August 4, 2010

ADDENDUM NO. 1

TO
JEFFERSON COUNTY, TEXAS
SOUTHEAST TEXAS REGIONAL AIRPORT
GA APRON REPAIRS

THIS ADDENDUM IS ISSUED FOR THE PURPOSE OF AMENDING THE CONTRACT DOCUMENTS FOR THE SOUTHEAST TEXAS REGIONAL AIRPORT, GA APRON REPAIRS, JEFFERSON COUNTY, TEXAS, AS FOLLOWS:

CONTRACT DOCUMENTS

1. Clarification to Bid Package Submittal: The original as specified in the Invitation for Bid shall be the complete bound manual, including completed bid forms (Bid Form, Bid Opening Sheet, Qualification Statement, Financial Statement, Bonding Company Information and Bid Bond). The three (3) copies shall be copies of the completed bid forms (Bid Form, Bid Opening Sheet, Qualification Statement, Financial Statement, Bonding Company Information and Bid Bond).

2. Add the attached Special Provision No. 1 to Wage Rates.

3. Add the attached Special Provision No. 2 to the General Provisions.

SPECIFICATIONS

1. Add the attached Special Provision No. 1 to Item M-564.

2. Add the attached Special Provision No. 1 to Item P-101

3. Add the attached Special Provision No. 1 to Item P-501

4. Clarification to Item 340: Manual Transfer Devices are not required for placement of asphalt.

PLANS

1. Modify the BARRICADE ELEVATION and BARRICADE NOTES on sheet 3 of 6 per the attached.

2. Field evaluation and interviews with Owner's staff could not confirm or deny the presence of reinforcing steel in existing concrete. Contractor shall include work associated with existing steel as subsidiary to Surface Preparation.

STATE OF TEXAS
RICKY J. BOURQUE
50261
REGISTERED
PROFESSIONAL ENGINEER

8/4/10

END ADDENDUM NO. 1

Ricky J. Bourque, P.E. #50261

SPECIAL PROVISION NO. 1 TO
WAGE RATE SCHEDULE

1. Add the following to the Wage Rate Schedule

PART 1 REQUIREMENTS

1.1 GENERAL

A. Pay not less than minimum wage scale and benefits indicated on "Minimum Wage Schedule" provided.

B. Listed wages are minimum rates only.

C. No claims for additional compensation will be considered by the Owner because of payments of wage rates in excess of applicable rate contained in the Contract.

D. Vernon's Civil Statutes, Section 2 of Article 5159a which states as follows:

"The Contractor shall forfeit as penalty to the State, County, City and County, City, Town, District or other political subdivision on who behalf the Contract is made or awarded, ten dollars ($10.00) for each laborer, workman or mechanic is paid less than the said stipulated rates for any work done under said Contract, by him, or by any subcontractor under him, and the public body awarding the Contract shall cause to be inserted in the Contract a stipulation to this effect:.

1.2 PAYROLL

A In compliance with Article 515a, Section 2 and 3, and Article 5159d, Section II of Revised Civil Statute referenced above, the Owner reserves following rights:

1. To receive weekly payroll records **(records to be provided)**.
2. To have Contractor provide required earning statements to employees.

1.3 MINIMUM WAGE RATES

A. In execution of this Contract, Contractor must comply with all applicable state and federal laws, Including but not limited to laws concerned with labor, equal employment opportunity, safety and Minimum wage.

B. Minimum wage rate for apprentices shall be in accordance with scale determined by approved Apprenticeship program or $1.00 for each hour less than journeyman's rates, whichever is lower. Approved apprenticeship program is one approved by U.S. Department of Labor, Bureau of Apprenticeship Training, and only apprentices enrolled in approved program may be paid apprenticeship rates.

C. Base Per Diem Rate shall be based on Hours Worked/Day Times Base Hourly Wage Rate.

D. Multipliers for overtime rates:

1. Over 40 hours for each week: Base hourly rate times 1.5.
2. Holidays: Base hourly rate time 1.5.

E. Basic Minimum Wage Rates as scheduled.

SPECIAL PROVISION NO. 2 TO
GENERAL PROVISIONS

1. Add the following to Section 804.1

   All personnel working on project will be required to obtain safety orientation (approximately 1 hour) and provide photo identification. Crews will be escorted to work sites from access points. Owner will provide personnel with radio communication where activity is occurring in active movement area.

