



**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**  
Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Matthew G. Bevin**  
Governor

**Greg Thomas**  
Secretary

April 13, 2017

CALL NO. 115  
CONTRACT ID NO. 172980  
ADDENDUM # 1

Subject: Kenton County, HPP 0758 (100)  
Letting April 28, 2017

- (1) Revised - Plans - M3 & M5
- (2) Revised - Summary - Pages 139-140 of 239
- (3) Revised - Contractors Acceptance - Page 153 of 239
- (4) Revised - Special Note - Page 154 of 239

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

Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

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

Sincerely,

A handwritten signature in cursive script that reads "Rachel Mills".

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

RM:ks  
Enclosures



An Equal Opportunity Employer M/F/D

**SUPERSTRUCTURE NOTES (CONTINUED)**

PROHIBITED FIELD WELDING: Except as noted in these plans and in the Special Notes, no welding of any nature shall be performed on the load carrying members of the bridge without the written consent of the Director, Division of Structural Design, and then only in the manner and at the locations designated in the authorization.

MILL TEST REPORTS: Notarized test reports shall be furnished in triplicate to the Department showing that all the materials used for their repairs conform to the requirements of the plans and specifications.

PAINT: All new steel and all existing faying surfaces where new steel is to be installed shall be cleaned and receive a prime coating from the Department's list of Approved Materials for Bridge Coatings, Class I (Type I, II, III or IV) before any new steel is installed. Clean all new steel in accordance with Section 607 of the Standard Specifications. Clean all existing steel specified to an SSPC-SP 15 (Commercial Grade Power Tool Cleaning). Equip all power tools with vacuum shrouds and with HEPA filters fitted at their air exhausts. Maintain and operate all vacuum shrouded power tools to collect generated debris. Necessary touch up/repair of the shop applied prime coat on the new steel may be performed in the field. All costs for cleaning and painting the new and existing steel shall be incidental to the unit price bid for the most applicable bid items.

See the expansion joint note on Sheet M2 for coating requirements for the steel components at joint replacements on the Ohio approach.

RESIDUAL LEAD: Residual lead paint may still be on the structure. The Contractor is advised to take all necessary protective measures including worker safety and environmental regulations when performing all work specified in the contract. The Department will not consider any claims based on residual lead paint.

TOUCH-UP PAINTING: All areas of new or existing structural steel on which the paint has been damaged by the Contractor with weld burns or by other means during construction shall be touched up per the procedures listed for painting in the Special Notes. The cost for this work shall be incidental to the unit price bid for the most applicable bid items.

PAYMENT FOR STRUCTURAL STEEL REPAIRS: The unit price bid for all structural steel repair bid items listed in the estimate of quantities shall be full compensation for all access, removal, drilling, reaming, cutting, welding, removing deteriorated metal, and all new materials, labor, equipment, tools, and incidentals necessary to complete each item of work.

SETTING AND TEMPORARY SUPPORTING JOINTS: The Contractor, with approval of the Engineer, may use an alternate method of setting and temporarily supporting the joint rails prior to placing concrete. There shall be no additional cost to the Department if an alternate method is approved.

RIVER NAVIGATION: Continuous maintenance of safety of river navigation throughout the term of the project shall be a prime consideration. All work involving the installation or removal of structural elements beneath the bridge deck shall cease when there is approaching river traffic. This work shall not resume until the river traffic is clear of the bridge area.

The Contractor must advise the Coast Guard of the Contractor's proposed schedule of work at least 10 days prior to the commencement of any field operations.

Commander  
2nd Coast Guard District  
1430 Olive Street  
St. Louis, Missouri 63103  
(314) 425-4607

**RAILROAD GENERAL NOTES**

MEANS AND METHODS: The Contractor shall develop a detailed submission indicating the progression of work with specific times when tasks will be performed for work activities that are on or in the vicinity of the CSXT property. This submission may require a walkthrough at which time CSXT and/or the CSXT Representative will be present. Work will not be permitted to commence until the Contractor has provided CSXT with a satisfactory plan that the project will be undertaken without scheduling, performance or safety related issues. Provide a listing of the anticipated equipment to be used, the location of all equipment to be used and ensure a contingency plan of action is in place should a primary piece of equipment malfunction. All work in the vicinity of CSXT property that has the potential of affecting CSXT train operations must be submitted and approved by CSXT prior to work being performed. This submission will also include a detailed narrative discussing the coordination of project safety issues between Contractor, CSXT and the CSXT Representative. The narrative shall address project level coordination and day to day, specific work operations including crane and equipment operations, erection plans and temporary works.

