

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

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February 25, 2011

03-Sac-5-0.0/17.2

03-0F5904

Project ID 0300000094

NH-0056(331)E

Addendum No. 10

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN SACRAMENTO COUNTY IN AND NEAR ELK GROVE FROM THE SAN JOAQUIN COUNTY LINE TO FLORIN ROAD OVERCROSSING.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on Tuesday, March 1, 2011.

This addendum is being issued to revise the Notice to Bidders and Special Provisions.

In the Special Provisions, Section 10-1.405, "JOINTED PLAIN CONCRETE PAVEMENT," is added as attached.

In the Special Provisions, Section 10-1.41, "JOINTED PLAIN CONCRETE PAVEMENT," is revised to be 10-1.41, "JOINTED PLAIN CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)" and subsection "MEASUREMENT AND PAYMENT," the first paragraph is revised as follows:

"Constructing jointed plain concrete pavement with rapid strength concrete, where designated on the plans, will be measured and paid for as jointed plain concrete pavement."

To Bid book holders:

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the Notice to Bidders section of the Notice to Bidders and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the Bid book.

Submit bids in the Bid book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

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This addendum and attachment is available for the Contractors' download on the Web site:

**[http://www.dot.ca.gov/hq/esc/oe/project\\_ads\\_addenda/03/03-0F5904](http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/03/03-0F5904)**

If you are not a Bid book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,



 JODY JONES  
District Director

Attachment

## **10-1.405 JOINTED PLAIN CONCRETE PAVEMENT**

### **GENERAL**

#### **Summary**

This work includes constructing jointed plain concrete pavement.  
Comply with Section 40, "Concrete Pavement," of the Standard Specifications.

#### **Submittals**

Submit AASHTO T 336 coefficient of thermal expansion test results to the Engineer.

For rejected test strips, submit a plan for changed materials, methods, or equipment before constructing additional test strips.

### **Quality Control and Assurance**

#### **General**

Perform coefficient of thermal expansion testing under AASHTO T 336 at a frequency of 1 test for each day of paving.

#### **Prepaving Conference**

Meet with the Engineer at a prepaving conference at a mutually agreed time and place. Discuss methods of performing the production and paving work.

Prepaving conference attendees must sign an attendance sheet provided by the Engineer. The prepaving conference must be attended by your:

1. Project superintendent
2. Quality control manager
3. Paving construction foreman
4. Subcontractor's workers including:
  - 4.1. Foremen
  - 4.2. Concrete plant manager
  - 4.3. Concrete plant operator
  - 4.4. Personnel performing saw cutting and joint sealing

Do not start paving activities including test strips until the listed personnel have attended a prepaving conference.

#### **Test Strips**

The first paving activity must be to construct a test strip:

1. 700 to 1,000 feet long
2. Same width as the planned paving
3. With the same equipment used for the planned paving

The Engineer evaluates the test strip for compliance with the specifications for Engineer's acceptance.

The Engineer selects from 6 to 12 core locations for dowel bars and up to 6 locations for tie bars per test strip.

If you use mechanical dowel bar inserters, the test strip must demonstrate they do not leave voids, segregations, or surface irregularities such as depressions, dips, or high areas.

Allow the Engineer 3 days to evaluate the test strip for:

1. Smoothness
2. Dowel bar and tie bar alignment
3. Thickness
4. Final finishing except coefficient of friction

During the 3-day evaluation, the Engineer rejects a test strip if:

1. Surface varies more than 0.02 foot from a 12-foot straightedge's lower edge
2. Wheel path's individual high points are greater than 0.025 foot in 25 feet
3. Dowel bars do not comply with specified placement tolerances
4. Concrete pavement thickness deficiency is greater than 0.05 foot
5. Final finishing does not comply with the specifications except coefficient of friction

Remove the test strip if the Engineer rejects it for noncompliance with the specifications for dowel bar alignment or thickness. Dispose of rejected test strip material under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

If the Engineer rejects the test strip for noncompliance with the smoothness or final finishing specifications except coefficient of friction, you may grind the test strip into compliance if you intend to leave it as part of the paving.

If the Engineer does not reject the test strip during the 3-day evaluation, you may begin production paving while the Engineer continues to evaluate the test strip for compliance with the other specifications. If the Engineer rejects the test strip for noncompliance with the other specifications, stop production paving until you construct a test strip the Engineer accepts.

