



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Matthew G. Bevin
Governor

Greg Thomas
Secretary

November 23, 2016

CALL NO. 102
CONTRACT ID NO. 161061
ADDENDUM # 1

Subject: Ohio County, NHPP 0031 (011)
Letting December 9, 2016

(1)Added - Notes - Pages 1-10 of 10

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 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

Item No. 2-2089.00
 WN-9007, Ohio County

Special Note for Ride Quality Adjustment

In accordance with Section 503.03.09 for Diamond Grinding JPC Pavement, the following Ride Quality Specifications are to be applied.

IRI measurements were performed on the existing pavement in May 2015. Profile data was evaluated to determine projected IRI values after a single grinding. The results are attached.

The Department will apply a Ride Quality Adjustment for each 0.1-mile lane section tested. The contractor will be required to achieve the IRI listed in the attached table for each 0.1-mile lane section. This table assumes one diamond grind pass, and no JPC repairs. Improved numbers are expected after repairing the JPC pavement. The Department will calculate the adjustment by multiplying the diamond grinding payment for each 0.1-mile section tested by its appropriate ride quality pay value found in the Ride Quality Adjustment Schedule below. The maximum Target IRI is set at 100.

When requesting tests on partially completed pavement, the Department will perform one test at no charge. The Department will perform additional requested testing and retesting for corrective work or pavement replacement at a cost of \$150 per lane-mile. The Department will deduct charges for additional requested testing and retesting for corrective work from monies due on the Contract.

Ride Quality Adjustment Schedule

| All Sections (0.1-mile) | |
|--------------------------------|-----------------------------|
| IRI | Pay Value Adjustment |
| 50 or less | \$750 |
| 51 | \$630 |
| 52 | \$520 |
| 53 | \$420 |
| 54 | \$330 |
| 55 | \$250 |
| 56 | \$180 |
| 57 | \$120 |
| 58 | \$70 |
| 59 | \$30 |
| 60 to Target IRI +10 | \$0 |
| Target IRI +11 | -\$30 |
| Target IRI +12 | -\$70 |
| Target IRI +13 | -\$120 |
| Target IRI +14 | -\$180 |
| Target IRI +15 | -\$250 |
| Target IRI +16 | -\$330 |
| Target IRI +17 | -\$420 |
| Target IRI +18 | -\$520 |
| Target IRI +19 | -\$630 |
| Target IRI +20 | -\$750 |
| +21 or higher | -\$1,200 |

(1) The Department will not apply a positive pay value for corrective work other than removal and replacement to achieve the IRI.