DEMOLITION PROCEDURES: Demolition procedures are required to be submitted to CSXT, or the CSXT Representative, in accordance with the CSXT Construction Submission Criteria, last revised February 23, 2015. The CSXT Construction Submission Criteria should be referred to and complied with prior to the preparation of submissions, as it contains specific requirements that could impact the Contractor's material selection and methods or operations for work near the railroad. Revisions to Contractor submissions may not be field approved. Any deviation(s) from a previously accepted plan including equipment substitutions will require a formal resubmission of the procedure for review and acceptance prior to performing any work. A Professional Engineer in the State of Ohio must sign and seal the plans. Up to thirty (30) days will be required to review all construction submissions. Up to an additional thirty (30) days will be required to review any subsequent submissions returned not approved.

CONSTRUCTION SCHEDULE: Submit a detailed construction schedule for the duration of the project clearly indicating the time periods while working on and around CSXT right-of-way. As the work progresses, this schedule shall be updated and resubmitted as necessary to reflect changes in work sequence, duration and method, etc.

EMERGENCY ACTION PLAN: Submit an emergency action plan indicating the location of the site, contact numbers, access to the site, instructions for emergency response and location of the nearest hospitals. This plan should cover all items required in the event of an emergency at the site including fire suppression. Coordinate the Emergency Action Plan with the safety related discussion of the Means and Methods submission discussed above. The plan should also include a method to provide this information to each project worker for each day on site.

CSX RAILROAD FIRE PREVENTION SYSTEM: If any grinding, cutting, welding or torching of steel, above the railroad span will occur, or any other activity that could generate fire related sparks above the Railroad spans, then CSX must have their Railroad Fire Prevention System in place. CSX's Railroad Fire Prevention System includes having a water truck (rail mounted) on the structure for the duration of the work. Operators will need, at a minimum, to spray down the structure before any work occurs and again after all work is complete (additional spray downs may be needed based on actual weather conditions). The water truck and operators will remain on site at least 4 hours after the work is complete to inspect the structure again. Coordination of this work can take up to 30 days before the work can occur.

FILE NAME: P:\PR56075\CADD\STRUCTURES\GENERAL NOTES 2.DGN

USERNAME: Ribble

DATE: March 24, 2017

E-SHEET NAME:

Added Railroad General Notes		04/12/17
REVISION		DATE
DATE: March 24, 2017	CHECKED BY	
DESIGNED BY: S. Ribble	C. Perry	
DETAILED BY: S. Ribble	C. Perry	
<b>Commonwealth of Kentucky</b>		
<b>DEPARTMENT OF HIGHWAYS</b>		
COUNTY		
<b>KENTON</b>		
ROUTE	CROSSING	
<b>I-71-75</b>	<b>OHIO RIVER</b>	
<b>GENERAL NOTES - 2</b>		
PREPARED BY		SHEET NO.
<b>BURGESS &amp; NIPLE</b>		<b>M3</b>
Engineers ■ Architects ■ Planners		DRAWING NO.
		<b>27677</b>

**SUPERSTRUCTURE NOTES (CONTINUED)**

PROHIBITED FIELD WELDING: Except as noted in these plans and in the Special Notes, no welding of any nature shall be performed on the load carrying members of the bridge without the written consent of the Director, Division of Structural Design, and then only in the manner and at the locations designated in the authorization.

MILL TEST REPORTS: Notarized test reports shall be furnished in triplicate to the Department showing that all the materials used for their repairs conform to the requirements of the plans and specifications.

PAINT: All new steel and all existing faying surfaces where new steel is to be installed shall be cleaned and receive a prime coating from the Department's list of Approved Materials for Bridge Coatings, Class I (Type I, II, III or IV) before any new steel is installed. Clean all new steel in accordance with Section 607 of the Standard Specifications. Clean all existing steel specified to an SSPC-SP 15 (Commercial Grade Power Tool Cleaning). Equip all power tools with vacuum shrouds and with HEPA filters fitted at their air exhausts. Maintain and operate all vacuum shrouded power tools to collect generated debris. Necessary touch up/repair of the shop applied prime coat on the new steel may be performed in the field. All costs for cleaning and painting the new and existing steel shall be incidental to the unit price bid for the most applicable bid items.

See the expansion joint note on Sheet M2 for coating requirements for the steel components at joint replacements on the Ohio approach.

