



**TRANSPORTATION CABINET**

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

**Steven L. Beshear**  
Governor

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

May 16, 2014

CALL NO. 445  
CONTRACT ID NO. 142656  
ADDENDUM # 1

Subject: Ballard County, 004GR14M071-FE02  
Letting May 30, 2014

(1)Added - Special Notes - Pages 1-17

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

**SPECIAL NOTE FOR CONTRACT COMPLETION DATE AND LIQUIDATED DAMAGES ON BRIDGE REPAIR CONTRACTS**

**I. COMPLETION DATE.** The Contractor has the option of selecting the starting date for this Contract. Once selected, notify the Department in writing of the date selected at least two weeks prior to beginning work. An allotted number of calendar days are assigned to each structure in this contract as shown below.

<u>STRUCTURE</u>	<u>NUMBER OF CALENDAR DAYS</u>
004B00032N	30
004B00050N	30
004B00051N	30

Contrary to Section 108.07.02, the Engineer will begin charging Working days for a structure on the day the Contractor starts work or sets up traffic control on that particular structure.

**II. LIQUIDATED DAMAGES.** Liquidated damages will be assessed the Contractor in accordance with the Transportation Cabinet, Department of Highway’s 2012 Standard Specifications for Road and Bridge Construction, Section 108.09, when either the allotted number of calendar days or the November 15, 2014 date is exceeded.

Contrary to the Standard Specifications, liquidated damages will be assessed the Contractor during the months of December, January, February and March when the contract time has expired on any individual bridge or bridges. Contract time will be charged during these months.

All construction must be completed in accordance with the weather limitations specified in Section 606 and/or Section 601 as applicable. No extension of Contract time will be granted due to inclement weather or temperature limitations that occur due to starting work on the Contract or a structure late in the construction season.

## NOTES FOR BRIDGE PIER AND BEAM CONCRETE PATCHING

These Notes or designated portions thereof, apply where so indicated on the plans, proposals or bidding instruction.

- I. DESCRIPTION.** Perform all work in accordance with the Department's 2012 Standard Specifications, and applicable Supplemental Specifications, the attached sketches, and these Notes. Section references are to the Standard Specifications.

This work consists of: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing spalled/delaminated concrete; (3) Prepare the existing surface for concrete patching; (4) Place hook fasteners and welded wire fabric over surfaces to be repaired (where applicable); (5) Apply concrete patching as specified by this note and as shown on the attached detail drawings; (6) Finish and cure the new Concrete Patches; (7) Maintain & control traffic; and, (8) Any other work specified as part of this contract.

**II. MATERIALS.**

- A. Concrete.** Approved Concrete Product for Vertical and Overhead Repair Patch.  
**B. Steel Reinforcement.** Use Grade 60. See Section 602  
**C. Welded Steel Wire Fabric (WWF).** Conform to Section 811  
**D. Hook Fasteners.** Use commercial grade galvanized hook fasteners. Minimum 3/16" diameter.

**III. CONSTRUCTION.**

- A. Concrete Removal and Preparation.** The Contractor, as directed by the Engineer shall locate and remove all loose, spalled, deteriorated and delaminated concrete. Sounding shall be used to locate delaminated areas. Care shall be exercised not to damage areas of sound concrete or reinforcing steel during concrete removal operations. Unless specifically *directed by the Engineer*, depth of removal shall not exceed 6 inches. Concrete removal shall be in accordance with a sequence approved by the Engineer.

Concrete removal shall be accomplished by chipping with hand picks, chisels or light duty pneumatic or electric chipping hammers (not to exceed 15 lbs.). If sound concrete is encountered before existing reinforcing steel is exposed, the surface shall be prepared and repaired without further removal of the concrete. When corroded reinforcing steel is exposed, concrete removal shall continue until there is a minimum 3/4 inch clearance around the exposed, corroded reinforcing bar. Care shall be taken to not damage bond to adjacent non-exposed reinforcing steel during concrete removal processes.

