## 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: <u>THIS ADDENDUM MUST</u> BE ACKNOWLEDGED TO CONSTITUTE A VALID BID.

SPECS:

Replace page SOP-1 with SOP-1R.

#### **PLANS:**

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

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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
	GRA	ND TOTAL		

DOLLARS

Company or Firm Name

ΒY

TITLE

\_\_\_\_\_

#### GENERAL NOTE:

 $\chi$  On surfacing projects, the 6" of Compaction Type AA, shown for the center portion – on 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 A, which will be required, is to be determined by the Engineer at the time of struction. This work shall be paid under the bid item "Compaction of Earthwork (Type AA) (MR-

Over all structures, unless otherwise directed by the Engineer, where the top of the hubguard is level with or above the finished shoulder grade, the earth cover over the structure slab shall be removed and backfilled with \_\_\_\_\_ \_ material as directed by the Engineer. The removal of this material will be subsidiary.

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

The earth shoulders shall be compacted full depth (Type -) ) except, when ordered by the Engineer, the top 3" shall be left uncompacted for seedina.

All side roads and house extrances shall be surfaced wit 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.

Surfacina material (SA-\_) shall be used for surfacing house entrances and side roads (\_\_\_\_\_\_ C.Y./SQ. YD.) beyond the limits of the asphalt surface to the limits of construction as determined by the Engineer

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

On projects which specify both apphalt base and surface course materials, side roads, house entrances and mailbox turnouts may be surfaced with both materials at the contractors option, with the approval of the Engine

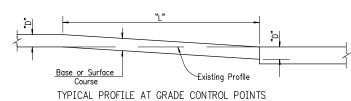
Quantities for aggregate for shoulders, AS-1, are calculated on the basis of 150 Ibs. per cu. ft. Quantities for stabilized base course, AB-3, and calculated on the basis of 156 lbs. per cu. ft. Weight/cu. ft. includes moisture allowed by specification.

The base course show be constructed to the plan thickness as shown. Thicknesses indicated for all construction which is paid for on a weight or volume

basis are approximate and may vary to correct for unevenness in the foundations or for other normal unevenness encountered in placement operations.

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 the 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.

sphalt Material quantities are calculated on the basis of 8.328 lbs. per gal. Shoulder rumble strips will not be constructed as part of this project.



The Contractor shall cut the subgrade in accordance with this profile at all grade control points, i.e.; existing pavements, grade bridges and R.R. crossings, also at changes in thickness of base or surface courses. Corresponding dimensions of "D" and "L" shall be as given in the table below. The work of cutting the subgrade and disposing of excess excavated material shall be subsidiary to other items in the contract.

	TABLE OF DIMENSIONS										
D 1" 2"	L 25' 50'	D 3" 4"	L 75' 100'	D 5" 6"	L 125' 150'	D 7" 8"	L 175' 200'	D 9" 10"	L 225' 250'	D 11" 12"	L 27 30
_2''	50'	4″	100	6	150	8"	200	10"	250	12"	300

						SUMMARY	OF QUANTITIES				
he ced	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- (TONS) Ω	
	100+67.64	152+45.60	85th N.	Ę		5,178			13,963.65	80.85	
	200+41.34	250+18.17	167th W.	ę		4,977			13,097.73	94.71	
	300+44.01	351+94.31	87th S.	ę		5,150			13,095.41	165.40	
	400+40.00	452+08.46	45th N.	ę		5,168			13,504.73	131.68	
A			* Oliver	Ę	22	15,920			38,934.63		
⚠			** 55th S.	ę	24	9,035			24,112.41		
	TOTALS								116,708.56	472.64	

Ω Surfacing material (AB-3) for field entrances. See Sh. No. 96 for details. Computed at the rate of 156 lbs./cu. ft and increased 10% for contingencies.

\* 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.

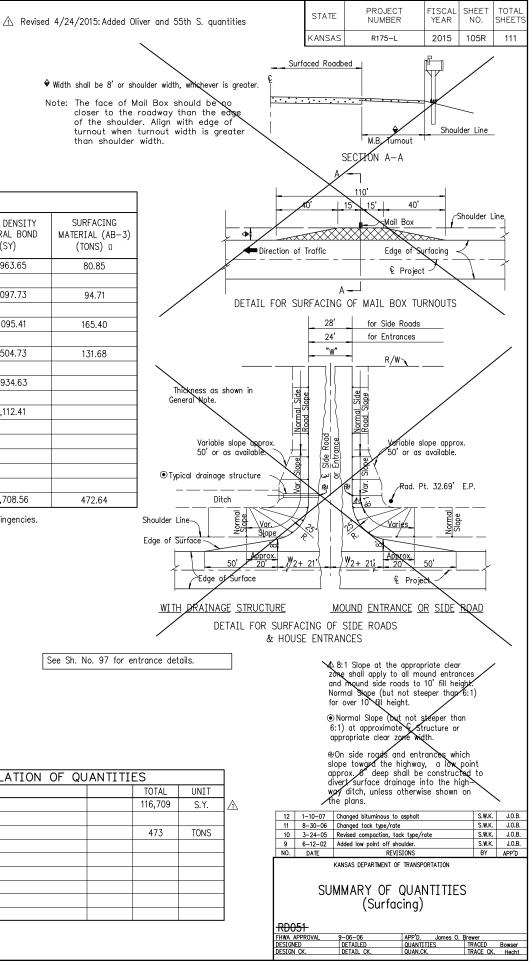
See Sh. No. 97 for entrance details.