Construct additional test strips until the Engineer accepts one.

Construct additional test strips if:

1. You propose different paving equipment including:

- 1.1. Batch plant
- 1.2. Paver
- 1.3. Dowel bar inserter
- 1.4. Tie bar inserter
- 1.5. Tining
- 1.6. Curing equipment

2. You change concrete mix proportions

The Engineer may allow paving to start without a test strip if you use a batch plant mixer, paving equipment, and personnel that completed a Department project within the preceding 12 months. Submit supporting documents and previous project information.

## **MATERIALS**

### **Liquid Joint Sealant**

Liquid joint sealant for longitudinal and transverse joints must be asphalt rubber sealant.

### **Liquid Joint Sealant for Isolation Joints**

Liquid joint sealant for isolation joints must be asphalt rubber sealant.

### **Joint Filler for Isolation Joints**

Joint filler for isolation joints must be bituminous expansion joint filler.

### **Tack Coat**

Tack coat must comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

## **CONSTRUCTION**

### **Tie Bar Spacing On Curves**

If the curvature of a concrete pavement slab prevents equal spacing of tie bars to maintain the minimum clearance from transverse joints, space them from 15 to 18 inches.

### **Transverse Contraction Joints**

Transverse contraction joints must be Type A1. If widening existing concrete pavement, do not construct transverse contraction joints to match the existing pavement's joint spacing or skew unless specified. Transverse joints in concrete pavement on a curve must be on a single straight line through the curve's radius point.

### **Longitudinal Contraction Joints**

Longitudinal contraction joints must be Type A2.

### **Transition Joints With Hot Mix Asphalt**

If a joint between concrete pavement and hot mix asphalt is specified, apply tack coat between the concrete pavement and hot mix asphalt.

### **Concrete Pavement Removal**

When removing and replacing concrete, remove it to full depth and width.

### **Removal and Replacement of Slabs Without Bar Reinforcement**

For full depth and partial length slab removal, saw cut the full depth and width.

Saw cut full slabs at the longitudinal and transverse joints. Saw cut partial slabs at joints and where the Engineer orders. You may make additional saw cuts within the removal area to facilitate slab removal or to prevent binding of the saw cut at the removal area's edge. Saw cut perpendicular to the slab surface.

Use slab lifting equipment with lifting devices that attach to the slab. After lifting the slab, paint the cut ends of dowels and tie bars.

Construct transverse and longitudinal construction joints between the new slab and existing concrete using dowel bars. For longitudinal joints, offset dowel bar holes from original tie bars by 3 inches. For transverse joints, offset dowel bar holes from the original dowel bars by 3 inches.

Drill holes and use chemical adhesive to bond the dowel bars to the existing concrete. Use an automated dowel bar drilling machine. Holes must be at least 1/8-inch greater than the dowel bar diameter. Clean the holes in compliance with the chemical adhesive manufacturer's instructions. Holes must be dry when you place chemical adhesive.

Immediately after inserting dowel bars into the chemical adhesive-filled holes, support the dowel bars and leave them undisturbed for the minimum cure time recommended by the chemical adhesive manufacturer.

Clean the faces of joints and underlying base from loose material and contaminants. Coat the faces with a double application of pigmented curing compound under Section 28-1.07, "Curing," of the Standard Specifications. For partial slab replacements, place preformed sponge rubber expansion joint filler at new transverse joints in compliance with ASTM D 1752.

### **MEASUREMENT AND PAYMENT**

If the Engineer accepts a test strip and it remains as part of the paving surface, the test strip is measured and paid for as jointed plain concrete pavement, seal pavement joint, and seal isolation joint as the case may be.

Full compensation for providing a facility for and attending the prepaving conference is included in the contract price paid per cubic yard for jointed plain concrete pavement and no additional compensation is allowed therefor.

Full compensation for applying tack coat at transverse transition joints and end anchors is included in the contract price paid per cubic yard for jointed plain concrete pavement and no separate payment is made therefor.

If the curvature of a slab affects tie bar spacing and additional tie bars are required, they are included in the contract price paid per cubic yard for jointed plain concrete pavement and no additional compensation is allowed therefor.