RESIDUAL LEAD: Residual lead paint may still be on the structure. The Contractor is advised to take all necessary protective measures including worker safety and environmental regulations when performing all work specified in the contract. The Department will not consider any claims based on residual lead paint.

TOUCH-UP PAINTING: All areas of new or existing structural steel on which the paint has been damaged by the Contractor with weld burns or by other means during construction shall be touched up per the procedures listed for painting in the Special Notes. The cost for this work shall be incidental to the unit price bid for the most applicable bid items.

PAYMENT FOR STRUCTURAL STEEL REPAIRS: The unit price bid for all structural steel repair bid items listed in the estimate of quantities shall be full compensation for all access, removal, drilling, reaming, cutting, welding, removing deteriorated metal, and all new materials, labor, equipment, tools, and incidentals necessary to complete each item of work.

SETTING AND TEMPORARY SUPPORTING JOINTS: The Contractor, with approval of the Engineer, may use an alternate method of setting and temporarily supporting the joint rails prior to placing concrete. There shall be no additional cost to the Department if an alternate method is approved.

RIVER NAVIGATION: Continuous maintenance of safety of river navigation throughout the term of the project shall be a prime consideration. All work involving the installation or removal of structural elements beneath the bridge deck shall cease when there is approaching river traffic. This work shall not resume until the river traffic is clear of the bridge area.

The Contractor must advise the Coast Guard of the Contractor's proposed schedule of work at least 10 days prior to the commencement of any field operations.

Commander  
2nd Coast Guard District  
1430 Olive Street  
St. Louis, Missouri 63103  
(314) 425-4607

**RAILROAD GENERAL NOTES**

MEANS AND METHODS: The Contractor shall develop a detailed submission indicating the progression of work with specific times when tasks will be performed for work activities that are on or in the vicinity of the CSXT property. This submission may require a walkthrough at which time CSXT and/or the CSXT Representative will be present. Work will not be permitted to commence until the Contractor has provided CSXT with a satisfactory plan that the project will be undertaken without scheduling, performance or safety related issues. Provide a listing of the anticipated equipment to be used, the location of all equipment to be used and ensure a contingency plan of action is in place should a primary piece of equipment malfunction. All work in the vicinity of CSXT property that has the potential of affecting CSXT train operations must be submitted and approved by CSXT prior to work being performed. This submission will also include a detailed narrative discussing the coordination of project safety issues between Contractor, CSXT and the CSXT Representative. The narrative shall address project level coordination and day to day, specific work operations including crane and equipment operations, erection plans and temporary works.

DEMOLITION PROCEDURES: Demolition procedures are required to be submitted to CSXT, or the CSXT Representative, in accordance with the CSXT Construction Submission Criteria, last revised February 23, 2015. The CSXT Construction Submission Criteria should be referred to and complied with prior to the preparation of submissions, as it contains specific requirements that could impact the Contractor's material selection and methods or operations for work near the railroad. Revisions to Contractor submissions may not be field approved. Any deviation(s) from a previously accepted plan including equipment substitutions will require a formal resubmission of the procedure for review and acceptance prior to performing any work. A Professional Engineer in the State of Ohio must sign and seal the plans. Up to thirty (30) days will be required to review all construction submissions. Up to an additional thirty (30) days will be required to review any subsequent submissions returned not approved.

CONSTRUCTION SCHEDULE: Submit a detailed construction schedule for the duration of the project clearly indicating the time periods while working on and around CSXT right-of-way. As the work progresses, this schedule shall be updated and resubmitted as necessary to reflect changes in work sequence, duration and method, etc.

EMERGENCY ACTION PLAN: Submit an emergency action plan indicating the location of the site, contact numbers, access to the site, instructions for emergency response and location of the nearest hospitals. This plan should cover all items required in the event of an emergency at the site including fire suppression. Coordinate the Emergency Action Plan with the safety related discussion of the Means and Methods submission discussed above. The plan should also include a method to provide this information to each project worker for each day on site.

CSX RAILROAD FIRE PREVENTION SYSTEM: If any grinding, cutting, welding or torching of steel, above the railroad span will occur, or any other activity that could generate fire related sparks above the Railroad spans, then CSX must have their Railroad Fire Prevention System in place. CSX's Railroad Fire Prevention System includes having a water truck (rail mounted) on the structure for the duration of the work. Operators will need, at a minimum, to spray down the structure before any work occurs and again after all work is complete (additional spray downs may be needed based on actual weather conditions). The water truck and operators will remain on site at least 4 hours after the work is complete to inspect the structure again. Coordination of this work can take up to 30 days before the work can occur.