| Location (miles) | MRI Before Grinding (in/mi) | MRI After Grinding (in/mi) | Target IRI (in/mi) | |
|------------------------------------|-----------------------------|----------------------------|--------------------|--------------|
| North Lane 1 (Outside Lane) | | | | |
| 37.183 to 37.283 | 112.0 | 100.7 | 100 | North Lane 1 |
| 37.283 to 37.383 | 77.3 | 67.4 | 80 | North Lane 1 |
| 37.383 to 37.483 | 95.4 | 73.4 | 83 | North Lane 1 |
| 37.483 to 37.583 | 88.1 | 72.6 | 83 | North Lane 1 |
| 37.583 to 37.683 | 112.3 | 104.3 | 100 | North Lane 1 |
| 37.683 to 37.783 | 126.2 | 99.6 | 100 | North Lane 1 |
| 37.783 to 37.883 | 55.8 | 48.3 | 80 | North Lane 1 |
| 37.883 to 37.983 | 69.3 | 54.1 | 80 | North Lane 1 |
| 37.983 to 38.083 | 79.9 | 66.1 | 80 | North Lane 1 |
| 38.083 to 38.183 | 109.0 | 100.5 | 100 | North Lane 1 |
| 38.183 to 38.283 | 86.2 | 79.7 | 90 | North Lane 1 |
| 38.283 to 38.383 | 76.8 | 84.4 | 94 | North Lane 1 |
| 38.383 to 38.483 | 116.9 | 95.9 | 100 | North Lane 1 |
| 38.483 to 38.583 | 88.5 | 81.3 | 91 | North Lane 1 |
| 38.583 to 38.683 | 117.1 | 99.2 | 100 | North Lane 1 |
| 38.683 to 38.783 | 166.4 | 143.1 | 100 | North Lane 1 |
| 38.783 to 38.883 | 74.5 | 64.0 | 80 | North Lane 1 |
| 38.883 to 38.983 | 89.0 | 74.2 | 84 | North Lane 1 |
| 38.983 to 39.083 | 71.8 | 62.7 | 80 | North Lane 1 |
| 39.083 to 39.183 | 49.3 | 50.3 | 80 | North Lane 1 |
| 39.183 to 39.283 | 58.9 | 52.6 | 80 | North Lane 1 |
| 39.283 to 39.383 | 50.0 | 50.7 | 80 | North Lane 1 |
| 39.383 to 39.483 | 58.7 | 57.1 | 80 | North Lane 1 |
| 39.483 to 39.583 | 60.8 | 63.5 | 80 | North Lane 1 |
| 39.583 to 39.683 | 55.4 | 54.5 | 80 | North Lane 1 |
| 39.683 to 39.783 | 62.6 | 56.5 | 80 | North Lane 1 |
| 39.783 to 39.883 | 62.1 | 63.9 | 80 | North Lane 1 |
| 39.883 to 39.983 | 64.7 | 62.3 | 80 | North Lane 1 |
| 39.983 to 40.083 | 94.3 | 87.6 | 98 | North Lane 1 |
| 40.083 to 40.183 | 65.0 | 62.4 | 80 | North Lane 1 |
| 40.183 to 40.283 | 79.0 | 67.3 | 80 | North Lane 1 |
| 40.283 to 40.383 | 78.8 | 74.6 | 85 | North Lane 1 |
| 40.383 to 40.483 | 83.8 | 72.7 | 83 | North Lane 1 |
| 40.483 to 40.583 | 70.7 | 70.9 | 81 | North Lane 1 |
| 40.583 to 40.683 | 96.0 | 95.7 | 100 | North Lane 1 |
| 40.683 to 40.783 | 55.2 | 55.9 | 80 | North Lane 1 |
| 40.783 to 40.883 | 69.5 | 59.3 | 80 | North Lane 1 |
| 40.883 to 40.983 | 104.8 | 97.3 | 100 | North Lane 1 |
| 40.983 to 41.083 | 113.3 | 93.5 | 100 | North Lane 1 |
| 41.083 to 41.183 | 75.6 | 69.0 | 80 | North Lane 1 |
| 41.183 to 41.283 | 82.7 | 73.8 | 84 | North Lane 1 |
| 41.283 to 41.383 | 106.9 | 86.6 | 97 | North Lane 1 |
| 41.383 to 41.483 | 99.0 | 84.1 | 94 | North Lane 1 |