SPECIAL PROVISION No. 1
TO ITEM M-564

1. Add the following to Section 564-2.1.d.

   Concrete shown in the plans to be placed per FAA maintenance specification M-564 shall be a type 3 rapid setting, high early strength mixture. Product data, along with supporting documentation, for the proposed material to be used shall be submitted to the Engineer for approval prior to construction.

   The type 3 rapid setting, high early strength mixture is intended for use only in those areas of the airport where it is imperative that the pavement be re-opened to aircraft traffic as quickly as possible. Wherever it is feasible, panels shall be replaced with conventional Portland cement concrete per FAA item P-501.

SPECIAL PROVISION No. 1
TO ITEM P-101

1. Delete Section 101-3.2 in its entirety and replace with the following:

101-3.2 PREPARATION OF JOINTS AND CRACKS.

Joints and cracks in existing concrete that is to be overlaid with new hot-mix asphalt (HMA) surface are not required to be cleaned, prepared, and sealed prior to placement of the HMA surface. The exposed existing concrete shall be swept clean and any protruding sealant material shall be removed to provide a smooth, continuous platform for placement of the HMA surface. Excessive voids in underlying joints and cracks (greater than 1 inch in width) shall be filled with a mixture of emulsified asphalt and aggregate in accordance with the requirements of item P-101. The quantity of joints/cracks to be filled shall not exceed 300 linear feet. The combined gradation shall be as shown in Table 1.

TABLE 1

Sieve Size	Percent Passing
No. 4	100
No. 8	90-100
No. 16	65-90
No. 30	40-60
No. 50	25-42
No. 100	15-30
No. 200	10-20

Up to 3% cement can be added to accelerate the set time. The mixture shall not contain more than 20% natural sand without approval in writing from the Engineer.

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one part asphalt emulsion to five parts aggregate by volume. The material shall be poured into the joints or cracks or shall be placed in the joint or crack and compacted to form a voidless mass. The joint or crack shall be filled within 0 to 1/8 inch of the surface. Any material spilled outside the width of the joint shall be removed from the surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the surface and vegetation in the joints need to be removed.

2. Add the following to Item 101-4.1.c. Joint and Crack Repair:

Sweeping of the existing concrete pavement and filling excessively wide cracks and joints prior to placement of HMA overlay shall not be measured separately but shall be considered subsidiary to the work performed in removing asphaltic concrete pavement by the square yard.

SPECIAL PROVISIONS TO ITEM P-501
PORTLAND CEMENT CONCRETE PAVEMENT

1. Add the following Table 2 to Section 501-2.1.c. relative to gradation of coarse aggregate.

TABLE 2. GRADATION FOR COARSE AGGREGATE
ASTM C 33

Sieve Designations (square openings)		Percentage by Weight Passing Sieves From 2" to No. 4 (50.8 mm - 4.75 mm)	
		#3	#57
in.	mm	2" – 1"	1" – No. 4
2-1/2	63	100	---
2	50.8	90-100	---
1-1/2	38.1	35-70	100
1	25.0	0-15	95-100
3/4	19.0	---	---
1/2½	12.5	0-5	25-60
3/8	9.5	---	---
No. 4	4.75	---	0-10
No. 8	2.36	---	0-5

2. Delete Section 501-2.2 in its entirety and substitute the following.

501-2.2 CEMENT. Cement shall conform to the requirements of ASTM **C-150,** Type **I.**

If for any reason, cement becomes partially set or contains lumps of caked cement, it shall be rejected. Cement salvaged from discarded or used bags shall not be used.

Only cements containing less than 0.6% equivalent alkali or cements that can demonstrate a positive reduction in the expansion created by alkali-silica reactions shall be used.

3. Delete Section 501-2.3 in its entirety and substitute the following.

501-2.3 CEMENTITIOUS MATERIALS.

a. Fly Ash or Natural Pozzolan. Fly ash shall meet the requirements of ASTM C 618, Class C, F, or N with the exception of loss of ignition, where the maximum shall be less than 6 percent for Class F or N. Fly ash such as is produced in furnace operations utilizing liming materials or soda ash (sodium carbonate) as an additive shall not be acceptable. The Contractor shall furnish vendor's certified test reports for each shipment of Fly Ash used in the project. The vendor's certified test report can be used for acceptance or the material may be tested independently by the Engineer.

b. Blast Furnace Slag (Slag Cement). Ground Granulated Blast Furnace (GGBF) slag shall conform to ASTM C 989, Grade 100 or 120. GGBF shall be used only at a rate between 25 and 55 percent of the total cementitious material by mass.