The perimeter of all areas where concrete is removed shall be tapered at an approximately 45° angle, except that the outer edges of all chipped areas shall be saw cut to minimum depth of 3/4 inch to prevent featheredging unless otherwise approved by the Engineer.

After all deteriorated concrete has been removed; the repair surface to receive concrete patching shall be prepared by abrasive blast cleaning. Abrasive blast

cleaning shall remove all fractured surface concrete and all traces of any unsound material or contaminants such as oil, grease, dirt, slurry, or any materials which could interfere with the bond of freshly placed concrete.

The Contractor shall dispose all removed material off State Right Of Way in an approved site.

- B. Steel Reinforcement.** All corroded reinforcing steel exposed during concrete removal shall have corrosion products removed by abrasive grit blasting or wire brush whichever is more appropriate. Furnish for replacement, as directed by the Engineer, 200 linear feet of steel reinforcing bars ½” diameter by 20-foot lengths. Place these bars in areas deemed by the Engineer to require additional reinforcement. Field cutting and bending is permitted. Payment will be made in accordance with Section 602.

Reinforcing steel displaying deep pitting or loss of more than 20 percent of cross-sectional area shall be removed and replaced. Such bars shall be placed in accordance with the recommendations of ACI 506R, Sections 5.4 and 5.5. In particular, bars shall not be bundled in lapped splices, but shall be placed such that the minimum spacing around each bar is three times the maximum aggregate size to allow for proper encapsulation with concrete patching.

Intersecting reinforcing bars shall be tightly secured to each other using tie wire and adequately supported to minimize movement during concrete placement.

Welded wire fabric (WWF) shall be provided as shown on the attached sketches and at each repair area larger than 1 square foot if the depth of the repair exceeds 3 inches from the original dimension of the repaired member. Sheets of adjoining WWF shall be lapped by at least one and one-half spaces at all intersections, in both directions, and be securely fastened. WWF fabric shall be supported no closer than ½ inch to the prepared concrete surface and shall have a minimum concrete cover of 1-½ inches.

Large knots of tie wire which could result in sand pockets and voids during patching shall be avoided.

- C. Hook Fasteners.** Hook fasteners shall be positioned at the spacing as stated above or as directed by the Engineer. Any given area shall have a minimum of four anchors. The WWF shall not move or deform excessively during concrete patching. Maximum hook fastener spacing shall not exceed 12 inches on a grid pattern over the entire repair area.

Hook fasteners shall be of commercial grade galvanized steel with a minimum diameter of 3/16”. They may be mechanically set or grouted, as approved by the Engineer.

The Department will randomly select hook fasteners to be tested to verify pullout force is sufficient. If any anchors fail to meet the minimum acceptable pullout value, corrective measures shall be taken by the Contractor and further testing will be conducted.

- D. Concrete Patching.** Place and finish the new concrete for the patching area in accordance with the manufacturer's recommendations, as shown on the attached detail drawings, or as directed by the Engineer. The Engineer shall approve the Contractor's method of placing and consolidating the concrete prior to the beginning of this operation.
- E. Curing.** On completion of finishing operation, patching concrete shall immediately be prevented from drying out and cracking by fogging, wetting, and/or any appropriate method approved by the Engineer. Curing shall continue for duration recommended by the product manufacturer.

Each Contractor submitting a bid for this work shall make a thorough inspection of the site prior to submitting his bid and shall thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.

Quantities given are approximate. The quantity for "Concrete Patching Repair" shall be bid with the contingency that quantities may be increased, decreased, or eliminated by the Engineer. Dispose of all removed material entirely away from the job site as approved by the Engineer. This work is incidental to the contract unit price for "Concrete Patching Repair".

#### **IV. MEASUREMENT**

- A. Concrete Patching.** The Department will measure the quantity per square feet of each area restored.
- B. Steel Reinforcement.** See Section 602.
- C. Welded Wire Fabric & Hook Fasteners.** Welded Wire Fabric and Hook Fasteners will not be measured for payment, but shall be considered incidental to "Concrete Patching Repair".

