F A X Transmittal

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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TO ALL PROSPECTIVE BIDDERS AND OTHERS INTERESTED IN PROJECT NO
67416 / STP-0003(164) GUSTAVUS AREAWIDE PAVING &
69139 / HPRM-000S(703) GUSTAVUS FERRY TERMINAL AK 139

ADDENDUM NO. ONE (1) **MAY 13, 2013**

This transmittal consists of seven (7) pages including this cover sheet. **If any pages are missing or clarification is needed, contact the Southeast Regional Contracts Office immediately.**

The Contract Documents are modified as follows:

Invitation to Bid (25D-7). *Change the work completion date from:* "November 30, 2013" *to* "July 31, 2014".

Bid Form (25D-9). *Delete page 1 and insert the attached page 1*, identified as Attachment No. 1 to this Addendum.

Construction Contract (25D-10A). *Change the work completion date from:* "November 30, 2013" *to* "July 31, 2014".

The Specifications are modified as follows:

SECTION 606 GUARDRAIL. *Replace Standard Modifications* E26 *with* Standard Modification E97, identified as Attachment No. 2 to this Addendum.

SECTION 642, CONSTRUCTION SURVEYING AND MONUMENTS. *Add the following subsection:*

642-3.06 CONTROL. Horizontal and vertical centerline and existing cross-slopes shall be referenced before any roadwork begins. References shall be every 50 feet except at superelevation transitions as described below. The Contractor shall utilize the horizontal reference to establish the centerline of the roadway. The vertical reference will be used to control the roadway grade of the recycling work. Referencing shall be completed prior to any disturbance of the existing roadway surface and prior to beginning work under section 308.

Grade control shall be established based on horizontal and vertical centerline referencing as stated above, with the use of an automatic cross-slope control device such as the AGTEK system, or an approved equal. Roadway cross-slopes shall match existing, or shall be provided by the Engineer. To control cross slope and adjust the automatic grade control device, the Contractor shall install signs along the shoulder at appropriate intervals such that the grader operator can read them from the cab. Superelevation transitions shall be signed at 25 foot intervals, even numbered slope increments, and at both full super and normal crown. In areas that have settled or otherwise changed over time, the Engineer will direct how to re-establish proper superelevation after the existing superelevation has been staked.

In the event the Contractor cannot provide a smooth and uniform horizontal grade, the Contractor shall be required to set a string line based on the vertical referenced centerline. The string line shall be used with the automatic grade control device. If a string line is required by the Engineer for longitudinal control, it shall be installed as per the control system manufacturer's recommendations and as directed by the Engineer.

SECTION 643 TRAFFIC CONTROL. *Replace Standard Modifications* E79 *with* Standard Modification E98, identified as Attachment No. 3 to this Addendum.

SECTION 703 AGGREGATES. *Delete the contract special provisions for Subsection 703-2.04 in their entirety, the standard specification subsection 703-2.04 shall apply.*

SECTION 712 MISCELLANEOUS. *Delete Subsection 712-2.08 and replace with the following:*

STANDARD MODIFICATION

712-2.08 GLASS BEADS. Submit certifications of compliance as specified in Section 106-1.05 for each lot of glass beads used on the contract. Glass beads shall contain no more than 200 ppm of lead, 200 ppm of antimony, or 200 ppm of arsenic when tested in accordance with EPA 40 CFR 261.4. Glass Beads shall meet AASHTO M 247, Type 1, with a moisture resistant coating when tested in accordance with AASHTO TP 97.

E99 05/15/13

The Standard Drawings are modified as follows:

STANDARD DRAWINGS. *In the list of Standard Drawings that apply to this project, delete* G-04.06S *and replace with* G-04.10S.

The Plans are modified as follows:

Sheets AA1 and A1. *In the list of standard drawings that apply to this project, delete* G-04.06S *and replace with* G-04.10S.

Sheet E2. *On the "SALMON RIVER BRIDGE DETAIL" Delete note "EXISTING BRIDGE RUNNING PLANKS TO BE REPLACED. SEE DETAIL SHEET E3".*

Sheets B1-B3 – TYPICAL SECTIONS *Add the following notes to each sheet:*

1. Information contained in these documents has been compiled from as-built drawings and aerial imagery. Feature locations are approximate.

