

ADDENDUM NO. 1

For

STREET IMPROVEMENT DISTRICT NO. 1260 SOUTH WEBB ROAD EXTENDING NORTH FROM STOLLEY PARK ROAD TO UNION PACIFIC RAILROAD TRACKS

CITY OF GRAND ISLAND, NEBRASKA

February 2014

TO: All Bidders on Street Improvement District No. 1260 – South Webb Road extending north from Stolley Park Road to Union Pacific Railroad Tracks

RE: Addendum to Contractor's Bid Documents & Specifications

LETTING DATE: **March 4, 2014**

The purpose of this Addendum is to:

- A. Change on Section 200.37 in the Special Provisions.

The estimated earthwork quantity shown in the text is for just the Webb Road portion of the project. The detention cell area has an additional 540 C.Y. of cut. Therefore there is 6,000 C.Y. of cut and 580 C.Y. of fill. All other portions of this section shall remain.

Quantities shown are estimates only. Contractors are to verify estimates with their own means and methods for estimating Earthwork. No pavement was accounted for in this figure, no compaction factor was taken into account and the volume of pipe was not accounted for. These figures are simply the finished grade compared with the existing grade.

- B. Change on Section 200.42 in the Special Provisions.

Dowel bars shall be 1'-0" from the outside curb on either side of the roadway. IE, L2 on the NDOR plan shall be 1'-0". Therefore, there will be 20 dowel bars, per half of roadway, per transverse joint.

- C. Clarification on Section 200.44 in the Special Provisions.

Concrete mix shall be 47B-3500 or 47B-3500HE using NDOR Type IP/IT cement per amended NDOR Section 1004.02 as follows.

1004.02 – Material Characteristics

1. Type I, Type II, Type I/II and Type III Portland cement shall conform to the requirements in ASTM C 150 with the following additional requirements:
 - a. Portland cement shall not contain more than 0.60 percent equivalent alkali.

- b. Processing additions may be used in the manufacture of the cement, provided such materials have been shown to meet the requirements of ASTM C 465 and the total amount does not exceed 1 percent of the weight of Portland cement clinker.
- 2. Interground and Blended Cement shall conform to the requirements in ASTM C 595 with the following additional requirements:
 - a. Interground/Blended cement (Type IP)
 - i. For Type IP(25) shall be composed of Class F fly ash or Class N pozzolan replacement shall be $25\% \pm 2\%$.
 - ii. For Type IP(20) shall be composed of Class F fly ash or Class N pozzolan replacement shall be $20\% \pm 2\%$.
 - b. Interground/Blended cement (Type IT)
 - i. For SCMs, Slag cement and Limestone, the maximum replacement by weight shall be 40%. The manufacturer has a production tolerance of + 2% from the proposed replacement.
 - ii. For Slag Cement, the maximum replacement shall be 20% or less when incorporated into the final Interground/Blended cement.
 - iii. For Limestone cement, the replacement range shall be from 5.1% to 10.0% when incorporated into the final Interground/Blended cement.
 - c. No additional SCMs, Slag cement and Limestone will be added at the batch plant.

Keith Kurz, P.E.
Public Works Engineer

Acknowledged by _____
Signature of Bidder