

RFB #22-0005

**ADDENDUM NO. 1**

**Sedgwick County Project: 95th Street South, for one half mile east of 135th Street West (R359)**

**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:***

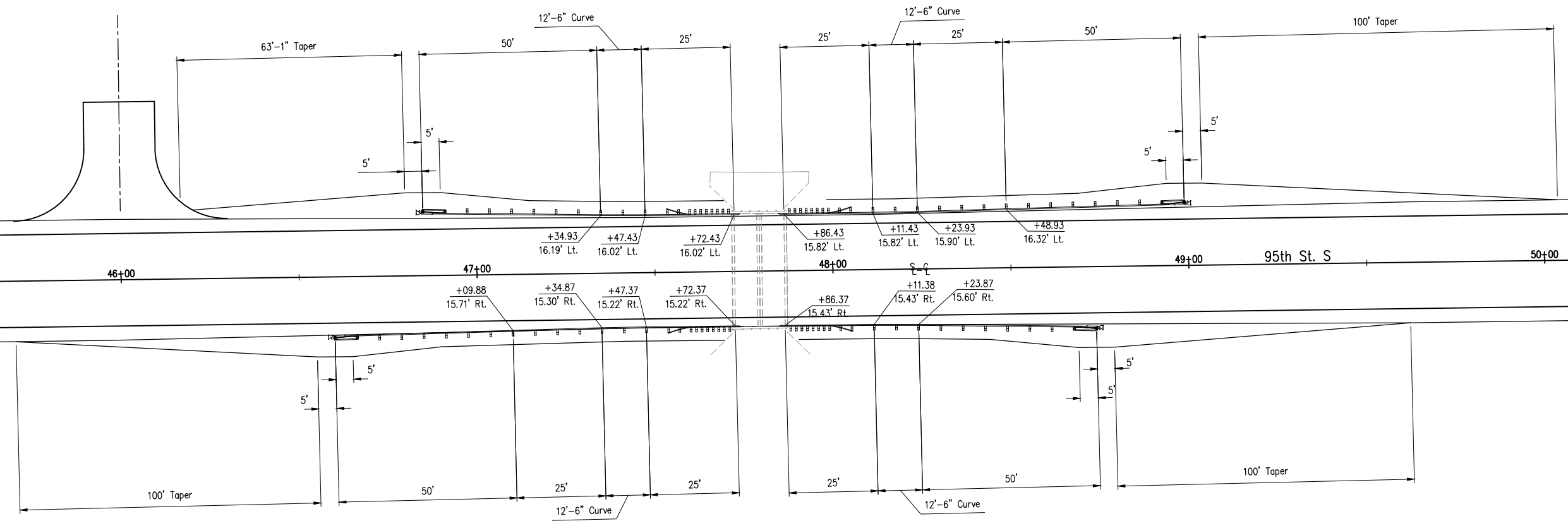
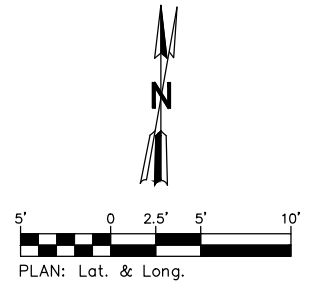
- Replace sheet 7 with 7R (Update Guardrail Layout)
- Replace sheet 15 with 15R (Update Guardrail Layout Table)
- Added sheet 16A
- Added sheet 16B
- Replace sheet 17 with 17R (Update Concrete Intersection)

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

Digitally signed by James Weber  
DN: cn=James Weber, o, ou,  
email=Jim.Weber@sedgwick.gov, c=US  
Date: 2022.02.09 15:06:20 -06'00'

**Date: February 9, 2022**

COUNTY	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
SEDGWICK	KANSAS	R359	2022	7R	47



See Sh. No. 15 for details.

All Stations and Offsets are measured to the face of guardrail.

Device: \_AutoCAD PDF (General Documentation).pc3 Page Setup: DWG2PDF11x17 By: Boktha, Barath B. C:\Projects\R359 - 95th S\R359-Grd Layout.dwg Layout: GRLayout (2) Plotted: 2/9/2022 2:51 PM

2/8/2022		Revised Guardrail Layout		JJR /JJR
95th St. S, 1/2 Mile East Of 135th St. W				
<b>Parallel End-Section Guardrail-Layout</b>				
PREPARED BY SEDGWICK COUNTY PUBLIC WORKS HIGHWAY DEPARTMENT				
JAMES WEBER, P.E.		DIRECTOR/COUNTY ENGINEER		
SCALE	DESIGNED	DRAWN	CHECKED	SHEET NO. <b>7R</b>
1"=20'	J.J.R.	N.G.N	J.J.R	
DATE	04/21	04/21	04/21	
DWG:				

STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	R359	2022	15R	50

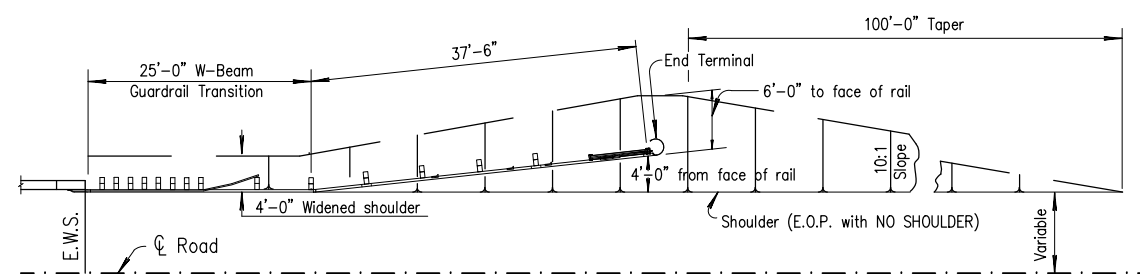
NOTE: Layouts 1, 2, 3, and 4 will be symmetric for any quadrant unless otherwise shown in the plans.

