

**ADDENDUM NO. 02**

Issued: January 26, 2018  
Project: Shawnee Mission School District  
2018 Asphalt Improvements

- Locations:  
 Comanche Elementary School  
 Corinth Elementary School  
 Indian Woods Middle School  
 Overland Park Elementary School  
 Shawnee Mission Softball Fields  
 Shawnee Mission South High School  
 Shawnee Mission West High School

Project No. 17100  
Owner: Shawnee Mission School District  
8200 West 71<sup>st</sup> Street  
Shawnee Mission, KS 66204

Bidding Documents Issued: January 2018

This Addendum includes these 2 pages and the following attachments:

Supplementary Information:

- Pre-Bid Conference Attendees List (not included in Addendum 1) .....2 pages
- MAC PRO BLEND surface treatment information.

Project Manual:

- 000110 Table of Contents .....2 pages
- 004200 Bid Proposal .....6 pages
- 012200 Unit Prices .....2 pages
- 321713 Parking Bumpers.....2 pages

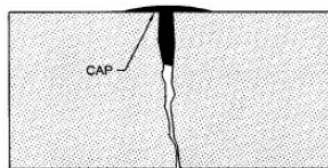
**GENERAL – BIDDER’S QUESTIONS**

**G1 QUESTION: PLEASE CLARIFY SLURRY SEAL?**

G1.1 Answer: Basis of design is MAC-PBS3, three coat system consisting of two applications of MAC PRO BLEND sand slurry and one application of MAC PRO BLEND without sand. See attached for additional information. Other products meeting or exceeding this specification will be acceptable.

**G2 QUESTION: DO YOU HAVE A DETAIL SHOWING THE CRACK REPAIR AND FULL DEPTH ASPHALT REPAIR ITEMS**

G2.1 Answer: Hot poured joint sealant using APWA 2200 Capped method for crack repair, Sheet G000 D/13 for full depth repair.



Configuration H  
Capped



- G3 QUESTION: ARE WE TO BID THE QUANTITIES PROVIDED ON THE PLANS?**  
Answer: Yes.
- G4 QUESTION: IS THE ASPHALT INDEXED?**  
Answer: No.
- G5 QUESTION: WHAT APWA BASE AND SURFACE MIXES ARE WE TO USE IN BIDDING THIS PROJECT?**  
Answer: Refer to D13 on Sheet G000
- G6 QUESTION: WILL RECYCLE CONTENT BE ALLOWED IN THE ASPHALT BASE AND SURFACE MIXES?**  
Answer: Yes.
- G7 QUESTION: ARE WE INSTALLING PETROMAT PRIOR TO THE OVERLAY?**  
Answer: No.
- G8 QUESTION: ARE THE PAINTED CURBS TO BE REPAINTED?**  
Answer: Yes.
- G9 QUESTION: THERE ARE MANY AREAS THAT THE CURB AND GUTTER HAS BEEN OVERLAID WITH ASPHALT AND SOME AREAS THE ASPHALT IS HIGHER THAN THE CURB & GUTTER. ARE WE TO DO AS REQUIRED EDGE MILLING ONLY, PRIOR TO THE OVERLAY? PLEASE CLARIFY.**  
Answer: Yes, 2" edge milling is all that will be required for the 2" overlay areas..
- G10 QUESTION: SOME AREAS OF OVERLAY HAVE NOT CURB & GUTTER. ARE WE TO BACKFILL & SEED THE EDGE? PER THE PLANS IT SAYS TO BACKFILL & SEED DISTURBED AREAS, BUT THESE AREAS ARE NOT DISTURBED. PLEASE CLARIFY?**  
Answer: Yes, backfilling for a smooth transition from pavement to grade and seeding of these areas will be required.
- G11 QUESTION: 17. WILL THE DISTRICT BE REPAINTING THE US MAP AT OVERLAND PARK ELEMENTARY SCHOOL?**  
Answer: No, it will be the responsibility of the contractor to restripe all areas to match existing layout, including any US Maps .

END OF ADDENDUM NO. 2



DATE: 1-23-18

## SIGN IN SHEET

BID NO: 18-002

Pre-Bid Conf

Bid Time: 2:00-2:30  
Bid Name: 2018 Asphalt  
Room #: 125A

Name	Company	Phone #	Email or Fax #
Bill Hoskins	Blacktop Paving	816-978-7432	bill@blacktoppavinginc.com
Gar Blount	SEALOMATIC PAVING	816-741 2046	gblount@sealomatic.com
Ryan Barkley	Barkley Asphalt	816-769- 4974	ryan@barkleyasphaltke.com
Joe Barton	Barkley Asphalt	816-99-6430	joe@barkleyasphaltke.com
Neil Shacklett	O'Donnell & Sons	913-681-2155	neil@odonnell-sons.com
Dallas Barth	Sunflower Paving	785-856-4590	Dallas@Sunflowerpaving.com
Jared Dakin	McConnell & Associates	816-518-8724	j.dakin@mcconnellassociates.com
Mike Ehrhardt	Advanced Asphalt	816-847-6060	mike@advancedasphaltke.com
Tyler Clubb	SMSD	913-993-8507	Tyler.Clubb@SMSD.ORG
Kevin Harrahan	Harrahan Asphalt	816-763-9200	kevin@harrahanasphalt.com
Lacey MOSS	O'Donnell-Way	913-498-3355	Lacey@odonnellway.com
Josh Boswell	Phillips Paving Co	816-921-8080	josh@phillips paving.com
Everett Morgan	SMSD		



