
ADDENDUM NO. 1

to **CONTRACT DOCUMENTS** for

"H" & "I" Street Alley (Oak to Pine) Sanitary Sewer Replacement
Project No. SE6064
Grants Pass, Oregon 97526

To All Plan Holders:

The following changes, additions, and/or deletions are hereby made a part of the Contract Documents for the construction of the "H" & "I" Street Alley (Oak to Pine) Sanitary Sewer Replacement; Project No. SE6064, Grants Pass, Oregon, as fully and completely as if the same were fully set forth therein:

1. ON THE CONSTRUCTION PLANS...

- **NA**

2. IN THE CONTRACT DOCUMENTS...

- On Page 7 of 21 in the Special Provisions, Section 00197 – Payment for Force Account Work, In Section 00197.80 Percentage Allowances – **Replace "15 Percent" with "17 Percent"**

3. CLARIFICATIONS...

- On Sheet 2 of 3, Legend Note 5: Install New 48" S.S. Man Hole. per GPSD #301 - **Build As Per Plan And Standard Drawing #301 (Attached) With Channel.**
- Regarding road restoration, **Put Back "Like Kind" Materials**
- Regarding T-Patch, **As Per Referenced Standard Drawing #107A (Attached)**

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 1 by signing in the space provided and submitting the signed Addendum with the bid. Bids submitted without this Addendum will be considered irregular and may not be accepted.

RECEIPT OF THIS ADDENDUM IS ACKNOWLEDGED AND CONDITIONS ARE

HEREBY AGREED TO THIS ____ DAY OF _____ 2013.

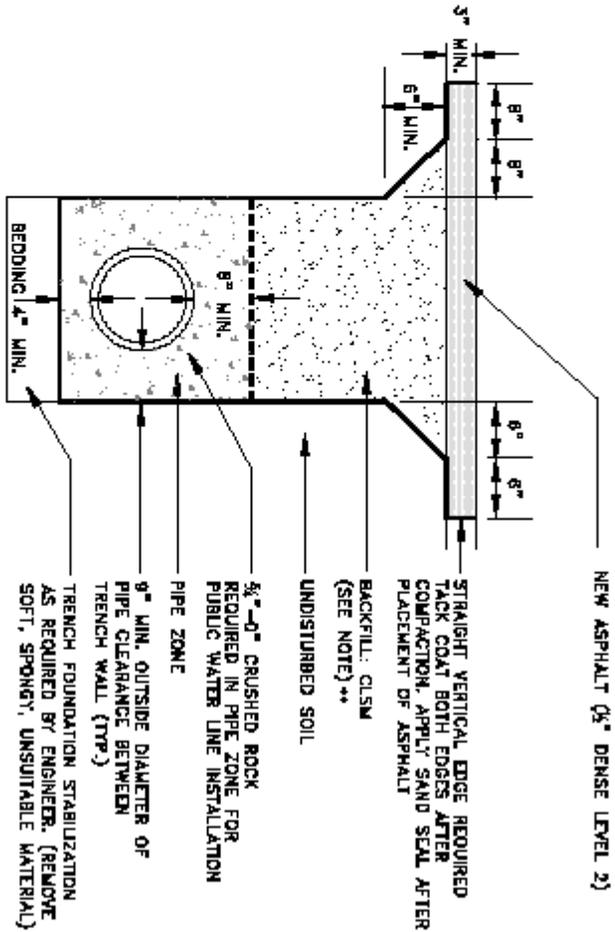
Bidder's Name (Company)

BY: _____
(Signature)

END OF ADDENDUM NO. 1

PAYEMENT STRUCTURAL SECTION ON ENCROACHMENT PROJECTS:

**CLASS "C" BACKFILL
 UTILITY TRENCHES 6" WIDTH OR LESS
 UNDER PAYEMENT OR IN R/W
 (ENCROACHMENT PERMITS ONLY)**



1. REPLACE PAYEMENT STRUCTURAL SECTION AS FOLLOWS:
 72 HOURS AFTER TRENCH IS BACKFILLED, (MAY BE REDUCED TO 48 HOURS WITH CERTAIN CURING AGENTS AND APPROVAL OF DOT ENGINEER).
 ASPHALT: EXISTING THICKNESS, BUT NOT LESS THAN 3".
 CONCRETE: EXISTING THICKNESS, BUT NOT LESS THAN 6".
2. TRENCHES SHALL BE BACKFILLED TO WITHIN 3" OF THE TOP OF THE TRENCH (OR EXISTING THICKNESS OF ASPHALT) & COVERED BY NOMINAL 1" STEEL PLATES, LENGTH & WIDTH OF PLATES TO BE USED ARE 5'x10' UNLESS OTHERWISE SPECIFIED.
 PLATE/PAYEMENT OVERLAP SHALL BE A MINIMUM OF 1 FOOT. SEAL EDGES OF THE PLATE WITH A COLD MIX. PLATES ARE TO REMAIN IN PLACE FOR 24 HOUR MINIMUM OR AS APPROVED BY THE CITY ENGINEER.

NOTES:
 CONTROL OF COMPACTION:
 VISUAL INSPECTION
 CONTROLLED LOW STRENGTH MATERIALS:
 SEE CURRENT APWA/ODOT SPECS 00422
 TACK COAT MATERIAL
 ASPHALTS (EMULSIFIED) RS-1, CRS-1, CSS-1
 SAND SEAL
 RS-1, RS-2, CRS-1, CRS-2
 SAND
 AGGREGATE: #8 - #200
 ASPHALT: .10 - .15 GAL
 ALL PAYEMENT CUTS, EXCAVATION, BEDDING, LAYING AND JOINING OF PIPE, BACKFILL, AND PAYEMENT REPLACEMENT SHALL COMPLY WITH THE CURRENT ODOT/APWA STANDARD SPECIFICATIONS FOR CONSTRUCTION"

NO.	DATE	INITIAL	REVISIONS
3	12/04	FMS	STD DWG UPDATE
4	10/09	GLV	STD DWG UPDATE
5	11/10	GLV	Change CDF to CLSM

DESIGN: STAFF DRAWN BY: FMS APPROVED: JMS

CITY OF GRANTS PASS
 ENGINEERING DIVISION
 UTILITY TRENCHES (ENCROACHMENT PERMITS)
 SCALE: NONE DWG. NO. 107-A

** MAXIMUM AASHTO 199 METHOD D DENSITY