When using Rubrail, attach Std. Drawings No. RD611, RD616 and RD615 or RD615A.

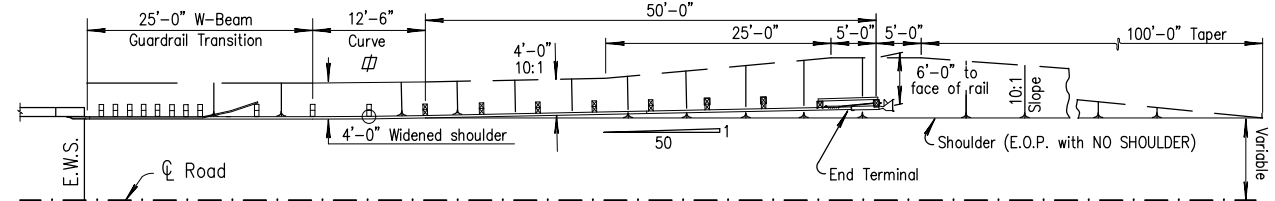
When using Thrie beam, attach Std. Drawings no. RD611 and RD608 or RD613.

Attach Std. Drawing No. RD617 or RD 617A for post over box less than full depth.

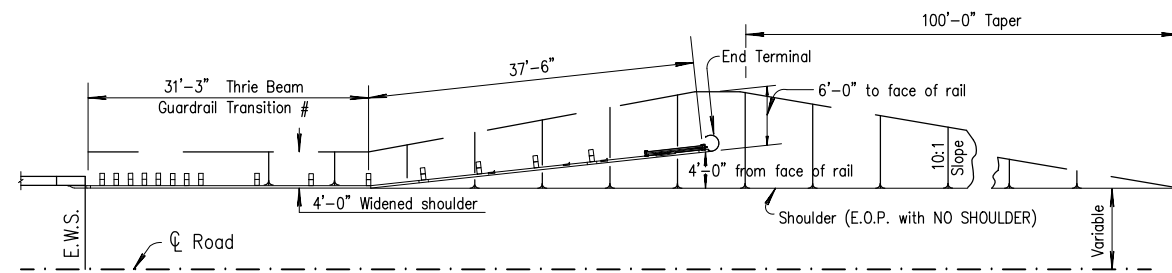
⌀ Radius = 625.08'



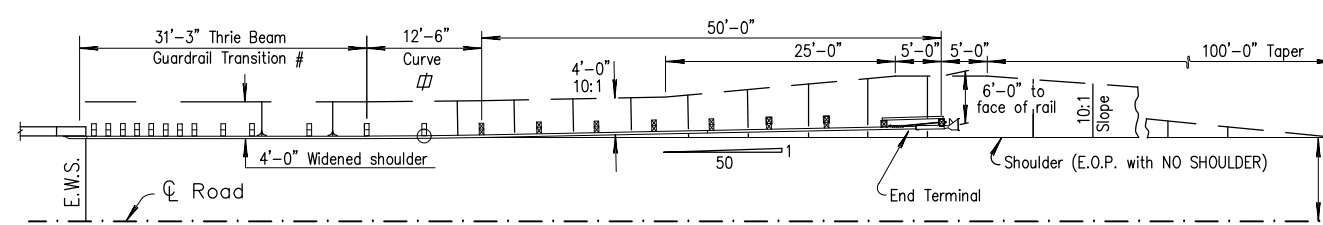
FLARED DESIGN - RUB RAIL (Layout 1)



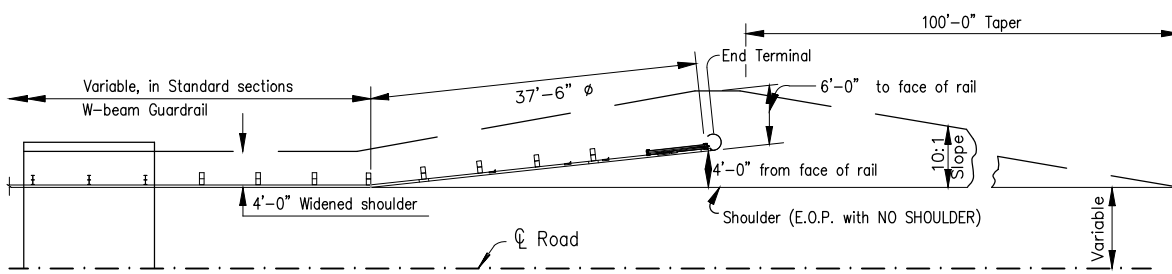
PARALLEL DESIGN - RUB RAIL (Layout 2)



