ADDENDUM #1 – February 20, 2018

WEST VIRGINIA PARKWAYS AUTHORITY

PLANS, SPECIFICATIONS, AND CONTRACT DOCUMENTS
FOR

CONTRACT NO: BDO-1-18
Protective Bridge Deck Overlay

Replace the following documents with the attached:

SPECIFICATIONS

Sheet 43: Revised section 2.

WEST VIRGINIA PARKWAYS AUTHORITY

[Signature]

Gregory C. Barr
General Manager
PROTECTIVE BRIDGE DECK OVERLAY

The West Virginia Parkways Authority, hereafter "Authority", is accepting bids for "Protective Bridge Deck Overlay" for the following bridge: 3055N (Mile 62.66). The purpose of the "PROTECTIVE BRIDGE DECK OVERLAY" is to provide a single-layer non-slip surface to withstand continuous heavy traffic and extreme changes in weather conditions.

Operation Bases: Contract BDO-1-18’s operation base will be provided at the below listed Authority Maintenance Area for the Contractor to store materials, equipment and vehicles not in use, park employee’s vehicles and establish a base for employees to report to work. Specific locations inside the fenced areas will be designated by Maintenance supervisors.

- Standard Maintenance Area: Can be accessed via the Turnpike’s Standard I/C near Mile 74 and Paint Creek road.

1. SCOPE OF WORK

This specification describes the milling of existing epoxy overlay consisting of multiple layers of approved systems and a special blend of extremely hard aggregate designed to provide a minimum of a 3/8th inch thick application on Bridge 3055N and applying a new overlay consisting of a single layer of an approved system and a special blend of extremely hard aggregate designed to provide a non-skid surface to withstand continuous heavy traffic and extreme changes in weather conditions. The overall depth of milling is to be approximately 3/8th inch to remove the existing bridge deck overlay in order to provide a smooth and level surface to the satisfaction of the engineer. It is expected that multiple passes may be made to achieve full removal of the epoxy overlay and a level finished surface. Additionally, the milling operation may continue slightly into the existing concrete deck dependent upon field conditions and as directed by the engineer.

2. SPECIFICATIONS FOR BRIDGE DECK MILLING

The governing specifications for the existing concrete deck milling of all bridges are as follows:

Item consists of micro-milling the bridge deck with epoxy overlay in accordance with the following requirements. Use micro-milling equipment that is power driven and self-propelled having sufficient power, traction and stability to remove the required thickness of overlay or deck material. The micro-milling machine shall use carbide tipped teeth. The cutting head and teeth shall be designed, maintained and operated to produce a surface free from grooves, ridges, gouges or other irregularities detrimental to the safe operation of vehicles in traffic.

The contractor shall implement effective measures to control dust, pavement contamination, stream contamination, and scattering of loose particles during the milling and cleaning operation.

Micro-mill the deck to expose a surface that is 100% milled or to engineers approval, while maintaining a constant cross slope between the milling extremities in each lane.

The milling process shall produce a smooth riding pavement surface that is true to the established line, grade and cross section with the milled area consisting of a longitudinal corduroy-type texture. The milling operation shall be capable of efficiently and accurately establishing profile grades along each edge of the machine within 1/8th inch (3mm). Transverse cold joints and cracks shall be made flush with adjacent surfaces. Transverse joints and cracks shall be visually inspected to ensure that adjacent surfaces are in the same plane.

⚠️ At the completion of deck milling, the Authority or the Authority’s Representative will inspect the deck for possible concrete repairs prior to applying the overlay material. Should repair area(s) be identified, Authority personnel will repair the areas within a 24-hour period and shotblast the deck. The maximum delay to the contractor will be 24 hours per lane. The cost of this delay shall be incidental to various bid items.