01		X			1	0.28	0.28		PATCH
37+59	37+78							19	R&S, INSIDE SHLDR
WESTBOUND I-264 TO WESTBOUND I-64 EXIT RAMP									
12+19								4	R&S, OUTSIDE SHLDR
EASTBOUND I-64 TO WESTBOUND I-264 ENTRANCE RAMP									
74+97		X			1	0.28	0.28		PATCH
74+46		X			1	0.28	0.28		PATCH
EASTBOUND I-64 CD FOR I-264 RAMPS									
69+20								17	R&S, INSIDE SHLDR
69+49								6	R&S, INSIDE SHLDR
67+45		X			1	0.28	0.28		PATCH
WESTBOUND I-264 TO EASTBOUND I-64 EXIT RAMP									
30+59	30+74	X						15	R&S
WESTBOUND I-264 CD									
688+57				X	2	0.28	0.56		PATCH
685+69				X	1	0.28	0.28		PATCH
681+95				X	1	0.28	0.28		PATCH
680+64			X		1	0.28	0.28		PATCH
674+16			X					12	R&S
46+62			X		1	0.28	0.28		PATCH
46+08				X	3	0.28	0.84		PATCH
42+61					1	0.28	0.28		PATCH, INSIDE SHLDR
41+40					2	0.28	0.56		PATCH, INSIDE SHLDR
40+19		X			1	0.28	0.28		PATCH
39+59					2	0.28	0.56		PATCH, INSIDE SHLDR
39+62		X			1	0.28	0.28		PATCH
39+62					1	0.28	0.28		PATCH, INSIDE SHLDR
39+11		X			1	0.28	0.28		PATCH
38+58		X			1	0.28	0.28		PATCH
38+00		X			2	0.28	0.56		PATCH
37+51		X			3	0.28	0.84		PATCH
37+03					4	0.28	1.12		PATCH, INSIDE SHLDR
36+89					2	0.28	0.56		PATCH, INSIDE SHLDR
36+61		X			1	0.28	0.28		PATCH
35+58		X			2	0.28	0.56		PATCH
34+89		X			1	0.28	0.28		PATCH
28+89					4	0.28	1.12		PATCH, INSIDE SHLDR
28+90		X			2	0.28	0.56		PATCH
21+36					6	0.28	1.68		PATCH, OUTSIDE SHLDR
21+06					1	0.28	0.28		PATCH, OUTSIDE SHLDR
19+48			X		2	0.28	0.56		PATCH
19+23					1	0.28	0.28		PATCH, OUTSIDE SHLDR
19+14		X			1	0.28	0.28		PATCH
18+65		X			1	0.28	0.28		PATCH
15+34		X			1	0.28	0.28		PATCH
EASTBOUND US 60 TO WESTBOUND I-264 ENTRANCE RAMP									
NO PARTIAL DEPTH PAVEMENT REPAIRS									

**PARTIAL DEPTH PCC PAVEMENT REPAIRS
I-264, JEFFERSON COUNTY
ITEM NUMBER: 5-802.00
WESTBOUND RAMPS**

BEGIN STATION	END STATION	LANE #1	LANE #2	LANE #3	APPROX. SURF AREA (SQ FT)	DEPTH (FT)	PARTIAL DEPTH PATCHING (CU FT)	SAW-CLEAN & RESEAL RANDOM CRACKS (LF)	COMMENTS
WESTBOUND US 60 TO WESTBOUND I-264 ENTRANCE RAMP									
32+72								4	R&S, INSIDE SHLDR
33+97			X		3	0.28	0.84		PATCH
35+24		X			1	0.28	0.28		PATCH
WESTBOUND I-264 TO WESTBOUND US 60 EXIT RAMP									
17+01		X			1	0.28	0.28		PATCH
17+09		X			2	0.28	0.56		PATCH
WESTBOUND RAMP TOTAL PARTIAL DEPTH PCC REPAIRS (CU FT)							18.76		
WESTBOUND RAMP TOTAL SAW CLEAN & RESEAL RANDOM CRACKS (LF)								77	
PROJECT TOTAL PARTIAL DEPTH PCC REPAIRS (CU FT)							42.28		
PROJECT TOTAL SAW CLEAN & RESEAL RANDOM CRACKS (LF)								769	

“Asphalt Seal Aggregate” and “Emulsified Asphalt RS-2” is provided to stabilize the areas beyond the paved shoulders along US 60 (Shelbyville Road) beneath the I-264 bridge. Placement shall be as directed by the Engineer.