IV. APPLICATION OF MATERIALS:

Specification No. MAC-PBS1 is a two-coat system consisting of one application of MAC PRO-BLEND Sand Slurry and one application of MAC 52 without sand.

Specification No. MAC-PBS2 is a two-coat system consisting of two applications of MAC PRO-BLEND Sand Slurry.

Specification No. MAC-PBS3 is a three-coat system consisting of two applications of MAC PRO-BLEND Sand Slurry and one application of MAC PRO-BLEND without sand.

The aforementioned application systems are to provide a uniform heavy-duty protective coating that is free of voids, holidays, and pinholes.

The first coat of MAC PRO-BLEND Sand Slurry (detailed in Section II) shall be applied uniformly over the entire pavement surface (refer to Section III). If it is necessary to pre-dampen the prepared surface on hot days to reduce the surface temperature, only dampen the pavement. The surface shall be free of all standing water.

When the first application has dried sufficiently to take traffic without scuffing, the second and/or third coat of MAC PRO-BLEND, depending upon specification employed, shall then be applied uniformly over the entire area (cross-wise if practical).

QUANTITIES OF MATERIALS necessary to complete the project can vary as much as 20% depending on the porosity and surface texture of the pavement. The general range is as follows with minimums noted:

<u>First MAC PRO-BLEND Sand Slurry Coat</u>	
MAC PRO-BLEND	0.12 to 0.15 gallon/square yard
Sand (dry wt.)	2 to 6 pounds/gallon of MAC PRO-BLEND
<u>Second MAC PRO-BLEND Sand Slurry Coat</u>	
MAC PRO-BLEND	0.08 to 0.12 gallon/square yard
Sand (dry wt.)	2 to 6 pounds/gallon of MAC PRO-BLEND
<u>MAC PRO-BLEND without Sand</u>	
MAC PRO-BLEND	.08 to .10 gallon/square yard

Application may be made with a heavy-duty soft rubber squeegee with brushes employed to rake areas of heavy deposits. Mechanical equipment (squeegee or spray) specially designed for this purpose may also be used.

It is recommended that the completed application be allowed to cure for a minimum of 24 hours and then tested for trafficability before opening for regular use.

V. NOTES:

Pavement Striping – For non-bleeding marking, white or yellow latex traffic paint is recommended (TTP-1952b). Refer to paint manufactures specifications for application.

Weather – MAC-52 shall not be applied outside when weather is foggy or rainy, or when ambient temperature is below 50 degrees F. Lower temperature and/or higher humidity may retard curing based on a one hour set to touch of 78 degrees F. and 50% relative humidity with air circulation present. Favorable conditions must exit 24 hours following application.

Precautions – Refined coal tar is a collection of organic compounds, primarily aromatic hydrocarbons. If individuals with sensitive skin are overexposed to MAC-52 for long periods of time, dermatitis or other skin disorders may result. Consult the MAC PRO-BLEND M.S.D.S. sheets and Index MAC-PS for more information.

Warranty and Disclaimer – These specifications reflect successful performance experience, and are intended to provide a guide to approved construction practices and materials. However, there are no express warranties which extend beyond the description on the face hereof. Manufacturer disclaims any implied warranties of merchantability or of fitness for any particular purpose. Since manufacturer cannot control the manner of use of its products after their sale, manufacturer will not be responsible for any consequential or indirect damages. Rather, manufacturer will, at its option either replace the goods sold or refund the purchase price. No warranties will apply if the goods are in any way altered or modified after delivery by manufacturer.

SHORT SPECIFICATION FOR ARCHITECTS AND ENGINEERS

MAC-PBS1 – 1 slurry coat & 1 coat without sand – “Asphalt pavement, after a minimum of a 30 day cure period, shall be provided a MAC PRO-BLEND Protective Surface Treatment (1 slurry coat and 1 sealcoat) applied in accordance with McConnell and Associates Corp., General Application Specification MAC-PBS1.”

MAC-PBS2 – 2 slurry coats – “Asphalt pavement, after a minimum of a 30 day cure period, shall be provided with a MAC PRO-BLEND Protective Surface Treatment (2 slurry coats) applied in accordance with McConnell and Associates Corp. General Application Specification MAC-PBS2.”

