

December 28, 2009



ADDENDUM NO. 1:

Bike Lane Improvements on US 85 Service Road from the South Platte River to 31st Street Project

To All Planholders:

This addendum shall become part of the Contract Documents as if originally included. The bidder shall acknowledge receipt of the addendum on the Bid Form.

AD1 Item 1 Asphalt Specifications:

Revision of Section 403 – Hot Mix Asphalt:

Please replace the project special provision titled “Revision of Section 403 – Hot Mix Asphalt” with the attached revised project special provision dated July 31, 2009.

The revised special provision allows the hot mix asphalt to contain up to a maximum of 20% reclaimed asphalt pavement (RAP).

All asphalt, including patching quantities, shall be (Grading S)(75)(PG 64-22) as shown in the specifications. Not (Grading SG)(100)(PG 64-22) as shown in the bid schedule and Summary of Quantities.

Prime coat will not be required for any asphalt items including patching.

There will be no incentive/disincentive for pavement smoothness on this project.

AD1 Item 2 Bidding Requirements:

The City will not require Bidders to obtain Builder’s Risk Insurance for this project.

Bids will be opened on **Thursday, January 7, 2010 at 10:00 a.m.**

Subletting of Contract (Section 1.4.4) – Change of subletting percentage - Sheet 1-6, Article 1 of the Contract Documents – The contract shall now be read as follows: “the Contractor will not be allowed to subcontract more than seventy percent (70%) of the total monetary value of the contract”. Therefore, the prime Contractor **must** complete a minimum of 30% of work.

AD1 Item 3 Miscellaneous:

The anticipated start date is mid-February. The City will proceed with contracting procedures as quickly as possible and the Notice to Proceed will be issued as soon as all State and Local

requirements are complete.

The contract completion time for this project is Sixty (60) Working days not Thirty (30) as specified in the special provisions.

If Liquidated Damages need to be assessed on this project the City of Evans specifications would overrule CDOT's requirements.

Temperature specifications shall be followed in regards to all hot mix asphalt items. If temperatures do not allow for such paving the City will extend the contract time by a fair number of days.

It shall be the responsibility of the Contractor to obtain a third party testing agency for all quality control testing. The City will hire a separate testing agency for all quality assurance testing.

All concrete flatwork items such as sidewalk, driveway entrances, and curb ramps shall include 4-inch depth Aggregate Base Course (Class 6). New quantities for ABC line items are shown in the revised attached bid schedule.

AD1 Item 4 Line Item Additions/Reductions/Clarifications:

Base Bid Schedule –

Line Item #202, Removal of Fire Hydrant – This line item shall include all work to remove the existing fire hydrant at the locations specified in the plans.

Line Item #202, Removal of Gutter – This line item was placed in the bid schedule twice. The attached Bid Schedule has made this correction.

Line Item #304, Aggregate Base Course (Class 6) – The quantity for this line item was changed to 2334 Ton. Please refer to the attached bid schedule. This change includes the base quantity under the concrete bike path.

Line Item #306, Reconditioning – This bid quantity includes all areas of removal in which an asphalt/concrete improvement replaces existing material. Depth of reconditioning shall be 6" as outlined in the Colorado Department of Transportation Standard Specifications for Road and Bridge Construction. All requirements for reconditioning shall follow this specification.

Line Item #619, 6 Inch Fire Hydrant – This line item shall include all costs for labor and material to install a new fire hydrant at the locations specified in the plans. (This item is a reset w/ a new hydrant assembly in place of the hydrants that were to be removed.)

Line Item #630, Construction Zone Traffic Control:

Revision of Project Special provision titled "Traffic Control – General" with the attached revised project special provision dated July 31, 2009.

The revised special provision allows for lane closures/one-way traffic with flaggers to take place during all regular working hours (8 a.m. through 5 p.m., Monday through Friday).

Add Alternate Bid Schedule -

Line Item #304, Aggregate Base Course (Class 6) – This quantity for this line item was changed to 959 Ton. Please refer to the attached bid schedule.

Line Item #630, Construction Zone Traffic Control:

Revision of Project Special provision titled “Traffic Control – General” with the attached revised project special provision dated July 31, 2009.