11. Several areas throughout the project have fill slopes that are beginning to fail or slip due to poor drainage. These areas shall be ditched as directed by the Engineer. The degrading slopes shall be regraded and dressed as directed by the Engineer. Payment for this work will be measured by linear foot of “ditching”, cubic yard of “embankment” and square yard of “erosion control blanket”.
12. A quantity of “flowable fill” is provided to fill locations on the project that have erosion under the existing pavement or other structures. These and any other areas with similar erosion issues shall be filled with “flowable fill” as directed by the Engineer. Payment for this work shall be per cubic yard of “flowable fill” and will be based on quantities measured by the field Engineer.
13. Removed guardrail shall be delivered to the Guardrail and Sign Recycling Center in Frankfort and shall be coordinated with the Resident Engineer. A “Guardrail Delivery and Verification Sheet” has been included in this proposal and must be completed for verification of the components delivered.
14. A section of shoulder barrier wall along the westbound entrance ramp from westbound US 60 (S Ramp 1) from Lt. Sta. 19+34 to Sta. 20+70 is to be replaced with the project. Payment shall be made by linear foot of “Concrete Median Barrier Type 12B2”. Removal of the existing barrier wall shall be incidental to the construction of the new wall.
15. The drainage summary lists locations where the existing grates have been dislodged from their proper position. The contractor will be required to "re-set" the existing grates. “Resetting Grates” will be considered incidental to the bid item “Ditching”. Grates that have been damaged and will need to be replaced and will be paid for under the bid item "Replace Grate" and will be paid for by “each”.
16. Delineators shall meet the requirements of Section 830 and 838 of the Standard Specifications. Delineators shall be placed in accordance with Section 3F of the M.U.T.C.D.
17. Existing pavement markers in the mainline concrete will be removed. A partial depth patch will be included to repair the pavement at the removal locations and will be paid for under the bid item “Remove Pavement Marker Type V”. See “Special Note for Removing Existing Pavement Markers on Portland Cement Pavement”.
18. The existing edge drain system is to be preserved. Care should be taken when the deteriorated concrete is removed and replaced. Additionally, there is a quantity of perforated pipe, non-perforated pipe and pipe headwalls set-up to be used at the engineer's discretion. Payment will be based on the actual quantities measured in the field by the Engineer.

Full depth repairs are also required on the Westbound entrance ramp from Westbound US 60 (S Ramp 1), but lane closures are to be utilized for the completion of these repairs. Closure of this ramp will NOT be permitted unless otherwise directed/approved by the Engineer.

The Contractor must notify the Engineer, in writing, within the following time frames of pending changes in their work schedule which will affect traffic patterns:

- At least fourteen (14) days prior to beginning Phase I construction in either direction
- At least five (5) days prior to a ramp closure
- If a decision is made not to close a ramp, notice must be given to the Engineer by Wednesday at noon prior to the proposed closure

Contrary to section 112, ramp/lane closures will **NOT** be measured for payment, but are considered incidental to Maintain and Control Traffic.

RAMP CLOSURES, LANE CLOSURES AND LANE SHIFTS

All ramp closures, lane closures, lane shifts and tapers shall be in accordance with the standard drawings or the Manual of Uniform Traffic Control Devices (M.U.T.C.D.). Any ramp closure, lane closure or lane shift must be approved by the Engineer prior to the closure or lane shift. The Contractor must notify the Engineer as least five (5) days prior to any proposed closure or traffic pattern shift.

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 TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILES, LEFT/RIGHT LANE CLOSED 3 MILES, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double 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 detours, lane shifts, "Roadwork Ahead" signs on entrance ramps, and extra Double Fine signs and Speed Limit signs between interchanges to be paid only once no matter how many times they are moved or relocated.

Right-of-Way Certification Form

Revised 2/22/11

Federal Funded

Original

State Funded

Re-Certification

This form must be completed and submitted to FHWA with the PS&E package for federal-aid funded Interstate, Appalachia, and Major projects. This form shall also be submitted to FHWA for all federal-aid projects that fall under Conditions No. 2 or 3 outlined elsewhere in this form. When Condition No. 2 or 3 apply, KYTC shall resubmit this ROW Certification prior to construction contract Award. For all other federal-aid projects, this form shall be completed and retained in the KYTC project file.