| Location (miles) | MRI Before Grinding (in/mi) | MRI After Grinding (in/mi) | Target IRI (in/mi) | |
|------------------------------------|-----------------------------|----------------------------|--------------------|--------------|
| North Lane 1 (Outside Lane) | | | | |
| 41.483 to 41.583 | 98.4 | 84.1 | 94 | North Lane 1 |
| 41.583 to 41.683 | 114.2 | 98.0 | 100 | North Lane 1 |
| 41.683 to 41.783 | 67.8 | 66.9 | 80 | North Lane 1 |
| 41.783 to 41.883 | 72.2 | 61.4 | 80 | North Lane 1 |
| 41.883 to 41.983 | 55.4 | 53.1 | 80 | North Lane 1 |
| 41.983 to 42.083 | 80.0 | 63.3 | 80 | North Lane 1 |
| 42.083 to 42.183 | 91.9 | 82.4 | 92 | North Lane 1 |
| 42.183 to 42.283 | 112.3 | 91.2 | 100 | North Lane 1 |
| 42.283 to 42.383 | 93.4 | 80.3 | 90 | North Lane 1 |
| 42.383 to 42.483 | 101.6 | 78.3 | 88 | North Lane 1 |
| 42.483 to 42.583 | 81.0 | 78.9 | 89 | North Lane 1 |
| 42.583 to 42.683 | 109.5 | 100.3 | 100 | North Lane 1 |
| 42.683 to 42.783 | 100.9 | 81.2 | 91 | North Lane 1 |
| 42.783 to 42.883 | 63.2 | 60.7 | 80 | North Lane 1 |
| 42.883 to 42.983 | 70.0 | 68.9 | 80 | North Lane 1 |
| 42.983 to 43.083 | 103.8 | 83.2 | 93 | North Lane 1 |
| 43.083 to 43.183 | 63.7 | 59.5 | 80 | North Lane 1 |
| 43.183 to 43.283 | 51.4 | 48.1 | 80 | North Lane 1 |
| 43.283 to 43.383 | 73.5 | 64.9 | 80 | North Lane 1 |
| 43.383 to 43.483 | 67.5 | 61.9 | 80 | North Lane 1 |
| 43.483 to 43.583 | 101.0 | 84.7 | 95 | North Lane 1 |
| 43.583 to 43.683 | 60.6 | 51.8 | 80 | North Lane 1 |
| 43.683 to 43.783 | 68.9 | 64.9 | 80 | North Lane 1 |
| 43.783 to 43.883 | 99.1 | 107.0 | 100 | North Lane 1 |
| 43.883 to 43.983 | 64.8 | 66.1 | 80 | North Lane 1 |
| 43.983 to 44.083 | 57.5 | 55.5 | 80 | North Lane 1 |
| 44.083 to 44.183 | 72.8 | 71.1 | 81 | North Lane 1 |
| 44.183 to 44.283 | 58.9 | 56.6 | 80 | North Lane 1 |
| 44.283 to 44.383 | 96.7 | 97.5 | 100 | North Lane 1 |
| 44.383 to 44.483 | 64.6 | 60.9 | 80 | North Lane 1 |
| 44.483 to 44.583 | 54.2 | 56.5 | 80 | North Lane 1 |
| 44.583 to 44.683 | 55.3 | 58.1 | 80 | North Lane 1 |
| 44.683 to 44.783 | 70.6 | 65.3 | 80 | North Lane 1 |
| 44.783 to 44.883 | 85.0 | 73.6 | 84 | North Lane 1 |
| 44.883 to 44.983 | 123.6 | 123.0 | 100 | North Lane 1 |
| 44.983 to 45.083 | 92.3 | 90.8 | 100 | North Lane 1 |
| 45.083 to 45.183 | 156.0 | 124.5 | 100 | North Lane 1 |
| 45.183 to 45.283 | 96.7 | 90.3 | 100 | North Lane 1 |
| 45.283 to 45.383 | 94.0 | 86.2 | 96 | North Lane 1 |
| 45.383 to 45.483 | 84.9 | 79.5 | 89 | North Lane 1 |
| 45.483 to 45.583 | 69.5 | 60.5 | 80 | North Lane 1 |
| 45.583 to 45.683 | 70.0 | 64.3 | 80 | North Lane 1 |
| 45.683 to 45.783 | 85.5 | 75.3 | 85 | North Lane 1 |