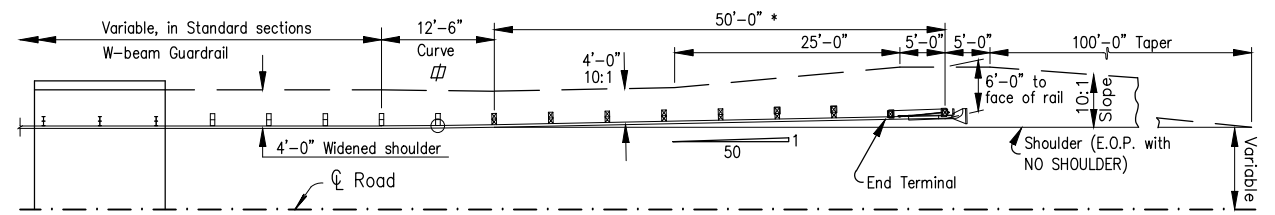
FLARED DESIGN - THRIE BEAM (Layout 3)



PARALLEL DESIGN - THRIE BEAM (Layout 4)



FLARED DESIGN (Layout 5)



PARALLEL DESIGN (Layout 6)

TYPICAL ALIGNMENT OF GUARDRAIL AT CULVERTS & BOX BRIDGES

TYPE	Layout						Required Standard Drawing
	1	2	3	4	5	6	
SRT	X		X		X		RD621A
FLEAT	X		X		X		RD606B
SKT		X		X		X	RD606C
X-LITE		X <sup>o</sup>		X <sup>o</sup>	X	X <sup>o</sup>	RD606H for Parallel, RD606G for Flared

<sup>o</sup> The additional panel (12'-6") required to attain the 50' dimension shown in the Parallel Design layouts will be subsidiary to the Bid Item Guardrail End Terminal (X-LITE).

SUMMARY OF STEEL PLATE GUARDRAIL											
Location	Side	Layout		Additional Standard Sections Lin. Ft.	Total Pay Length Lin. Ft.	Layout 1 or 3		Layout 2, 4, or 6		Layout 5	
		No.	Lin. Ft.*			Gd. Rail End Term. (SRT) Alt. #1 Each	Gd. Rail End Term. (FLEAT) Alt. #2 Each	Gd. Rail End Term. (SKT) Alt. #1 Each	Gd. Rail End Term. (X-LITE) Alt. #2 Each	Gd. Rail End Term. (SRT) Alt. #1 Each	Gd. Rail End Term. (FLEAT) Alt. #2 Each
47+72	Lt.	2	93.75	0	93.75			1			
47+72	Rt.	2	93.75	37.5	131.25			1			
47+86	Lt.	2	93.75	37.5	131.25			1			
47+86	Rt.	2	93.75	0	93.75			1			
TOTAL LENGTH					450			4			

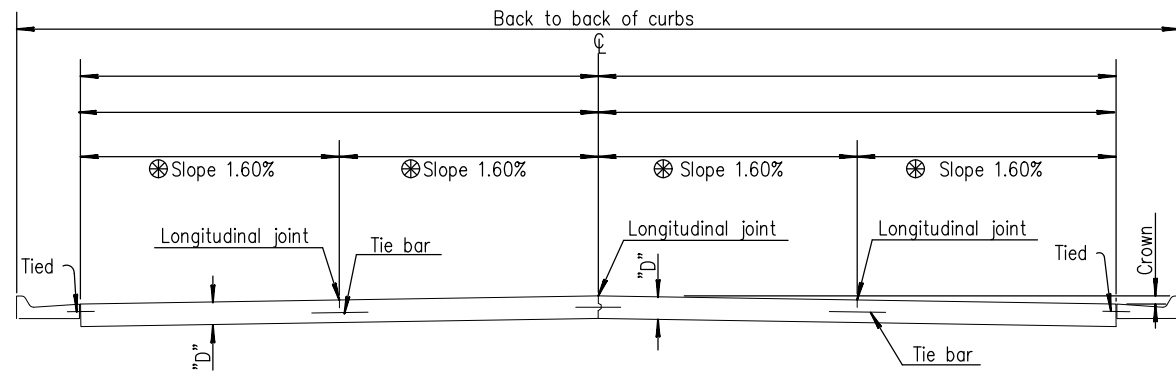
\* See Gd. Rail Terminal Standard Drawings for Measurement Details. Does Not Include End Terminal.

NO.	DATE	REVISIONS	BY	APP'D
2/8/2022		Revised Guardrail Layout Number		JJR / JUR
10	01-06-15	Added X-Lite, Removed E1-PLUS	TLS	RJS
9	11-9-05	Added length for Thrie Beam transition	REA	RJS
8	7-19-05	Added and updated new End Terminals	DMK	RJS
7	12-1-03	Chg ref to Drawings/Dim. line Perp to E / Add "pay"	DMK	RJS

KANSAS DEPARTMENT OF TRANSPORTATION  
**TYPICAL ALIGNMENT OF GUARDRAIL INSTALLATIONS**  
 LP620

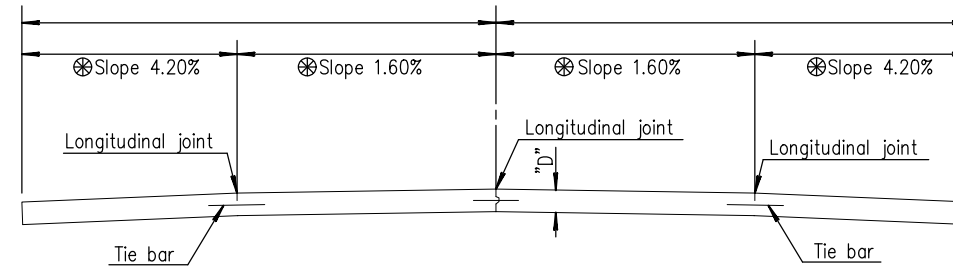
DESIGNED	APP'D	TLS	RJS
DESIGN CK.	DETAIL CK.	QUANTITIES	TRACE CK.

STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	R359	2022	16A	50



For Curb & Gutter details See Standard Drawing RD635.

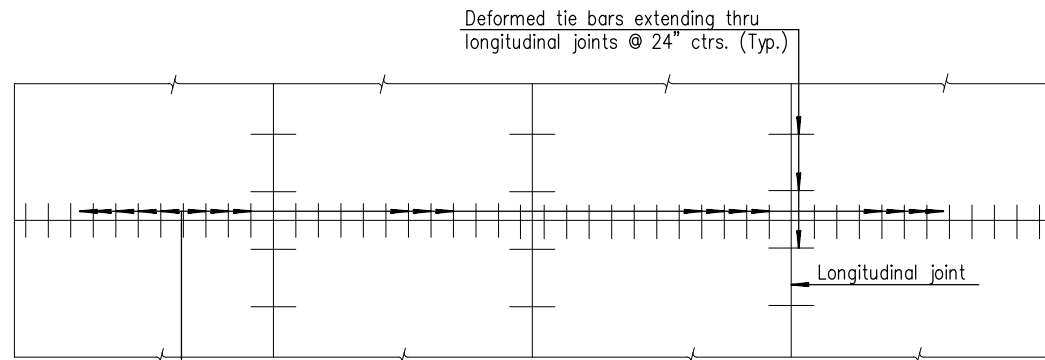
**TRANSVERSE SECTION  
(4-LANE WITH CURB & GUTTER)**



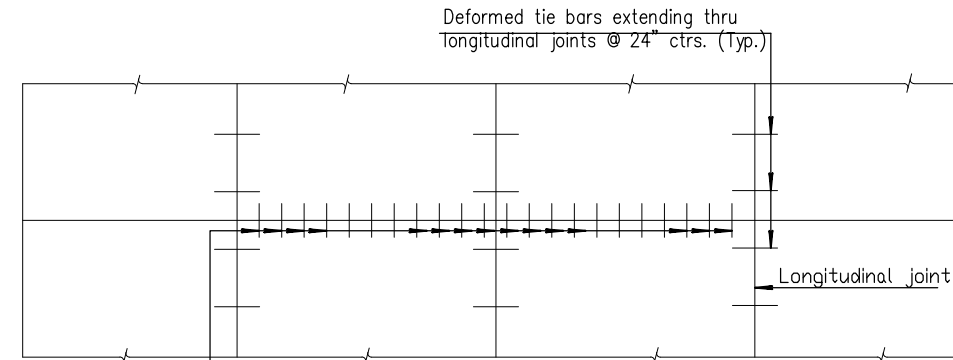
**TRANSVERSE SECTION  
(2-LANE WITH SHOULDERS)**

⊗ Normal cross slopes. See Typical Section or Cross Sections for variations.

**GENERAL NOTE**  
 Epoxy coat all deformed tie bars that are straight. Patch any damage to the epoxy coating in accordance with the Standard Specifications. Use billet steel Grade 40 reinforcing for deformed tie bars that require bending, may be epoxy coated at the Contractor's option. Place pressure relief joint at the end of the bridge approach pavement slab (no bars through joint). For details of pressure relief joint see Standard Drawing RD712. Use load transfer devices as shown in details at all construction joints on mainline pavement unless otherwise noted. Shoulder contraction joints have no dowels unless specifically shown on the plans. Fill all sawed joints on the project in accordance with the Standard Specifications with the exception of those joints in pavement constructed over Cement or Asphalt Treated Base. Use single saw cut, 1/8" wide, joint in pavement constructed over Cement or Asphalt Treated Base (Non-Sealed Joint Sawcut). Use single saw cut, 1/8" wide, joint for shoulder pavement adjacent to mainline pavement constructed over Asphalt or Cement Treated Base (Non-Sealed Joint Sawcut). See detail this sheet. Shape all keyed joints similar to section of recessed form leg as shown on this sheet. Evenly space tie bars along the length of slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied. Shoulder rumble strips will not be constructed as part of this project.



