ADDENDUM NO. 1
Pierce County LMIG Projects
Bid #302

1. **Cross Drain Replacement Specification:**

   Please apply the attached **GDOT Specification 1401** to your installed Lump Sum price for the Cross-Drain Replacement.

2. **Line Item for Asphalt Emulsion as part of FDR of Base Course (targeting pothole areas):**

   Please add unit price for Line Item 4a Asphalt Emulsion (based upon 2 Gal./Sq. Yd.) and add to your total for each project segment.

Project Segment #1 – East Horseshoe Road (from HWY 121 to Crump Lane)

4a		Asphalt Emulsion	2,526	Gal		

Project Segment #2 – East Horseshoe Road (from Crump Lane to Mershon Road)

4a		Asphalt Emulsion	3,900	Gal		

Project Segment #3 – North Horseshoe Road (from Mershon Road to West Horseshoe Road) and Mershon Road (from East Horseshoe Road to HWY 32)

4a		Asphalt Emulsion	3,380	Gal		

E. Horseshoe, N. Horseshoe and Mershon Roads (totals for entirety of project)

4a		Asphalt Emulsion	9,738	Gal		

3. **Bid Alternate Line Items –** *These line items may be used in place of Lines 4 & 4a*

   Bid Alternate (a) --Please utilize the following line items if choosing bid alternate (a) for Cement Stabilized Reclaimed Base Course (CSRB) targeting pothole areas.

Project Segment #1 – East Horseshoe Road (from HWY 121 to Crump Lane)

A1	315	Cement Treated Base Course	1,263	SY		
A2	315	Portland Cement	19	TN		

Project Segment #2 – East Horseshoe Road (from Crump Lane to Mershon Road)

A1	315	Cement Treated Base Course	1,950	SY		
A2	315	Portland Cement	29	TN		

Project Segment #3 – North Horseshoe Road (from Mershon Road to West Horseshoe Road) and Mershon Road (from East Horseshoe Road to HWY 32)

A1	315	Cement Treated Base Course	1,690	SY		
A2	315	Portland Cement	25	TN		

E. Horseshoe, N. Horseshoe and Mershon Roads (totals for entirety of project)

A1	315	Cement Treated Base Course	4,868	SY		
A2	315	Portland Cement	73	TN		

Bid Alternate (b) – Please utilize the following line items if choosing option (b) for Cement Stabilized Reclaimed Base Course (CSRB) over the entire roadway.

Project Segment #1 – East Horseshoe Road (from HWY 121 to Crump Lane)

B1	315	Cement Treated Base Course	24,640	SY		
B2	315	Portland Cement	370	TN		

Project Segment #2 – East Horseshoe Road (from Crump Lane to Mershon Road)

B1	315	Cement Treated Base Course	37,550	SY		
B2	315	Portland Cement	563	TN		

Project Segment #3 – North Horseshoe Road (from Mershon Road to West Horseshoe Road) and Mershon Road (from East Horseshoe Road to HWY 32)

