

ADDENDUM NO. 1

Sedgwick County Project: 2015 Super Seal (R175-L)


The items contained herein now become a part of the referenced plans and specifications. Please read the following items and acknowledge receipt of this addendum on the Proposal Page Number P-1. NOTE: THIS ADDENDUM MUST BE ACKNOWLEDGED TO CONSTITUTE A VALID BID.

SPECS:

Replace page SOP-1 with SOP-1R.

PLANS:

Replace sheets 105 & 106 with 105R & 106R.

By: 
David C. Spears, P.E.
Director of Public Works/County Engineer

Date: April 24, 2015

Schedule of Prices

Project: 2015 Super Seal (R175-L)

Type of Work: Subgrade Stabilization, Grading & Surfacing (High Density Mineral Bond), Seeding, Pavement Marking

Items	Approx. Quantity	Unit	Unit Price	Amount
Contractor Construction Staking	1	LS		
Mobilization	1	LS		
Removal of Existing Structures	1	LS		
Clearing and Grubbing	1	LS		
Common Excavation	4,360	CY		
Compaction of Earthwork (Type B) (MR-90)	2,231	CY		
Common Excavation (Contractor Furnished)	245	CY		
Water (Grading) (Set Price)	1	M.Gal		35.00
Cementitious Slurry Treated Base (Special)	53,662	SY		
Concrete Pavement (6" Uniform) (AE)	116	SY		
Traffic Control	1	LS		
High Density Mineral Bond	116,709	SY		
Surfacing Material (AB-3)	473	Ton		
Seeding	1	LS		
Temporary Seeding	1	LS		
Temporary Ditch Check	528	LF		
Sediment Removal (Set Price)	1	CY		35.00
Mobilization (Emergency Erosion Control) (Set Price)	1	Each		1,000.00
Pavement Marking	1	LS		
Mailbox Installation (Set Price)	4	Each		140.00
GRAND TOTAL				
				DOLLARS

Company or Firm Name

BY

TITLE

~~On surfacing projects, the 6" of Compaction Type AA, shown for the center portion of the roadbed, is for the purpose of restoring the original Compaction Type AA which may have been lost since grading operations. The exact locations of this Compaction Type AA, which will be required, is to be determined by the Engineer at the time of construction. This work shall be paid under the bid item "Compaction of Earthwork (Type AA) (MR-)".~~

The _____ material used to backfill over the structure shall be paid for at the prices shown in the contract.

All side roads and house entrances shall be surfaced with _____ to the R/W line as indicated on the detail. All side roads and house entrances with existing asphalt surface shall be surfaced with _____ at least to the R/W line or to the end of construction, as directed by the Engineer. Each mailbox turnout (ON PROJECTS WHERE STABILIZED SHOULDERS ARE NOT SPECIFIED) shall be surfaced with _____ to the limits shown on the detail.

The thickness of side road and entrance surfacing may be increased to the same thickness as the stabilized shoulder within the approximate limits of the shoulder.

The base course shall be constructed to the plan thickness as shown.

A tack coat of SS-1HP shall be provided between each lift of all base courses and surface courses and under the first lift of base or surface courses when they are placed on an existing asphalt, brick, or concrete surface, when so ordered by the Engineer and at the rate designated by him. Quantities are included for these tacks calculated at the rate of 0.05 gal./sq. yd.



The work of cutting the subgrade and disposing of excess excavated material shall be subsidiary to other items in the contract.

D	L	D	L	D	L	D	L	D	L	D	L
1"	25'	3"	75'	5"	125'	7"	175'	9"	225'	11"	275'
2"	50'	4"	100'	6"	150'	8"	200'	10"	250'	12"	300'

STATION TO STATION		ROADWAY	SIDE	APPROXIMATE WIDTH (Ft.)	DISTANCE (Ft.)	2" PLANT MIX ASPHALT (SURFACE) (TONS)	5" PLANT MIX ASPHALT (BASE) (TONS)	HIGH DENSITY MINERAL BOND (SY)	SURFACING MATERIAL (AB-3) (TONS) ∅
100+67.64	152+45.60	85th N.	℄		5,178			13,963.65	80.85
200+41.34	250+18.17	167th W.	℄		4,977			13,097.73	94.71
300+44.01	351+94.31	87th S.	℄		5,150			13,095.41	165.40
400+40.00	452+08.46	45th N.	℄		5,168			13,504.73	131.68
		* Oliver	℄	22	15,920			38,934.63	
		** 55th S.	℄	24	9,035			24,112.41	
TOTALS								116,708.56	472.64

* Oliver, 101st N. to 125th N. limits are as follows:

From the North line of the East-West traveled way of 101st N. to the edge of pavement limits at 125th N.

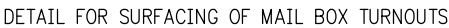
** 55th S., 183rd W. to K-42 limits are as follows:

From the East line of the North-South traveled way of 183rd W. to the West radii returns of the K-42 intersection.

[illegible]

RECAPITULATION OF QUANTITIES			
ITEM		TOTAL	UNIT
High Density Mineral Bond		116,709	S.Y.
Surfacing Material (AB-3)		473	TONS

See Sh. No. 97 for entrance details.



MOUND ENTRANCE OR SIDE ROAD

DETAIL FOR SURFACING OF SIDE ROADS & HOUSE ENTRANCES

Note: The face of Mail Box should be no closer to the roadway than the edge of the shoulder. Align with edge of turnout when turnout width is greater than shoulder width.

~~▲ 8:1 Slope at the appropriate clear zone shall apply to all mound entrances and mound side roads to 10' fill height. Normal Slope (but not steeper than 6:1) for over 10' fill height.~~

~~► Normal Slope (but not steeper than 6:1) at approximate Structure or appropriate clear zone width.~~

On side roads and entrances which slope toward the highway, a low point approx. 6" deep shall be constructed to provide surface drainage into the highway ditch, unless otherwise shown on the plans.

12	1-10-07	Changed bituminous to asphalt	S.W.K.	J.O.B.
11	8-30-06	Changed tack type/rate	S.W.K.	J.O.B.
10	3-24-05	Revised compaction, tack type/rate	S.W.K.	J.O.B.
9	6-12-02	Added low point off shoulder.	S.W.K.	J.O.B.
NO.	DATE	REVISIONS	BY	APP'D

RD051			
FHWA APPROVAL		9-06-06	
		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Hecht