**PLAN  
(4-LANE WITH CURB & GUTTER)**



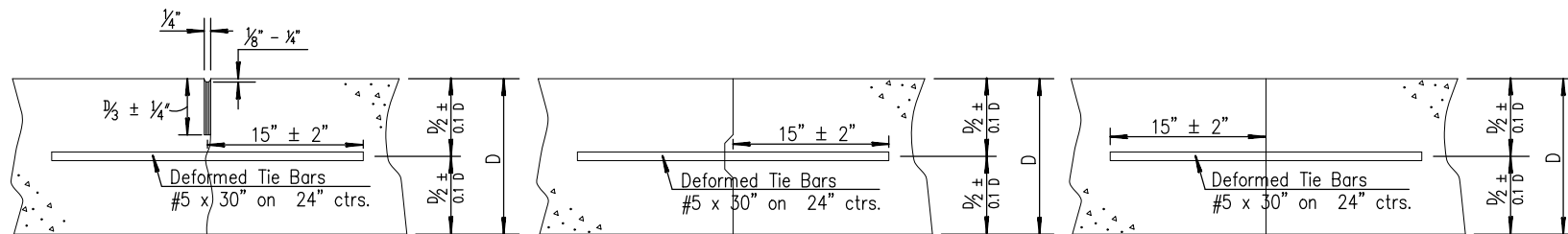
**PLAN  
(2-LANE WITH SHOULDERS)**

DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

**PAVEMENT DEPTH**  
D = \_\_\_

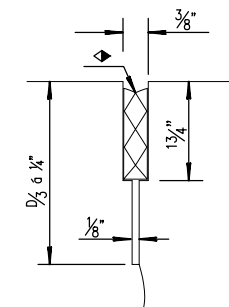
∅ x 18" Smooth Dowel bars  
Dowel bars @ 12" ctrs. thru contraction joint (Typical).

∅ x 18" Smooth Dowel bars  
Dowel bars @ 12" ctrs. thru contraction joint (Typical).

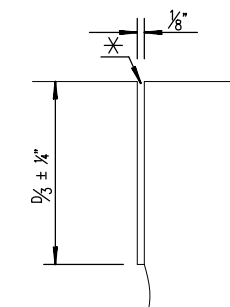


Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

**LONGITUDINAL JOINTS**



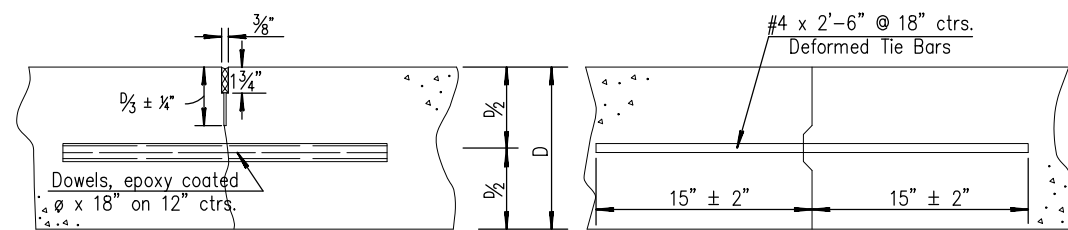
**DETAIL OF SEALED JOINT SAWCUT**



**DETAIL OF NON-SEALED JOINT SAWCUT**

Make an initial 1/8" saw cut (2/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

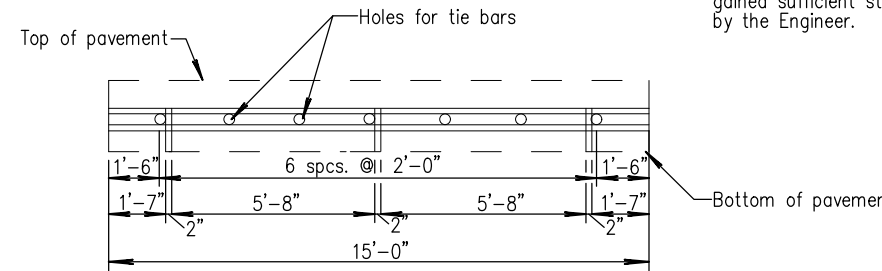
Make only the initial 1/8" saw cut after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



**TRANSVERSE JOINTS**

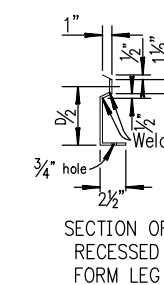
Note: Construct contraction joints at plan locations or at the Engineer's direction.

When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's paving, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.



**METAL STRIP FOR  
LONGITUDINAL CONSTRUCTION JOINT**

To be used only against forms, do not extend through contraction joints. For automated placement tie bars are spaced at uniform 24" centers. Use snap-in leg or other approved design in lieu of welded leg.



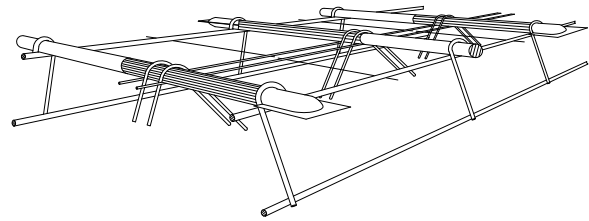
**SECTION OF RECESSED FORM LEG**

NO.	DATE	REVISIONS	BY	APP'D
19	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
18	3-21-12	Revised Table, Dowel Size	S.W.K.	J.O.B.
17	1-9-12	Added Detail, Non Sealed Joint	S.W.K.	J.O.B.
16	8-18-10	Revised Dowel Size & Notes	S.W.K.	J.O.B.