FILE NAME: P:\PR56075\CADD\STRUCTURES\GENERAL NOTES 2.DGN

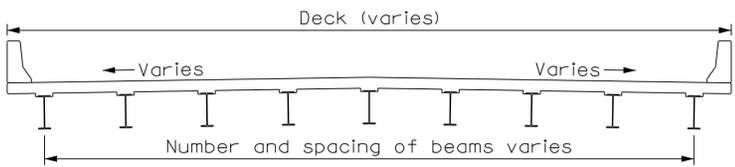
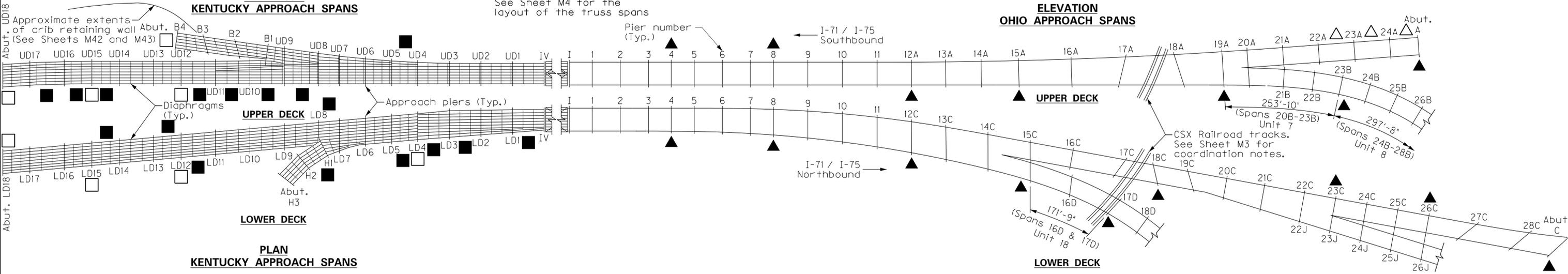
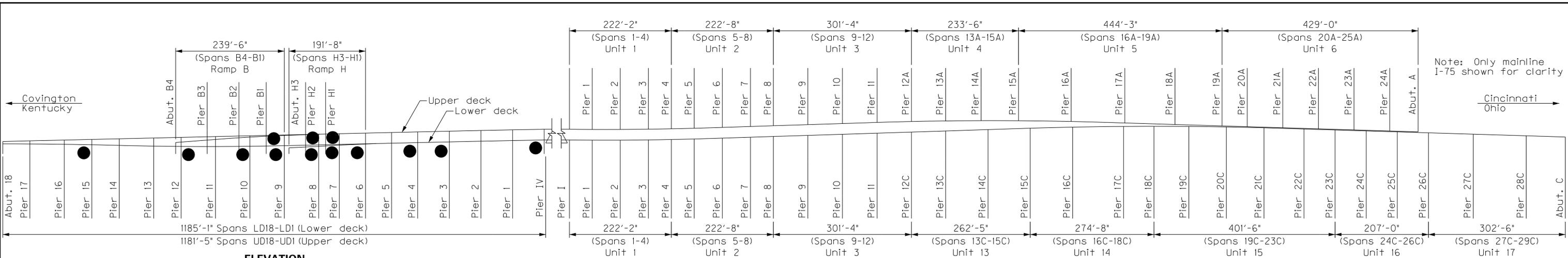
USERNAME: Ribble

DATE: March 24, 2017

E-SHEET NAME:

1 - Added Railroad General Notes		04/12/17
REVISION		DATE
DATE: March 24, 2017	CHECKED BY	
DESIGNED BY: S. Ribble	C. Perry	
DETAILED BY: S. Ribble	C. Perry	
<b>Commonwealth of Kentucky</b>		
<b>DEPARTMENT OF HIGHWAYS</b>		
COUNTY		
<b>KENTON</b>		
ROUTE	CROSSING	
<b>I-71-75</b>	<b>OHIO RIVER</b>	
<b>GENERAL NOTES - 2</b>		
PREPARED BY		SHEET NO.
<b>BURGESS &amp; NIPLE</b>		<b>M3</b>
Engineers ■ Architects ■ Planners		DRAWING NO.
		<b>27677</b>

FILE NAME: P:\PROJECTS\CADD\STRUCTURES\APPROACH LAYOUT.DGN  
 USERNAME: Ribble  
 DATE: March 24, 2017  
 E-SHEET NAME:

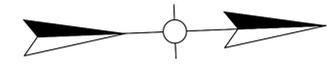


- NOTES:**
- See the general notes and Special Notes for additional material and construction specifications, construction procedures, and pay items.
  - Contractor shall field verify all relevant existing dimensions.
  - See table, this sheet, for Ohio approach deck joint designations and phasing details. See Sheets M14 to M18 for Ohio approach joint replacement details.
  - See Sheets M27 to M29 for Kentucky approach diaphragm crack repairs.
  - See Sheets M30 to M34 for Kentucky approach bearing repairs.
  - See Sheets M35 to M41 for pier patching details.
  - See Sheets M44 and M45 for Bridge Unit No. 6 girder repairs.