B1	315	Cement Treated Base Course	32,860	SY		
B2	315	Portland Cement	493	TN		

E. Horseshoe, N. Horseshoe and Mershon Roads (totals for entirety of project)

B1	315	Cement Treated Base Course	95,040	SY		
B2	315	Portland Cement	1,426	TN		

QUESTIONS AND RESPONSES
Pierce County LMIG Projects
Bid #302

Q1:   *Does erosion control need to be included?*
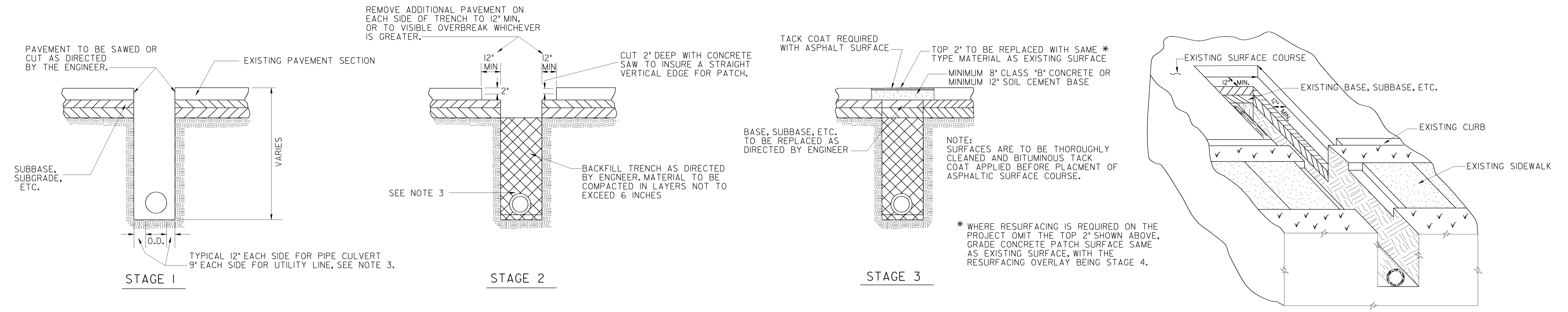
R1:   **Yes, erosion control measures shall be included in the Lump Sum price for replacing each cross drain.**
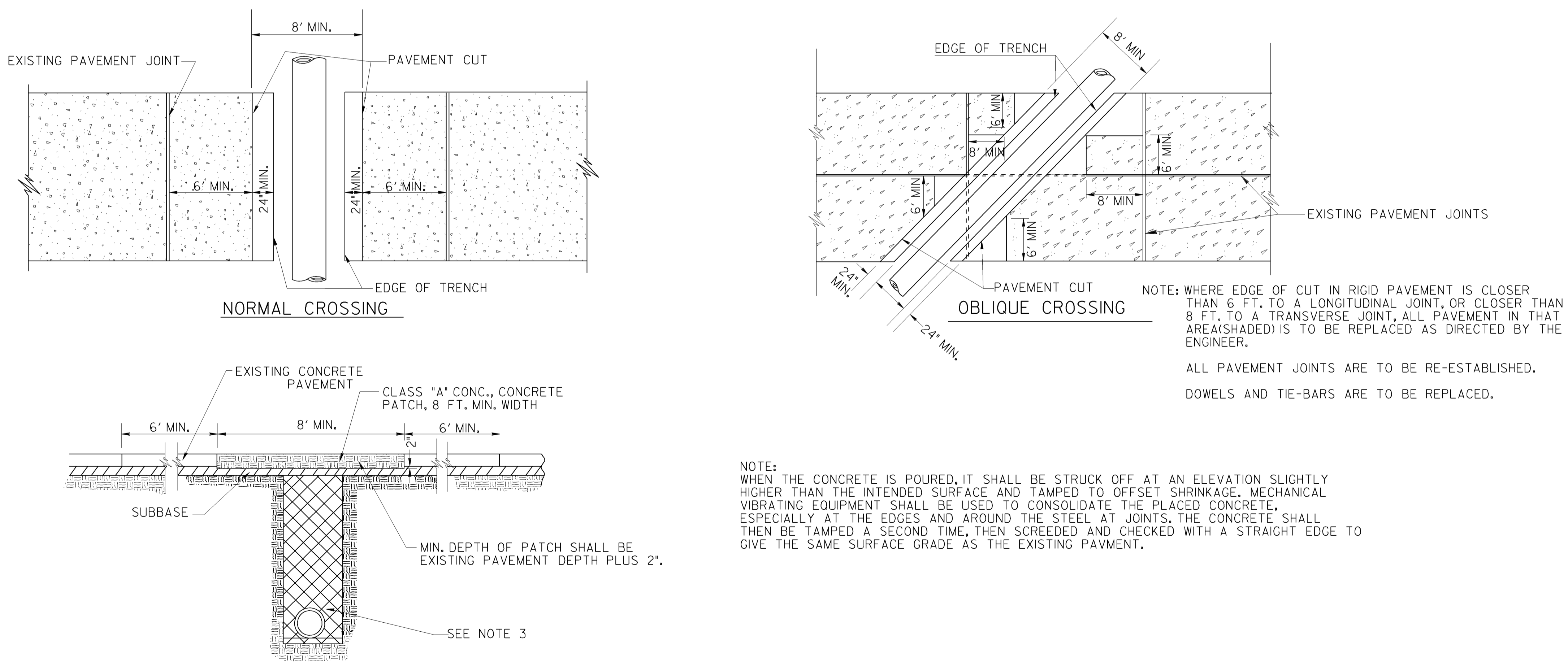
Q2:   *Will the County provide testing information for the road base?*

