



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

August 1, 2012

CALL NO. 316
CONTRACT ID NO. 123341
ADDENDUM # 1

Subject: Garrard County, CB06 040 1355 000-005
Letting August 17, 2012

(1) Revised - Special Note - Page 13 of 42

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



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SPECIAL NOTES FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to milling and/or resurfacing, saw cut the existing pavement, asphalt surface, base, DGA, and PCC pavement (if present). Excavate to an approximate depth of 10 inches below the existing pavement surface level. Use all possible care to avoid damaging existing culvert pipes and any existing underground utilities. Repair or restore any damaged items at no additional cost to the Department. Remove and dispose of all materials off the Right-of-way at sites obtained by the Contractor at no additional cost to the Department.

On the same day trench is excavated, backfill the excavated area with 6 inches of Crushed Limestone Size No. 23 wrapped on the bottom and sides in Table III Geotextile Fabric. Backfill the remaining area with Class 2 Asphalt Base 1.0D PG64-22 in 4 inch maximum courses up to the existing pavement surface. Compact the asphalt base to the compaction required in Section 403.03.10. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Do not mill or place new asphalt surface over repaired base failure areas until a minimum of 7 calendar days have elapsed after placement of the final course of asphalt base. After a minimum of 7 calendar days and when the Engineer determines the base failure repair areas have sufficiently stabilized, begin milling and/or resurfacing operations. Prior to milling and/or constructing the new asphalt surface, level and wedge any settlement of the repair areas.

The bidder must draw conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claim for additional compensation if the materials encountered that are not in accord with the classification shown.

Accept payment at the Contract unit prices per square yard for Base Failure Repair and per ton for Leveling and Wedging as full compensation for all labor, materials, equipment, and incidentals for saw cutting pavement and excavating and disposing of all materials; furnishing and placing crushed limestone stone wrapped in geotextile fabric; furnishing and placing asphalt base up to the pavement boundary; leveling and wedging until the repair areas stabilize; and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.