4. Delete Section 501-2.4 in its entirety and substitute the following.

501-2.4 PREMOLDED JOINT FILLER. Premolded joint filler for expansion joints shall conform to the requirements of **ASTM D 1751 or ASTM D 1752, Type II or III** and shall be punched to admit the dowels where called for on the plans. Joint filler must be compatible with joint sealants. The filler for each joint shall be furnished in a single piece for the full depth and width required for the joint, unless otherwise specified by the Engineer. When the use of more than one piece is required for a joint, the abutting ends shall be fastened securely and held accurately to shape by stapling or other positive fastening means satisfactory to the Engineer.

5. Delete Section 501-2.6 in its entirety and replace with the following:

501-2.6 STEEL REINFORCEMENT. Reinforcing shall consist of **bar mats** conforming to the requirements of ASTM **A 184.**

6. Delete Section 501-3.1 in its entirety and substitute the following.

501-3.1 PROPORTIONS. Concrete shall be designed to achieve a 28-day compressive strength of **3,800** psi. The mix shall be designed using the procedures contained in Chapter 9 of the Portland Cement Association's manual, "Design and Control of Concrete Mixtures".

The Contractor shall note that to ensure that the concrete actually produced will meet or exceed the acceptance criteria for the specified strength, the mix design average strength must be higher than the specified strength. The amount of overdesign necessary to meet specification requirements depends on the producer's standard deviation of compressive strength test results and the accuracy that that value can be estimated from historic data for the same or similar materials.

The minimum cementitious material (cement plus fly ash, or GGBFS) shall be **564** pounds per cubic yard. The ratio of water to cementitious material, including free surface moisture on the aggregates but not including moisture absorbed by the aggregates shall not be more than **0.45** by weight.

Prior to the start of paving operations and after approval of all material to be used in the concrete, the Contractor shall submit a mix design showing the proportions and compressive strength obtained from the concrete at 7 and 28 days. The mix design shall include copies of test reports, including test dates, and a complete list of materials including type, brand, source, and amount of cement, fly ash, ground slag, coarse aggregate, fine aggregate, water, and admixtures. The fineness modulus of the fine aggregate and the air content shall also be shown. The mix design shall be submitted to the Engineer at least **10** days prior to the start of operations. The submitted mix design shall not be more than 90 days old. Production shall not begin until the mix design is approved in writing by the Engineer.

Should a change in sources be made, or admixtures added or deleted from the mix, a new mix design must be submitted to the Engineer for approval.

Compressive strength test specimens shall be prepared in accordance with ASTM C 172 and tested in accordance with ASTM C 39. The mix determined shall be workable concrete having a slump for side-form concrete between 1 and 2 inches (25 mm and 50 mm) as determined by ASTM C 143. For vibrated slip-form concrete, the slump shall be between 1/2 inch (13 mm) and 1 1/2 inches (38 mm).

7. Delete Section 501-3.3 in its entirety and substitute the following:

501-3.3 ADMIXTURES.

a. Air-Entraining. Air-entraining admixture shall be added in such a manner that will insure uniform distribution of the agent throughout the batch. The air content of freshly mix air-entrained concrete shall be based upon trial mixes with the materials to be used in the work adjusted to produce concrete of the required plasticity and workability. The percentage of air in the mix shall be **4.5**. Air content shall be determined by testing in accordance with ASTM C 231 for gravel and stone coarse aggregate and ASTM C 173 for slag and other highly porous coarse aggregate.

b. Chemical. Water-reducing, set-controlling, and other approved admixtures shall be added to the mix in the manner recommended by the manufacturer and in the amount necessary to comply with the specification requirements. Tests shall be conducted on trial mixes, with the materials to be used in the work, in accordance with ASTM C 494.

8. Delete Section 501-4.1c. in its entirety and substitute the following.

501-4.1.c FINISHING EQUIPMENT.

Replace the first paragraph with the following: "Slip-form paving equipment will not be used on this project."

