LYON COUNTY PUBLIC WORKS
504 Fairgrounds Road
Marshall, Minnesota 56258

February 28, 2013

To: Planholders of SP 042-610-034 & SP 042-070-003

ADDENDUM #1

Please find attached amended versions of the Special Provisions shown below:

S-52 2301 CONCRETE PAVEMENT (2013 VERSION)
2301.3 CONSTRUCTION REQUIREMENTS
M.3 Pavement Smoothness – IRI (International Roughness Index)

And

S-54 2399 PAVEMENT SURFACE SMOOTHNESS (2013 VERSION)
S-54.1

Note that pavement surface smoothness incentives and disincentives will be assessed in accordance with Mn/DOT 2013 versions of the 2301 and 2399 Special Provisions.

Smoothness incentives WILL NOT be removed from this contract.

PLEASE CONFIRM RECEIPT OF THE FAX TRANSMISSION FOR THIS ADDENDUM BY FAXING THE ATTACHED "CONFIRMATION OF RECEIPT" FORM BACK TO LYON COUNTY AT FAX NUMBER 507-532-8216 OR 507-532-8217.

Please call our office if you have any questions concerning this Addendum.

Sincerely,

Aaron VanMoer, PE
Lyon County Project Engineer

General Office
Highway 507-532-8205
Zoning 507-532-8206
Fax 507-532-8216
Environ 507-532-8210
Fax 507-532-8217

Suhail Kanwar
Public Works Director
County Engineer
507-532-8205

John Biren
Planning & Zoning
Administrator
507-532-8207

Paul Henriksen
Environmental Administrator
507-532-8210

Ryan Wendt
GIS Coordinator
507-532-8212

Install silicone sealers as recommended by the manufacturer.

L.3 Preformed Sealers

Provide preformed seals in one continuous length for each joint, except the Contractor may use butt splices in transverse joints at longitudinal joints.

Do not stretch the preformed sealer material in the installation process by greater than 5 percent of the joint length.

M Workmanship and Quality

M.1 Defective Pavement

The Department will pay for concrete pavement meeting the requirements and tolerances in accordance with this section at the Contract unit price. Pavement that fails to meet the minimum requirements when tested in the prescribed manner is considered defective. The Department may reject or adjust the payment for defective concrete pavement in accordance with 1503, "Conformity with Contract Documents," and 1512, "Unacceptable and Unauthorized Work."

The Engineer will determine the limits of each individual defective pavement area. If adjusting the price for defective payment, the Engineer will measure the area to the nearest whole square yard [square meter], except the Engineer will consider areas less than 1 sq. yd [1 sq. m] as 1 sq. yd [1 sq. m]. The Engineer will determine the condition of each individual defective area of pavement based on the calculation of greatest deficiency within the area.

M.2 Random or Uncontrolled Cracking

Repair or replace pavement with random or uncontrolled cracks as directed by the Engineer. If repairing the pavement as directed by the Engineer, use a dowel bar load transfer technique in accordance with the MnDOT Concrete Pavement Rehabilitation Details. Submit the intended repair technique to the Engineer for approval. Perform pavement repairs at no additional cost to the Department. If the repair fails, replace the pavement at no additional cost to the Department. The Engineer will accept repairs in accordance with 1516, "Acceptance."

M.3 Pavement Smoothness – IRI (International Roughness Index)

Provide concrete pavement smoothness in accordance with 2399, "Pavement Surface Smoothness."

Smoothness (IRI) pay adjustment and corrective work will be assessed according to Table 2399-5 Equation PCC-A on all mainline pavement less those exclusions detailed in 2399.3B, "Exclusions."

Areas of Localized Roughness (ALR) monetary deductions and corrective work will be assessed according to Table 2399-7 Equation PCC-A on all mainline pavement less those exclusions detailed in 2399.3B, "Exclusions."

~~**No smoothness incentive payments shall be made. However, the incentive accumulated on each individual project's smoothness worksheets (Excel spreadsheet provided by Mn/DOT) will be used to offset any disincentive earned on said worksheets (sum of smoothness and ALR). If the net total (incentive/disincentive) is greater than zero on the project, no incentive payment shall be made. If the net total (incentive/disincentive) is less than zero on the project, the disincentive will be assessed on the project.**~~

N Thickness Requirements

Provide pavement with a finished pavement thickness as shown on the plans or as modified, in writing, by the Engineer.