The revised special provision allows for lane closures/one-way traffic with flaggers to take place during all regular working hours (8 a.m. through 5 p.m., Monday through Friday).

All items in conflict with the addendum are hereby deleted. If you have any questions on this change, please do not hesitate to contact the following:

Cameron Parrott
City Engineer
970-475-1113
cparrott@ci.evans.co.us

OR

Dawn Anderson
Civil Engineer II
970-475-1160
danderson@ci.evans.co.us

1.5.3 BID SCHEDULE

Item	Description	Quantity	Units	Unit Cost	Total
WSR Bike Path and Roadway Improvements					
201	Clearing and Grubbing		LS	1	
202	Removal of Inlet		EACH	1	
202	Removal of Fire Hydrant		EACH	2	
202	Removal of Pipe		LF	120	
202	Removal of Sidewalk		SY	197	
202	Removal of Gutter		LF	133	
202	Removal of Curb and Gutter		LF	872	
202	Removal of Asphalt Mat		SY	4961	
202	Removal of Pavement Marking		SF	670	
202	Sawing Concrete (6 Inch)		LF	40	
202	Sawing Asphalt Material (6 Inch)		LF	3936	
202	Sawing Asphalt Material (10 Inch)		LF	50	
203	Unclassified Excavation		CY	1857	
203	Embankment Material (Complete In Place)		CY	1656	
203	Blading		HOUR	4	
206	Structure Excavation Str Excav		CY	25	
206	Structure Backfill (Class 1) Str Bkfl (CL 1)		CY	20	
208	Erosion Log (12 Inch)		LF	200	
208	Erosion Bales (Weed Free)		EACH	20	
208	Silt Fence		LF	2000	
208	Concrete Washout Structure		EACH	1	
208	Stabilized Construction Entrance		EACH	1	
208	Removal and Disposal of Sediment (Labor)		HOUR	8	
208	Removal and Disposal of Sediment (Equipment)		HOUR	8	
208	Erosion Control Supervisor		HOUR	40	
210	Reset Mailbox Structure		EACH	2	
210	Reset Bollard		EACH	2	
210	Reset Delineator		EACH	12	
210	Reset Ground Sign		EACH	14	
210	Adjust Manhole		EACH	7	
210	Adjust Valve Box		EACH	10	
212	Seeding (Native)		ACRE	0.15	
212	Soil Conditioning		ACRE	0.15	
213	Mulching		ACRE	0.15	
304	Aggregate Base Course (Class 6)		TON	2334	
306	Reconditioning		SY	4916	
403	Hot Mix Asphalt (Patching) (Asphalt)		TON	55	
403	Hot Mix Asphalt (Grading SG) (100) (PG 64-22)		TON	1051	
411	Emulsified Asphalt (Slow-Setting)		GAL	452	
412	Concrete Pavement (6 Inch)		SY	669	
420	Geotextile (Drainage) (Class A)		SY	60	
507	Concrete Slope and Ditch Paving		CY	40	
603	24 Inch Reinforced Concrete Pipe (Complete In Place)		LF	126	
603	24 Inch Reinforced Concrete End Section		EACH	3	
603	24 Inch Steel End Section 24 In SES		EACH	1	
604	Inlet Type 16 (5 Foot)		EACH	1	
604	Inlet Type R L 5 (5 Foot)		EACH	1	
604	Inlet Type R L 15 (5 Foot)		EACH	1	
608	Concrete Bikeway (6 Inch)		SY	3992	
608	Concrete Curb Ramp (Incls Truncated Domes)		SY	193	
608	Sidewalk Drain		LF	28	
609	Curb and Gutter Type 2 (Section II-B)		LF	4172	
609	Gutter Type 2 (4 Foot)		LF	7	
614	Sign Panel (Class I)		SF	4.5	
614	Steel Sign Support (2-Inch Round)(Post & Socket)		LF	20	

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619	6 Inch Fire Hydrant	EACH	2		
625	Construction Surveying	LS	1		
626	* Mobilization	LS	1		
627	Pavement Marking Paint (Waterborne)	GAL	12		
627	Preformed Plastic Pavement Marking (Xwalk-Stop Line) (Type III)	EACH	1		
630	Construction Zone Traffic Control	LS	1		
630	Construction Traffic Sign (Special)	SF	84		
* Including all necessary bonds & insurance.				Bid Item Subtotal	

