

## ADDENDUM NO. 2

**Sedgwick County Project: 2016 Cold In-Place Recycling (R175-D)**

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-1R with SOP-1R-1.

(Changing bid quantity for Emulsified Asphalt (SS-1H or CSS-1H).)

Cold Recycled Asphalt Construction Special Provision - Replace paragraph 3.a. with:

### **3. EQUIPMENT AND OPERATION**

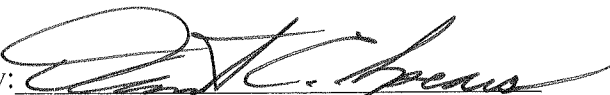
The Contractor may use either Cold In-Place Recycled (CIR) Asphalt Construction or Cold Central Plant Recycled (CCPR) Asphalt Construction.

- a. **Cold In-Place Recycled Asphalt Construction.** Provide a self-propelled machine(s) capable of cutting and removing the asphalt pavement (to the dimensions specified in the Contract Documents) in one pass. A single-unit cold recycling machine shall also incorporate the asphalt emulsion, water, and necessary additives, and mix the materials to produce a homogeneous material. Separate units may be employed to add emulsion, water and necessary additives, and mix the material, but the work shall be completed in the same pass in a train-like fashion. Equip the milling and mixing machine with automatic controls capable of maintaining a uniform grade and cross slope.

### ***PLANS:***

Replace page SI-1R with SI-1R-1

- (Changed quantity for Fog Seal Coat, added notes regarding rate of Emulsified Asphalt and assumed thickness depth for Recycled Asphalt Material.)

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

**Date: May 25, 2016**

## SCHEDULE OF PRICES

**Project: 2016 Cold In-Place Recycling (R175-D)**

**Type of Work: Cold In-Place Recycling and Pavement Marking**

Items	Approx. Quantity	Unit	Unit Price	Amount
Cold Recycled Asphalt Material	126,406	S.Y.		
Cold Central Plant Recycling	1,200	Ton		
Emulsified Asphalt	126,406	S.Y.		
Blotter Sand (Set Price)	1	C.Y.	25.00	25.00
Emulsified Asphalt (SS-1H or CSS - 1H)	127	Ton		
Cement	135	Ton		
Water (Set Price)	1	Mgal	35.00	35.00
Manipulation for Treated Subgrade (Cement)	4,780	S.Y.		
Mobilization	1	LS		
Pavement Marking (4" White)(Paint)	91,670	L.F.		
Pavement Marking (4" Yellow)(Paint)	14,273	L.F.		
Pavement Marking (12" Yellow)(Paint)	28	L.F.		
Pavement Marking (24" White)(Paint)	42	L.F.		
Rumble Strips (Milled)(Asphalt)(Centerline)	16	Sta.		
Pavement Marking Removal	580	L.F.		
Traffic Control	1	L.S.		
<b>GRAND TOTAL</b>				

DOLLARS

\_\_\_\_\_  
Company or Firm Name

\_\_\_\_\_  
BY

\_\_\_\_\_  
TITLE

SOP-1R-1

**Summary of Cold In-Place Recycling (R175-D)**

A	Location (See Map)	Length (Ft)	Average Width (Ft)	Full Depth Reclamation		Recycled Asphalt Material (S.Y.)	Cold Central Plant Recycling (Ton)	Fog Seal Coat (Ton)**	Centerline Rumble Strips (Sta.)	Pavement Marking				Remarks	
				Manipulation (S.Y.)	Cement (Ton)*					Paint (L.F.)	L.F.	4" White	4" Yellow		12" Yellow
	109th N between 311th & 279th W 592-7,8	10,570	24			28,187	1,200	28.3			21,140	2,640		Begin at the County Line (311th St.) and end at the W end of return at 279th St.	
<b>B</b>	279th W between Mt. Hope SCL & 61st N 785-S½ D thru H	24,898	25			69,161		69.5	16		49,628	7,340	580	Begin ½ mile N of 93rd N and end at the N end of return of 61st St. Project excludes 169' of bridge deck.	
<b>C</b>	183rd W between MacArthur & Pawnee 797-S,T	10,367	25	4,500	127	28,797		28.9			20,734	3,793		Begin at the N edge of return at MacArthur and end at the S edge of return at Pawnee. Project includes 1500' of full depth subgrade reclamation measured from the north end of the project.	
<b>D</b>	151st W between S EWS of Big Slough Bridge & N Edge of K-96 Intersection 801-South 84' F	84	28	280	8	261		0.3			168	500	28	42	Begin at the S edge of wearing surface of the Big Slough Bridge and end at the north edge of concrete pavement for the K-96 intersection. Full depth subgrade reclamation for the entire length and width.
		<b>Totals</b>	45,919	4,780	135	126,406	1,200	127	16		91,670	14,273	28	42	580

\* Cement calculated on the basis of 94 pcf and a rate of 10% cement content.

\*\* Emulsified Asphalt (SS-1H or CSS - 1H) calculated on the basis of 239 gallon/ton and a rate of 0.24 gallon/S.Y.

**DO NOT OVERLAY EXISTING BRIDGE DECKS WITHOUT THE PRIOR APPROVAL OF THE ENGINEER**

**NOTES:** All information provided is for information only and is based on the best information available at the time of design. Any discrepancies should be reported to the engineer prior to bidding.

Except where noted on the typical section, Recycled Asphalt Material thickness was assumed to be 4".

Temporary pavement marking tape may be Type I or II (NO TABS). The contractor shall completely remove any temporary pavement marking prior to the application of the permanent pavement marking.

Existing non-paint (e.g. epoxy, MMA) markings on concrete surfaces shall be removed and replaced with new markings specified in the Contract Documents of the same width and color, or of the same legend or symbol.

Removal method(s) shall be approved by the Engineer, and the method(s) shall not damage the pavement beyond minor scarring due to the method(s) used.

The bid item "Pavement Marking Removal" may be under-run in its entirety depending on existing type of pavement marking. This bid item is exempt from SECTION 104 of Sedgwick County Division 100. There will be no price adjustments due to quantity changes for this item.

**If chosen, Central Plant location shall be the Sedgwick County Andale Yard.**  
Additional Recycled Asphalt Pavement (RAP) may be needed for certain locations on this project. Additional RAP will be available from Sedgwick County at the Andale Yard. Andale Yard Address: 5858 N. 247th St. W. Andale, KS