N.1 Procedure

Construct pavement to the thickness shown on the plans. On each project and on each roadbed of a divided highway, evaluate pavement thickness in accordance with the following:

(1) Contractor Quality Control Probing (QCP),
(2) Probe Verification Core (PVC), and
(3) Quality Acceptance Core (QAC).

The Department defines plan thickness lot (PTL) as concrete pavement of the same thickness added together lineally. Establish a separate PTL for each concrete plan thickness on the project.

The Department defines a sublot as the rate at which an individual measurement is taken over a given length. The Department considers a sublot as one lane wide, measured in accordance with the following:

(1) From the pavement edge to the adjacent longitudinal joint;
(2) From one longitudinal joint to the next;
(3) In the absence of a longitudinal joint, between pavement edges; or
(4) The Department considers a single lane to be each ramp and loop 18 ft [5.5 m] wide or less.

The Engineer will divide the PTL into sublots of 4,000 lineal lane ft [3,300 lineal lane m] to determine the QCP, PVC, and QAC locations. The Engineer will add partial sublots less than 2,000 ft [1,650 m] to the previous lot. The Engineer will consider partial sublots equal to or greater than 2,000 lineal lane ft [1,650 lineal lane m] as individual sublots. If the PTL for the entire project is less than 4,000 lineal lane ft [3,300 lineal lane m] the Engineer will consider the PTL as an individual sublot.

The Engineer will identify the QCP, PVC, and QAC thickness measurement locations in accordance with the following:

(1) Determine the longitudinal locations using random numbers multiplied by length of the sublot;
(2) Determine the transverse offset locations using a random number multiplied by the width of the traffic lane, ramp, or loop at the determined longitudinal location; and
(3) Adjust the location to ensure the Contractor takes no measurements within 1 ft [0.3 m] of the pavement edge and takes no measurements within 2 ft [0.60 m] of any transverse or longitudinal joint or other obstructions.

S-54 (2399) PAVEMENT SURFACE SMOOTHNESS (2013 version)

The following is hereby added to the MnDOT Standard Specifications:

S-54.1 ~~**No smoothness incentive payments shall be made. However, the incentive accumulated on each individual project's smoothness worksheets (Excel spreadsheet provided by Mn/DOT) will be used to offset any disincentive earned on said worksheets (sum of smoothness and ALR). If the net total (incentive/disincentive) is greater than zero on the project, no incentive payment shall be made. If the net total (incentive/disincentive) is less than zero on the project, the disincentive will be assessed on the project.**~~

2399.1 DESCRIPTION

This work consists of measuring the smoothness of the final concrete or bituminous surface.

A Definitions

The Department defines "Smoothness" as the Mean Roughness Index (MRI) value per 0.1 mi [0.16 km] segment. The Department defines "Areas of Localized Roughness" (ALR) as areas greater than or equal to the limiting criteria for a continuous MRI calculation with a 25 ft [7.62 m] interval, as calculated using the FHWA's Profile Viewing and Analysis (ProVAL) software.

2399.2 MATERIAL REQUIREMENTS

A Inertial Profiler (IP)

Provide a Department certified, calibrated, and documented IP meeting the requirements of ASTM E 950, Class 1 and procedures maintained by the MnDOT Pavement Engineering Section. Refer to the procedures maintained by the MnDOT Pavement Engineering Section or to the MnDOT Smoothness website for the required settings for individual certified profilers.

Provide an IP capable of producing a profilogram and exporting raw profile data in an unfiltered electronic Engineering Research Division (ERD) file format. Produce ERD filenames in the YYMMDD-T-N-D-L-B-E.ERD standardized format in accordance with Table 2399-1:

Table 2399-1
Standardized Naming Convention for ERD Files

Abbreviation	Definition
YY	Two-digit year
MM	Month (include leading zeros)
DD	Day of month (include leading zeros)
T	Route type (I, MN, US, CSAH, etc.)
N	Route number (no leading zeros) and auxiliary ID (if applicable, for example E, W, etc.)
D	Primary route direction (I or D)
L	Lane number (1 for driving lane, increasing by one for each lane to the left)
B	Beginning station
E	End station