Force Account Items					
F/A	Minor Contract Revisions	LS	1	\$ 10,000.00	\$ 10,000.00
F/A	On-The-Job Trainee	HR	0	\$ -	\$ 0.00
F/A	OJT Colorado Training Program	LS	1	\$ 200.00	\$ 200.00
F/A	Erosion Control	LS	1	\$ 500.00	\$ 500.00
F/A	Fuel Cost Adjustment	LS	1	\$ 1,000.00	\$ 1,000.00
F/A	Asphalt Cost Adjustment	LS	1	\$ 1,000.00	\$ 1,000.00
Force Account Subtotal:					\$ 12,700.00

Base Bid Total:	
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NOTE TO BIDDERS:

- X Bid Winner will be determined by the base bid.**
- X Bidders must fill out add alternate bid items to be considered a complete bid**

The undersigned, if awarded the Contract, at the prices shown in the bid, agrees to complete the work within Sixty (60) working days after the Notice to Proceed is issued.

Date

Company

Official Address:

Signature

Title

1.5.3 ADD ALTERNATE BID SCHEDULE

Item	Description	Quantity	Units	Unit Cost	Total
WSR Bike Path and Roadway Improvements Add Alternate Bid Items					
202	Removal of Ground Sign	EACH	2		
202	Removal of Asphalt Mat	SY	1600		
202	Sawing Asphalt Material (10 Inch)	LF	65		
203	Unclassified Excavation	CY	300		
203	Embankment Material	CY	50		
203	Blading	HOUR	4		
208	Silt Fence	LF	1000		
208	Stabilized Construction Entrance	EACH	1		
210	Reset Mailbox Structure	EACH	2		
304	Aggregate Base Course (Class 6)	TON	959		
306	Reconditioning	SY	1030		
403	Hot Mix Asphalt (Grading S)(75)(PG 64-22)	TON	447		
411	Emulsified Asphalt (Slow-Setting)	GAL	190		
412	Concrete Pavement (6 Inch)	SY	110		
604	Inlet Type R L 5 (5 Foot)	EACH	2		
608	Concrete Bikeway (6 Inch)	SY	465		
608	Sidewalk (5' Wide at BOC)	SY	202		
608	Concrete Curb Ramp (Incls Truncated Domes)	SY	35.4		
609	Curb and Gutter Type 2 (Section II-B)	LF	800		
614	Sign Panel (Class 1)	SF	12.5		
614	Steel Sign Support (2-inch Round)(Post and Socket)	EACH	2		
625	Construction Surveying	LS	1		
626	*Mobilization	LS	1		
627	Preformed Plastic Pavement Marking (Xwalk-Stop Line) (Type III)	EACH	1		
630	Construction Zone Traffic Control	LS	1		
* Including all necessary bonds & insurance.				Bid Item Subtotal	

Force Account Items					
F/A	Minor Contract Revisions	LS	1	\$ 2,000.00	\$ 2,000.00
F/A	On-The-Job Trainee	HR	0	\$ -	\$ 0.00
F/A	OJT Colorado Training Program	LS	1	\$ 100.00	\$ 100.00
F/A	Erosion Control	LS	1	\$ 500.00	\$ 500.00
F/A	Fuel Cost Adjustment	LS	1	\$ 500.00	\$ 500.00
F/A	Asphalt Cost Adjustment	LS	1	\$ 500.00	\$ 500.00
Force Account Subtotal: \$					3,600.00

Add Alternate Bid Total:	
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NOTE TO BIDDERS:

- X Bid winner will be determined by the base bid.**
- X Bidders must fill out add alternate bid items to be considered a complete bid**

The undersigned, if awarded the Add Alternate Items in the Contract, at the prices shown in the bid, agrees to complete the work within Sixty (60) working days after the Notice to Proceed is issued.

