



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

March 11, 2026

CALL NO. 200
CONTRACT ID NO. 264503
ADDENDUM # 1

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

(1) Revised - Notes - Pages 62, 113-114, 117 & 177 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

SPECIAL NOTE FOR BASE FAILURE REPAIR

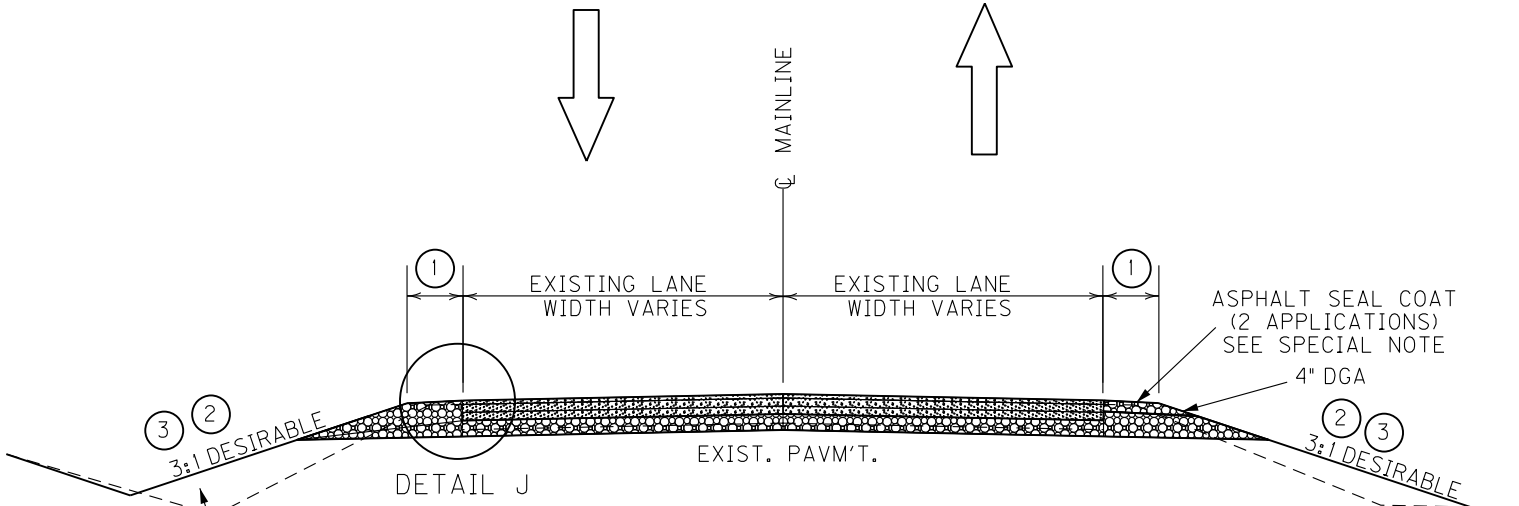
Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to milling and/or resurfacing, saw cut the existing pavement, asphalt surface, base, DGA, and PCC pavement (if present). Excavate to an approximate depth of 12 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. Waste all removed materials off the Right of Way at sites obtained by the Contractor at no additional cost to the Department. See the Special Provision for Waste and Borrow Sites.

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 Class 1A Geotextile Fabric, and 6 inches of Class 2 Asphalt Base 0.75D PG64-22, in 3 inch maximum courses, up to the existing pavement surface. Compact the asphalt base to the proper compaction as required by Section 403. 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 14 calendar days have elapsed after placement of the final course of asphalt base. After the 14 calendar day waiting period, and/or 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 his or her own conclusions as to the conditions to be encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation of 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.