2. Horizontal and vertical control is to be based on the existing centerline alignment and existing roadway surface profile.

3. Survey and document the existing centerline alignment and profile prior to disturbing the existing asphalt surface.

This complete addendum is available at the following website:
http://www.dot.state.ak.us/apps/contracts?ACTION=BIDCAL&REGION_CODE=S

Bidders are required to acknowledge this addendum on the proposal form or by FAX prior to the bid opening.

Addendum Number One (1) received. GUS Areawide Paving / Ferry Terminal AK 139

_____

Name/Title Date

_____

Firm

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BID FORM

for

Gustavus Areawide Paving & Gustavus Ferry Terminal AK139; 67416/STP-0003(164) & 69139/HPRM-000S(703)FFY08 Southeast Region Non-NHS Pavement Markings, Hoonah &; 67561/TEA-0955(10)

Project Name and Number

by

_____

Company Name

_____

Company Address (Street or PO Box, City, State, Zip)

TO THE CONTRACTING OFFICER,

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES:

In compliance with your Invitation to Bids dated May 2, 2013, the Undersigned proposes to furnish and deliver all the materials and do all the work and labor required in the construction of the above-referenced Project, located at or near **Gustavus**, Alaska, according to the plans and specifications and for the amount and prices named herein as indicated on the Bid Schedule consisting of **3** sheets, which is made a part of this Bid.

The Undersigned declares that he has carefully examined the contract requirements and that he has made a personal examination of the site of the work; that he understands that the quantities, where such are specified in the Bid Schedule or on the plans for this project, are approximate only and subject to increase or decrease, and that he is willing to perform increased or decreased quantities of work at unit prices bid under the conditions set forth in the Contract Documents.

The Undersigned hereby agrees to execute the said contract and bonds within fifteen calendar days, or such further time as may be allowed in writing by the Contracting Officer, after receiving notification of the acceptance of this bid, and it is hereby mutually understood and agreed that in case the Undersigned does not, the accompanying bid guarantee shall be forfeited to the State of Alaska, Department of Transportation and Public Facilities as liquidated damages, and the said Contracting officer may proceed to award the contract to others.

The Undersigned agrees to commence the work within 10 calendar days, and to complete the work within **N/A** calendar days, after the effective date of the Notice to Proceed, or by **July 31, 2014**, unless extended in writing by the Contracting Officer.

The Undersigned proposes to furnish Payment Bond in the amount of **50%** (of the contract) and Performance Bond in the amount of **50%** (of the contract), as surety conditioned for the full, complete and faithful performance of this contract.

STANDARD MODIFICATION **05/15/13**
E 97 Replace E 26

SECTION 615

STANDARD SIGNS

615-2.01 MATERIALS. *Delete first paragraph of Item 2, including sub items a., b. and c, and replace with the following:*

2. Sign Fabrication. Use Type IV reflective sheeting (for lettering, symbols, borders, and background) on sheet aluminum panels for all signs except the following:
   a. Orange Background Signs: Use Type VIII or Type IX fluorescent orange reflective sheeting. For temporary installations, place reflective sheeting on sheet aluminum, plastic, or plywood panels.
   b. Railroad Crossbucks and Vertical Crossbuck Supports: Use white Type VIII or Type IX reflective sheeting for background of sign and all strips.
   c. Non-Illuminated Overhead Signs with White Legends on Green Backgrounds: Use Type IX reflective sheeting for legends and background. Create the legend in one of the following ways:
      (1) Cut border and legend from white Type IX reflective sheeting and adhere them to a green Type IX background, or
      (2) Cut stencil of border and legend out of green transparent acrylic film and use transparent adhesive to overlay the film on a white Type IX reflective background.
   d. Fluorescent Yellow-Green School Area Signs: Use Type VIII or Type IX reflective sheeting for background.

Add new subsection 615-2.01(5)

5. Reflective Sheeting Warranty. Supply manufacturer's warranty for reflective sheeting, including retention of fluorescent yellow-green (measured in accordance with ASTM E 2301) for ten years according to the following criteria:

   a. Minimum Fluorescent Luminance Factor Y_F: 20%
   b. Minimum Total Luminance Factor Y_T: 35%

   The warranty shall stipulate that: If the sheeting fails to meet the minimum fluorescence values within the first 7 years from the date of fabrication, the manufacturer shall, at the manufacturer's expense, restore the sign surface to its original effectiveness. If the reflective sheeting fails to meet the minimum fluorescence values within the 8^{th} through 10^{th} year from the date of fabrication, the manufacturer shall, at the manufacturer's expense, provide enough new replacement sign sheeting to the Department to restore the sign surface to its original effectiveness.

