



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

June 23, 2014

CALL NO. 314
CONTRACT ID NO. 142281
ADDENDUM # 1

Subject: Greenup County, FE01 045 0008 001-004
Letting June 27, 2014

(1) Revised - Special Notes - Pages 12-16 of 96

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 "Diana Castle Radcliffe".

Diana Castle Radcliffe
Director
Division of Construction Procurement

DR:ks
Enclosures



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SPECIAL NOTES FOR PCC PATCHING & DIAMOND GRINDING

I. DESCRIPTION

Except as specified herein, perform all work in accordance with the Department's 2012 Standard Specifications, and applicable interim Supplemental Specifications, Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions. Take note that Special Provision 76 is not applicable to this project. Furnish all materials, labor, equipment, and incidentals for the following work:

(1) Remove and replace PCC Pavement at the locations listed and/or as directed by the Engineer; (2) Maintain and Control Traffic; (3) Diamond Grinding and (4) All other work specified as part of this contract.

II. MATERIALS

The Department will sample and test all materials according to Department's Sampling Manual. Make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in these notes.

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Dense Graded Aggregate. Contrary to Special Note for Full Depth Concrete Pavement Repair, use DGA; do not use Crushed Stone Base in lieu of DGA.

C. Portland Cement Concrete Pavement. Use non-reinforced JPC Pavement-10 IN/48 for full depth replacement of concrete pavement meeting the requirements of the Special Note for Full Depth Concrete Pavement Repair. At the Contractor's option, with no additional cost to the Department, use other high early strength rapid setting concrete; however, obtain the Engineer's approval prior to use. Do not use chloride accelerators. Furnish all other materials according to the Standard Specifications or Special Note for Full Depth Concrete Pavement Repair, as applicable..

D. Pavement Markings. See Traffic Control Plan.

E. Joint Sealing. See Special Note for Full Depth Concrete Pavement Repair. Use hot poured elastic, no alternates.

III. CONSTRUCTION METHODS

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Site Preparation. Be responsible for all site preparation, including but not limited to, incidental excavation and backfilling; removal of all obstructions or any other items;

disposal of waste materials, sweeping and removal of debris; temporary and permanent erosion and water pollution control; restoration; and any other incidentals. Perform all site preparation operations only as approved or directed by the Engineer.

C. Concrete Pavement Removal and Replacement. Except as specified in these notes, remove and replace full depth concrete pavement in accordance with Special Note for Full Depth Concrete Pavement Repair. The Engineer will determine replacement locations and dimensions at the time of construction. The Engineer may add additional locations within the project limits at any time prior to completion. Contrary to the Special Note for Full Depth Concrete Pavement Repair, the Engineer may designate non-standard distances from the joint to be used. Remove pavement according to Special Note for Full Depth Concrete Pavement Repair by a saw cut and lift method without unnecessarily disturbing the underlying base. Double sawing of large slab removal limits will be allowed to facilitate removal. Place PCC Pavement with nominal depth of 10 inches; however, transition the finished grade of the PCC Pavement to match the adjacent pavement that is to remain in place; therefore, the actual thickness of the pavement may be greater than existing in some areas. Install tie and dowel bars according to Special Note for Full Depth Concrete Pavement Repair using gang drills, capable of drilling a minimum of four holes at a time.

Perform concrete pavement removal and replacement in such a manner that removal and replacement are accomplished on the same day at each location. Once the removal of pavement has begun, work continuously until the new PCC Pavement is placed to eliminate the hole. The Engineer will allow hand finishing; however, perform initial strike-off with a rotary drum screed. Contrary to Section 501.03.13, do not texture by the formation of transverse grooves. All other applicable sections of Special Note for Full Depth Concrete Pavement Repair shall apply except as specified herein.

D. PCC Pavement Diamond Grinding. Diamond grind the entire length of the project full width and two feet on each shoulder or as directed by the Engineer. Begin Diamond Grinding within seven (7) calendar days after the placement of the last full depth patch. Complete diamond grinding according to Section 503 of the Standard Specifications. Ride quality will be according to Section 501 and the attached Special Note for Diamond Grinding Ride Quality.

E. Saw-Clean-Reseal Joints. Seal joints in the new PCC pavement according to Special Note for Full Depth Concrete Pavement Repair. For other joints saw-cut, clean, and seal all transverse and longitudinal joints and the pavement shoulder joints according to Section 501.03.17 after diamond grinding has been completed.

F. Disposal of Waste. Dispose of all removed concrete, asphalt materials, debris, excess excavation, and other waste off the right-of-way at approved sites obtained by the Contractor at no additional cost to the Department. See Special Note for waste and Borrow.

G. Final Dressing, Clean Up, and Seeding and Protection. See Special Note for Erosion Control.

H. Restoration. Restore any roadway features or private property disturbed by the work or the Contractor's operations in like kind materials and design as directed by the Engineer at no additional cost to the Department or the owner.

I. Pavement Striping and Pavement Markers. See Traffic Control Plan.

J. On-Site Inspection. Make a thorough inspection of the site prior to submitting a bid and become thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not consider any claims for money or grant time extension resulting from site conditions.

IV. METHOD OF MEASUREMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Site Preparation. Other than the bid items listed, the Department will not measure site preparation will for direct payment, but shall be incidental to the other items of the work.

C. Erosion Control. See Special Note for Erosion Control.

D. Remove PCC Pavement. See Special Note for Full Depth Concrete Pavement Repair.

E. JPC Pavement-10 IN/48. See Special Note for Full Depth Concrete Pavement Repair.

F. Smooth Dowels and Deformed Tie Bars. See Special Note for Full Depth Concrete Pavement Repair.

G. Joint Sealing and Saw-Clean-Seal Joints. For joints in new pavement joint sealing payment will be incidental, see Special Note for Full Depth Concrete Pavement Repair. For other longitudinal and transverse joints, the Department will measure saw-clean-seal joints in existing pavement in linear feet.

H. PCC Pavement Diamond Grinding. See Special Note For Diamond Grinding Ride Quality.

I. Pavement Striping and Pavement markings. See Traffic Control Plan.

V. BASIS OF PAYMENT

The Department will not make direct payment, other than for the bid items listed. The Department will consider all other items required to complete the construction as incidental to the bid items listed.

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Remove Cement Concrete Pavement. See Special Note for Full Depth Concrete Pavement Repair.

C. JPC Pavement-10 IN/48. See Special Note for Full Depth Concrete Pavement Repair.

D. PCC Pavement Diamond Grinding. See Special Note For Diamond Grinding Ride Quality.

SPECIAL NOTE FOR DIAMOND GRINDING RIDE QUALITY

Conform to Sections 501.03.19(B) and 503.03.09 of the Standard Specifications, with the following exceptions:

The Department will apply a Ride Quality Adjustment for each lane tested. The Department will calculate the adjustment based on the Ride Quality Adjustment Schedule below for each lane tested. The Target IRI values are attached.

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 \$300 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

<u>IRI</u>	<u>Pay Value Adjustment</u>
Target IRI or less	\$0
Target IRI + 1	-\$30
Target IRI + 2	-\$70
Target IRI + 3	-\$120
Target IRI + 4	-\$180
Target IRI + 5	-\$250
Target IRI + 6	-\$330
Target IRI + 7	-\$420
Target IRI + 8	-\$520
Target IRI + 9	-\$630
Target IRI + 10	-\$750
Target IRI + 11	corrective work*

*When it is in the best interest of the Department, a minimum pay value deduction of \$1,200.00 per 0.1-lane-mile section may be applied in lieu of corrective work.