

**ADDENDUM NO. 1
February 20, 2020**

Project Number: Bid 004801
Project Title: Centennial High School Parking Lot Rehabilitation
Agency: West Ada School District
Engineer: KM Engineering, LLP
Bid Opening: March 3, 2020
Location: West Ada School District Service Center
1303 East Central Drive, Meridian, Idaho 83642

NOTICE TO BIDDERS:

1. This addendum shall be considered part of the documents for the above-mentioned project as though it had been issued at the same time and shall be incorporated integrally therewith. Where provisions of the following supplementary data differ from those of the original documents, this addendum shall govern and take precedence.
2. Bidders are hereby notified that they shall make any necessary adjustment in their estimates on account of this addendum. It will be construed that each bid is submitted with full knowledge of all modifications and supplemental data specified herein.
3. **Bidders must acknowledge in their bids that all addenda have been received or the bid may be deemed non-responsive.**

The contract documents for the project identified above are amended as follows:

- **Revise** Project Manual Table of Contents Division 3 – Concrete to remove specification 321130 Slurry Seal and replace with attached specification 02533 Asphalt Seal Coat in Division 2 – Site Work.

Questions received at pre-bid walk-through on February 18, 2020:

- Are the existing concrete curb stops going to be removed?
Answer: Yes. Some will be re-used for construction of this project and the remainder will be given to the school district for future use.
- What is the project schedule?
Answer: Work shall commence on June 5, 2020 and be substantially complete by August 5, 2020. Please refer to the Bid Proposal in the original Project Manual for these dates. Construction will need to be coordinated with the school district representative to ensure that other ongoing projects and activities are accommodated.
- Does the project need to be bid in its entirety, or can it be bid in subsections by subcontractors?
Answer: The project needs to be bid in its entirety.

- On Sheet C3.0 of the construction plans, Keynotes 2 and 3 appear to be reversed.
Answer: Acknowledged. Keynotes 2 and 3 were accidentally reversed. The Keynotes should read as follows:
 - *Keynote 2: ARROW PER DETAIL THIS SHEET.*
 - *Keynote 3: DASHED LANE LINE PER DETAIL THIS SHEET.*

END ADDENDUM ONE (2-sheet addendum plus 2-sheet attachment)

SECTION 02533

ASPHALT SEAL COAT

PART 1 - GENERAL

1.1 DESCRIPTION

These are the requirements for furnishing material and installing Asphalt Emulsion Sealant. The Contractor shall provide all supplementary tools and equipment for a complete, satisfactory and approved installation.

PART 2 - MATERIALS

2.1 SEAL COAT

The seal coat material shall be Sealmaster Polymer Modified Masterseal (PMM) or approved equal.

2.2 JOINT SEALANT

The Crack Seal material shall be SealMaster hot pour applied crack fill material or approved equal.

PART 3 - CONSTRUCTION METHODS

3.1 ASPHALT PREPARATION

The asphalt surface to be treated shall be free of all dirt, sand, oil and grease. The surface shall be cleaned with a power broom or power blower supplemented by hand sweeping as required to remove deleterious matter. Any accumulation of oil and grease shall be scraped or cleaned off with SealMaster Petro Seal or Prep Seal or approved equal.

3.2 CRACK SEAL APPLICATION

Seal all cracks within construction limits prior to sealing pavement.

1. For all cracks measuring 1/8 inch to 1/2 inch that have not been previously filled: clean with at least 100 PSI compressed air and apply sealant. Use hot-applied joint sealant. Fill flush with surface of existing pavement and remove excess.
2. For cracks that have been filled previously and have cracks 1/8 inch to 1/2 inch in the previously applied sealant: clean with compress air and apply new sealant. Use hot-applied joint sealant. Fill flush with surface of existing pavement and remove excess.
3. For cracks measuring 1/2 inch or greater: mechanically route the crack and apply sealant as shown in the details on the plans.

3.3 SEAL COAT APPLICATION

PMM shall be applied by either pressurized spray application equipment or self-propelled squeegee equipment. Pressurized spray equipment shall be capable of spraying pavement sealer with sand added. Equipment shall have continuous agitation or mixing capabilities to maintain homogeneous consistency of

pavement sealer mixture throughout the application process. Self-propelled squeegee equipment shall have at least 2 squeegee or brush devices (one behind the other) to assure adequate distribution and penetration of sealer into bituminous pavement. Hand squeegee and brushes shall be acceptable in areas where practicality prohibits the use of mechanized equipment.

PMM shall be mixed with 40-60 mesh AFS sand at a rate of 4 pounds sand per gallon of PMM Concentrate. No water shall be added to the mixture without approval of the engineer.

Apply properly mixed PMM (PMM Concentrate, Sand, and Water – if needed) at a rate of 0.11 to 0.13 gallon per square yard (70-82) square feet per gallon) per coat. Both surface and ambient temperature shall be a minimum of 50°F. Temperature shall not drop below 50°F in a 24-hour period following application. New asphalt surfaces should be allowed to cure a minimum of four weeks under ideal weather conditions (70°F) before applying PMM.

Two coats of sealant shall be applied.

3.3 TEST SECTION

The amount of mixture shall be sufficient to place a test section of a minimum of 250 square yards at the rate specified in the job mix formula. The area to be tested will be designated by the Engineer and will be located on a representative section of the pavement to be seal coated.

The application shall be 0.11 to 0.13 gallons per square yard with the actual rates to be determined by the Engineer at the time of application. The Contractor shall run, and the Engineer shall approve, a test section for the optimum application rate prior to the beginning of the full production process.

3.4 CURING

The mixture shall be permitted to dry for a minimum of 24 hours after the final application before opening to traffic and shall be sufficiently cured to drive over without damage to the seal coat. Any damage to the uncured mixture will be the responsibility of the Contractor to repair.

PART 4 - METHOD OF MEASUREMENT

- 4.1** The Contractor is responsible for physically measuring all surfaces and determining the amount of materials, equipment and workmanship necessary to provide an approved finished product.

PART 5 - BASIS OF PAYMENT

- 5.1** The Contractor is responsible for including in the total lump sum price all costs associated with the supply of materials, preparation, delivery and application of materials and for all labor, equipment, tools and incidentals necessary to complete the item.

End of Section 02533