| Location (miles) | MRI Before Grinding (in/mi) | MRI After Grinding (in/mi) | Target IRI (in/mi) | |
|------------------------------------|-----------------------------|----------------------------|--------------------|--------------|
| North Lane 1 (Outside Lane) | | | | |
| 45.783 to 45.883 | 85.8 | 83.9 | 94 | North Lane 1 |
| 45.883 to 45.983 | 156.4 | 115.7 | 100 | North Lane 1 |
| 45.983 to 46.083 | 146.7 | 149.7 | 100 | North Lane 1 |
| 46.083 to 46.183 | 115.8 | 100.5 | 100 | North Lane 1 |
| 46.183 to 46.283 | 136.1 | 107.2 | 100 | North Lane 1 |
| 46.283 to 46.383 | 67.9 | 61.3 | 80 | North Lane 1 |
| 46.383 to 46.483 | 72.5 | 65.3 | 80 | North Lane 1 |
| 46.483 to 46.583 | 85.5 | 77.0 | 87 | North Lane 1 |
| 46.583 to 46.683 | 133.7 | 115.3 | 100 | North Lane 1 |
| 46.683 to 46.783 | 127.2 | 99.4 | 100 | North Lane 1 |
| 46.783 to 46.883 | 81.2 | 75.5 | 85 | North Lane 1 |
| 46.883 to 46.983 | 72.7 | 65.8 | 80 | North Lane 1 |
| 46.983 to 47.083 | 94.4 | 85.0 | 95 | North Lane 1 |
| 47.083 to 47.183 | 100.2 | 86.0 | 96 | North Lane 1 |
| 47.183 to 47.283 | 171.7 | 150.5 | 100 | North Lane 1 |
| 47.283 to 47.383 | 74.5 | 67.7 | 80 | North Lane 1 |
| 47.383 to 47.483 | 71.5 | 70.8 | 81 | North Lane 1 |
| 47.483 to 47.583 | 62.4 | 56.2 | 80 | North Lane 1 |
| 47.583 to 47.683 | 60.9 | 56.5 | 80 | North Lane 1 |
| 47.683 to 47.783 | 66.6 | 63.2 | 80 | North Lane 1 |
| 47.783 to 47.883 | 52.6 | 55.0 | 80 | North Lane 1 |
| 47.883 to 47.983 | 80.9 | 72.0 | 82 | North Lane 1 |
| 47.983 to 48.083 | 98.8 | 83.6 | 94 | North Lane 1 |
| 48.083 to 48.183 | 64.3 | 59.2 | 80 | North Lane 1 |
| 48.183 to 48.283 | 51.8 | 52.5 | 80 | North Lane 1 |
| 48.283 to 48.383 | 55.3 | 52.5 | 80 | North Lane 1 |
| 48.383 to 48.483 | 78.5 | 71.3 | 81 | North Lane 1 |
| 48.483 to 48.583 | 59.6 | 58.5 | 80 | North Lane 1 |
| 48.583 to 48.683 | 68.9 | 66.2 | 80 | North Lane 1 |
| 48.683 to 48.783 | 91.1 | 87.1 | 97 | North Lane 1 |
| 48.783 to 48.883 | 104.3 | 97.8 | 100 | North Lane 1 |
| 48.883 to 48.983 | 115.1 | 113.2 | 100 | North Lane 1 |
| 48.983 to 49.083 | 71.8 | 68.3 | 80 | North Lane 1 |
| 49.083 to 49.183 | 73.5 | 67.6 | 80 | North Lane 1 |
| 49.183 to 49.283 | 118.2 | 105.8 | 100 | North Lane 1 |
| 49.283 to 49.383 | 103.6 | 89.3 | 99 | North Lane 1 |
| 49.383 to 49.483 | 96.5 | 100.8 | 100 | North Lane 1 |
| 49.483 to 49.583 | 143.6 | 129.9 | 100 | North Lane 1 |
| 49.583 to 49.683 | 126.4 | 112.1 | 100 | North Lane 1 |
| 49.683 to 49.783 | 79.4 | 76.6 | 87 | North Lane 1 |
| 49.783 to 49.883 | 122.8 | 113.3 | 100 | North Lane 1 |
| 49.883 to 49.983 | 305.2 | 235.9 | 100 | North Lane 1 |

