

Addendum 1

(Posted 5/7/2015)

City of Canton, Ohio
Purchasing Department
218 Cleveland Ave. SW, 6th floor
Canton, Ohio 44702

G.P. 1184 - Fulton Road NW Paving Project, PID 99470

Item/Project

Engineering Department

Responsible Department

Wednesday, May 13, 2015 at 2:00 PM local time

Bids Due On or Before

Bid Proposal Submitted By:

Company Name

Street Address

City

State

Zip

Contact Person

Phone No.

Email Address

G.P. 1184 - Fulton Road NW Paving Project, PID 99470
The City of Canton Engineering Department

Invitation to Bid Change 1:

On page three of *Appendix D Plan Drawings and Technical Specifications* the reference to the “2008 Edition of the State of Ohio Department of Transportation Construction and Material Specifications” shall instead refer to the “2013 Edition of the State of Ohio Department of Transportation Construction and Material Specifications.”

Invitation to Bid Change 2:

Standard Drawing 13 within *Appendix D Plan Drawings and Technical Specifications* shall be replaced with the Revised Standard Drawing 13 contained on the following pages within this Addendum.

- CUT AND REMOVE THE ASPHALT PAVEMENT, AROUND THE EXISTING MANHOLE CASTING, IN A CIRCULAR FASHION WITH A MINIMUM DIAMETER OF 54" AND CENTERED ABOUT THE FRAME. DISPOSE OF ALL ASPHALT, CONCRETE, BRICK AND ROAD DEBRIS.
- REMOVE THE CASTING (MANHOLE RIM AND COVER) FROM THE TOP OF THE MANHOLE. INSPECT THE RIM AND COVER FOR DEFECTS. IF DEFECTS ARE PRESENT, REPLACE WITH NEW RIM/COVER AS NEEDED. IF DEFECTS ARE NOT PRESENT, CLEAN & RETAIN FOR USE IN RECONSTRUCTION.
- CONCRETE MANHOLE
REMOVE ALL ADJUSTING RINGS TO THE TOP OF THE CONCRETE CONE. DISPOSE OF THIS MATERIAL.
MASONRY MANHOLE
REMOVE MASONRY TO THE LEVEL SPECIFIED IN FIG. 2.M. DISPOSE OF THIS MATERIAL.
- REMOVE ALL AGGREGATE AROUND THE MANHOLE THAT HAS BEEN EXPOSED BY THE ASPHALT REMOVAL AND DISPOSE OF THIS AGGREGATE. THE AGGREGATE MUST BE REMOVED TO A MINIMUM OF 3" BELOW THE LEVEL OF THE TOP OF THE CONCRETE CONE/REMAINING MASONRY.
- CONCRETE MANHOLE
CLEAN AND INSPECT THE TOP SURFACE OF THE CONCRETE CONE SECTION. THE SURFACE SHOULD BE SMOOTH AND FREE OF BUMPS AND PITS THAT MAY PREVENT A GOOD WATER TIGHT SEAL. GRIND THE SURFACE AS NEEDED TO REMOVE PROTRUSIONS. UTILIZE COMPRESSED AIR TO BLOW DUST AND DEBRIS FROM THE SURFACE AFTER GRINDING. UTILIZE A HYDRAULIC CEMENT, ACCORDING TO MANUFACTURERS RECOMMENDATIONS, TO FILL IN DEPRESSIONS.
MASONRY MANHOLE
CLEAN AND INSPECT THE TOP SURFACE OF THE MASONRY. THE SURFACE MUST BE STRUCTURALLY SOUND. UTILIZE COMPRESSED AIR TO BLOW DUST AND DEBRIS FROM THE SURFACE. THE ENGINEER SHALL INSPECT THE MASONRY MANHOLE FOR STRUCTURAL INTEGRITY.
- BRING THE AREA AROUND THE CONE/MASONRY BACK TO FLUSH WITH THE TOP OF THE MASONRY USING ODOT 703.01 #57 AGGREGATE.