#### **V. PAYMENT**

- A. Concrete Patching Repair.** Payment at the contract unit price per square feet is full compensation for the following: (1) Furnish all labor, materials, tools, equipment; (2) preparation of specified bents including removing and disposing of specified existing materials; (3) place, finish and cure new concrete patches; and (4) all incidentals necessary to complete the work as specified by this note and as shown on the attached detail drawings.
- B. Steel Reinforcement.** See Section 602.

The Department will consider payment as full compensation for all work required by these notes and detail drawings.

## **SPECIAL NOTES FOR DECK DRAIN EXTENSION ON BRIDGES**

**I. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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: (1) Furnish all labor, materials, tools, and equipment; (2) Install Deck Drain Extensions as specified and in accordance with the attached picture; and (3) Any other work specified as part of this contract.

### **II. MATERIALS**

- A. Poly-methyl methacrylate (PMMA).** Use new, commercial grade, 1/4" thick Poly-methyl methacrylate known as acrylic glass or its various trade names, like Plexiglass®. The Engineer will base acceptance on visual inspection.
- B. Anchors.** Will allow galvanized all-tread 1/2"x6" or an approved alternative.
- C. Grout.** See Section 511.

### **III. CONSTRUCTION**

- A. Place New Deck Drain Extensions.** Place New acrylic glass as shown in attached picture.

### **IV. MEASUREMENT**

- A. Deck Drain Extensions.** The Department will measure this quantity as each.

### **V. PAYMENT**

- A. Deck Drain Extensions.** Payment at the contract unit price per each is full compensation for furnishing and installing new acrylic glass panels, and all incidental items necessary to complete the work within the specified pay limits as specified by this note and as shown on the attached picture.

## SPECIAL NOTE FOR ELIMINATING TRANSVERSE JOINTS ON BRIDGES

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's Current Standard Specifications for Road and Bridge Construction.

- 1.0. DESCRIPTION.** Remove existing concrete and existing joint material to eliminate the transverse joint. Install additional reinforcing steel and place concrete.
- 2.0 MATERIALS.**
  - A. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
  - B. Steel Reinforcement.** Use Grade 60. See Section 602.
  - C. Epoxy Bond Coat.** See Section 511.
- 3.0 EQUIPMENT.**
  - A. Hammer.** See Section 606.02.10 B.
  - B. Sawing Equipment.** See Section 606.02.10 C.
  - C. Hydraulic Impact Equipment.** See Section 606.02.10 D.
- 4.0 CONSTRUCTION.**
  - A. Remove Existing Materials.** Remove the existing transverse joints, joint filler, and specified areas of concrete as shown on the plans or 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 "Eliminate Transverse Joint".
  - B. Additional Steel Reinforcement.** Furnish for this work steel # 4 reinforcing bars 3' 6" (approximately 44 per joint ) as shown on the plans plus 200 lf number 4 bars (20 ft lengths) per joint. Splice these bars to the existing longitudinal reinforcement in the deck and curb/sidewalk in the areas of removed concrete to tie the slabs together as shown on the plans. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete.
  - C. Place New Concrete.** Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible. Place new Class "M" Concrete to the specified grade and finish to receive the new overlay or as shown on the plans. On the sidewalk and curb, place the new concrete to original grade and finish to match the existing curb/sidewalk.

**5.0 MEASUREMENT.**

- A. Eliminate Transverse Joint.** The Department will measure the quantity in linear feet from plinth to plinth perpendicular to the centerline of the bridge.
- B. Steel Reinforcement.** See Section 602.

**6.0 PAYMENT.**

- A. Eliminate Transverse Joint.** Payment at the contract unit price per linear foot is full compensation for furnishing equipment, labor, tools and materials needed to complete removal and disposal of the specified existing materials, cleaning and straightening of existing steel reinforcement, furnishing and installing the concrete, and all incidental items necessary to complete the work (except the overlay material if specified elsewhere in the contract) within the specified pay limits as indicated on the drawings.
- B. Steel Reinforcement.** See Section 602.