| Location (miles) | MRI Before Grinding (in/mi) | MRI After Grinding (in/mi) | Target IRI (in/mi) | |
|------------------------------------|-----------------------------|----------------------------|--------------------|--------------|
| South Lane 1 (Outside Lane) | | | | |
| 37.183 to 37.283 | 119 | 99 | 100 | South Lane 1 |
| 37.283 to 37.383 | 92 | 76 | 86 | South Lane 1 |
| 37.383 to 37.483 | 77 | 68 | 80 | South Lane 1 |
| 37.483 to 37.583 | 88 | 80 | 90 | South Lane 1 |
| 37.583 to 37.683 | 157 | 138 | 100 | South Lane 1 |
| 37.683 to 37.783 | 54 | 52 | 80 | South Lane 1 |
| 37.783 to 37.883 | 75 | 62 | 80 | South Lane 1 |
| 37.883 to 37.983 | 69 | 60 | 80 | South Lane 1 |
| 37.983 to 38.083 | 146 | 123 | 100 | South Lane 1 |
| 38.083 to 38.183 | 80 | 83 | 93 | South Lane 1 |
| 38.183 to 38.283 | 65 | 70 | 80 | South Lane 1 |
| 38.283 to 38.383 | 87 | 82 | 92 | South Lane 1 |
| 38.383 to 38.483 | 101 | 94 | 100 | South Lane 1 |
| 38.483 to 38.583 | 137 | 109 | 100 | South Lane 1 |
| 38.583 to 38.683 | 141 | 122 | 100 | South Lane 1 |
| 38.683 to 38.783 | 118 | 98 | 100 | South Lane 1 |
| 38.783 to 38.883 | 106 | 94 | 100 | South Lane 1 |
| 38.883 to 38.983 | 66 | 58 | 80 | South Lane 1 |
| 38.983 to 39.083 | 72 | 64 | 80 | South Lane 1 |
| 39.083 to 39.183 | 59 | 59 | 80 | South Lane 1 |
| 39.183 to 39.283 | 68 | 60 | 80 | South Lane 1 |
| 39.283 to 39.383 | 54 | 50 | 80 | South Lane 1 |
| 39.383 to 39.483 | 48 | 48 | 80 | South Lane 1 |
| 39.483 to 39.583 | 64 | 58 | 80 | South Lane 1 |
| 39.583 to 39.683 | 59 | 53 | 80 | South Lane 1 |
| 39.683 to 39.783 | 55 | 54 | 80 | South Lane 1 |
| 39.783 to 39.883 | 67 | 65 | 80 | South Lane 1 |
| 39.883 to 39.983 | 80 | 68 | 80 | South Lane 1 |
| 39.983 to 40.083 | 87 | 79 | 89 | South Lane 1 |
| 40.083 to 40.183 | 120 | 104 | 100 | South Lane 1 |
| 40.183 to 40.283 | 111 | 92 | 100 | South Lane 1 |
| 40.283 to 40.383 | 76 | 62 | 80 | South Lane 1 |
| 40.383 to 40.483 | 49 | 47 | 80 | South Lane 1 |
| 40.483 to 40.583 | 60 | 55 | 80 | South Lane 1 |
| 40.583 to 40.683 | 72 | 66 | 80 | South Lane 1 |
| 40.683 to 40.783 | 100 | 100 | 100 | South Lane 1 |
| 40.783 to 40.883 | 81 | 73 | 83 | South Lane 1 |
| 40.883 to 40.983 | 65 | 61 | 80 | South Lane 1 |
| 40.983 to 41.083 | 57 | 56 | 80 | South Lane 1 |
| 41.083 to 41.183 | 61 | 55 | 80 | South Lane 1 |
| 41.183 to 41.283 | 93 | 76 | 86 | South Lane 1 |
| 41.283 to 41.383 | 54 | 49 | 80 | South Lane 1 |
| 41.383 to 41.483 | 81 | 64 | 80 | South Lane 1 |