STANDARD MODIFICATION **05/15/13**
E 98 Replaces E 79

TRAFFIC MAINTENANCE

Delete Subsection 643-3.04 TRAFFIC CONTROL DEVICES and replace with the following:

643-3.04 TRAFFIC CONTROL DEVICES. Before starting construction, erect permanent and temporary traffic control devices required by the approved TCPs. Use traffic control devices only when they are needed. The Engineer will determine advisory speeds when necessary.

For lane closures on multilane roadways, use sequential arrow panels. During hours of darkness when required by the approved TCP use flashing warning lights to mark obstructions or hazards and steady-burn lights for channelization.

Use only one type of traffic control device in a continuous line of delineating devices, unless otherwise noted on an approved TCP. Use drums or Type II barricades for lane drop tapers.

During non-working hours and after completing a particular construction operation, remove all unnecessary traffic control devices. Store all unused traffic control devices in a designated storage area which does not present a nuisance or visual distraction to traffic. If sign panels are post mounted and cannot be readily removed, cover them entirely with either metal or plywood sheeting. Completely cover signal heads with bags.

Keep signs, drums, barricades, and other devices clean at all times.

Use only traffic control devices that meet the requirements of the "Acceptable" category in ATSSA (American Traffic Safety Services Association) "Quality Guidelines for Temporary Traffic Control Devices" and meet crashworthiness requirements per Section 643-2.02.

Immediately replace any devices provided under this Section that are lost, stolen, destroyed, inoperable or deemed unacceptable while used on the project. Stock repair parts for each Temporary Crash Cushion used on the project. Repair damaged crash cushions within 24 hours.

Maintain pre-existing roadside safety hardware at an equivalent or better level than existed prior to project implementation until the progress of construction necessitates removing the hardware. All existing hazards that are currently protected with roadside safety hardware or new hazards which result from project improvements shall be protected or delineated as required in the plans, specifications, and approved TCPs until permanent roadside safety hardware is installed. All temporary roadside safety hardware shall meet NCHRP 350 or MASH Test Level 3 unless otherwise noted.

All items paid under this Section remain your property. Remove them after completing the project.

1. **Embankments**. Install portable concrete barrier, plastic drums, barricades, tubular markers, plastic safety fence, and cones as specified on the Plans or TCPs to delineate open trenches, ditches, other excavations and hazardous areas when they exist along the roadway for more than one continuous work shift.

2. **Adjacent Travel Lane Paving**. Limit pavement-edge and lane-edge drop-offs as specified in Section 401. When paving is deeper than 1 inches and you cannot finish paving adjacent travel lanes or paved shoulders to the same elevation before the end of the paving shift, install one of the following, as appropriate: CW8-11 (Uneven Lanes), CW8-9 (Low Shoulder), CW14-3 (No Passing Zone), R4-1 (Do Not Pass), and R4-2 (Pass with Care). If the section is longer than 1/2 mile, place additional signs every 1500 feet.

3. **Fixed Objects**. Use flashing warning lights on all vehicles when they are working within 15 feet of the edge of traveled way. Use emergency flashers, flashing strobes or rotating beacons.

   Locate private vehicles, idle construction equipment, construction material stockpiles and other items deemed by the Engineer to be fixed objects at least 30 feet from the edge of traveled way at all times. Do not park equipment in medians.

   If you cannot meet the preceding restrictions because of land features or lack of right-of-way, place vehicles, equipment, material stockpiles, and other items deemed by the Engineer to be fixed objects as far away as practical but at least 15 feet from the edge of traveled way, as approved by the Engineer. Use drums or Type II barricades with flashing warning lights to delineate vehicles, equipment, material stockpiles, and other fixed objects. These traffic control devices are subsidiary.

4. **Flagging**. Furnish trained and competent flaggers and all necessary equipment, including lighting of the flagging position during nighttime operations, to control traffic through the traffic control zone. The Engineer will approve each flagging operation before it begins and direct adjustments as conditions change.