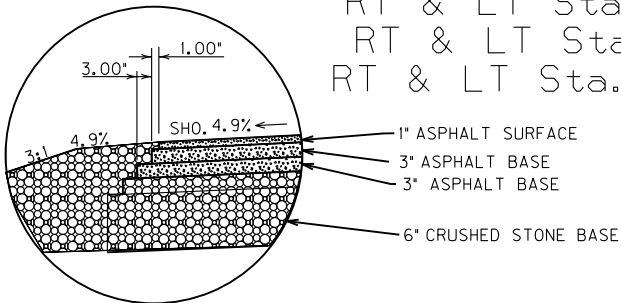
TYPICAL SECTIONS



**ASPHALT OVERLAY – DGA WEDGE
ROADSIDE REGRADING DETAIL
APPLIES TO ALL
FULL PIPE REPLACEMENTS
& BOX CULVERTS**

COMPACTED EMBANKMENT
(INCIDENTAL TO DITCHING
AND SHOULDERING)

- RT & LT Sta. 78+08.85 to Sta. 79+08.85
- RT & LT Sta. 111+50.74 to Sta. 112+50.74
- RT & LT Sta. 159+51.24 to Sta. 160+51.24
- RT & LT Sta. 182+03.70 to Sta. 183+03.70
- RT & LT Sta. 230+91.29 to Sta. 231+91.29
- RT & LT Sta. 233+47.11 to Sta. 234+47.11
- RT & LT Sta. 258+59.40 to Sta. 259+59.40



DETAIL J
LEFT

NOTES:

- ① A 2' SHOULDER IS DESIRABLE BUT MAY HAVE TO BE NARROWED OR ELIMINATED IN ORDER TO REMAIN ON RIGHT-OF-WAY OR AVOID A SENSITIVE OBSTRUCTION.
- ② CONFIRM ROADSIDE REGRADING AND EMBANKMENT AREAS WITH KYTC CONSTRUCTION ENGINEER PRIOR TO PLACEMENT OF DGA WEDGE.
- ③ ALL IMPROVEMENTS MUST BE CONSTRUCTED WITHIN EXISTING R/W LIMITS

1. CONTRACTOR SHALL PROPERLY BENCH INTO EXISTING SLOPE AND APPLY PROPER COMPACTION.
2. COMPACT MATERIAL ACCORDING TO STANDARD SPECIFICATIONS (SECT. 206)
3. FINAL PAYMENT WILL BE PAID AS LF OF ROADSIDE REGRADING AND INCLUDE ALL WORK NECESSARY TO PERFORM WORK.
4. SHOULDER EMBANKMENT MATERIAL SHALL BE SUITABLE FOR VEGETATION GROWTH.

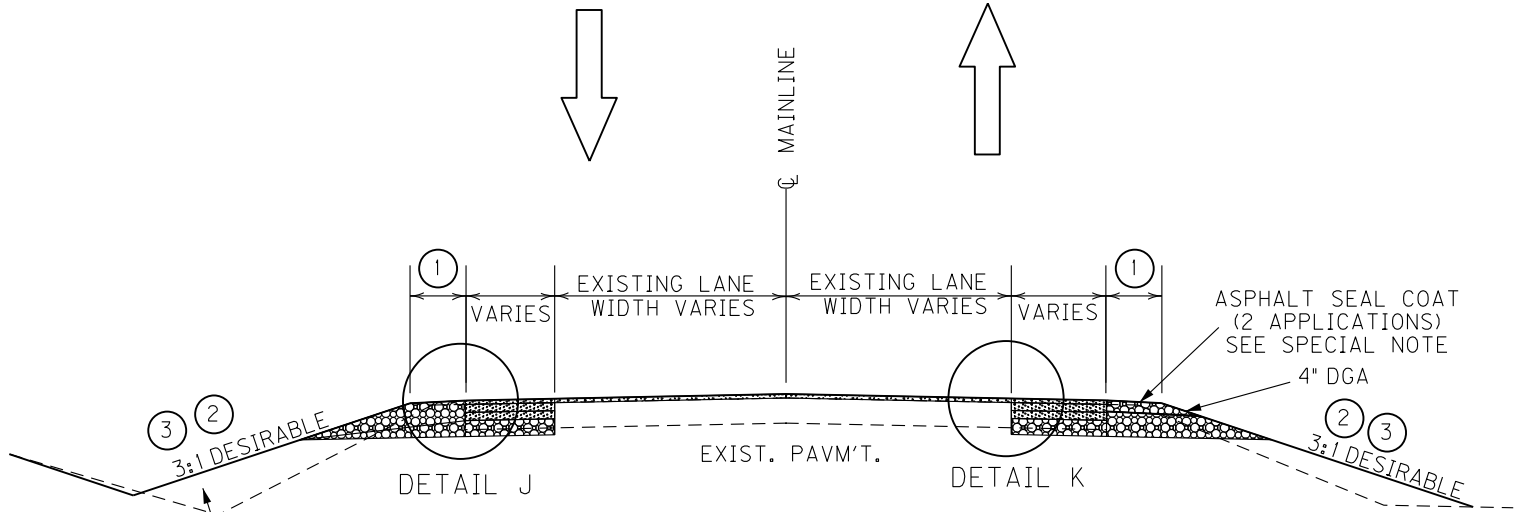
3:1 OR FLATTER IS DESIRABLE. LOCATIONS THAT ARE LIMITED DUE TO RIGHT-OF-WAY, UTILITY POLES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS MAY REQUIRE EMBANKMENT BUT ONLY OUT TO THE EDGE OF THE RIGHT-OF-WAY OR SENSITIVE OBSTRUCTION(S). (SLOPE MAY BE STEEPER THAN 3:1)