Existing Manhole (Sectional View)

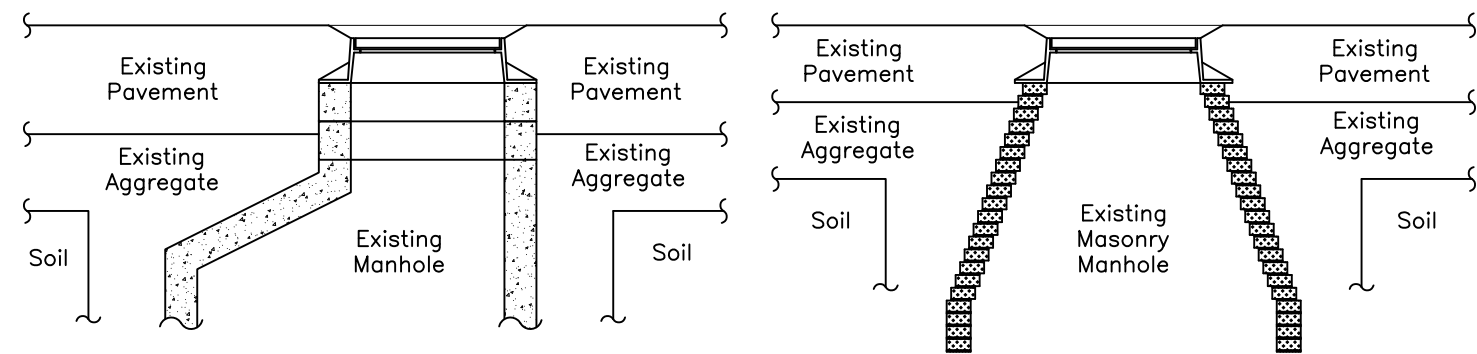




FIG. 1.C

FIG. 1.M

Legend

-  = Concrete
-  = Masonry

Chimney Removed (Sectional View)