- LEGEND:**
- ▲ = Replace deck joint
  - = Repair diaphragm crack(s)
  - = Patch pier concrete
  - △ = Bridge Unit No. 6 girder repairs
  - = Bearing repairs

OHIO APPROACH JOINT LOCATIONS			
DECK	LOCATION	DESIGNATION	PHASING DETAILS
Upper	Pier 4	E4A	Sheet M7
	Pier 8	E8A	Sheet M7
	Pier 12A	E12A	Sheet M7
	Pier 15A	E15A	Sheet M7
	Pier 19A	E19A	Sheet M7
	Abut. A	EAA	Sheet M8
Lower	Pier 23B	E23B	Sheet M8
	Pier 4	E4C	Sheet M7
	Pier 8	E8C	Sheet M8
	Pier 12C	E12C	Sheet M8
	Pier 15C	E15C	Sheet M9
	Pier 18C	E18C	Sheet M10
	Pier 23C	E23C	Sheet M10
Pier 26C	E26C	Sheet M11	
Abut. C	EAC	Sheet M11	
Pier 17D	E17D	Sheet M10	

Added CSX Railroad track locations		04/12/17
REVISION		DATE
DATE: March 24, 2017	CHECKED BY	
DESIGNED BY: S. Ribble	C. Perry	
DETAILED BY: S. Ribble	C. Perry	
<b>Commonwealth of Kentucky</b>		
<b>DEPARTMENT OF HIGHWAYS</b>		
COUNTY <b>KENTON</b>		
ROUTE <b>I-71-75</b>	CROSSING <b>OHIO RIVER</b>	
<b>LAYOUT - APPROACH SPANS</b>		
PREPARED BY		SHEET NO.
<b>BURGESS &amp; NIPLE</b>		<b>M5</b>
Engineers ■ Architects ■ Planners		DRAWING NO.
		<b>27677</b>