FLATTEN DITCH BACKSLOPES WHEN POSSIBLE TO REMAIN IN RIGHT-OF-WAY. IN AREAS WHERE THE BACKSLOPE MUST REMAIN STEEP, THE ENGINEER MAY DETERMINE THAT CHANNEL LINING NEEDS TO BE INSTALLED TO HELP STABILIZE THE BACKSLOPE.

SCALE: 1" = NS

HSIP TYPICAL SECTION
KY 254

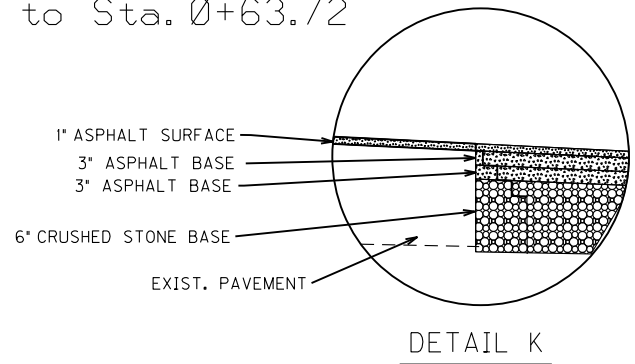
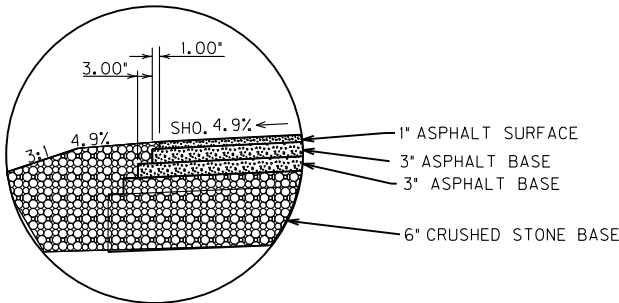
TYPICAL SECTIONS



ASPHALT OVERLAY/WIDENING – DGA WEDGE ROADSIDE REGRADING DETAIL KY 1155

RT & LT Sta. 0+00.00 to Sta. 0+63.72

COMPACTED EMBANKMENT
(INCIDENTAL TO DITCHING
AND SHOULDERING)



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HSIP TYPICAL SECTION
KY 254

PAVEMENT REPAIR

Offset	Begin Station	End Station	Length	Width	Asphalt Surface Depth (inches)	Asphalt Base Depth (inches)	Agg Size #23 Depth (inches)
LT	220+07	223+07	300	4	1.00	6.00	6.00
LT	242+72	243+72	100	4	1.00	6.00	6.00
LT	247+22	248+72	150	4	1.00	6.00	6.00
LT	254+39	257+39	300	4	1.00	6.00	6.00