R2:   **Yes, the County will provide Geotechnical Testing for the base and subbase of the existing road. The Engineer will provide the Contractor with a mix design for the FDR or CSRB.**

STORM DRAIN AND UTILITY INSTALLATION BY OPEN CUT - GENERAL

PAVEMENT TO BE SAWED OR CUT AS DIRECTED BY THE ENGINEER.

EXISTING PAVEMENT SECTION

SUBBASE, SUBGRADE, ETC.

VARIES

O.D.

TYPICAL 12" EACH SIDE FOR PIPE CULVERT 9" EACH SIDE FOR UTILITY LINE, SEE NOTE 3.

STAGE 1

REMOVE ADDITIONAL PAVEMENT ON EACH SIDE OF TRENCH TO 12" MIN. OR TO VISIBLE OVERBREAK WHICHEVER IS GREATER.

12" MIN   12" MIN

2"

CUT 2" DEEP WITH CONCRETE SAW TO INSURE A STRAIGHT VERTICAL EDGE FOR PATCH.

SEE NOTE 3

BACKFILL TRENCH AS DIRECTED BY ENGINEER. MATERIAL TO BE COMPACTED IN LAYERS NOT TO EXCEED 6 INCHES

STAGE 2

TACK COAT REQUIRED WITH ASPHALT SURFACE

TOP 2" TO BE REPLACED WITH SAME * TYPE MATERIAL AS EXISTING SURFACE

MINIMUM 8" CLASS "B" CONCRETE OR MINIMUM 12" SOIL CEMENT BASE

BASE, SUBBASE, ETC. TO BE REPLACED AS DIRECTED BY ENGINEER

NOTE:
SURFACES ARE TO BE THOROUGHLY CLEANED AND BITUMINOUS TACK COAT APPLIED BEFORE PLACMENT OF ASPHALTIC SURFACE COURSE.

* WHERE RESURFACING IS REQUIRED ON THE PROJECT OMIT THE TOP 2" SHOWN ABOVE. GRADE CONCRETE PATCH SURFACE SAME AS EXISTING SURFACE, WITH THE RESURFACING OVERLAY BEING STAGE 4.

STAGE 3

EXISTING SURFACE COURSE

12" MIN.

EXISTING BASE, SUBBASE, ETC.

EXISTING CURB

EXISTING SIDEWALK

STORM DRAIN AND UTILITY INSTALLATION BY OPEN CUT ACROSS P.C. CONCRETE PAVING

8' MIN.

EXISTING PAVEMENT JOINT

PAVEMENT CUT

6' MIN.   24" MIN.   24" MIN.   6' MIN.

EDGE OF TRENCH

NORMAL CROSSING

EDGE OF TRENCH

8' MIN.

6' MIN.   8' MIN.   6' MIN.

8' MIN.

24" MIN.   24" MIN.

EXISTING PAVEMENT JOINTS

PAVEMENT CUT

OBLIQUE CROSSING

NOTE: WHERE EDGE OF CUT IN RIGID PAVEMENT IS CLOSER THAN 6 FT. TO A LONGITUDINAL JOINT, OR CLOSER THAN 8 FT. TO A TRANSVERSE JOINT, ALL PAVEMENT IN THAT AREA(SHADED) IS TO BE REPLACED AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT JOINTS ARE TO BE RE-ESTABLISHED.

DOWELS AND TIE-BARS ARE TO BE REPLACED.

EXISTING CONCRETE PAVEMENT

CLASS "A" CONC. CONCRETE PATCH, 8 FT. MIN. WIDTH

6' MIN.   8' MIN.   6' MIN.