MAC-PBS3 – 2 slurry coats & 1 coat without sand – “Asphalt pavement, after a minimum of a 30 day cure period, shall be provided with a MAC PRO-BLEND Protective Surface Treatment (2 slurry coats and 1 sealcoat) applied in accordance with McConnell and Associates Corp. General Application Specification MAC-PBS3.”

# SPECIFICATIONS

## MAC PRO-BLEND PROTECTIVE SURFACE TREATMENT FOR ASPHALT PAVEMENTS GENERAL APPLICATION SPECIFICATIONS

### I. OBJECTIVES:

A. – To extend the serviceable life of off-street asphalt pavements that do not receive a full and continuous pattern of compaction from rolling traffic. To further increase the life of these pavements by protecting them from damage caused by (1) gasoline and oil, which soften and dissolve the asphaltic binder, (2) sun and oxidation, which dries out and embrittles the asphalt therefor leading to raveling of the surface aggregates, (3) and most importantly water absorption, which reduces the pavements internal cohesive and compressive strength, thus creating susceptibility to progressive freeze-thaw damage.

B. – To create an attractive traction enhanced surface, slate-black in color, that does not release hazardous loose stones with age and reduces the need for expensive premature overlays.

C. – To acquire the aforementioned benefits at minimum expenditure when used over parking lots, low to medium traffic roadways, gasoline stations, walkways, airfield runways and aprons.

D. – To achieve objectives A, B, and C by employing the most advantageous application system based on the intended usage of the pavement involved.

### RECOMMENDED APPLICATION SPECIFICATIONS

<u>SYSTEM</u>	<u>SYSTEM DESCRIPTION</u>	<u>RECOMMENDED AREAS FOR SYSTEM</u>
MAC – PBS1	1 Sand Slurry Coat and 1 Coat Without Sand	Home drives, Low Traffic Parking Lots, Gasoline and Oil Spillage Areas
MAC – PBS2	2 Sand Slurry Coats	High Traffic Parking Lots, Aged Pavements, Private Streets
MAC – PBS3	2 Sand Slurry Coats and 1 Coat Without Sand	Parking Lot Roadways, Airfields

### II. MATERIALS:

MAC PRO-BLEND PAVEMENT SEALER is a rubber fortified heavy-bodied and high-solids refined coal tar pitch emulsion. Basic ingredients include a stable, straight run distillate softening point refined coal tar pitch combined with inert mineral fillers dispersed in water. MAC PRO-BLEND meets and exceeds requirements of ASTM D 3320-00 – Emulsified Coal-Tar Pitch (Mineral Colloid Type).

Physical composition and performance data are detailed in McConnell & Associates Specification Index MAC-PBS. The chemical and physical make up is as follows:

	MAC PRO-BLEND Specifications	ASTM D 5727-00 Requirements
Water, % ASTM D 2939	48% +/- 2%	53% Max.
Nonvolatile, % ASTM D 2939	52% +/- 2%	47% Min.
Ash of Nonvolatile, % ASTM D 2939	36% +/- 2%	30% - 40%
Solubility of Nonvolatile in CS <sub>2</sub> , % ASTM D 2939	20% Min.	20% Min.
Specific Gravity 25 Deg C/25 Deg C ASTM D 2939	1.2 Min.	1.2 Min.

SAND – shall be clean, hard and durable, free from clay, salt and organic matter, and well grading within the following limits (U.S. Sieve / Total % Retained) : No. 30 / 0.10; No. 40 / 4.80; No. 50 / 34.20; No. 70 / 36.90; No. 100 / 17.60; No. 140 / 5.90; No. 200 / 0.20; No. 270 / 0.10

WATER – shall be fresh, clean, and within a temperature range of 50 degrees to 75 degrees F.

MAC PRO-BLEND SAND SLURRY – shall be a blend equal to two to six pounds of sand per gallon of MAC PRO-BLEND agitated to even consistency. When high ambient or pavement temperatures are prevalent and workability is hampered, water may be added, but at no time shall the amount exceed 20% of the total MAC PRO-BLEND slurry.

### III. PREPARATION OF PAVEMENT:

The asphaltic surface, prior to application, shall be clean, sound, and surface cured.

To be clean, the surface shall be free from sand, clay, dust, oil, grease and other foreign matter. Insure this by hand brooming, power brooming, or the employment of high velocity air blowers. Oil and grease spots which have accumulated on the pavement surface shall be scraped or heated using a propane torch if necessary, then sealed off with MAC OIL SPOT PRIMER (refer to McConnell & Associates Specification Index MAC-OSP) prior to the application of Protective Surface Treatment.

To be sound the pavement shall have sufficient drainage capabilities and be supportive of the traffic loads for which it was designed.

To be surface-cured the pavement shall be free of surface oils presenting a water-break-free surface when exposed to water. Minimum cure time is 30 days. Home driveways, where 95% compaction (PROCTER) is not achieved, cure time is a minimum of 60 days.