Date: 8/27/12

Project Name: Repair and Grind Pavement

Letting Date: _____

Project #: FD52 056 0264 018-021

County: Jefferson

Item #: 5-802.00

Federal #: IM 264 (177)

Description of Project: Repair and Grind Pavement on Westbound and Eastbound I-254 from MP 18 41 to MP 20.701

Projects that require **NO** new or additional right-of-way acquisitions and/or relocations

- The proposed transportation improvement will be built within the existing rights-of-way and there are no properties to be acquired, individuals, families, and businesses ("relocatees") to be relocated, or improvements to be removed as a part of this project.

Projects that require new or additional right-of-way acquisitions and/or relocations

- Per 23 CFR 635.309, the KYTC hereby certify that all relocatees have been relocated to decent, safe, and sanitary housing or that KYTC has made available to relocatees adequate replacement housing in accordance with the provisions of the current FHWA directive(s) covering the administration of the Highway Relocation Assistance Program and that at least one of the following three conditions has been met. (Check those that apply.)

- Condition 1.** All necessary rights-of-way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Fair market value has been paid or deposited with the court.

- Condition 2.** Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Trial or appeal of some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Fair market value has been paid or deposited with the court for most parcels. Fair market value for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract. (See note 1 below.)

Note 1: The KYTC shall re-submit a right-of-way certification form for this project prior to AWARD of all Federal-Aid construction contracts. Award must not to be made until after KYTC has obtained full legal possession and fair market value for all parcels has been paid or deposited with the court and FHWA has concurred in the re-submitted right-of-way certification.

Right-of-Way Certification Form

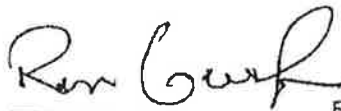
Revised 2/22/11

Condition 3. The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. However, all remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. The KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary rights-of-way will not be fully acquired, and/or some occupants will not be relocated, and/or the fair market value will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction. A full explanation and reason for this request, including identification of each such parcel and dates on which acquisitions, payments, and relocations will be completed, is attached to this certification form for FHWA concurrence. (See note 2.)

Note 2: The KYTC may request authorization on this basis only in unique and unusual circumstances. Proceeding to bid letting shall be the exception and never become the rule. In all cases, the KYTC shall make extraordinary efforts to expedite completion of the acquisition, payment for all affected parcels, and the relocation of all relocatees prior to AWARD of all Federal-Aid construction contracts or force account construction.

Approved: Ron Geveden

Printed Name

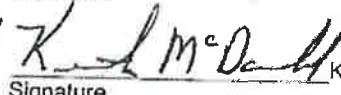


Signature

Right-of-Way Supervisor

Approved:

Keith McDonald
Printed Name



Signature

8/27/12
KYTC, Director of ROW & Utilities

Approved:

DAVID WHITWORTH
Printed Name



Signature

8/27/12
FHWA, ROW Officer (when applicable)

Right-of-Way Certification Form

Revised 2/22/11

Date: 8/27/12

Project Name: Grind & Repair pavement

Project #: FD52 056 0264 018-021

County: Jefferson

Item #: 5-802.00

Federal #: IM 264 (177)

Letting Date: _____

This project has 0 total number of parcels to be acquired, and 0 total number of individuals or families to be relocated, as well as 0 total number of businesses to be relocated.

0 Parcels where acquired by a signed fee simple deed and fair market value has been paid

_____ Parcels have been acquired by IOJ through condemnation and fair market value has been deposited with the court

_____ Parcels have not been acquired at this time (*explain below for each parcel*)

_____ Parcels have been acquired or have a "right of entry" but fair market value has not been paid or has not been deposited with the court (*explain below for each parcel*)

_____ Relocatees have not been relocated from parcels _____, _____, _____, _____, and _____ (*explain below for each parcel*)

Parcel #	Name/Station	Explanation for delayed acquisition, delayed relocation, or delayed payment of fair market value	Proposed date of payment or of relocation

There are 0 billboards and/or 0 cemeteries involved on this project.

There are 0 water or monitoring wells on parcels _____, _____, _____, _____, and _____. All have been acquired and are the responsibility of the project contractor to close/cap.

Form Effective Date: April 1, 2006
Last Revised: February 22, 2011