   Flaggers must be certified as one of the following:

   a. Flagging Level I Certification by IMSA (International Municipal Signal Association)
   b. Flagger Certification by ATSSA (American Traffic Safety Services Association)
   c. Traffic Control Supervisor, ATSSA
   d. Work Zone Safety Specialist, IMSA
   e. ATSSA Flagging Instructor

   Flaggers shall maintain current flagger certification. Flaggers must be able to show their flagger certification anytime they are on the project.

   Flaggers must maintain their assigned posts at all times, unless another qualified flagger relieves them, or the approved traffic control plan terminates the flagging requirements. Remove, fully cover, or lay down flagger signs when no flagger is present. Keep the flaggers' area free of encumbrances, keep the flagger vehicle well off the roadway and not close to the flagger station, so that flaggers can be seen easily.

   Provide approved equipment for two-way radio communications between flaggers when flaggers are not in plain, unobstructed view of each other.

   Obtain the Engineer's written approval before flagging signalized intersections. When you flag a signalized intersection, either turn off and cover the traffic signal or place it in the All-Red Flash mode. Coordinate changing traffic signal modes and turning off or turning on traffic signals with the agency responsible for signal maintenance and operation and the Engineer. Get their written approval in advance. Only uniformed police officers are permitted to direct traffic in an intersection with an operating traffic signal.

5. **Pilot Cars**. You may use pilot cars if the route through a traffic control zone which is particularly hazardous, involved, or frequently altered to preclude adequate signing, or if the Engineer deems one-way traffic necessary. Do not use pilot cars to avoid localized traffic control at several locations.

   Organize construction operations so the total of all stoppages experienced by a vehicle traveling through a project does not exceed 20 minutes. However, this does not imply that you may allow 20 minutes in all cases. Coordinate multiple pilot-car operations within a project or adjoining projects to minimize inconvenience to the traveling public. You may use two or more pilot cars to provide two-way traffic through the traffic control zone to reduce the waiting period. The flagger or pilot car operator must record each pilot car's departure time in a bound field book furnished by the Engineer.

Whenever practical, the flagger should tell the motorist the reason for and approximate length of the delay. Make every reasonable effort to yield right-of-way to the public and prevent excessive delay.

Use an automobile or pickup as the pilot car, with your company logo prominently displayed. Equip the pilot car with a two-way radio for contact with flaggers and other pilot cars. Mount a G20-4 sign (Pilot Car Follow Me) on the rear at least 5 feet above the driving surface. Identify the last vehicle in the column.

When pilot cars are authorized, use them before beginning work and continue until no longer necessary or until you have properly placed and checked functioning of all traffic control devices required for non-working hours.

6. **Street Sweeping and Power Brooming**. Keep free of loose material all paved portions of the roadway and haul routes open to the public, including sections of roadway off the project where your operations have deposited loose material. Use a power broom that can eject the material outside the traveled way. Use a street sweeper that can collect the material.

7. **Watering**. Furnish, haul, and place water for dust control and pavement flushing, as directed. Use water trucks that can provide a high-pressure water stream to flush the pavement and a light-water spray to control dust. If the flushing operations contaminate or fill adjacent catch basins, clean and restore them to their original condition. This requirement includes sections of roadway off the project where flushing is required. The Engineer will control water application.

   If you take water from a lake, stream, or other natural water body, first obtain a water removal permit from the Alaska Department of Natural Resources. Comply with the Alaska Department of Fish and Game screening requirements for all water removal operations.

8. **Portable Changeable Message Board Signs**. Furnish Changeable Message Signs when approved on a TCP. Display only messages approved on the TCP. Follow application guidelines in the ATM.

9. **Truck Mounted Attenuator**, TMA. TMAs are mounted on the rear of work vehicles. Impact attenuators are defined by NCHRP 350 as a category III device. TMA shall be mounted on a vehicle with a minimum weight of 15,000 pounds and a maximum weight in accordance with the manufacturer's recommendations. TMA shall have an adjustable height so that it can be placed at the correct elevation during usage and to a safe height for transporting. Approach ends of TMAs shall have impact attenuator markings in accordance with the MUTCD. Do not use a damaged attenuator in the work. Replace at your expense, an attenuator damaged from an impact during work.