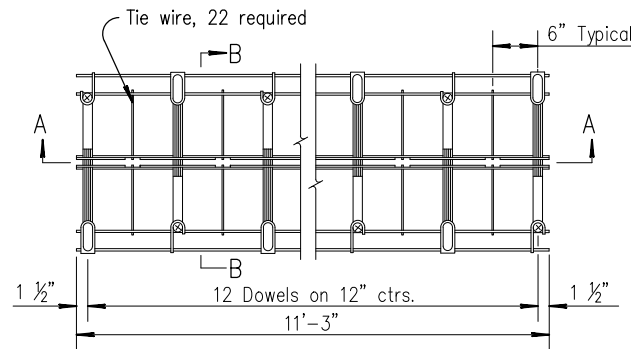
KANSAS DEPARTMENT OF TRANSPORTATION  
**CONCRETE PAVEMENT  
DOWEL JOINTED  
NON-REINFORCED**

RD708	10-23-13	APP'D. James O. Brewer
DESIGNED	DETAILED	QUANTITIES
DESIGN CK.	DETAIL CK.	TRACE

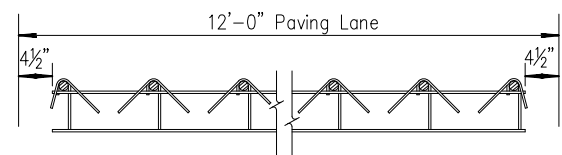
STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	R359	2022	----	48



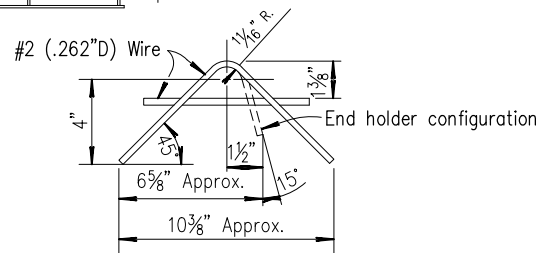
PERSPECTIVE VIEW



PLAN VIEW

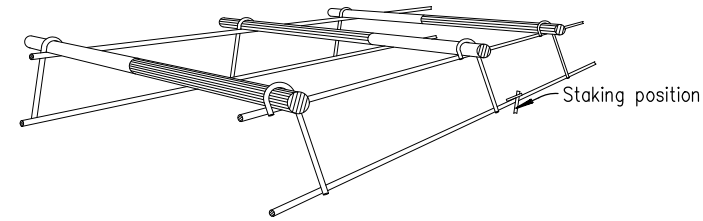


SEC. A-A

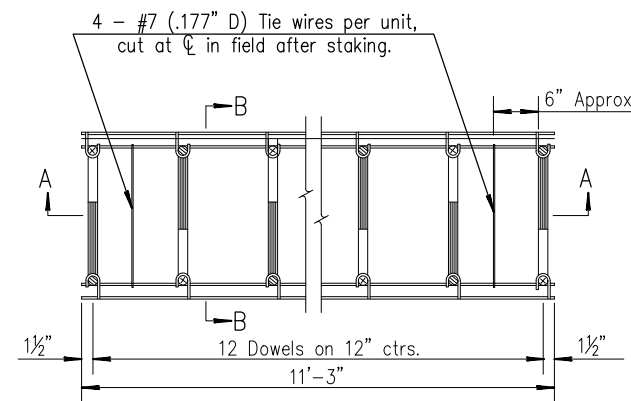


**GENERAL NOTE**  
 Coat each dowel bar with an epoxy coating that meets the standard specifications. Uniformly apply the powdered epoxy coating according to accepted practices and the coating manufacturer's recommendations. The coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting bracket by welding.  
 Cut the dowel bars to length in such a manner to result in no appreciable deformation of the ends.

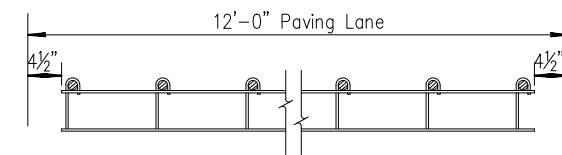
**Dowel Baskets**  
 Wire sizes shown are minimum required.  
 Stake baskets to subgrade as shown. Use ramset or similar type fastener with clip when subgrade condition requires it.  
 Sides held together with tie wire, allowing quick separation of sides and insertion of expansion material, provided in the field.  
 Use one length of Preformed Expansion Joint filler (Type B), or other approved material as determined by the Engineer, cut to fit crown and subgrade for each lane of pavement as expansion joint filler.  
 Stretch a string line between the pavement forms along the center line of the joint.  
 Visually inspect bond breaker was applied to the dowel bars in accordance with KDOT's Standard Specifications prior to placing concrete pavement.  
 Carefully level the entire joint assembly so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Replace any coating scraped off the dowels during assembly.  
 Check each completed contraction joint assembly to be certain the vertical plane of the joint will be perpendicular to the finished surface of the slab and at a right angle with the center line of the slab unless otherwise shown on the plans. Check the dowels to be certain they are level and will remain in a position parallel with the finished surface of the slab.  
 Place concrete over and adjacent to the joint in accordance with the requirements of the Standard Specifications.  
 After completion of machine finishing, floating, and straight edging the surface, carefully remove the concrete over the filler and edge the joint with an edger of the proper size.  
 Install expansion joint material in the field.  
 Alternative designs may be used in lieu of the type shown as approved by the Engineer.