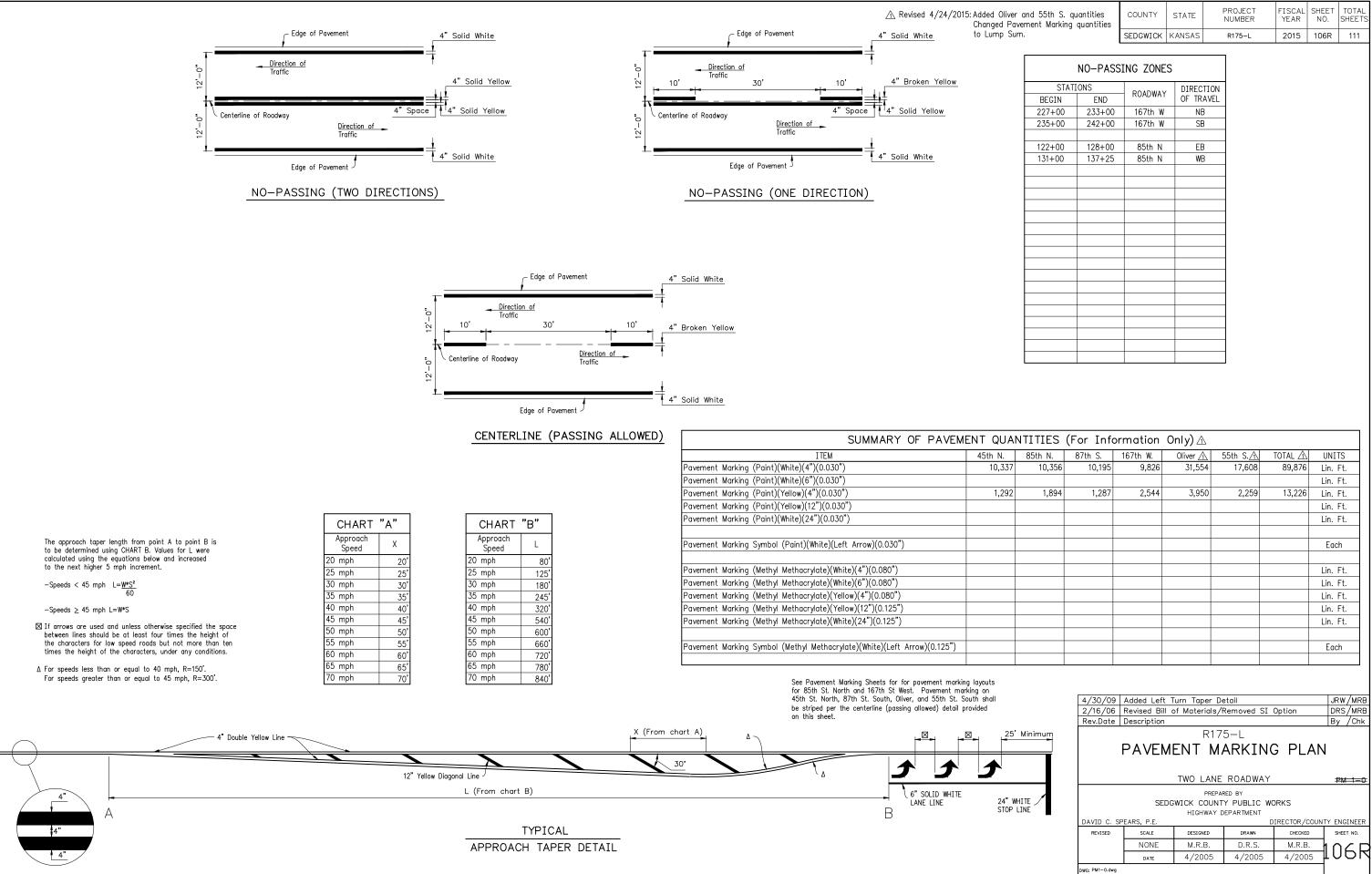
		RATES OF APPLICATION		
		ITEM	UNIT	RATE
Н	per sq. yd.	igh Density Mineral Bond	Gal.	0.36
S				
_				
F				

RECAPITULATION OF QU	JANTITI
ITEM	
ligh Density Mineral Bond	
Surfacing Material (AB-3)	

♦ Width shall be 8' or shoulder width,

than shoulder width.





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COUNTY STATE		PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
SEDGWICK	KANSAS	R175-L	2015	106R	111	

NO-PASSING ZONES							
STATI	ONS	DOADWAX	DIRECTION				
BEGIN	END	ROADWAY	OF TRAVEL				
227+00	233+00	167th W	NB				
235+00	242+00	167th W	SB				
122+00	128+00	85th N	EB				
131+00	137+25	85th N	WB				

UA	NTITIES	(For Info	ormation	Only) 🖄			
۷.	85th N.	87th S.	167th W.	Oliver 🔬	55th S.A	total 🖄	UNITS
337	10,356	10,195	9,826	31,554	17,608	89,876	Lin. Ft.
							Lin. Ft.
292	1,894	1,287	2,544	3,950	2,259	13,226	Lin. Ft.
							Lin. Ft.
							Lin. Ft.
							Each
							Lin. Ft.
							Lin. Ft.
							Lin. Ft.
							Lin. Ft.
							Lin. Ft.
							Each