ADDENDUM NO. 1

Sedgwick County Project: 736-33-1850; Bridge on 71st Street South between 99th Street East & Greenwich Road (B491) and 636-33-1150; Bridge on 71st Street South between Webb & 99th Street East (B510)

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:

N/A

PLANS:

- Replace Sh. No. 5 with Sh. No. 5R (revised guardrail in northwest quadrant of Bridge No. 636-33-1150 (B510) from MGS to W-Beam guardrail.
- Add Sheet No. 7.001
- Add Sheet No. 9.001
- Add Sheet No. 11.001
- Add Sheet No. 12.001
- Replace Sheet No. 33 with Sh. No. 33R (revised quantities)

By: [Signature]

James Weber, P.E.
Director of Public Works/County Engineer

Date: September 3, 2020
SUMMARY OF STEEL PLATE GUARDRAIL
STRUCTURE NO. (636-33-1150)

<table>
<thead>
<tr>
<th>Location</th>
<th>Liquid</th>
<th>Additional</th>
<th>Total</th>
<th>Guardrail</th>
<th>Guardrail</th>
<th>Guardrail</th>
<th>Guardrail</th>
<th>Guardrail</th>
</tr>
</thead>
<tbody>
<tr>
<td>A125/174.41 to A160/36.50 (PL)</td>
<td>30.50</td>
<td>0</td>
<td>30.50</td>
<td>0</td>
<td>30.50</td>
<td>0</td>
<td>30.50</td>
<td>0</td>
</tr>
<tr>
<td>A125/174.41 to 160/34.25 (PL)</td>
<td>30.50</td>
<td>0</td>
<td>30.50</td>
<td>0</td>
<td>30.50</td>
<td>0</td>
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<td>0</td>
<td>30.50</td>
<td>0</td>
<td>30.50</td>
<td>0</td>
</tr>
</tbody>
</table>

TOTAL LENGTH
187.50 87.50 20

**Notes:**
- Staff station and radius information for Guardrail is to face of rail.
- See Sh. Nrs. 7-16 for Guardrail Details.
- See Guard Rail Terminal Standard Drawings for Measurement Details.
- Does Not Include End Terminal.
rail is not located at the face of the curb.

Ground line

<table>
<thead>
<tr>
<th>Post</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood or polymer block</td>
</tr>
</tbody>
</table>

Note: When face of guardrail is aligned with the face of a curb, measure the height of rail from the pavement surface at the curb/pavement joint as shown.

Use a standard type curb where the face of the guardrail is not located at the face of the curb.

**DETAIL OF PLACEMENT AT CURB**

**WOOD POSTS**

**GENERAL NOTES (Wood Posts)**

- All wood posts are required to be preservative treated to meet or exceed standard specifications. Thoroughly inspect all posts, slotted holes, and bolt holes on wood posts and bolts with a preservative. Use only one type of preservative treatment at a time. Use SHF-12 preservative posts and bolt holes, see standard specifications. Use only one post type within guardrail run, this excludes the guardrail end terminals. For wood/polymer blockout requirements see standard specifications.

- Steel post holes may be sealed at the top with a preservative treatment, see standard specifications.

- All dimensions are nominal and are subject to manufacturing tolerances.

- Excavation including rock, shale, and other materials for erection of Guardrail should be separated from roadway and should be removed and properly installed in cuts and fills.

- Where guardrail posts are incased in pavement, form openings in the pavement for the guardrail post.

**STEEL POSTS**

**GENERAL NOTES (Steel Posts)**

- Use grade of steel for steel posts that meets the requirements of the standard specifications.

- Hot dip galvanize all steel posts after fabrication, see standard specifications.

- Use only one type of preservative treatment at a time. Use SHF-12 preservative steel posts, see standard specifications. Use only one post type within guardrail run, this excludes the guardrail end terminals. For wood/polymer blockout requirements see standard specifications.

- Bolt size schedule for steel posts:

<table>
<thead>
<tr>
<th>Bolt Size</th>
<th>Size</th>
<th>Min. Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>5/8&quot;</td>
<td>1 1/2&quot;</td>
</tr>
<tr>
<td>B</td>
<td>7/8&quot;</td>
<td>1 5/8&quot;</td>
</tr>
</tbody>
</table>

- Use grade of steel for steel posts that meets the requirements of the standard specifications.

**Conversion**

- Lap guardrail splices, including terminal connector, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap rail splices in the direction of permanent traffic.

- Excavation including rock, shale, and other materials for erection of Guardrail should be separated from roadway and should be removed and properly installed in cuts and fills.

- All dimensions are nominal and are subject to manufacturing tolerances.
Notes

- Guardrail is shown with wood posts. However, the contractor has the option of using steel or steel posts. See Standard Drawing RD604 for details.

- Use galvanized 12-gauge steel rail elements unless otherwise noted. Use galvanized or hot-dip coated hot-rolled steel, see Standard Specifications. Steel guard rail parts that are interchangeable with similar parts regardless of source or manufacturer.

- Fabricate Terminal Connector from 10-gauge steel, see standard specification. The connector has the same section as the beam guardrail. Terminal connector is applicable only to the bid item "Steel Plate Guardrail." See associated hardware with post spacing shown. Use square guardrail with 6'-3" post spacing with rail furnished in 12'-6" or 25'-0" sections.

- Use galvanized 12-gauge steel rail elements unless otherwise noted. Use galvanized or hot-dip coated hot-rolled steel, see Standard Specifications.

- Use galvanized anchor bolts and post rail fittings, see Standard Specifications.

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- Use galvanized anchor bolts and post rail fittings, see Standard Specifications.
Terminal end posts consist of a wood post inserted into a steel tube see details on this sheet. The steel soil tubes may be driven with an approved driving head. See steel tube and soil plate before installation wood anchor post assembly. Do not drive steel soil tubes with wood post in the tube. Backfill and satisfactorily compact around steel soil tubes placed in drilled holes to prevent tube settlement. Galvanize all steel parts after fabrication.

Lay guardrail spikes, including terminal connector, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap guardrail splices in the direction of traffic. Galvanize all steel parts after fabrication. All work and materials required for the installation of Barrier Terminal Type II are considered supplemental to the bid item "Steel Plate Guardrail". Include Type II end terminal in pay length of "Steel Plate Guards".

**DETAIL OF ANCHOR ASSEMBLY**

- Steel tube
- Wood anchor post
- Soil plate

**ANCHOR PLATE**

- 1/4" steel plate x 1" x 8" Tack welded to 1/4" steel plate
- 1/4" steel plate x 1" x 8" standard plate in 8' post only. 2 1/4" x 9/16" hole.
- 1 1/4" x 9/16" hole
- Machine bolt with Hex nut and two (2) washers
- Stop end plate

**CABLE ASSEMBLY**

1/4" bolt hole
1" x 1 1/4" Machine bolt with Hex nut and two (2) washers
1/4" hole

**STANDARD END SECTION**

(1 each)

- Type II
- (Subsidiary to Steel Plate Guardrail)