| Location (miles) | MRI Before Grinding (in/mi) | MRI After Grinding (in/mi) | Target IRI (in/mi) | |
|------------------------------------|-----------------------------|----------------------------|--------------------|--------------|
| South Lane 1 (Outside Lane) | | | | |
| 41.483 to 41.583 | 57 | 55 | 80 | South Lane 1 |
| 41.583 to 41.683 | 61 | 55 | 80 | South Lane 1 |
| 41.683 to 41.783 | 59 | 49 | 80 | South Lane 1 |
| 41.783 to 41.883 | 76 | 59 | 80 | South Lane 1 |
| 41.883 to 41.983 | 77 | 57 | 80 | South Lane 1 |
| 41.983 to 42.083 | 86 | 74 | 84 | South Lane 1 |
| 42.083 to 42.183 | 92 | 83 | 93 | South Lane 1 |
| 42.183 to 42.283 | 120 | 98 | 100 | South Lane 1 |
| 42.283 to 42.383 | 71 | 60 | 80 | South Lane 1 |
| 42.383 to 42.483 | 77 | 67 | 80 | South Lane 1 |
| 42.483 to 42.583 | 117 | 99 | 100 | South Lane 1 |
| 42.583 to 42.683 | 78 | 67 | 80 | South Lane 1 |
| 42.683 to 42.783 | 77 | 75 | 85 | South Lane 1 |
| 42.783 to 42.883 | 79 | 79 | 89 | South Lane 1 |
| 42.883 to 42.983 | 70 | 67 | 80 | South Lane 1 |
| 42.983 to 43.083 | 74 | 64 | 80 | South Lane 1 |
| 43.083 to 43.183 | 63 | 60 | 80 | South Lane 1 |
| 43.183 to 43.283 | 56 | 55 | 80 | South Lane 1 |
| 43.283 to 43.383 | 53 | 51 | 80 | South Lane 1 |
| 43.383 to 43.483 | 78 | 62 | 80 | South Lane 1 |
| 43.483 to 43.583 | 71 | 74 | 84 | South Lane 1 |
| 43.583 to 43.683 | 57 | 53 | 80 | South Lane 1 |
| 43.683 to 43.783 | 85 | 78 | 88 | South Lane 1 |
| 43.783 to 43.883 | 100 | 103 | 100 | South Lane 1 |
| 43.883 to 43.983 | 58 | 54 | 80 | South Lane 1 |
| 43.983 to 44.083 | 43 | 43 | 80 | South Lane 1 |
| 44.083 to 44.183 | 50 | 49 | 80 | South Lane 1 |
| 44.183 to 44.283 | 65 | 58 | 80 | South Lane 1 |
| 44.283 to 44.383 | 54 | 49 | 80 | South Lane 1 |
| 44.383 to 44.483 | 47 | 48 | 80 | South Lane 1 |
| 44.483 to 44.583 | 48 | 47 | 80 | South Lane 1 |
| 44.583 to 44.683 | 87 | 73 | 83 | South Lane 1 |
| 44.683 to 44.783 | 60 | 56 | 80 | South Lane 1 |
| 44.783 to 44.883 | 63 | 54 | 80 | South Lane 1 |
| 44.883 to 44.983 | 61 | 60 | 80 | South Lane 1 |
| 44.983 to 45.083 | 101 | 87 | 97 | South Lane 1 |
| 45.083 to 45.183 | 73 | 73 | 83 | South Lane 1 |
| 45.183 to 45.283 | 135 | 133 | 100 | South Lane 1 |
| 45.283 to 45.383 | 87 | 85 | 95 | South Lane 1 |
| 45.383 to 45.483 | 80 | 75 | 85 | South Lane 1 |
| 45.483 to 45.583 | 95 | 93 | 100 | South Lane 1 |
| 45.583 to 45.683 | 60 | 59 | 80 | South Lane 1 |
| 45.683 to 45.783 | 77 | 76 | 86 | South Lane 1 |