## **SPECIAL NOTE FOR REPLACING EXPANSION DAMS AND/OR INSTALLING ARMORED EDGES FOR CONCRETE ON BRIDGES**

**I. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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.

### **II. 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. Silicone Rubber Sealant.** See Section 807.

### **III. 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 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.

### **IV. 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".

**B. Place New Concrete and Armored Edges.** After all specified existing materials have been removed; place new armored edges to match the grade of the proposed overlay or to match the original grade (See attached detail drawings). Place the new Class "M" concrete to the scarified grade and finish to receive the new overlay or place the new Class "M" concrete to the original grade and finish with broom strokes drawn transversely from curb to curb.

All new structural steel shall be cleaned and painted in accordance with requirements of Section 607.03.23, except that surfaces to come in contact with concrete are not to be painted.

Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

**C. Additional Steel Reinforcement.** Furnish for replacement, as directed by the Engineer, 200 linear feet of #4 steel reinforcing bars in 20' lengths per joint. Place these bars in areas deemed by the Engineer to require additional reinforcement. Field cutting and bending is permitted. Do not place any additional steel reinforcement above the height of the top row of Nelson Studs on the armored edges. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete. Deliver unused bars to the Local County Maintenance Barn. Payment will be made in accordance with Section 602.

**D. Stage Construction.** Installation of concrete and armored edges in two (or more if specified) stages is necessary. Join the armored edges at or near the centerline of the roadway or lane line, field weld and grind smooth.

**E. Silicone Rubber Sealant.** Place the silicone sealant as recommended by the manufacturer and in accordance with Section 609.03.04 (C).

**F. Shop Plans.** Shop plans will not be required. The Contractor is responsible for obtaining field measurements and supplying properly sized materials to complete the work.

## V. MEASUREMENT.

**A. Expansion Joint Replacement - 1 ½".** The Department will measure the quantity in linear feet from gutterline to gutterline along the centerline of the joint.

**B. Armored Edge for Concrete.** The Department will measure the quantity in linear feet from gutterline to gutterline along the face of the bridge end.

**C. Steel Reinforcement.** See Section 602.

## VI. PAYMENT.

**A. Expansion Joint Replacement - 1 ½".** Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new armored edges, concrete, joint seal, and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the attached detail drawings.

- B. Armored Edge for Concrete.** Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new armored edges, concrete and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the attached detail drawings.
- C. Steel Reinforcement.** See Section 602.

## **SPECIAL NOTE FOR PLACING BRIDGE OVERLAY APPROACH PAVEMENT**

**I. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawing. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Mill the existing approach pavement; (3) Place new asphalt surface; (4) Repair the roadway shoulders, if needed; (5) Maintain and control traffic; and (6) Any other work specified as part of this contract.

### **II. MATERIALS.**

**A. Class 2 Asphalt Surface 0.38 PG64-22.** This material shall be in accordance with the Standard Specifications.

**B. Tack Coat.** This material shall be in accordance with the Standard Specifications.

### **III. CONSTRUCTION.**

**A. Remove Existing Materials.** Remove the existing pavement material to provide for a minimum of 1¼" new pavement surface from the bridge end extending approximately 100 feet into the approach pavement and across the width of the approach pavement. The Engineer shall determine the actual length, depth, and width of the milling depending on site conditions at each bridge approach. Mill the existing surface so that the new asphalt surface will tie into the new armored edge and matches the original cross section of the approach. **Mill a 3-foot edge key** to tie the new surface into the existing surface approximately 100 from the bridge end. The Engineer shall approve the Contractor's plan for restoring the approach grade prior to the removal of the existing surface. Dispose of all removed material entirely away from the job site or as directed by the Engineer.