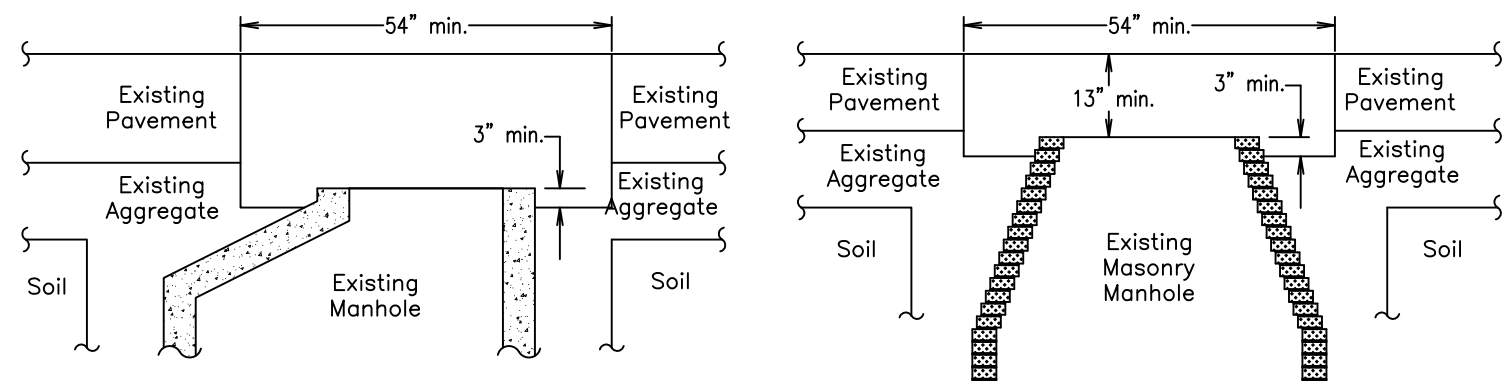


FIG. 2.C

FIG. 2.M



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APPROVED DATE: APRIL 2015

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REVISIONS

DESCRIPTION	DATE	BY

STANDARD DRAWING NO. 13

MANHOLE ADJUSTMENTS

SHEET 1 OF 2

7. APPLY MORTAR TO THE TOP OF THE MASONRY AND IMMEDIATELY INSTALL A CONCRETE COLLAR/ADJUSTING RING (2" MIN. THICKNESS) ON TOP OF THE MORTAR. THE CONCRETE COLLAR/ADJUSTING RING MUST HAVE AN INSIDE DIAMETER OF 24 INCHES. THE OUTSIDE DIAMETER MUST BE SUCH THAT THERE IS A MINIMUM OF 3 INCHES OF THE CONCRETE COLLAR/ADJUSTING RING BEARING ON MASONRY ALL THE WAY AROUND THE MANHOLE. (MASONRY MANHOLES ONLY)
8. A PVC PIPE SHALL BE USED AS A CHIMNEY LINER (SEE CHIMNEY LINER SPECIFICATIONS) AND MUST BE CUT TO THE EXACT PROFILE OF THE ROAD IN ALL DIRECTIONS SUCH THAT WHEN THE MANHOLE RIM AND COVER ARE RESTING ON TOP OF THE LINER, THE TOP OF THE CASTING SHALL BE EXACTLY 0.25" BELOW FLUSH WITH THE PAVEMENT SURFACE IN ALL DIRECTIONS.
9. THE LINER SHALL BE MARKED IN SUCH A WAY, UPON COMPLETION OF THE CUTTING PROCESS, THAT ROTATION DOES NOT OCCUR, WHICH COULD BE DETRIMENTAL TO THE END PRODUCT. THE TOP AND/OR BOTTOM OF THE LINER SHALL ALSO BE MARKED TO PREVENT THE LINER FROM BEING INSTALLED UP SIDE DOWN, WHICH COULD BE DETRIMENTAL TO THE END PRODUCT.
10. APPLY A LIBERAL AMOUNT OF SEALANT TO THE BOTTOM OF THE LINER AND SET IN PLACE ON TOP OF THE CONCRETE COLLAR/ADJUSTING RING WHILE MAKING SURE IT IS PROPERLY ALIGNED. THIS WILL CREATE A WATER TIGHT SEAL BETWEEN THE LINER AND THE CONCRETE COLLAR/ADJUSTING RING.
11. APPLY A LIBERAL AMOUNT OF SEALANT TO THE TOP OF THE LINER. SET THE MANHOLE RIM CASTING ON THE LINER WHILE MAKING SURE IT IS PROPERLY ALIGNED. THIS WILL CREATE A WATER TIGHT SEAL BETWEEN THE LINER AND THE MANHOLE RIM CASTING.
12. PLACE THE MANHOLE LID ON THE RIM CASTING TO LESSEN THE POSSIBILITY OF DEBRIS ENTERING THE MANHOLE.
13. PLACE EPOXY COATED #3 REBARS AS SHOWN IN FIG. 3.C & 3.M. THE CIRCULAR SHAPED REBARS SHALL HAVE A 6" MINIMUM OVERLAP.
14. APPLY WATERSTOP AS SHOWN IN FIG. 3.C & 3.M AND SPECIFIED IN THIS STANDARD DRAWING. THIS WILL ADD AN ADDITIONAL WATER TIGHT SEAL WHERE THE LINER MEETS THE CONCRETE COLLAR/ADJUSTING RING.
15. UTILIZE ODOT-CLASS C CONCRETE WITH BLACK DYE TO CAST A CONCRETE COLLAR AROUND THE RIM CASTING AND LINER. THE SURFACE OF THE CONCRETE SHALL BE FINISHED FROM FLUSH WITH THE PAVEMENT TO FLUSH WITH THE RIM CASTING. THE EDGE OF THE CONCRETE SHALL BE ROUNDED (1/4" RADIUS) WHERE IT MEETS THE ASPHALT. THIS WILL CREATE A SMALL GROOVE FOR A JOINT SEALER AT THIS LOCATION.
16. FILL THE GROOVE WITH A COLD POUR CRACK SEALER. THIS WILL PREVENT WATER FROM ENTERING THE CIRCULAR SEAM WHERE THE CONCRETE COLLAR MEETS THE ASPHALT.
17. APPLY AN ACRYLIC POLYMER CONCRETE CURING AND SEALING COMPOUND TO THE SURFACE OF THE CONCRETE COLLAR.
18. BARRICADE THE AREA AROUND THE CONCRETE TO PROTECT IT UNTIL THE CONCRETE ATTAINS A MODULUS OF RUPTURE OF 400 POUNDS PER SQUARE INCH. A CHEMICAL ADMIXTURE THAT ACTS AS A CONCRETE ACCELERATOR MAY BE USED TO SPEED UP THE PROCESS IF THE ROADWAY NEEDS TO BE OPENED SOONER.
19. IN ORDER TO MINIMIZE INCONVENIENCE TO MOTORISTS, THE CONTRACTOR PERFORMING THE WORK DESCRIBED IN THIS SPECIFICATION MUST BE CAPABLE OF PERFORMING ALL OF BOTH STEPS OF THIS SPECIFICATION IN 1.5 HOURS OR LESS.
20. THE CONTRACTOR SHALL WARRANT THE RECONSTRUCTED MANHOLE CHIMNEY TO BE LEAK FREE AND STRUCTURALLY SOUND FOR A MINIMUM OF 5 YEARS FROM THE DATE OF RECONSTRUCTION.

