December 11, 2013

ATTENTION: ALL BIDDERS AND PLAN HOLDERS

RE: C 3288- Terrace Heights Dr. & Butterfield Rd. Intersection Road Improvement Project

ADDENDUM NO. 1

You are hereby notified that the plans and specifications for the above referenced project are amended as explained below:

The Special Provisions sections of the Contract Specifications are revised as follows:

Remove Pages 159, 165 and 167 of the Special Provisions to the Standard Specifications and replace it with Pages 159 Addendum 1, 165 Addendum 1, 167 Addendum 1, 167A Addendum 1, and 167B Addendum 1

The Plans are revised as follows:

Remove plan sheet 2 of 17, and replace it with the attached Page Sheet 2 of 17 Addendum No. 1.

Gary Ekstedt, P.E.
County Engineer
December 11, 2013

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Remove Pages 159, 165 and 167 of the Special Provisions to the Standard Specifications and replace it with Pages 159 Addendum 1, 165 Addendum 1, 167 Addendum 1, 167A Addendum 1, and 167B Addendum 1

The Plans are revised as follows:

Remove plan sheet 2 of 17, and replace it with the attached Page Sheet 2 of 17 Addendum No. 1.

This set of plans and specifications has had the above addendum incorporated into it.

Gary Ekstedt, P.E.
County Engineer

Yakima County ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding Yakima County's Title VI Program, you may contact the Title VI Coordinator at 509-574-2300.

If this letter pertains to a meeting and you need special accommodations, please call us at 509-574-2300 by 10:00 a.m. three days prior to the meeting. For TDD users, please use the State's toll free relay service 1-800-833-6388 and ask the operator to dial 509-574-2300.
2-02.3 Construction Requirements

Section 2-02.3 is supplemented with the following: abandon

(February 17, 1998)

Removal of Obstructions

The following items shall be removed, disposed of or reset as directed by the Engineer in accordance with the requirements of Section 2-02 of the Standard Specifications:

1. Sta. 3+61 to 3+67; 0 Lt. to -45’ Lt., Remove Asphalt Pavement.
2. Sta. 3+68 to 3+74; 0’ to 48’ Rt., Remove Asphalt Pavement.
3. Sta. 3+71; 13’ to 88’ Rt., Remove two concrete posts and cable.
4. Sta. 4+59; -19’ Lt. to 61’ Rt., Remove three concrete posts and cable.
5. Sta. 4+59 to 4+61; -19’ to -66’ Lt., Remove approximately 47 feet of existing four foot chain link fence.
6. Sta. 4+65 to 4+68; Lt., Remove four sixteen foot sections of existing Concrete Barrier and a seven foot nose piece. The removed Barrier sections shall be salvaged and delivered to the Yakima County Solid Waste facility located at 7151 Roza Hill Dr., in Yakima. Please call Augie Martinez at (509) 574-2330, prior to delivery.
7. Sta. 4+66 to 4+72; 0’ Lt. to -64’ Lt., Remove Asphalt Pavement.
8. Sta. 4+69 to 4+75; 0’ Rt. to 84’ Rt., Remove Asphalt Pavement.
9. Sta. 5+23 to 5+29; 0’ Lt. to -91’ Lt., Remove Asphalt Pavement.
10. Sta. 5+23 to 5+29; 0’ Rt. to 101’ Rt., Remove Asphalt Pavement.
11. Sta. 5+35; -57’ Lt., Remove Catch Basin Type 1 and plug pipe.
12. Sta. 5+36 to 5+39; -68’ to -97’ Lt., Remove approximately 29 feet of existing four foot chain link fence. Any Components that are undamaged may be reused.
13. Sta. 5+54 to 5+67; -41’ to -36’ Lt., Remove approximately 13 feet of existing concrete curbing.

All other items encountered, which are not covered by Section 2-01 of the Standard Specifications (Clearing, Grubbing, and Roadside Cleanup) shall be considered incidental to the bid item “Removal of Structures and Obstructions”.