**B. Produce and Place New Asphalt Surface.** Apply an asphalt tack coat in accordance with Section 406. Produce and place the new asphalt surface in accordance with Section 403 and compact under Option B to provide a smooth transition from approach to bridge. The new asphalt surface mixture required for this project shall be "Class 2 Asphalt Surface 0.38D PG 64-22". Place the new asphalt surface to the original roadway cross section or as directed by the Engineer.

**C. Treatment of Shoulders.** On roadways with paved shoulders, the shoulders shall receive identical treatment to the mainline pavement. On roadways with earth or rock shoulders, the Contractor shall attempt to protect the shoulder from damage. Any damage to earth or rock shoulders shall be repaired by the Contractor to the satisfaction of the Department at no additional cost. These repairs may consist of re-grading, re-compacting, and/or placing millings to return the shoulder to its original cross section.

**D. Pavement Markings.** Pavement striping will be required to match the existing pavement striping. Pavement striping shall be in accordance with applicable sections of the Standard Specifications and shall be paid accordingly.

Raised pavement markers within the limits of the “Bridge Overlay Approach Pavement” shall be removed prior to the milling operation. The marker castings shall be cleaned and returned to the Engineer.

**IV. MEASUREMENT.**

The Department will measure the quantity in square yards. The Department will measure along the centerline from each end of the structure to the point where the new pavement ties into the existing pavement and across the width of the new pavement perpendicular to the centerline of the roadway.

**V. PAYMENT.**

Payment at the contract unit price per square yard is full compensation for backfilling at the end of the structure, removing existing pavement markers, mobilization of milling equipment, removing specified existing pavement material, furnishing and installing the asphalt tack coat, producing and placing the new asphalt surface, shoulder treatment, and all incidental items necessary to complete the work within the specified pay limits as specified by this note and as shown on the attached detail drawing.

The Department will consider payment as full compensation for all work required by these notes and detail drawings.

## **SPECIAL NOTE FOR BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS**

- I. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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 the existing overlay or machine prep the existing slab; (3) Complete full-depth and partial depth repairs as directed by the Engineer; (4) Repair/replace damaged and corroded reinforcing bars; (5) Place new concrete overlay and epoxy-sand slurry in accordance with Section 606; (6) Complete asphalt approach pavement; (7) Maintain and control traffic; and (8) Any other work specified as part of this contract.

All construction will be in accordance with Section 606 unless otherwise specified.

**II. MATERIALS.**

- A. Latex Concrete.** See Section 606.03.17.
- B. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
- C. Bituminous Asphalt.** See notes
- D. Epoxy-Sand Slurry.** See Section 606.03.10.

**III. CONSTRUCTION.**

- A. Surface Preparation.** Remove concrete (and all patches) from existing slab in accordance with the requirements of Section 606.03.03.
- B. Partial Depth Slab Repair.** Remove areas determined to be unsound by the Engineer via hydrodemolition or via hand held jackhammers weighing less than 45lbs in accordance with Section 606.02.10 D. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING".
- C. Asphalt Approach Pavement .** Mill each existing asphalt approach from the bridge end. Remove the bituminous material uniformly by making an edge key, so as to provide a smooth transition to the finished bridge when a new bituminous overlay of compacted depth of approximately 1.25" is added to the approaches. The grinding depth may vary depending of the condition of the existing approach and final elevation of bridge end. Dispose of all removed material away from the site.
- D. Surface Texturing.** Texture the concrete surface of the overlay in accordance with Section 609.03.10.

**IV. MEASUREMENT.** See Section 606 and the following:

- A. Latex Modified Concrete.** The Department will measure the quantity in cubic yards using the theoretical volume as follows for each bridge:

<b>004B000032N</b>	<b>165'x24'x1.5" ≈ 18.5 cuyd</b>
<b>004B000050N</b>	<b>99'x24'x1.5" ≈ 11 cuyd</b>
<b>004B000051N</b>	<b>99'x24'x1.5" ≈ 11 cuyd</b>

- B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will measure the quantity in cubic yards by deducting the theoretical volume of bridge deck overlay (LMC) from the total volume (as indicated by the batch quantity tickets) of Concrete required to obtain the finished grade shown on the Plans or established by the Engineer.
- C. Machine Prep Slab.** The Department will measure the removal of the existing overlay in square yards, which shall include all labor, equipment, and material needed to complete this work.
- D. Steel Reinforcement.** The Department will measure any reinforcing steel necessary for the partial or full depth patch in pounds, which shall include all labor, equipment, and material needed to complete this work.
- E. Asphalt Approach Pavement.** The Department will measure the quantity in square yards, which shall include all labor, equipment, and material needed to complete this work.