9. Delete Section 501-4.14 in its entirety and substitute the following.

501-4.14 CURING.

501-4.14 CURING. Immediately after finishing operations are completed and marring of the concrete will not occur, the entire surface of the newly placed concrete shall be cured for a 7-day cure period in accordance with one of the methods below. Failure to provide sufficient cover material of whatever kind the Contractor may elect to use, or lack of water to adequately take care of both curing and other requirements, shall be cause for immediate suspension of concreting operations. The concrete shall not be left exposed for more than 1/2 hour during the curing period.

When a two-sawcut method is used to construct the contraction joint, the curing compound shall be applied to the sawcut immediately after the initial cut has been made. The sealant reservoir shall not be sawed until after the curing period has been completed. When the one cut method is used to construct the contraction joint, the joint shall be cured with wet rope, wet rags, or wet blankets. The rags, ropes, or blankets shall be kept moist for the duration of the curing period.

a. Impervious Membrane Method. The entire surface of the pavement shall be sprayed uniformly with white pigmented curing compound immediately after the finishing of the surface and before the set of the concrete has taken place. The curing compound shall not be applied during rainfall. Curing compound shall be applied by mechanical sprayers under pressure at the rate of 1 gallon (4 liters) to not more than 150 square feet (14 square meters). The spraying equipment shall be of the fully atomizing type equipped with a tank agitator. At the time of use, the compound shall be in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. During application the compound shall be stirred continuously by mechanical means. Hand spraying of odd widths or shapes and concrete surfaces exposed by the removal of forms will be permitted. When hand spraying is approved by the Engineer, a double application rate shall be used to insure coverage. The curing compound shall be of such character that the film will harden within 30 minutes after application. Should the film become damaged from any cause, including sawing operations, within the required curing period, the damaged portions shall be repaired immediately with additional compound or other approved means. Upon removal of side forms, the sides of the exposed slabs shall be protected immediately to provide a curing treatment equal to that provided for the surface.

10. Delete the first and second paragraph of Section 501-4.8 and replace with the following.

501-4.8 PLACING CONCRETE. The Contractor shall place the concrete with side (fixed) forms. At any point in concrete conveyance, the free vertical drop of the concrete from one point to another or to the underlying surface shall not exceed 3 feet (1 m). Backhoes and Grading equipment shall not be used to distribute the concrete in front of the paver. Front end loaders will not be used unless the contractor demonstrates that they can be used without contaminating the concrete and base course and it is approved by the Engineer.

Hauling equipment or other mechanical equipment can be permitted on adjoining previously constructed pavement when the concrete strength reaches a compressive strength of 3,000 psi, based on the average of two field cured specimens per each day's quantity of concrete placed. Also, subgrade and subbase planers, concrete pavers, and concrete finishing equipment may be permitted to ride upon the edges of previously constructed pavement when the concrete has attained a minimum compressive strength of 3,000 psi.

a. Side-Form Construction. Side form sections shall be straight, free from warps, bends, indentations, or other defects. Defective forms shall be removed from the work. Metal side forms shall be used except at end closures and transverse construction joints where straight forms of other suitable material may be used.

Side forms may be built up by rigidly attaching a section to either top or bottom of forms. If such build-up is attached to the top of metal forms, the build-up shall also be metal.

Width of the base of all forms shall be equal to at least 80 percent of the specified pavement thickness.

Side forms shall be of sufficient rigidity, both in the form and in the interlocking connection with adjoining forms, that springing will not occur under the weight of subgrading and paving equipment or from the pressure of the concrete. The Contractor shall provide sufficient forms so that there will be no delay in placing concrete due to lack of forms.

Before placing side forms, the underlying material shall be at the proper grade. Side forms shall have full bearing upon the foundation throughout their length and width of base and shall be placed to the required grade and alignment of the finished pavement. They shall be firmly supported during the entire operation of placing, compacting, and finishing the pavement.

Forms shall be drilled in advance of being placed to line and grade to accommodate tie bars where these are specified.

Immediately in advance of placing concrete and after all subbase operations are completed, side forms shall be trued and maintained to the required line and grade for a distance sufficient to prevent delay in placing.

Side forms shall remain in place at least 12 hours after the concrete has been placed, and in all cases until the edge of the pavement no longer requires the protection of the forms. Curing compound shall be applied to the concrete immediately after the forms have been removed.