Section 2-02.3 paragraph four of the Standard Specifications is supplemented with the following:

(******)

No waste site has been provided for the disposal of removed material. All material to be removed from the existing structures, except as noted otherwise in the Special Provisions, shall become the property of the Contractor and shall be removed from the sites or otherwise disposed of as approved by the Engineer. The Contractor shall provide his own waste site for excess excavation, debris, etc., and all costs involved shall be considered incidental to the other bid items, and no further payment will be made. Written permission shall be provided to the County from property owners of any waste site prior to its use.
11. Sawcut sealant shall be 3M Detector Loop Sealant or equal. Installation shall conform to the manufacturer’s recommendations.

SECTION 8-22 PAVEMENT MARKINGS

8-22.1 Description

Section 8-22.1 is supplemented with the following:

(*****)

Longitudinal Line Markings shall be applied with a highway striping truck whenever possible. Any other method shall be approved by the Engineer two weeks prior to the use of the proposed application.

8-22.3 Construction Requirements

Section 8-22.3(1) is deleted and replaced with the following:

(*****)

The Engineer will provide spotting of the lines to be marked. The color of all spotting will be white.

8-22.3(1) Preliminary Spotting

Section 8-22.3(1) is deleted and replaced with the following:

(*****)

The Engineer will provide spotting of the lines to be marked. The color of all spotting will be white.

8-22.3(6) Removal of Pavement Markings

Section 8-22.3(6) is supplemented with the following:

(*****)

All removed pavement markings along Terrace Heights Dr shall be removed by hydro-blasting. Pavement markings along Butterfield Rd may be blacked out with black paint.

DIVISION 9
MATERIALS

SECTION 9-06 STRUCTURAL STEEL AND RELATED MATERIALS
SECTION 9-29 ILLUMINATION, SIGNAL ELECTRICAL

9-29.3(2)F Detector Loop Wire

Section 9-29.3(2)F is deleted and revised to read:

(******)
Detector loop wire shall be Canoga Detector Home-run Cable Model No. 30003.

9-29.6 Light and Signal Standards

Section 9-29.6 of the standard specifications is supplemented with the following:

(******)
A signal standard shall consist of the following components: a round tapered steel vertical pole shaft, a round tapered curved horizontal mast arm, a davit style luminaire arm attachment (if required), anchor bolts with nuts, and all associated hardware.

The contractor shall submit drawings and/or shop drawings for approval by the Engineer prior to placing their order.

Traffic signal standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans.

All welds shall comply with the latest AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. Welding inspection shall comply with Section 6-03.3(25)A Welding inspection.

Hardened washers shall be used with all signal arm connecting bolts instead of lockwashers. All signal arm AASHTO M 161 connecting bolts shall be lightened to 40 percent of proof load.

Traffic signal standard types and applicable characteristics are as follows:

Type II Characteristics:
Luminaire mounting height N.A
Luminaire arms N.A
<table>
<thead>
<tr>
<th>Signal Arm Length (max)</th>
<th>Fabricator – (x) (y) (z)</th>
<th>Drawing No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>65ft</td>
<td>Valmont. Inc. –(2894)</td>
<td>DB00625-Rev.R Shts. 1, 2, 3&amp;4</td>
</tr>
<tr>
<td>65ft</td>
<td>Union Metal Corp. –(2900)</td>
<td>71026-B86 Rev.R10.1 Shts. 1, 2 &amp; 3</td>
</tr>
<tr>
<td>65ft</td>
<td>Northwest Signal. –(2802)</td>
<td>NWS 3505 Rev. 4 or NWS 3505B Rev. 4</td>
</tr>
<tr>
<td>45ft</td>
<td>American Pole. –(1875) Structures, Inc.</td>
<td>WS-T2-L Rev.8 Shts 1 &amp;2 of 2</td>
</tr>
<tr>
<td>65ft</td>
<td>American Pole. –(2913) Structures, Inc.</td>
<td>WS-T2-H Rev.8 Shts 1 &amp;2 of 2</td>
</tr>
<tr>
<td>65ft</td>
<td>KW Industries</td>
<td>10-200-TSP-4 Rev. 5 Shts 1, 2 &amp; 3</td>
</tr>
<tr>
<td>65ft</td>
<td>West Coast Engineering Group–(2918)</td>
<td>WSDOT-TS-01 Rev. 3 Shts 1, 2 &amp; 3</td>
</tr>
</tbody>
</table>