Date

Company

Official Address:

Signature

Title

**REVISION OF SECTION 403
 HOT MIX ASPHALT**

Section 403 of the Standard Specifications is hereby revised for this project as follows:

Subsection 403.02 shall include the following:

The design mix for hot mix asphalt shall conform to the following:

Table 403-1

Property	Test Method	Value For Grading			
		S(75)			Patching
Air Voids, percent at: N (design)	CPL 5115	3.5 – 4.5			3.5 – 4.5
Lab Compaction (Revolutions): N (design)	CPL 5115	75			75
Stability, minimum	CPL 5106	28			28
Aggregate Retained on the 4.75 mm (No. 4) Sieve with at least 2 Mechanically Induced fractured faces, % minimum	CP 45	60			60
Accelerated Moisture Sus- ceptibility Tensile Strength Ratio (Lottman), minimum	CPL 5109 Method B	80			80
Minimum Dry Split Tensile Strength, kPa (psi)	CPL 5109 Method B	205 (30)			205 (30)
Grade of Asphalt Cement, Top Layer		PG 64-22			PG 64-22
Grade of Asphalt Cement, Layers below Top		PG 64-22			PG 64-22
Voids in the Mineral Aggregate (VMA) % minimum	CP 48	See Table 403-2			See Table 403-2
Voids Filled with Asphalt (VFA), %	AI MS-2	65 - 80			65 - 80
Dust to Asphalt Ratio Fine Gradation Coarse Gradation	CP 50	0.6 – 1.2 0.8 – 1.6			0.6 – 1.2 0.8 – 1.6

Note: AI MS-2 = Asphalt Institute Manual Series 2
 Note: The current version of CPL 5115 is available from the Region Materials Engineer.
 Note: Mixes with gradations having less than 40% passing the 4.75 mm (No. 4) sieve shall be approached with caution because of constructability problems.
 Note: Gradations for mixes with a nominal maximum aggregate size of one-inch or larger are considered a coarse gradation if they pass below the maximum density line at the #4 screen.
 Gradations for mixes with a nominal maximum aggregate size of ¾ inch or smaller are considered a coarse gradation if they pass below the maximum density line at the #8 screen.

All mix designs shall be run with a gyratory compaction angle of 1.25 degrees and properties must satisfy Table 403-1. Form 43 will establish construction targets for Asphalt Cement and all mix properties at Air Voids up to 1.0 percent below the mix design optimum.

Table 403-2

Minimum Voids in the Mineral Aggregate (VMA)			
Nominal Maximum Size*, mm (inches)	***Design Air Voids **		
	3.5%	4.0%	4.5%
37.5 (1½)	11.6	11.7	11.8
25.0 (1)	12.6	12.7	12.8
19.0 (¾)	13.6	13.7	13.8
12.5 (½)	14.6	14.7	14.8
9.5 (⅜)	15.6	15.7	15.8
* The Nominal Maximum Size is defined as one sieve larger than the first sieve to retain more than 10%. ** Interpolate specified VMA values for design air voids between those listed. *** Extrapolate specified VMA values for production air voids beyond those listed.			

The Contractor shall prepare a quality control plan outlining the steps taken to minimize segregation of HMA. This plan shall be submitted to the Engineer and approved prior to beginning the paving operations. When the Engineer determines that segregation is unacceptable, the paving shall stop and the cause of segregation shall be corrected before paving operations will be allowed to resume.

The hot mix asphalt shall not contain more than 20% reclaimed asphalt pavement.

Hot mix asphalt for patching shall conform to the gradation requirements for Hot Mix Asphalt (Grading S).

A minimum of 1 percent hydrated lime by weight of the combined aggregate shall be added to the aggregate for all hot mix asphalt.

Acceptance samples shall be taken as per CP 41.

Subsection 403.03 shall include the following:

The Contractor shall construct the work such that all roadway pavement placed prior to the time paving operations end for the year, shall be completed to the full thickness required by the plans. The Contractor's Progress Schedule shall show the methods to be used to comply with this requirement.

Delete subsection 403.05 and replace with the following:

403.05 The accepted quantities of hot mix asphalt will be paid for in accordance with subsection 401.22, at the contract unit price per ton for the bituminous mixture.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
Hot Mix Asphalt (Grading S)(75)(PG 64-22)	Ton
Hot Mix Asphalt (Patching)(Asphalt)	Ton

Aggregate, asphalt recycling agent, additives, hydrated lime, and all other work necessary to complete each hot mix asphalt item will not be paid for separately, but shall be included in the unit price bid. When the pay item includes the PG binder grade, the asphalt cement will not be measured and paid for separately, but shall be included in the work. When the pay item does not include the PG binder grade, asphalt cement will be measured and paid for in accordance with Section 411. Asphalt cement used in Hot Mix Asphalt (Patching) will not be measured and paid for separately, but shall be included in the work.

