

**ADDENDUM NO. 1**

February 10, 2014

RE: Bus Fueling Area Pavement Replacement  
Capital Area Transportation Authority  
Lansing, Michigan

TO: All Bidders and others to whom Plans and Specifications for the  
above referenced Project have been issued.

The items included in this Addendum are to become a part of the original Drawings and Project Manual as if included therein. Only these items are to be altered. The remainder of the original Drawings and Project Manual remain valid in their entirety.

The bidder shall furnish a signed copy of this cover page with the submission of a bid.

\_\_\_\_\_  
Bidder's Signature of Addendum Acknowledgement

\_\_\_\_\_  
Date

## **PROJECT MANUAL**

Section                      Article                                      Action

Project Manual

Division 32 Section 32 13 13 Concrete Paving

2.2      Concrete Materials

A.1.                                      Portland Cement type changed to ASTM C 150 Type I

## **DRAWINGS**

Drawing                      Detail/Item                                      Action  
Sheet No.

C1.2                      Concrete Pavement,  
                                    (Heavy Duty)                                      Replaces pavement section detail on C1.0.

C1.3                      Dowel Detail Along                                      Use where new concrete abuts existing concrete  
                                    Existing Concrete

## **CLARIFICATIONS**

- 1) Bidders asked for a baseline quantity to establish a basis for bidding such that all bids are based on the same assumptions. Furnish an order of magnitude base bid pavement quantity.

The pavement area is specified on the site plan. It is approximately 22,400 square feet. Refer to C1.2 for pavement section. Contractor's are requested to refer to the attached geotechnical report and provide a bid for removal of the existing upper 28" of existing materials only (regardless of type), disposal off the site, and replacement with the revised Concrete Pavement, Heavy Duty section. Do not provide costs for undercutting.

- 2) Tooling of pavement will not achieve depth required by concrete institute for control joints. Joints will have to be tooled and then sawcut to achieve ¼ depth of slab. Is simply sawcutting the joints acceptable?

Tooling and then saw cutting the concrete joints is the preferred method for constructing the control joints. An acceptable, alternative method would be to saw cut the joints twice. The first saw cut would be made to the required depth. The second cut would create a beveled edge at the surface of the joint. Method to construct control joints is the contractor's option, but the

method must be consistent. The intent is to reduce spalling and cracking at the joint locations.

- 3) Dowels are noted to be 2' deep into existing curbing. This is longer than what is common. Additionally, some are specified smooth and others standard and they are different size. Please confirm these requirements.

Please refer to attached addendum sheet C1.3. Detail is to be used where new concrete abuts existing concrete.

- 4) What depth does subbase need to be prepped to?

Per clarification 1 above, contractors are to remove the upper 28" of existing material and replace it with the proposed Concrete Pavement, Heavy Duty section as shown on Sheet C1.2.

- 5) The type of Portland Cement specified is not available in Michigan. What type should we use?

Type of Portland Cement to be used will be ASTM C 150 Type 1.

- 6) Do all control and expansion joints require sealant?

All expansion joints require joint sealant.

**END OF ADDENDUM No.1**

Attachments:

Section 32 13 13 Concrete Paving, Page 3 of 10

Sheet C1.2 Concrete Pavement, (Heavy Duty)

Sheet C1.3 Dowel Detail Along Existing Concrete

Pre-Bid Meeting Minutes (For Information Only)

Geotechnical Exploration and Engineering Report (Provided by PSI, Inc. for information only)

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