| Location (miles) | MRI Before Grinding (in/mi) | MRI After Grinding (in/mi) | Target IRI (in/mi) | |
|------------------------------------|-----------------------------|----------------------------|--------------------|--------------|
| South Lane 1 (Outside Lane) | | | | |
| 45.783 to 45.883 | 164 | 126 | 100 | South Lane 1 |
| 45.883 to 45.983 | 80 | 79 | 89 | South Lane 1 |
| 45.983 to 46.083 | 152 | 143 | 100 | South Lane 1 |
| 46.083 to 46.183 | 180 | 149 | 100 | South Lane 1 |
| 46.183 to 46.283 | 70 | 69 | 80 | South Lane 1 |
| 46.283 to 46.383 | 70 | 72 | 82 | South Lane 1 |
| 46.383 to 46.483 | 77 | 73 | 83 | South Lane 1 |
| 46.483 to 46.583 | 116 | 106 | 100 | South Lane 1 |
| 46.583 to 46.683 | 129 | 92 | 100 | South Lane 1 |
| 46.683 to 46.783 | 89 | 89 | 99 | South Lane 1 |
| 46.783 to 46.883 | 122 | 108 | 100 | South Lane 1 |
| 46.883 to 46.983 | 138 | 118 | 100 | South Lane 1 |
| 46.983 to 47.083 | 104 | 89 | 99 | South Lane 1 |
| 47.083 to 47.183 | 145 | 121 | 100 | South Lane 1 |
| 47.183 to 47.283 | 66 | 66 | 80 | South Lane 1 |
| 47.283 to 47.383 | 77 | 70 | 80 | South Lane 1 |
| 47.383 to 47.483 | 72 | 68 | 80 | South Lane 1 |
| 47.483 to 47.583 | 64 | 64 | 80 | South Lane 1 |
| 47.583 to 47.683 | 54 | 54 | 80 | South Lane 1 |
| 47.683 to 47.783 | 52 | 53 | 80 | South Lane 1 |
| 47.783 to 47.883 | 74 | 63 | 80 | South Lane 1 |
| 47.883 to 47.983 | 88 | 74 | 84 | South Lane 1 |
| 47.983 to 48.083 | 82 | 73 | 83 | South Lane 1 |
| 48.083 to 48.183 | 106 | 99 | 100 | South Lane 1 |
| 48.183 to 48.283 | 81 | 83 | 93 | South Lane 1 |
| 48.283 to 48.383 | 86 | 78 | 88 | South Lane 1 |
| 48.383 to 48.483 | 134 | 114 | 100 | South Lane 1 |
| 48.483 to 48.583 | 145 | 145 | 100 | South Lane 1 |
| 48.583 to 48.683 | 65 | 62 | 80 | South Lane 1 |
| 48.683 to 48.783 | 100 | 94 | 100 | South Lane 1 |
| 48.783 to 48.883 | 102 | 93 | 100 | South Lane 1 |
| 48.883 to 48.983 | 75 | 64 | 80 | South Lane 1 |
| 48.983 to 49.083 | 73 | 67 | 80 | South Lane 1 |
| 49.083 to 49.183 | 67 | 74 | 84 | South Lane 1 |
| 49.183 to 49.283 | 63 | 63 | 80 | South Lane 1 |
| 49.283 to 49.383 | 81 | 84 | 94 | South Lane 1 |
| 49.383 to 49.483 | 138 | 129 | 100 | South Lane 1 |
| 49.483 to 49.583 | 157 | 149 | 100 | South Lane 1 |
| 49.583 to 49.683 | 119 | 99 | 100 | South Lane 1 |
| 49.683 to 49.783 | 158 | 151 | 100 | South Lane 1 |
| 49.783 to 49.883 | 295 | 221 | 100 | South Lane 1 |
| 49.883 to 49.983 | 150 | 141 | 100 | South Lane 1 |

Special Note for Railroad Involvement

Before the contractor may begin work on or above Railroad ROW, he shall complete the attached, partially filled, Application for Temporary Entry Permit and submit it to the address listed on the document. **There will be an application fee of \$1,250.00 for which the contractor will be responsible.** The details for the permit have been pre-arranged between KYTC and the RR/their consultant.