2"

SUBBASE

MIN. DEPTH OF PATCH SHALL BE EXISTING PAVEMENT DEPTH PLUS 2".

SEE NOTE 3

NOTE:
WHEN THE CONCRETE IS POURED, IT SHALL BE STRUCK OFF AT AN ELEVATION SLIGHTLY HIGHER THAN THE INTENDED SURFACE AND TAMPED TO OFFSET SHRINKAGE. MECHANICAL VIBRATING EQUIPMENT SHALL BE USED TO CONSOLIDATE THE PLACED CONCRETE, ESPECIALLY AT THE EDGES AND AROUND THE STEEL AT JOINTS. THE CONCRETE SHALL THEN BE TAMPED A SECOND TIME, THEN SCREEDED AND CHECKED WITH A STRAIGHT EDGE TO GIVE THE SAME SURFACE GRADE AS THE EXISTING PAVMENT.

GENERAL NOTES:

1. SPECIFICATIONS: GEORGIA STANDARD, CURRENT EDITION & SUPPLEMENTS THERETO.

2. (a) OTHER PAVEMENT REPLACEMENT MATERIALS, SUCH AS HIGH EARLY STRENGTH CONCRETE, MAY BE SUBSTITUTED FOR MATERIALS SHOWN WHEN CALLED FOR IN THE PLANS OR BY THE ENGINEER.
   (b) PAYMENT FOR PIPE CULVERT OR UTILITY SHALL INCLUDE SAWING AND/OR CUTTING AND REMOVING EXISTING PAVEMENT AND REPLACING THE PAVEMENT AS SPECIFIED. PAYMENT FOR PIPE OR UTILITY INCLUDES THIS PAVEMENT REPLACEMENT MATERIAL, REGARDLESS OF WHERE MATERIALS SHOWN ARE USED OR WHERE OTHER MATERIALS SUCH AS HIGH EARLY STRENGTH CONCRETE ARE USED.
   (c) PAYMENT FOR PIPE CULVERT OR UTILITY INSTALLATION SHALL INCLUDE REPLACING IN KIND ANY PORTIONS OF SIDEWALK, CURB, CURB & GUTTER, MEDIAN PAVING, DRIVEWAYS, ETC., WHICH ARE DISTURBED DUE TO THE INSTALLATION.

3. TRENCH DETAIL SHOWN IS GENERAL, SEE STANDARD 1030D FOR DETAILS REQUIRED FOR PIPE CULVERT INSTALLATIONS. SEE THE UTILITIES MANUAL FOR UTILITY INSTALLATION REQUIREMENTS.

4. AFTER REMOVING EXISTING PAVEMENT, THE SUBBASE AND VERTICAL FACE OF EXISTING PAVING SHALL BE DAMPED (BUT NOT WET), ADDITIONALLY, THE VERTICAL FACE OF THE EXISTING PAVEMENT SHALL BE PAINTED WITH A SOLUTION OF PORTLAND CEMENT AND WATER MIXED TO THE CONSISTENCY OF HEAVY PAINT. THE CONCRETE MIX SHALL THEN BE POURED BEFORE THIS SURFACE DRIES OUT. AFTER CONCRETE IS POURED, IT SHALL BE WORKED INTO ALL CORNERS AND INTO ALL ROUGH SURFACES OF THE EXISTING PAVEMENT.

5. WHERE PIPE IS REMOVED, BUT NOT REPLACED, PAYMENT FOR PIPE REMOVAL INCLUDES ALL ITEMS DESCRIBED IN GENERAL NOTE 2., WITH ALL OTHER NOTES AND DETAILS ALSO BEING APPLICABLE.

NOTE:
THIS STANDARD IS FOR USE WHERE PERMANENT PAVEMENT PATCHING IS REQUIRED. TEMPORARY PATCHING, IF REQUIRED, SHALL BE ACCORDING TO OTHER DETAILS, SPECIFICATIONS, AND/OR AS DIRECTED BY THE ENGINEER.