**V. PAYMENT.** See Section 606 and the following:

- A. Latex Modified Concrete.** The Department will make payment for the Latex Modified Concrete under bid item #08534 "CONCRETE OVERLAY – LATEX" for the theoretical quantity.
- B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will make payment for the Partial Depth Patching under bid item #24094EC "PARTIAL DEPTH PATCHING". Payment will be for the quantity per cubic yard complete in place.
- C. Steel Reinforcement.** The Department will make payment for steel reinforcement, if necessary, under bid item #08150 "STEEL REINFORCEMENT". Payment will be at the unit price per pound.
- D. Asphalt Approach Pavement.** The Department will make payment for the completed and accepted quantity of this work under the bid item #03304 "BRIDGE OVERLAY APPROACH PAVEMENT".

### Special Note Regarding Possible Asbestos Containing Materials

Any available information regarding possible asbestos containing materials (ACM) on or within bridge structures to be affected by the Work has been included in the bid documents. If not included in the bid documents, the Department will provide, as soon as possible, additional information to the successful bidder for inclusion with the Kentucky Division for Air Quality Notification of Asbestos Abatement/Demolition/Renovation form (DEP 7036). If there are no documents stating otherwise, the bidders should assume there are no asbestos containing materials that will in any way affect the Work.

[specialnoteasbestosfinal.doc](#)



## **SPECIAL NOTE FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS**

### **I. TRAFFIC CONTROL GENERAL**

Except as provided herein, traffic shall be maintained in accordance with the current Standard Specifications, Section 112. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic".

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in new condition, at the beginning of the work and maintained in like new condition until completion of the work.

### **II. TRAFFIC COORDINATOR**

Furnish a Traffic Coordinator as per Section 112. The Traffic Coordinator shall inspect the project maintenance of traffic, at least three times daily, or as directed by the Engineer, during the Contractor's operations and at any time a lane closure is in place. The personnel shall have access on the project to a radio or telephone to be used in case of emergencies or accidents.

The Traffic Coordinator shall report all incidents throughout the work zone to the Engineer on the project. The Contractor shall furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

### **III. SIGNS**

Contrary to Section 112.04.02, only long term signs (sign intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

### **IV. TEMPORARY PAVEMENT STRIPING**

Permanent removal of all other pavement striping for traffic control shall be considered incidental to Maintain and Control Traffic in accordance with Section 112.04.15. Temporary pavement striping shall be paid only once per course in accordance with Section 112.04.08. The Contractor shall replace any temporary striping that becomes damaged or fails to adhere to the pavement before dark on the day of the notification. Liquidated damages shall be assessed to the Contractor at a rate of \$500 per day for failing to replace temporary striping within this time limit.

### **V. PROTECTION OF WATERWAY UNDERNEATH**

No material should be allowed to drop into the waterway below.

## **VI. PROJECT PHASING & CONSTRUCTION PROCEDURES**

Maintain one lane of traffic during construction in accordance with Standard Drawing No. TTC-110 for lane closures. Maintain a minimum clear land width of 10' at all times.

## **VII. VARIABLE MESSAGE SIGNS**

If deemed necessary by the Engineer, any additional variable message signs will be installed, operated, and maintained by the Department.

## **VIII. TEMPORARY SIGNAL**

The Contractor must provide a 24-hour contact person and number available to maintain the temporary signals as needed.

## **IX. Lane Closures**

Lane closures will be paid only once per lane no matter how many times set up or adjusted.