Application for Temporary Entry Permit

Applicant Information

| | | | |
|--|--|-------------------------|--|
| Legal Name of Company: | | | |
| Municipal Ownership, if any: | | State of incorporation: | |
| If not a corporation, name(s) of owners or partners: | | | |
| Contact Name: | | Phone: | |
| Fax: | | Email Address: | |
| Business Address: | | | |

Corporate Information

Same as above

| | | | |
|--|--|-------------------------|--|
| Legal Name of Company: | | | |
| Municipal Ownership, if any: | | State of incorporation: | |
| If not a corporation, name(s) of owners or partners: | | | |
| Contact Name: | | Phone: | |
| Fax: | | Email Address: | |
| Business Address: | | | |

Location

| | | | | | | | |
|---|--|-------|------------|--------|----|---------|------|
| Name of Railroad: | Paducah and Louisville | City: | Beaver Dam | State: | KY | County: | Ohio |
| Distance and direction from nearest Railroad milepost: | Milepost J-106.04 | | | | | | |
| Distance and direction from centerline of nearest road crossing: | At KY 9007 (Natcher Parkway) over P&L, DOT#297 005F | | | | | | |
| Dimensions of affected Railroad property (attached plan showing exact location relative to any landmarks, structures, roads, mileposts, track (railroad or otherwise), etc.): | Approximately 100 ft along the width of the RR ROW, between the outside edges of the Northbound and Southbound structures. | | | | | | |
| Purpose of proposed entry: | Rehabilitation and Retrofit of existing highway structures | | | | | | |
| What buildings or structures are currently on site? | Highway overpass structures | | | | | | |
| Will any buildings or structures be placed on site? If yes, list buildings/structures and estimated cost: | No new structures will be placed on site. | | | | | | |



Application for Temporary Entry Permit

Project Information

| | | | |
|---|--|--------------------------------------|--|
| Date you expect to be on Railroad premises: | | Date you expect to complete project: | |
| Specific schedule of planned entry (include days of weeks and time of day): | | | |
| Will you employ a contractor for entry or activities?: | <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Yes, but contractor has not been identified | | |
| Company Name: | | Contact Name: | |
| Phone: | | Fax: | |
| Mobile: | | Email Address: | |
| Business Address: | | | |
| Work to be performed by contractor: | | | |

Please include eight (8) copies of plan and profile drawings (no larger than 11" x 17"), eight (8) copies of an area map (indicating the worksite) (no larger than 11" x 17"), and a non-refundable application fee of \$1250.00 (subject to change without notice) and submit to:

Omega Rail Management, Inc.
 4721 Trousdale Drive, Suite 206
 Nashville, TN 37220
 (800) 990-1961
 (800) 660-6326 (Facsimile)

If, in the opinion of the Railroad, sufficient hazard is involved, Railroad will supply flagmen, with proper advance notice, or if work or activities require removal, replacement, modification, or locating of track, bridges, signals, railroad wires or pipelines, roads, or the supply of railroad engineering or supervision, the applicant agrees the full cost of such railroad services will be borne by the applicant.

Signature of Applicant **Title** **Date**

If this application has been prepared by a consultant or other third party, please complete the following:

| | |
|--|--|
| Name of individual who prepared application: | |
| Name of firm: | |
| Business address of preparer: | |
| Phone: | |
| Fax: | |
| Email: | |

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| OFFICE USE ONLY | |
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| By: | |
| Permit No. Assigned: | |