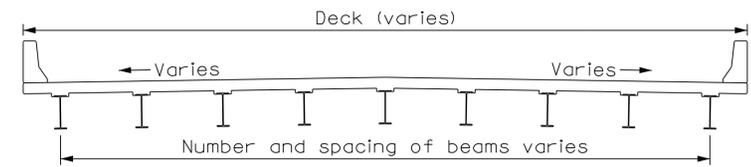
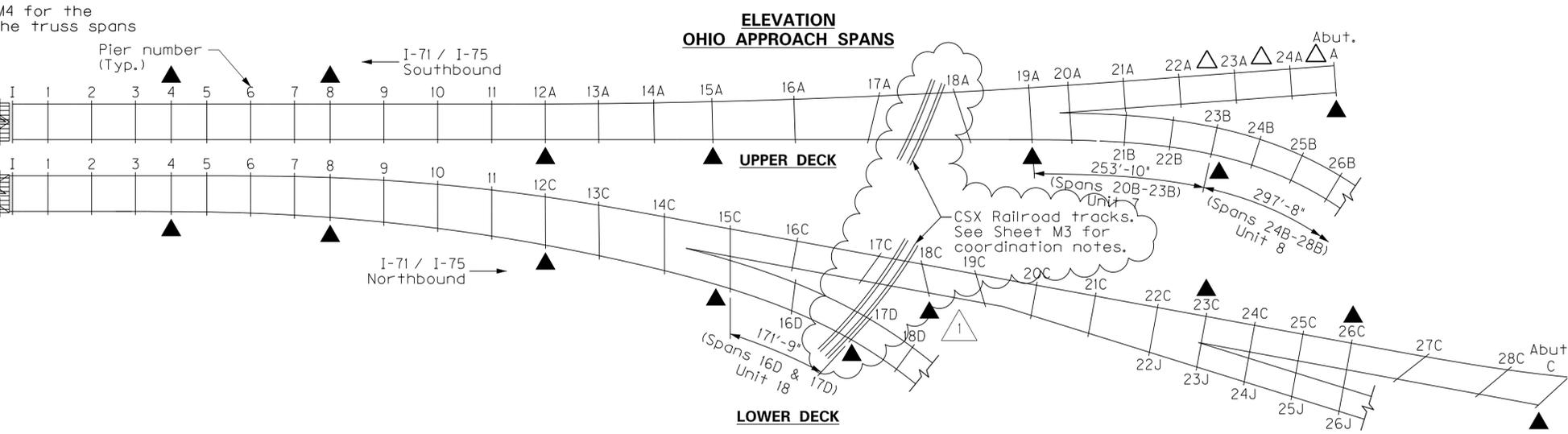
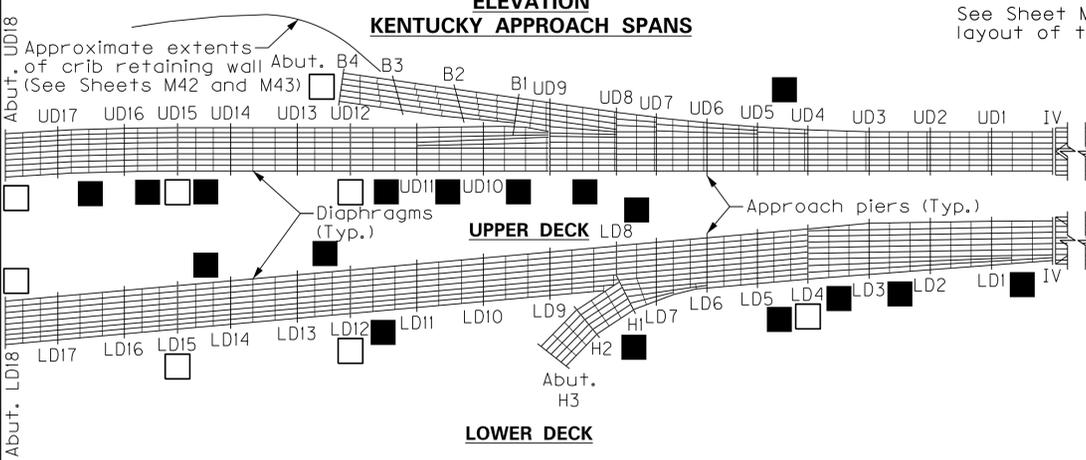
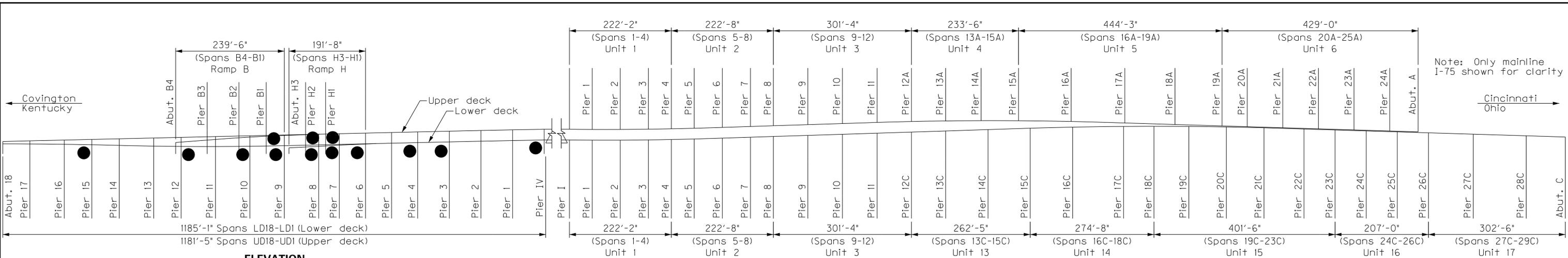
Note: Only mainline I-75 shown for clarity

FILE NAME: P:\PR56075\CADD\STRUCTURES\APPROACH LAYOUT.DGN

USERNAME: Ribble

DATE: March 24, 2017

E-SHEET NAME:



- NOTES:**
- See the general notes and Special Notes for additional material and construction specifications, construction procedures, and pay items.
  - Contractor shall field verify all relevant existing dimensions.
  - See table, this sheet, for Ohio approach deck joint designations and phasing details. See Sheets M14 to M18 for Ohio approach joint replacement details.
  - See Sheets M27 to M29 for Kentucky approach diaphragm crack repairs.
  - See Sheets M30 to M34 for Kentucky approach bearing repairs.
  - See Sheets M35 to M41 for pier patching details.
  - See Sheets M44 and M45 for Bridge Unit No. 6 girder repairs.

