



**TRANSPORTATION CABINET**

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

March 20, 2014

CALL NO. 336  
CONTRACT ID NO. 141011  
ADDENDUM # 1

Subject: Franklin County, KY 13-84  
Letting March 28, 2014

- (1) Added - Special Note - Pages 10(a)-10(b) of 105
- (2) Revised - Note - Pages 43-44 of 105

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



An Equal Opportunity Employer M/F/D

Wednesday, March 19, 2014

**Addendum No. 1 to the Plans, Contract Documents and Specifications  
Airport Pavement Maintenance Project  
Capital City Airport-Frankfort, Kentucky**

Kentucky Department of Aviation Project No. KY13-84  
Contract ID: 141011

Prepared by: Garver, LLC; 2333 Alexandria Drive, Lexington, Kentucky 40504  
Phone: 859.219.0659

**CLARIFICATIONS**

**Question:** Will fencing be required around the staging area, since the job is only 13 days?

**Answer:** The contract time is fifteen (15) calendar days total unless work is removed due to funding as detailed on sheet G-500 of the plans. The contractor should make a determination whether safety/security of material and equipment is of concern for that duration.

**Question:** Can we spray both coats of the sealcoating?

**Answer:** No, the second coat may be sprayed.

**Question:** Will there be friction testing on the runway before and after the sealcoating?

**Answer:** No

**Question:** Can you place the closed taxiway markers at the exit of the apron(on the 4 apron exits), since we will be working on the taxiways?

**Answer:** No, the X's may be temporarily moved off individual taxiway during cleaning and re-marking, but shall be re-installed as soon as paint is dry on that taxiway. This item will require coordination and cooperation between the contractor, construction observer and airport operations.

**Question:** Who is paying for the fuel resistance testing?

**Answer:** The fuel resistance testing is a quality control test and therefore the contractor's responsibility.

**Question:** Will a prime coat be required on the existing painted surfaces?

**Answer:** The contractor shall determine whether a prime coat is required in accordance with the manufacturer's recommendations to insure adhesion to existing oxidized pavements and old markings.

**Question:** Are you requiring water-related cleaning for all of the markings or is sweeping or scarifying acceptable?

**Answer:** Yes, see SS-201 specification for details. At a minimum, the Contractor shall prepare the surface with low-pressure washing equipment. If that minimal effort of surface preparation is determined unsuitable to promote adequate adhesion, more substantial pressure washing equipment is required with pressure range of 6,000-8,000 psi range. The method of surface preparation shall not remove any pavement over 1/8-inch deep in any location, but shall be adequate to insure adhesion of surface treatment to old markings.

**Question:** Is there anticipated use of the polypatch for line item 0020? If so how much of the 38,542 LF is anticipated and or planning to be done with polypatch?

If polypatch is anticipated as being needed, would you consider breaking this out into a separate line item due to the drastic difference in pricing of the product and its use and cost vs standard crack sealing and 6690?

**Answer:** See attached revised SS-280 specification removing the requirement for polypatch. All crack sealant shall be in accordance with ASTM D 6690 Type 1 and approved by the Engineer.

**Question:** Is there an up to date estimate on the current rubber build up on the runway?

**Answer:** The amount of rubber removal required as specified in SS-201 specification is not anticipated to exceed 1,000 SY, but shall be considered subsidiary to the lump sum pavement surface treatment pay item regardless of actual quantity/conditions encountered during construction.

**Question:** The specifications call out spec P-630, Can the contractor upgrade to spec P-638?

**Answer:** No

### **COMPLETION DATE**

It is hereby acknowledged that the "Primary Completion Date" as listed in the Proposal may be modified by the Owner/Airport prior to start of work in efforts to coordinate completion of work with other construction projects on the airfield. The Contractor shall not start work until coordinated with the Airport staff. The Contractor agrees to complete work within fifteen (15) consecutive calendar days after starting work (except as modified in accordance with the SPECIAL PROVISIONS of these Contract Documents). Should the work fail to be completed within the time herein stated, the Contractor shall pay to the Owner, as fixed and agreed liquidated damages, and not as a penalty, the sum, for each day of delay until the work is completed and accepted, as stipulated in SPECIAL PROVISIONS of these Contract Documents. It is understood that additional time for the completion of the project is to be allowed only for delays as stipulated in SPECIAL PROVISIONS of these Contract Documents.