**Type III Characteristics:**

- Luminaire mounting height: 30ft, 35ft, 40ft or 50ft
- Luminaire arms: One Only
- Luminaire arm type: Type 1
- Luminaire arm length (max): 16ft
- Signal arms: One Only

Type III Standards shall conform to one of the following pre-approved plans, provided all other requirements noted herin have been satisfied.
Maximum (x) (y) (z) signal arm loading in cubic feet are noted after fabricator.

45ft. American Pole. –(1875) Structures, Inc. WS-T3J-L

Shts. 1 & 2 of 2

65ft. Valmont Ind. Inc. –(2947) DB00625-Rev. R,
Shts. 1, 2, 3 & 4
And “J” luminaire arm

65ft. Union Metal Corp. –(2900) 71026-B87.Rev.R12
Shts. 1, 2 & 3

W3724-1 Rev. J &
W3724-2 Rev. G
And “J” luminaire arm

NWS 3505 Rev. 4
NWS 3505B Rev. 4

65ft. West Coast Engineering Group
WSDOT-TS-01 Rev. 3
Shts 1, 2 & 3

65ft. Maico Industries (2947)
WSDOTMA Rev.3
Shts 1, 2, & 3
And “J” luminaire arm

65ft. KW Industries
10-200-TSP-3 Rev. 5
Shts 1, 2 & 3

65ft. American Pole. –(2913) Structures, Inc. WS-T3J-H
Shts 1 &2 of 2

9-29.6(5) Foundation Hardware
The second sentence of the first paragraph of Section 9-29.6(5) is deleted and revised to read:

(******)
Nuts shall meet the requirements of ASTM A 563, grade A.

9-29.10 Luminaires
Section 9-29.10 of the standard specifications is supplemented with the following:

(******)
Luminaires shall be cobra head type.
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Approx. Quantity</th>
<th>Unit</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>MOBILIZATION</td>
<td>1</td>
<td>L.S.</td>
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<tr>
<td>2</td>
<td>CLEANING AND GRUBBING</td>
<td>1</td>
<td>L.S.</td>
</tr>
<tr>
<td>3</td>
<td>REMOVAL OF STRUCTURE AND OBSTRUCTION</td>
<td>1</td>
<td>L.S.</td>
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<td>4</td>
<td>REMOVING CONC BARRIERS</td>
<td>64</td>
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<td>5</td>
<td>REMOVING PAINT LINE</td>
<td>1,770</td>
<td>L.P.</td>
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<tr>
<td>6</td>
<td>REMOVING CHAIN LINK FENCE</td>
<td>76</td>
<td>L.P.</td>
</tr>
<tr>
<td>7</td>
<td>GRADING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>ROADWAY ERECTION EXC. MULCH</td>
<td>656</td>
<td>C.Y.</td>
</tr>
<tr>
<td>9</td>
<td>DRAINAGE</td>
<td>140</td>
<td>L.P.</td>
</tr>
<tr>
<td>10</td>
<td>CONNECT TO EXISTING CATCH BASIN</td>
<td>1</td>
<td>EACH</td>
</tr>
<tr>
<td>11</td>
<td>CRUSHED SURFACING BASE COURSE</td>
<td>312</td>
<td>TON</td>
</tr>
<tr>
<td>12</td>
<td>HOT MIX ASPHALT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>HMAC CL 12 IN PG 64-32</td>
<td>511</td>
<td>TON</td>
</tr>
<tr>
<td>14</td>
<td>TRAFFIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>CEMENT CONC TRAFFIC CURB AND GUTTER</td>
<td>207</td>
<td>L.P.</td>
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<tr>
<td>16</td>
<td>CEMENT CONC PEDESTRIAN CURB</td>
<td>74</td>
<td>L.P.</td>
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<tr>
<td>17</td>
<td>REMOVE AND RESETTING EXISTING BARRIER</td>
<td>35</td>
<td>L.P.</td>
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<tr>
<td>18</td>
<td>PAINTED TRAFFIC ARROW</td>
<td>3</td>
<td>EACH</td>
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<tr>
<td>19</td>
<td>PAINTED CROSSWALK LINE</td>
<td>700</td>
<td>S.F.</td>
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<tr>
<td>20</td>
<td>PAINTED STOP LINE</td>
<td>140</td>
<td>L.P.</td>
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<td>21</td>
<td>PERMANENT SIGN</td>
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<td>L.S.</td>
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<tr>
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<td>TRAFFIC SIGNAL SYSTEM</td>
<td>1</td>
<td>L.S.</td>
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<tr>
<td>23</td>
<td>OTHER TEMPORARY TRAFFIC CONTROL</td>
<td>1</td>
<td>L.S.</td>
</tr>
<tr>
<td>24</td>
<td>TRAFFIC CONTROL SUPERVISOR</td>
<td>1</td>
<td>L.S.</td>
</tr>
<tr>
<td>25</td>
<td>CONSTRUCTION BARRICADE</td>
<td>100</td>
<td>H.R.</td>
</tr>
<tr>
<td>26</td>
<td>OTHER ITEMS</td>
<td></td>
<td></td>
</tr>
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<td>27</td>
<td>STRUCTURE EXCAVATION CLASS B EXC. HAUL</td>
<td>60</td>
<td>C.Y.</td>
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<tr>
<td>28</td>
<td>CEMENT CONC CURB</td>
<td>137</td>
<td>S.Y.</td>
</tr>
<tr>
<td>29</td>
<td>CEMENT CONC CURB RAMP TYPE PARALLEL A</td>
<td>2</td>
<td>EACH</td>
</tr>
<tr>
<td>30</td>
<td>CEMENT CONC CURB RAMP TYPE PARALLEL B</td>
<td>2</td>
<td>EACH</td>
</tr>
<tr>
<td>31</td>
<td>CHAIN LINK FENCE TYPE 4</td>
<td>20</td>
<td>L.P.</td>
</tr>
<tr>
<td>32</td>
<td>REMOVE AND RESET MONUMENT CASE AND COVER</td>
<td>1</td>
<td>EACH</td>
</tr>
<tr>
<td>33</td>
<td>MINOR CHANGE</td>
<td>1</td>
<td>CALC</td>
</tr>
<tr>
<td>34</td>
<td>SPEC PLAN</td>
<td>1</td>
<td>L.S.</td>
</tr>
</tbody>
</table>

**TYPICAL ROADWAY SECTION A**

- Width: 70' MIN. R/W
- **VARIATION**: 5'-0" to 5'-6"

**Centerline Profile Point**

- **Centerline Profile Point**

- **0.50' COMPACTED DEPTH HMA**
- **0.50' COMPACTED DEPTH CRUSHED SURFACING BASE COURSE**

**TYPICAL ROADWAY SECTION B**

- **BEGIN CURB, GUTTER, AND SIDEWALK AT MATCH EXISTING AND TAPER TO STA. 5+35 LT., AND STA. 5+30 RT., AT TOP BACK OF CURB.**
- **END CURB, GUTTER, AND SIDEWALK AT STA. 5+49.67 LT., STA. 5+49.39 RT., AT TOP BACK OF CURB.**

**Centerline Profile Point**

- **Centerline Profile Point**

- **0.50' COMPACTED DEPTH HMA**
- **0.65' COMPACTED DEPTH CRUSHED SURFACING BASE COURSE**

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**TERRACE HEIGHTS DR & BUTTERFIELD RD INTERSECTION SIGNALIZATION PROJECT**

**FEDERAL AID PROJECT: CM4287(07)**

**COUNTY ENGINEER DATE: 10/15/15**

**PROJECT ENGINEER: RANDY SQUARE-DRIGGS**

**CHECKED BY:**

**REVISED: SHEET 2 OF 17 ADDENDUM NO. 1**