- LEGEND:**
- ▲ = Replace deck joint
  - = Repair diaphragm crack(s)
  - = Patch pier concrete
  - △ = Bridge Unit No. 6 girder repairs
  - = Bearing repairs

**APPROACH TYPICAL SECTION**  
(Kentucky Approach Spans LD1-LD18 and UD1-UD18)  
(Ohio Approach Unit 1 through Unit 2)

OHIO APPROACH JOINT LOCATIONS			
DECK	LOCATION	DESIGNATION	PHASING DETAILS
Upper	Pier 4	E4A	Sheet M7
	Pier 8	E8A	Sheet M7
	Pier 12A	E12A	Sheet M7
	Pier 15A	E15A	Sheet M7
	Pier 19A	E19A	Sheet M7
	Abut. A	EAA	Sheet M8
Lower	Pier 23B	E23B	Sheet M8
	Pier 4	E4C	Sheet M7
	Pier 8	E8C	Sheet M8
	Pier 12C	E12C	Sheet M8
	Pier 15C	E15C	Sheet M9
	Pier 18C	E18C	Sheet M10
	Pier 23C	E23C	Sheet M10
Pier 26C	E26C	Sheet M11	
Abut. C	EAC	Sheet M11	
Pier 17D	E17D	Sheet M10	

1 - Added CSX Railroad track locations	04/12/17
REVISION	
DATE	
DATE: March 24, 2017	CHECKED BY:
DESIGNED BY: S. Ribble	C. Perry
DETAILED BY: S. Ribble	C. Perry

**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**

COUNTY  
**KENTON**

ROUTE <b>I-71-75</b>	CROSSING <b>OHIO RIVER</b>
-------------------------	-------------------------------

**LAYOUT - APPROACH SPANS**

PREPARED BY  
**BURGESS & NIPLE**  
Engineers ■ Architects ■ Planners

SHEET NO. <b>M5</b>
DRAWING NO. <b>27677</b>



Kentucky Transportation Cabinet  
Division of Right of Way & Utilities

**SUMMARY FOR KYTC PROJECTS THAT INVOLVE A RAILROAD**

**Date:** 3/28/2017 (enter using M/d/yyyy format)

*This project actively involves the below listed railroad company. This Project Summary provides an abbreviated listing of project specific railroad data. The detailed needs of the specified railroad company are included in the Special Notes for Protection of Railroad Interest in the proposal package. By submitting a bid, the contractor attests that they have dutifully considered and accepted the provisions as defined in both documents.*

---

---

**GENERAL ROAD PROJECT INFORMATION** (This section must be provided by KYTC)

**County:** Kenton  
**Federal Number:** DBP 0758 (086)  
**State Number:** FD52 059 72003 02D  
**Route:** I-75  
**Project Description:** Covington - Cincinnati Ohio River Bridge and KY and OH Approaches  
**Item Number:** 06-17.04 **Highway Milepost:** 191-192

---

---

**GENERAL RAIL INFORMATION** (The below sections must be provided by Railroad Company)

**Rail Company Name:** CSX Transportation, Inc.  
**AAR-DOT# (if applicable):** 229 491N, 229 490G, 229 489M **Railroad Milepost:** CA-664.54, CA-664.52, CA-664.50  
**Train Count (6am to 6pm):** 12 **Train Count (6pm to 6am):** 16 **Train Count (24 hr total):** 28  
**Maximum Train Speed:** 10 mph

*(This information is necessary to acquire the necessary insurances when working with Railroad Right of Way)*

---

**INSURANCE REQUIREMENTS**

The named insured, description of the work and designation of the job site to be shown on the Policy are as follows:

- (a) Named Insured: CSX Transportation, Inc.
- (b) The project description should be as indicated in the General Road Project Information section.
- (c) The designation of the jobsite is the route, Milepost, and AAR-DOT# listed above.

---

**FLAGGING INFORMATION**

**Flagging Estimate:**

KYTC will be responsible for paying all flagging costs to the RR.

**Hourly Rate:**

\$1019.00 per day based on a 8 hour day effective as of the date of this document.

*Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at 1 ½ times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime pay at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 ½ times the normal rate.*

**Forecasted Rate Increases:**

Rates will increase to \$0.00 per hour based on a 0 hour day effective \_\_\_\_\_ (enter using M/d/yyyy format).

