



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

July 5, 2011

CALL NO. 400
CONTRACT ID NO. 112952
ADDENDUM # 1

Subject: Bell-Harlan-Leslie County, 121GR11M074-FE02
Letting July 15, 2011

- (1) Revised - Special Note for Surface Preparation - Page 13 of 82
- (2) Revised - Special Note for Quality Control - Page 20 of 82
- (3) Revised - Special Note for Replacing Expansion Dams - Page 30 of 82

Proposal revisions are available at <http://transportation.ky.gov/contract/>.

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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Abrasive Blast

All structural steel shall be abrasive blast cleaned to an **SSPC-SP 10/NACE NO. 2** “Near White Metal Blast Cleaning” standard as described in the current SSPC documents. After blast cleaning all surface imperfections that remain (e.g. sharp fins, sharp edges, weld splatter, burning slag, scabs, slivers, etc.) shall be removed. The abrasive blast profile shall be **angular, 1.5 to 4.5 mils** as measured in accordance with **ASTM D 4417 Method B**.

Abrasive Media

Clean, dry, uniformly graded recyclable steel grit or grit/shot abrasive mix shall be used to produce an angular profile for blast cleaning that is free of oil, soluble salts and other similar substances which could contaminate the blasted surface. The abrasive shall meet the **SSP-AB 2** “Cleanliness of Recycled Ferrous Metallic Abrasive” standard.

Residual lead paint may still be on bridge. The Contractor is advised to take all necessary protective measures including worker safety and environmental regulations when performing surface preparation. The Department will not consider any claims based on residual lead paint.

D. PAINT APPLICATION

Areas shall not be painted until they have been inspected and approved by the Engineer. Paint shall be applied only to clean, dry surfaces. Ensure that the appropriate surface condition, as described in the Abrasive Blast Cleaning section, is present at the time of primer application (i.e. re-treat if rust-back occurs). Apply a **Class II (Type I or Type II)** system from the approved list referenced in the **SPECIAL NOTE FOR PAINT**.

All coatings shall be applied within manufacturers recommended dry film thickness range. Comply with KYTC “Standard Specifications for Road and Bridge Construction” Section 614.03.02 and coatings supplier recommended conditions for application.

The finish coat shall be gray closely approaching Federal Standard 595 Color **FS X6187** for the following structures:

FE02 007 0217 B00063N 01.23

FE02 048 1601 B00072N 02.18

FE02 048 0038 B00086N 08.18

The finish coat shall be maroon closely approaching Federal Standard 595 Color **FS 30160** for the following structure:

FE02 066 2431 B00039N 00.04 The Contractor shall take care to avoid overspray on any concrete surfaces for this structure.

Damages - All steps necessary to preclude damage to public property from paint overspray shall be taken. These steps shall include changes in the type of containment or cessation of spraying operations. The contractor shall be solely responsible for any damages arising from the painting operations.

Repair of paint defects - All defects in the new paint shall be repaired.

SPECIAL NOTE FOR QUALITY CONTROL

The contractor shall provide QC inspectors to monitor all work, insure that all work is completed in accordance with the Special Notes and Standard Specifications, and record inspection results. All QC inspectors shall possess at a minimum one of the following certifications: **SSPC-BCI level 1 or NACE CIP level 1 & CIP One Day Bridge Course**. The QC inspector(s) shall not perform production work that requires QC/QA inspection. The Department's (QA) inspector shall conduct in-progress reviews of the Contractor's operations and perform follow-up quality assurance (QA) inspections after the QC inspector has certified that a portion of work is complete.

Progress of Work - Work shall proceed by sections, bays or other readily identifiable parts of the structure. All work shall proceed from top to bottom of the structure. The work shall be broken down into adjacent sections (control areas) separated by bulkheads. Bulkheads shall be sealed to the containment and meet all **SSPC Guide 6 – Containment Classification Class 2A** requirements. Only one phase of work shall be permitted in a given control area at any time.

In any control area, Quality Control Point inspection and approval shall precede the start of succeeding phases of work. Quality Control Points are progress milestones that occur when one phase of work is complete and ready for inspection prior to continuing with the next operational step. At those points, the Contractor shall provide the Departments QA inspectors with OSHA compliant access to inspect all pertinent surfaces. If QA inspection indicates a deficiency, that phase of the work shall be corrected and re-inspected prior to beginning the next phase of work.

Quality Control Point

QC Inspection Function

- | | |
|-------------------------------------------|-------------------------------------------------------------------------------------|
| 1. Surface Preparation | |
| A. Solvent Cleaning | Visually inspect. |
| B. Abrasive Blast Cleaning | Measure profile
Visually inspect for cleanliness. |
| 2. Full Prime Coat Application | Check for dry film thickness,
and defects in paint |
| 3. Full Intermediate Coat (if applicable) | Check for dry film thickness,
and defects in paint |
| 4. Finish Coat Application | Check for dry film thickness, paint
appearance, color and quality of application |

The surface profile shall be verified with a minimum of 3 measurements per nozzle per shift. Each measurement shall be the average of 3 individual readings. Individual gage readings and averages shall be recorded in the log book. The Engineer may request additional measurements at any time.

**SPECIAL NOTE FOR REPLACING EXPANSION DAMS AND/OR
INSTALLING ARMORED EDGES FOR CONCRETE ON BRIDGES
(FE02 048 1601 B00072N 02.18 STRUCTURE)**

1. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2008 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing concrete and expansion device(s) and/or bridge ends; (3) Install armored edges and new concrete as specified and in accordance with the attached detail drawings; (4) Install new joint seals (where required); (5) Maintain and control traffic; and (6) Any other work specified as part of this contract.

2. MATERIALS.

- A. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
- B. Structural Steel.** Use new, commercial grade steel suitable for welding. The Engineer will base acceptance on visual inspection. See Standard Drawing BJE-001, current edition.
- C. Stud Anchors.** The armored edge stud anchors are ¾" x 6" embedded stud shear connectors conforming to ASTM A108, Grade 1015 (Nelson Studs or equal).
- D. Steel Reinforcement.** Use Grade 60. See Section 602.
- E. Epoxy Bond Coat.** See Section 511.
- F. Neoprene Joint Sealers (Compression Seals).** See Section 807.
- G. Neoprene Strip Seals.** See attached detail drawings and Section 807.

3. EQUIPMENT.

- A. Hammer.** Provide Power driven Hammers lighter than nominal 45 lb. class.
- B. Sawing Equipment.** Sawing equipment shall be a concrete saw capable of sawing concrete to the specified depth.
- C. Hydraulic Impact Equipment.** Hydraulic Impact/Skid Steer Type Equipment with a maximum rated striking Energy of 360 ft-lbs are permitted only in areas of concrete removal more than 1 foot away from existing beams, girders or other supporting structures that are to remain in service, or more than 6 inches away from boundaries of surface areas to remain in service. The Contractor is to provide data information to the engineer on the equipment they wish to utilize to ensure compliance with this note.

4. CONSTRUCTION.

- A. Remove Existing Materials.** Remove existing Expansion Dam, Bridge End, Armored Edges and specified areas of concrete as shown on the attached sketches. Remove debris and/or expansion joint filler as directed by the Engineer. Clean and leave all existing steel reinforcement encountered in place. Damaged steel reinforcement will be repaired/replaced as directed by the Engineer at no additional cost to the Department.
Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Expansion Joint Replacement" or "Armored Edge for Concrete".