ITEM	DESCRIPTION	UNIT	QUANTITY
3240	BASE FAILURE REPAIR	SQYD	1511

Note: 1) All quantities carried over to General Summary



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



HSIP - KY 254
BASE FAILURE SUMMARY

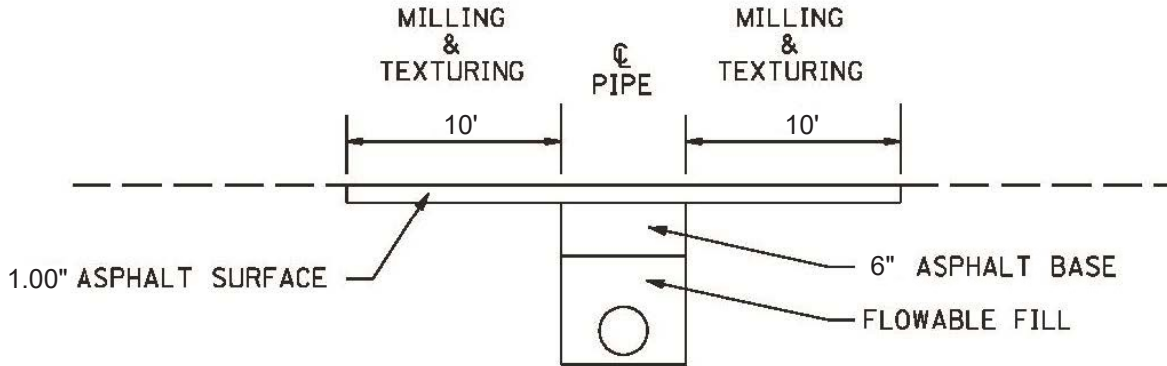
ITEM NO.
2-946.00
SHEET NO.

COUNTY OF
MCLEAN

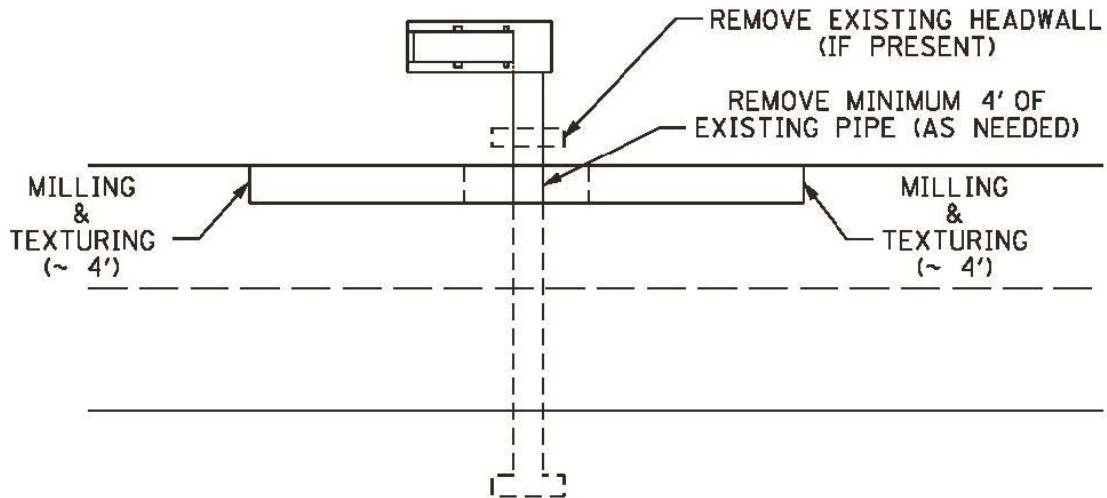
BASE FAILURE SUMMARY

PIPE PAVING DETAIL

FOR PIPE EXTENSIONS WHERE THE REMOVAL OF A PORTION OF THE EXISTING PIPE WILL REQUIRE PAVING OPERATIONS



CROSS SECTION VIEW



PLAN VIEW