## RAILROAD CONTACTS

(to be provided by Railroad Company)

### **General Railroad Contact:**

Troy Creasy  
CSX Transportation, Inc.  
Public Projects Group  
1610 Forest Ave., Suite 120  
Richmond, VA 23229  
**(Phone)** 804-226-7718  
**(Email)** Troy\_Creasy@csx.com

### **Regional Representative (Roadmaster):**

Monte Stokes  
CSX Transportation, Inc.  
3601 Geringer Street  
Cincinnati, OH  
  
**(Phone)** 513-369-5524  
**(Email)** monte\_stokes@csx.com

### **Insurance contact:**

\_\_\_\_\_  
CSX Corporation  
Insurance Department  
  
\_\_\_\_\_  
  
**(Phone)** \_\_\_\_\_  
**(Email)** insurancedocuments@csx.com

### **Railroad Designer Contact:**

Contractor or In-House Employee? Consultant

Larry Shaw  
Benesch  
201 N. Illinois St.  
16<sup>th</sup> Floor South Tower  
Indianapolis, IN 46204  
**(Phone)** 317-610-3241  
**(Email)** LShaw@Benesch.com

### **Railroad Construction Contact:**

Contractor or In-House Employee? Consultant

Wayne Bolen  
Benesch  
201 E Fifth Street  
Suite 1900  
Cincinnati, OH 45202  
**(Phone)** 859-250-5483  
**(Email)** WBolen@Benesch.com

## KENTUCKY TRANSPORTATION CABINET CONTACTS

(to be provided by KYTC)

### **KYTC Railroad Coordinator:**

Allen Rust, PE  
Div. of Right of Way & Utilities  
Kentucky Transportation Cabinet  
200 Mero Street, 5<sup>th</sup> Floor East  
Frankfort, Kentucky 40622  
**(Phone)** 502-782-4950  
**(Email)** allen.rust@ky.gov

### **KYTC Construction Procurement Director:**

Rachel Mills, Director  
Div. of Construction Procurement  
Kentucky Transportation Cabinet  
200 Mero Street, 3<sup>rd</sup> Floor West  
Frankfort, Kentucky 40622  
**(Phone)** 502-782-5152  
**(Email)** [Rachel.Mills@ky.gov](mailto:Rachel.Mills@ky.gov)

### **KYTC Construction Director:**

Ryan Griffith, Director  
Div. of Construction Procurement  
Kentucky Transportation Cabinet  
200 Mero Street, 3<sup>rd</sup> Floor West  
Frankfort, Kentucky 40622  
**(Phone)** 502-782-5127  
**(Email)** ryan.griffith@ky.gov



The project specific information provided herein is valid as of the date indicated. However, the specific information may be subject to change due to the normal business operations of all parties. The terms and conditions defined here, and in the bid proposal in its entirety, are inclusive and constant.

Cincinnati, Hamilton County, OH  
KYTC Project No. FD52 059 72003 02D  
CSXT Milepost: CA-664.54, CA-664.52, CA-664.50  
CSXT OP No.: KY0362

**EXHIBIT D**

**CONTRACTOR'S ACCEPTANCE**

To and for the benefit of the *Company*, ("*Company*") and to induce the *Company* to permit Contractor on or about *Company's* property for the purposes of performing work in accordance with the Agreement dated \_\_\_\_\_, 20\_\_, between the Commonwealth of Kentucky Transportation Cabinet, Department of Highways and the *Company*, Contractor hereby agrees to abide by and perform all applicable terms of the Agreement, including, particularly Exhibits B and C as included herein.

Contractor: \_\_\_\_\_  
By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**SPECIAL NOTE FOR PRE-BID  
CONFERENCE DISTRICT 6 ~ KENTON  
COUNTY  
CID Number 172980**

The Department will conduct a Mandatory Pre-Bid Conference of the subject project on **Tuesday, April 18, 2017 at 10:00 AM EST** at;

**KYTC District 6 Office  
421 Buttermilk Pike  
Covington, KY 41017  
Phone: (859) 341-2700**

Any company that is interested in bidding on the subject project or being part of a joint venture shall be represented at the conference by at least **one person of sufficient authority to bind the company**. No individual can represent more than one company. At the conference, a roster shall be took of the representatives present. **Only companies represented at the conference and during the field review will be eligible to have their bids opened at the date of letting.**

The purpose of the conference is to familiarize all prospective bidders with the contract requirements within the scope of the contract.

Department of Highways officials and project managers present at the conference will answer questions concerning the projects.