Side forms shall be thoroughly cleaned and oiled each time they are used and before concrete is placed against them.

Concrete shall be spread, screeded, shaped and consolidated by one or more self-propelled machines. These machines shall uniformly distribute and consolidate concrete without segregation so that the completed pavement will conform to the required cross section with a minimum of handwork.

The number and capacity of machines furnished shall be adequate to perform the work required at a rate equal to that of concrete delivery.

Concrete for the full paving width shall be effectively consolidated by internal vibrators without causing segregation. Internal type vibrators' rate of vibration shall be not less than 7,000 cycles per minute. Amplitude of vibration shall be sufficient to be perceptible on the surface of the concrete more than one foot from the vibrating element. The Contractor shall furnish a tachometer or other suitable device for measuring and indicating frequency of vibration.

Power to vibrators shall be connected so that vibration ceases when forward or backward motion of the machine is stopped.

The provisions relating to the frequency and amplitude of internal vibration shall be considered the minimum requirements and are intended to ensure adequate density in the hardened concrete.

b. Consolidation Testing. The provisions relating to the frequency and amplitude of internal vibration shall be considered the minimum requirements and are intended to ensure adequate density in the hardened concrete. If a lack of consolidation of the concrete is suspected by the Engineer, additional referee testing may be required. Referee testing of hardened concrete will be performed by cutting cores from the finished pavement after a minimum of 24 hours curing. Density determinations will be made based on the water content of the core as taken. ASTM C 642 shall be used for the determination of core density in the saturated-surface dry condition. Referee cores will be taken at the minimum rate of one for each 500 cubic yards of pavement, or fraction thereof.

The average density of the cores shall be at least 97 percent of the original mix design density, with no cores having a density of less than 96 percent of the original mix design density.

Failure to meet the above requirements will be considered as evidence that the minimum requirements for vibration are inadequate for the job conditions, and additional vibrating units or other means of increasing the effect of vibration shall be employed so that the density of the hardened concrete as indicated by further referee testing shall conform to the above listed requirements.

11. Delete Section 501-4.18 in its entirety and substitute the following:

501-4.18 OPENING TO TRAFFIC. The pavement shall not be opened to traffic until test specimens molded and cured in accordance with ASTM C 31 have attained a compressive strength of 3,000 pounds per square inch when tested in accordance with ASTM C 39. If such tests are not conducted, the pavement shall not be opened to traffic until 14 days after the concrete was placed. Prior to opening the pavement to construction traffic, all joints shall either be sealed or protected from damage to the joint edge and intrusion of foreign materials into the joint. As a minimum, backer rod or tape may be used to protect the joints from foreign matter intrusion. The pavement shall be cleaned before opening for normal operations.

12. Delete Section 501-4.20 in its entirety and replace with the following.

501-4.20 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR.

All operations shall be carefully controlled to prevent damage to the concrete pavement and to the underlying material to remain in place. All saw cuts shall be made perpendicular to the slab surface.

a. Removal of Existing Pavement Slab.

When it is necessary to remove existing concrete pavement and leave adjacent concrete in place, the joint between the removal area and adjoining pavement to stay in place, including dowels, tie bars or keys, shall first be cut full depth with a standard diamond-type concrete saw. If keys or dowels are present at this joint, the saw cut shall be made full depth 6 inches from the joint if only keys are present, or just beyond the end of dowels if dowels are present. The edge shall then be carefully

sawed on the joint line to within 1 inch (25 mm) of the top of the dowel or key. Next, a full depth saw cut shall be made parallel to the joint at least 24 inches (600 mm) from the joint and at least 12 inches (300 mm) from the end of any dowels. All pavement between this last saw cut and the joint line shall be carefully broken up and removed using hand-held jackhammers, 30 lb. (14 kg) or less, or the approved light-duty equipment which will not cause stress to propagate across the joint saw cut and cause distress in the pavement which is to remain in place. Where dowels or keys are present, care shall be taken to produce an even, vertical joint face below the dowels or keys. If the Contractor is unable to produce such a joint face, or if underbreak or other distress occurs, the Contractor shall saw the dowels or keys flush with the joint. The Contractor shall then install new dowels, of the size and spacing used for other similar joints, by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph "Placing dowels and Tie-bars. All this shall be at no additional cost to the Owner. Dowels of the size and spacing indicated shall be installed as shown on the drawings by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph "Placing Dowels and Tie Bars". The joint face shall be sawed or otherwise trimmed so that there is no abrupt offset in any direction greater than 1/2-inch (12 mm) and no gradual offset greater than 1 inch (25 mm) when tested in a horizontal direction with a 12 ft. (3.6 m) straightedge.

b. Edge Repair.