## ITEM SS-280 ASPHALT CRACK & JOINT REPAIR

### DESCRIPTION

280-1.1 This item shall consist of the cleaning, application of soil sterilant, and filling/sealing/patching of cracks/joints in the existing asphalt pavement within the areas shown on the plans or as directed by the Engineer. All cracks measuring ¼-inch wide or wider shall be cleaned and filled/sealed according to this specification. The amount of crack cleaning and filling/sealing/patching designated in the Plans is estimated.

### MATERIALS

280-2.1 Hot-applied sealant shall conform to the standards set forth in ASTM D 6690 Type 1 and approved by the Engineer.

280-2.2 Soil sterilants shall contain Bromacil or Prometone and shall be approved by the Engineer. Application rate shall be in accordance with manufacturer's recommendations.

### CONSTRUCTION METHODS

280-3.1 GENERAL Cracks and joints in the existing pavement shall be cleaned and filled/sealed at the locations as directed by the Engineer. Removal of grass, dirt, or other material existing in the cracks/joints, including existing deteriorated sealant, shall be accomplished by the use of a hot-compressed air lance as described in this specification. Prior to beginning cleaning operations, the Engineer shall approve of all methods, equipment, and materials to be used by the Contractor in performing this item of work.

280-3.2 CRACK PREPARATION A high temperature compressed air lance shall be used at all times to blast out any vegetation, dirt, dampness and loose materials from the cracks. Existing crack sealant which is deteriorated shall be removed as directed by the Engineer. The high velocity hot air shall be not less than 2,000 °F in temperature. The air lance shall operate in a no flame impingement condition and shall have a directional controlled velocity of 330-fps minimum and a combustion temperature at ignition of no less than 2,000 °F. If vegetation is considered a problem by the engineer on-site, a soil sterilant shall be applied.

280-3.3 FILLER APPLICATION Filler material such as backer rod is strictly prohibited. All cracks/joints shall be completely filled with sealant described in this specification.

280-3.4 SEALANT APPLICATION Cracks/joints measuring ¼-inch to 1-1/4 inch wide shall be filled with a hot-applied joint sealant material as approved by the Engineer as detailed in section 280-2.1. Sealant shall be applied with at least 1-inch of overbanding on each side of crack or joint that is flush and adhered to asphalt surface. Overbanding shall be constructed to prevent water intrusion into crack or joint from each side, but flush to surface to prevent potential for delamination from wheel traffic with braking and turning operations.

Cracks/joints running in the longitudinal direction of pavement considered to be paving lanes during previous placement of said asphalt shall be routed to a depth of ¾-inch and a minimum width of ¾-inch prior to being treated to kill vegetation present with approved sterilant as detailed in section 280-2.2. After sterilant is applied the crack/joint shall be filled with a hot-applied joint sealant material as approved by the Engineer and detailed in section 280-2.1.

Routing machine shall be a walk behind piece of equipment and capable of following a straight line. Contractor shall ensure that routing bit is sharp to prevent spalling of adjacent asphalt pavement during

routing operations. Depending on width of joint/crack, multiple operations of routing may be needed to effectively clean the crack/joint to properly receive required sealant or patch material.

280-3.5 CURE TIME. In accordance with the manufacturer's specifications, the Contractor shall allow the appropriate cure time for the sealant and/or patch material between placement of said material and the application of the slurry seal or pavement markings.

#### METHOD OF MEASUREMENT

280-4.1 Longitudinal asphalt crack/joint repair will be measured by the linear foot of cracks/joints repaired by routing, cleaning, sterilizing and sealing/patching in accordance with the specifications and accepted by the Engineer.

280-4.2 Asphalt crack repair will be measured by the linear foot of cracks repaired by cleaning, sterilizing and sealing/patching in accordance with the specifications and accepted by the Engineer.

#### BASIS OF PAYMENT

280-5.1 Work completed and accepted under this item will be paid for at the contract unit price for longitudinal asphalt crack/joint repair, which price shall be full compensation for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

280-5.2 Work completed and accepted under this item will be paid for at the contract unit price for asphalt crack repair, which price shall be full compensation for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

Payment will be made under:

Item SS-280-5.1 Joint and Crack Repair (Longitudinal Asphalt) – per Linear Foot  
Item SS-280-5.2 Crack Repair (Asphalt) – per Linear Foot

**END OF ITEM SS-280**