

ADDENDA

TOWN OF RIDGWAY

STANDARD SPECIFICATIONS AND TYPICAL DRAWINGS - 1992

ADDENDUM

The following additions and changes are hereby incorporated in the Town of Ridgway Standard Specifications and Typical Drawings for Infrastructure Construction dated 1992 and updated in 1995:

On Page E-2: Replace the text under the sub-section titled "Unsuitable Materials" with the following text:

Unsuitable Materials

Expansive materials and material that contain debris, roots, organics, sludge, or frozen materials, stone or concrete having a maximum dimension larger than 4 inches or materials that are unsuitable for providing fill, backfill, foundation or subgrade material for structures or surfaces shall be classified as unsuitable. Materials with insufficient fines to prevent nesting of rocks and/or with more than 25% rock shall also be considered unsuitable unless graded rock is specified. Otherwise suitable material which is unsuitable due to excess moisture content will not be classified as unsuitable unless it cannot be dried by manipulation, aeration, or blending with other materials satisfactorily to meet moisture limits for proper compaction.

On Page E-4, under "Grade Stakes" subsection: At the end of that subsection add the following text:

Horizontal and vertical control stakes shall be provided for all road work. Such stakes shall be provided at a minimum of 50 foot stations, at all tangent and center points of curves and radii, and at all vertical change, intercept and tangent points.

On Page E-8, at the end of the "Upper Trench Compaction" sub-section add:

Compaction in private easements shall not be less than requested by the owner of the land and shall be a minimum of 90% unless specifically reduced by the property owner.

On Page E-10, just above "Soil Compaction Tests" add the following new subsection:

TESTING

Testing of compacted fill materials will be performed by an independent testing laboratory acceptable to City and Developer and designated at the pre-construction conference. Developer shall bear the cost of all tests required to demonstrate conformance with these and related specifications. A minimum of 3 density tests will be required for each lift of fill, one test for each 150 lineal feet of pipe line trench per lift, and one test per 1,000 square feet of embankment per lift. Each lift shall be tested before the next lift is placed. If tests fail to meet the specified density, tests will be required in the vicinity of the failed test to determine the extent of the inadequate compaction, then corrective actions taken by the Contractor. After the deficiencies have

been corrected, additional tests shall be taken in approximately the same location and number as was used to determine the extent of the failed area to demonstrate conformance with the specifications.

The testing agency and its representatives are not authorized to revoke, alter, relax, enlarge or release any requirement of the Contract Documents, nor to approve or accept any portion of the Work. The use of test results shall in no way relieve the Contractor of the responsibility to furnish materials and construction in full compliance with the Contract Documents.

Additional testing services requested by the Contractor or required as a result of materials or construction failing to meet the specifications, or as a result of changes requested by the Contractor shall also be paid for by the Contractor.

Page CGS-7, in sub-section 9.05 Joints, clarify that for dummy and contraction joints, the joints shall be 1/4 the depth of the concrete.

Page ST-11, in the Placement sub-section, revise the 4th sentence to read:

Asphaltic pavement shall have a density of not less than 92% of the calculated density of a voidless mixture composed of the same materials in like proportions. (Density should not be less than 92% of maximum theoretical density.)

Page ST-14, Move the first two paragraphs and title of the "Depth of Asphalt Control" subsection to just above the "Drainage" subsection and leave the last two paragraphs of that sub-section in the "Density Control" sub-section. Modify the density testing and coring frequency to one test per 350 square yards.

Add to Typical Drawings:

Add the "Typical Road Section with vertical curb" detail.

Add the "Typical Road Section in Gravel Street" detail.

This addendum to the Town of Ridgway Standard Specifications and Typical Drawings for Infrastructure is hereby approved by the Ridgway Town Council on March 13, 1996.

Mayor