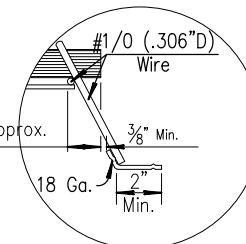
PERSPECTIVE VIEW



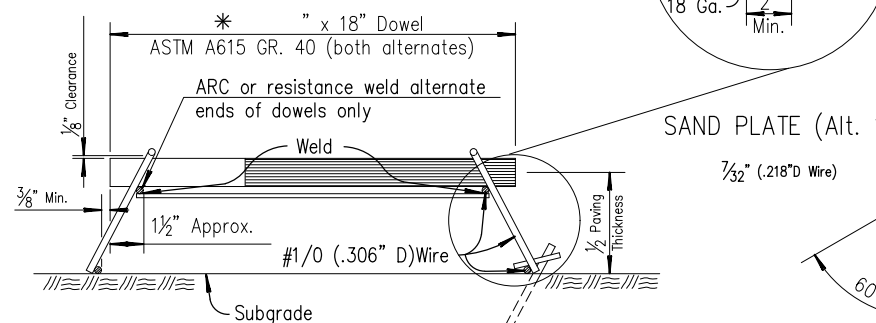
PLAN VIEW



SEC. A-A



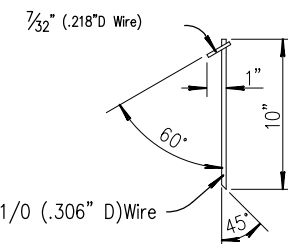
\* See pavement details for size of dowels.



SEC. B-B

CONTRACTION JOINT

SAND PLATE (Alt. 1)

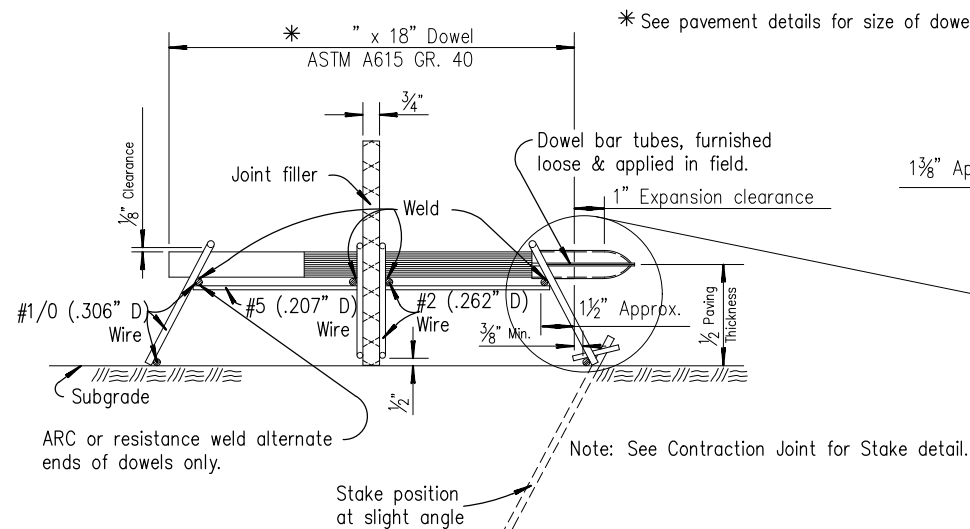


STAKE DETAIL

(6 Pieces minimum required)

**GENERAL NOTE**  
 Coat each dowel bar with an epoxy coating that meets the standard specifications. Uniformly apply the powdered epoxy coating according to accepted practices and the coating manufacturer's recommendations. The coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting bracket by welding.  
 Cut the dowel bars to length in such a manner to result in no appreciable deformation of the ends.

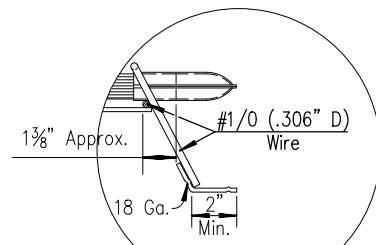
**Dowel Baskets**  
 Wire sizes shown are minimum required.  
 Stake baskets to subgrade as shown. Use ramset or similar type fastener with clip when subgrade condition requires it.  
 Stretch a string line between the pavement forms along the center line of the joint. Carefully mark the position of the joint so the saw cut will coincide with the center line of the joint.  
 Visually inspect bond breaker was applied to the dowel bars in accordance with KDOT's Standard Specifications prior to placing concrete pavement.  
 Carefully level the entire joint assembly so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Replace any coating scraped off the dowels during assembly.  
 Check each completed contraction joint assembly to be certain the vertical plane of the joint will be perpendicular to the finished surface of the slab and at a right angle with the center line of the slab unless otherwise shown on the plans. Check the dowels to be certain they are level and will remain in a position parallel with the finished surface of the slab.  
 Place concrete over and adjacent to the joint in accordance with the requirements of the Standard Specifications.  
 Alternative designs may be used in lieu of the type shown as approved by the Engineer.



SEC. B-B

EXPANSION JOINT

SAND PLATE (Alt. 1)



Note: See Contraction Joint for Stake detail.