Chimney Reconstruction (Sectional View)

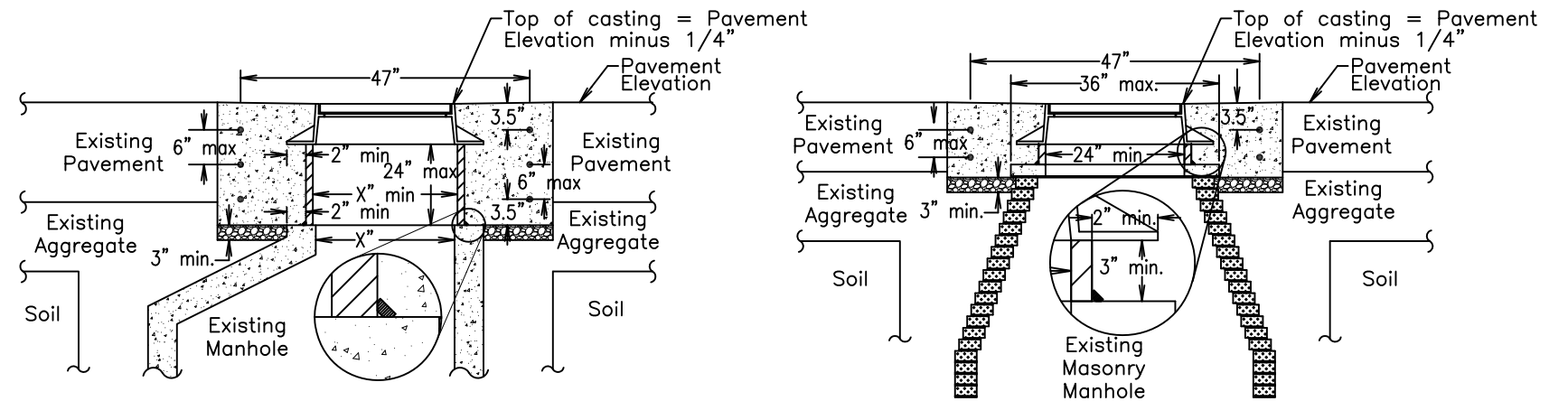


FIG. 3.C

FIG. 3.M

Legend

- | | |
|--|---|
| <ul style="list-style-type: none"> = Concrete = Epoxy Coated #3 Rebar = PVC pipe | <ul style="list-style-type: none"> = ODOT #57 Aggregate = Waterstop = Masonry |
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CHIMNEY LINER SPECIFICATIONS:

THE CHIMNEY LINER MUST BE MADE FROM POLYVINYL CHLORIDE COMPOUNDS WHICH COMPLY WITH THE REQUIREMENTS FOR A MINIMUM CELL CLASSIFICATION OF 12364 AS DEFINED BY ASTM D-1784.

THE CHIMNEY LINER MUST ALSO MEET ALL THE FOLLOWING PHYSICAL REQUIREMENTS:

PIPE STIFFNESS – MINIMUM PIPE STIFFNESS SHALL BE 46 PSI WHEN TESTED IN ACCORDANCE WITH ASTM D-2412

IMPACT RESISTANCE – NO VISUAL CRACKING OR SPLITTING OF THE WATERWAY WALL SHALL BE EVIDENCED WHEN TESTED IN ACCORDANCE WITH ASTM D-2444 WITH A 20 LB. WEIGHT, TUP B, FLAT PLATE HOLDER B TO A LEVEL OF 220 FT. LBS.

FUSION QUALITY – THERE SHALL BE NO SIGN OF FLAKING OR DISINTEGRATION WHEN IMMERSSED IN ANHYDROUS ACETONE FOR 20 MINUTES AS DESCRIBED IN ASTM D-2152.

DUCTILITY – THERE SHALL BE NO EVIDENCE OF CRACKING OR SPLITTING WHEN PIPE IS FLATTENED IN A CIRCUMFERENTIAL ORIENTATION BETWEEN TWO FLAT PLATES BY SIXTY PERCENT (60%) OF THE ORIGINAL DIAMETER.

AIR TIGHTNESS – EACH LENGTH OF PIPE SHALL PASS A FACTORY 3.5 PSI AIR TEST AS DESCRIBED IN ASTM F-1803.

WATERSTOP SPECIFICATIONS:

THE WATERSTOP MUST MEET ALL OF THE FOLLOWING PHYSICAL REQUIREMENTS:

SPECIFIC GRAVITY – SHALL BE 1.55 +/- 5% WHEN TESTED IN ACCORDANCE WITH ASTM D-71.

VOLATILE MATTER – SHALL NOT EXCEED 1% WHEN TESTED IN ACCORDANCE WITH ASTM D-6.

APPLICATION TEMPERATURE – MUST BE ABLE TO BE APPLIED FROM -10 DEGREES F TO 125 DEGREES F AS A MINIMUM.

SERVICE TEMPERATURE – MUST BE ABLE TO FUNCTION PROPERLY IN SERVICE FROM -30 DEGREES F TO 180 DEGREES F AS A MINIMUM.



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