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Areas that are damaged during construction shall be repaired at not cost to the Owner; repair of previously existing damage areas will be considered a subsidiary part of concrete pavement construction.

(1) Spall Repair. Spalls shall be repaired where indicated and where directed. Repair materials and procedures shall be as previously specified in subparagraph "Repairing Spalls Along Joints."

(2) Underbreak Repair. All underbreak shall be repaired. First, all delaminated and loose material shall be carefully removed. Next, the underlying material shall be recompacted, without addition of any new material. Finally, the void shall be completely filled with paving concrete, thoroughly consolidated. Care shall be taken to produce an even joint face from top to bottom. Prior to placing concrete, the underlying material shall be thoroughly moistened. After placement, the exposed surface shall be heavily coated with curing compound.

(3) Underlying Material. The underlying material adjacent to the edge of an under the existing pavement which is to remain in place shall be protected from damage or disturbance during removal operations and until placement of new concrete, and shall be shaped as shown on the drawings or as directed. Sufficient material shall be kept in place outside the joint line to prevent disturbance (or sloughing) of material under the pavement that is to remain in place. Any material under the portion of the concrete pavement to remain in place, which is disturbed or loses its compaction shall be carefully removed and replaced with concrete as specified in paragraph "Underbreak Repair." The underlying material outside the joint line shall be thoroughly compacted and moist when new concrete is placed.

13. Delete Sections 501-5.1 in its entirety and substitute the following:

501-5.1 ACCEPTANCE SAMPLING AND TESTING.

Acceptance sampling and testing will be performed by the Engineer at his discretion as he deems necessary. Percentage of material within limits (PWL) will not be computed for this project.

14. Add the following to Section 501-5.2.a..

Work performed under this contract subject to acceptance for the criteria and within the limits specified herein. The testing will be as specified in accordance with item 501-5.1. Percentage of material within limits (PWL) will not be computed for this project.

15. Delete Section 501-6.1 in its entirety and substitute the following.

501-6.1 **QUALITY CONTROL PROGRAM.** The contractor is responsible for the quality control of all materials placed on this project, and is required to have in place an acceptable quality control program.

16. Delete Section 501-6.2 in its entirety and substitute the following.

501-6.2 QUALITY CONTROL TESTING. The Contractor shall perform all quality control tests necessary to control the production and construction processes applicable to this specification. The testing program shall include, but not necessarily be limited to tests for aggregate gradation and aggregate moisture content.

a. Fine Aggregate.

(1) Gradation. Sieve analysis results shall be provided for each source of material in accordance with ASTM C 136.

(2) Moisture Content. Provide moisture readings, electric moisture meter and/or direct measurements, made in accordance with ASTM C 70 or ASTM C 566 during course of project as part of routine quality control.

b. Coarse Aggregate.

(1) Gradation. Sieve analysis results shall be provided for each size and source of aggregate. Tests shall be made in accordance with ASTM C 136.

(2) Moisture Content. Provide moisture readings, electric moisture meter and/or direct measurements, made in accordance with ASTM C 566 during course of project as part of routine quality control

17. Delete Section 501-6.3 in its entirety.

18. Delete Section 501-6.4 in its entirety.

19. Delete Section 501-7.1 in its entirety and substitute the following.

501-7.1 Portland cement concrete pavement shall be measured by the number of **square yards** of reinforced pavement as specified in-place, completed and accepted.

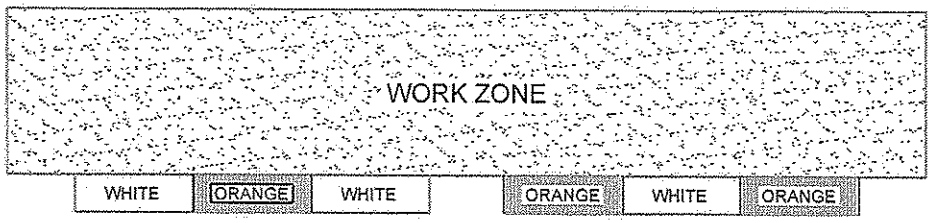
20. Delete Section 501-8.1 in its entirety and substitute the following.