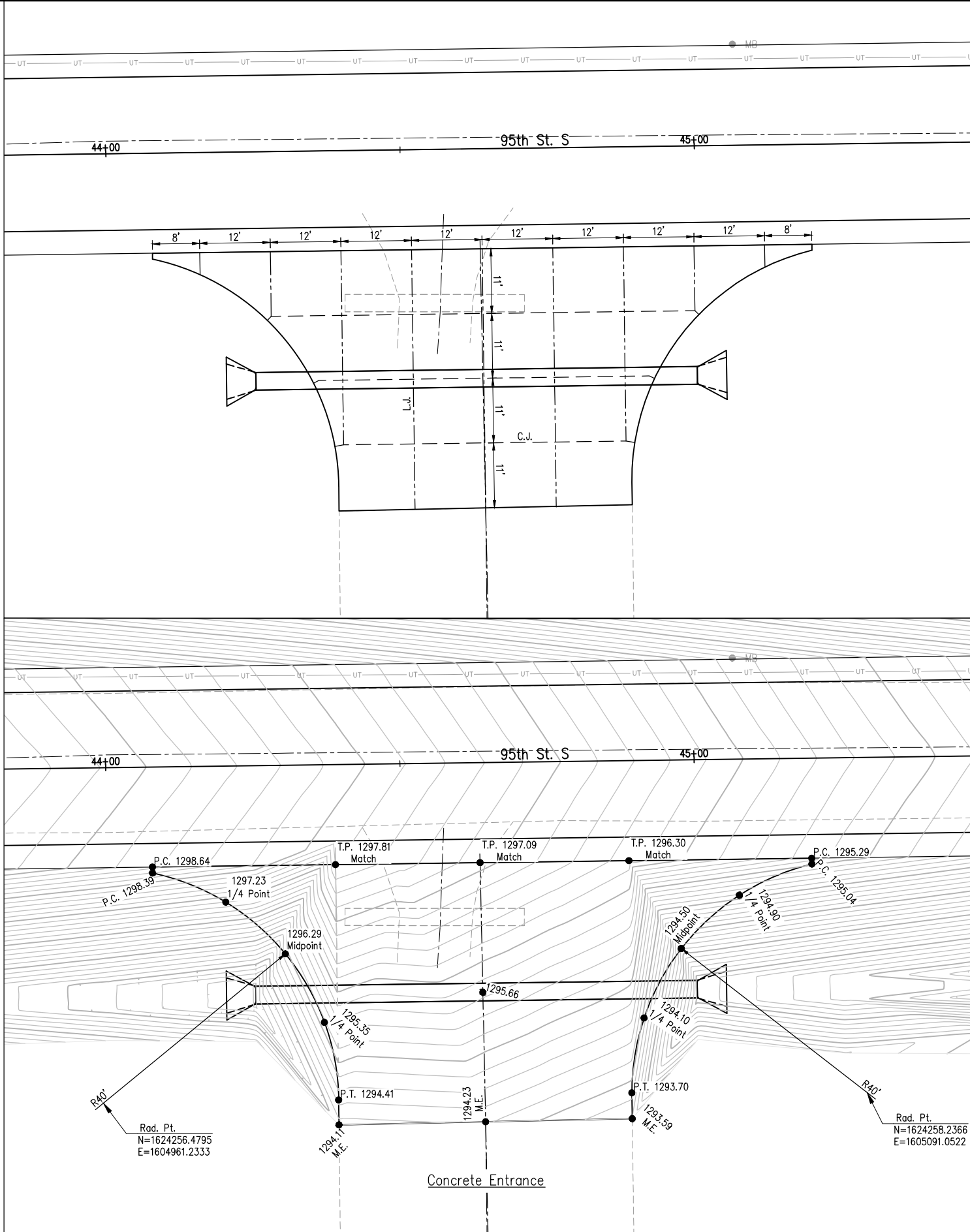
NO.	DATE	REVISIONS	BY	APP'D
9	6-3-15	Rem. Op'l, Mechanical Placement	T.T.R.	S.W.K.
8	2-15-06	Chg. Grade 60 to Grade 40 Steel	S.W.K.	J.O.B.
7	5-5-04	Revision on Epoxy coating	S.W.K.	J.O.B.
6	4-9-03	Rev. General Note on Epoxy coating	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

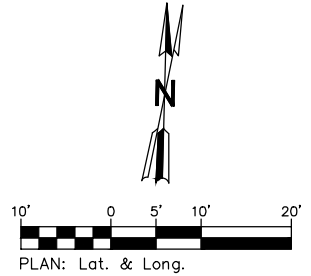
**CONTRACTION & EXPANSION JT. DOWEL ASSEMBLIES**

RD735	3-30-16	APP'D.	SCOTT W. KING
DESIGNED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK. Hecht

STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	R359	2022	17R	50



Contours are top of pavement and are at 0.20' intervals.



95th St. S, 1/2 Mile East Of 135th St. W

## INTERSECTION DETAILS

Various Locations

PREPARED BY  
SEDGWICK COUNTY PUBLIC WORKS  
HIGHWAY DEPARTMENT

DIRECTOR/COUNTY ENGINEER

SCALE	DESIGNED	DRAWN	CHECKED
1"=10'	J.J.R.	B.B.B.	J.J.R.
DATE	10/2021	10/2021	12/2021

17R

JAMES WEBER, P.E. SHEET NO. DWG: R359-Int Details COPY.dwg

Device: DWG To PDF.pc3 Page Setup: ----- By: Rhein, Jessica J. O: \Projects\R359 - 95th S\R359-Int Details COPY.dwg Layout: Int Dits Plotted: 2/9/2022 4:53 PM