Excavation, preparation, and tack coat of areas to be patched will not be measured and paid for separately, but shall be included in the work.

TRAFFIC CONTROL PLAN - GENERAL

The key elements of the Contractor's method of handling traffic (MHT) are outlined in subsection 630.09.

The components of the TCP for this project are included in the following:

- (1) Subsection 104.04 and Section 630 of the specifications.
- (2) Standard Plan S-630-1, Traffic Controls for Highway Construction, and Standard Plan S-630-2.

All construction signing shall meet or exceed the requirements of the MUTCD and be installed in accordance with CDOT Standard Drawing S-630-1. Changes to the Contractor's MHT shall be approved by the Engineer prior to deployment.

Special Traffic Control Plan requirements for this project are as follows:

During the construction of this project, traffic shall use the present traveled roadway at all times in unless otherwise directed by the Engineer. The contractor shall provide full intersection movements for vehicular and pedestrian traffic at all times, unless otherwise authorized by the Engineer.

Vehicular and pedestrian traffic shall be maintained on a surface that remains stable through all weather conditions. The Contractor has the option for materials provided the surface is stable and appropriate dust control measures are taken to provide a dust-free surface.

The Contractor shall maintain access to all roadways, side streets, walkways, alleyways, driveways, and hike/bike paths at all times unless otherwise approved by the Engineer. Access to individual properties shall be maintained at all times unless otherwise approved by the Engineer. Contractor shall be required to coordinate temporary closures of all private driveways with homeowners lining the construction area.

The Contractor shall not have construction equipment or materials in the lanes open to traffic at any time, unless directed.

During the resurfacing work, only one lane may be closed to traffic at any time. Traffic shall not be delayed for more than 15 minutes or as directed by the Engineer.

Work hours shall be 8 am to 5 pm, Monday through Friday.

Lane closures / one-way traffic with flaggers shall be allowed during all regular working hours. Additional lane closures may be possible with prior approval.

A minimum lane width of 10-ft shall be provided for all two-way traffic. A minimum lane width of 14-ft shall be provided for all one-way traffic with flaggers.

Work that interferes with traffic will not be permitted during any of the following times: 1] on any day of a 3 or 4 day holiday weekend; or 2] after 12:00 noon on the day preceding such holiday weekend.

During non-construction periods (evenings, weekends, holidays, etc.), all work shall be adequately protected to insure the safety of vehicular and pedestrian traffic, as detailed in the Contractor's MHT. Excavations or holes shall be filled in or fenced when unattended.

Signs damaged due to Contractor operations shall be replaced in kind or repaired by the Contractor at no additional cost to the project.

All advanced construction signing shall be installed prior to any construction activity and remain in place for all phases of construction. Road Work advance sequence signs shall be reset as required to match current locations of initial traffic control devices.

Resetting of construction signs as required by the work is considered incidental to the project and will not be paid separately.

Masking of existing/permanent or temporary signs as required by the work is considered incidental to the project and will not be paid separately.

Contractor is required to reset a number of permanent signs as part of the project. Payment for this item is included separately as Reset Ground Sign. Additional resets that may be required during the phasing of the work are considered incidental to the project and will not be paid separately.

Concrete barrier (temporary) deployed during construction shall be tapered such that uncovered end sections are outside the clear zone in accordance with the AASHTO "Roadside Design Guide." If it is not possible to deploy barrier such that clear zone requirements are met, Contractor shall provide temporary impact attenuators to cover all exposed barrier ends.

Contractor shall not be paid separately to reset temporary barrier. The cost of performing this activity shall be considered included in the unit price for Concrete Barrier (Temporary) and will not be paid separately.

Prior to starting construction, the Contractor shall notify the Project Manager of the date the Contractor intends to start construction.

All costs incidental to the foregoing requirements shall be included in the original contract prices for the project.