501-8.1 PAYMENT. Payment for accepted concrete pavement shall be made at the contract unit price **per square yard** adjusted in accordance with paragraph 501-8.1a, subject to the limitation that:

The total project payment for concrete pavement shall not exceed 100 percent of the product of the contract unit price and the total number of **square yards** of concrete pavement used in the accepted work (See Note 2 under Table 3).

Payment shall be full compensation for all labor, materials, tools, equipment, and incidentals required to complete the work as specified herein and on the drawings.

1. REVISIONS PER ADDENDUM NO. 1
DATE: AUGUST 4, 2010

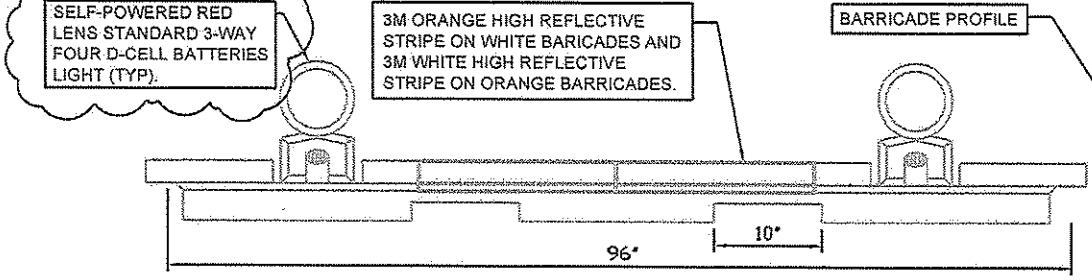


BARRICADE PLACEMENT DETAIL
N.T.S.

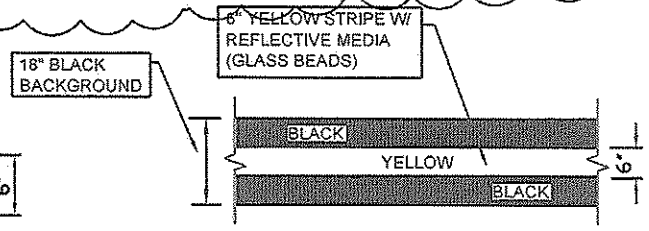
BARRICADE NOTES:

1. BARRICADE CONSTRUCTED OF HIGH IMPACT, UV-RESISTANT POLYETHYLENE AS MANUFACTURED BY NEUBERT AERO CORP. (1-877-NAD-ARPT) OR SIMILAR APPROVED EQUAL.
2. EACH UNIT SHALL INCLUDE RED STANDARD 3-WAY LIGHT, 12" ORANGE FLAG AND 3 HIGH REFLECTIVE ORANGE TAPE.
3. BARRICADES SHALL BE PLACED AS SHOWN UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. A TOTAL OF THIRTY-SIX (36) BARRICADES, INCLUDING LIGHTS & FLAGS, ARE TO BECOME THE PROPERTY OF THE AIRPORT UPON COMPLETION OF THE PROJECT. CONTRACTOR SHALL INCLUDE IN THE PAY ITEM SUCH OTHER BARRICADES AS REQUIRED FOR COMPLETION OF THE WORK.
5. THE PLANS SHOW TYPICAL LOCATIONS OF BARRICADES AND SHOULD NOT BE USED IN DETERMINING QUANTITY OF BARRICADES. MAXIMUM SPACING OF BARRICADES TO BE AT 25 FEET, EXCEPT IN GA APRON AREA WHERE SPACING SHALL BE AT 15 FEET. BARRICADES NOT TO BE PROVIDED TO OWNER SHALL MEET FAA REQUIREMENTS BUT ARE NOT REQUIRED TO BE THE SAME AS SPECIFIED FOR THOSE TO BECOME PROPERTY OF OWNER.

1. SELF-POWERED RED LENS STANDARD 3-WAY FOUR D-CELL BATTERIES LIGHT (TYP).



BARRICADE ELEVATION
N.T.S.



TAXIWAY CENTERLINE DETAIL
N.T.S.

ADDENDUM NO. 1: REVISED BARRICADE DETAIL