DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
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Flex your power!
Be energy efficient!

November 16, 2012

03-ED-50-73.7/75.4
03-1A7324
Project ID 0300000214
ACNH-P050(129)

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN EL DORADO COUNTY IN AND NEAR SOUTH LAKE TAHOE FROM 0.1 MILE SOUTH OF AIRPORT ROAD TO ROUTE 50/89 SEPARATION.

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, November 27, 2012.

This addendum is being issued to revise the Project Plans, the Notice to Bidders and Special Provisions, the Bid book, and the Federal Minimum Wages with Modification Number 13 dated 11/16/2012.

Project Plan Sheet 97 is revised. A copy of the revised sheet is attached for substitution for the like-numbered sheet.

In the Special Provisions, Section 4, "BEGINNING OF WORK, TIME OF COMPLETION, AND LIQUIDATED DAMAGES," is revised as attached.

In the Special Provisions, Section 10-1.02, "ORDER OF WORK," the fifth paragraph is revised as follows:

"Asphalt concrete grindings cannot be placed on the surface within 200 feet of a waterway that connects to a receiving water."

In the Special Provisions, Section 10-1.27, "EARTHWORK," the following paragraph is added after the first paragraph:

"Any surplus excavated material shall become the property of the Contractor and shall be disposed of in conformance with the provisions in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specification."

In the Special Provisions, Section 10-1.40, "HOT MIX ASPHALT," is revised as attached

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In the Bid book, in the "Bid Item List," Item 6 is revised as attached.

To Bid book holders:

Replace page 3 of the "Bid Item List" in the Bid book with the attached revised page 3 of the Bid Item List. The revised Bid Item List is to be used in the bid.

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.

This addendum, attachments and the modified wage rates are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/03/03-1A7324

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,

Rebecca D. Harnagel

REBECCA D. HARNAGEL
Chief, Office of Plans, Specifications & Estimates
Office Engineer
Division of Engineering Services

Attachments

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION, AND LIQUIDATED DAMAGES

The 1st working day is the earlier of (1) the 55th day after contract approval or (2) the day you start work other than the measurement of controlling field dimensions or the location of utilities.

Do not start work at the job site until the Engineer approves your submittal for:

1. Storm Water Pollution Prevention Plan (SWPPP)
2. Notification of Dispute Resolution Advisor (DRA) or Dispute Review Board (DRB) nominee and disclosure statement as specified in Section 5-1.15, "Dispute Resolution," of the Standard Specifications

You may enter the job site only to measure controlling field dimensions and locating utilities. Do not start other work activities until all the submittals from the above list are approved and the following information is submitted:

1. Notice of Materials To Be Used.
2. Contingency plan for reopening closures to public traffic.
3. Written statement from the vendor that the order for the sign panels has been received and accepted by the vendor. The statement must show the dates that the materials will be shipped.

You may start work at the job site before the 55th day after contract approval if:

1. You obtain required approval for each submittal before the 55th day
2. The Engineer authorizes it in writing

The Department grants a time extension if a delay is beyond your control and prevents you from starting work at the job site on the 1st working day.

Complete the work within 100 working days.

10-1.40 HOT MIX ASPHALT

GENERAL

Summary

This work includes producing and placing hot mix asphalt (HMA) Type A using the Quality Control / Quality Assurance process.

Comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

Submittals

Quality Control / Quality Assurance Projects

With the job mix formula (JMF) submittal, submit:

1. California Test 204 plasticity index results
2. California Test 371 dry strength for untreated HMA
3. California Test 371 tensile strength ratio results for untreated HMA
4. California Test 371 tensile strength ratio results for treated HMA if untreated HMA tensile strength ratio is below 70
5. AASHTO T 324 (Modified) test results data showing number of passes with rut depth for plant produced HMA
6. AASHTO T 324 (Modified) test results data showing number of passes at inflection point for plant produced HMA

At production start-up and once during production, submit samples split from your HMA production sample for California Test 371 and AASHTO T324 (Modified) test to the Engineer and the Transportation Laboratory, Attention: Moisture Test.

With the JMF submittal, JMF verification, at production start-up, and each 10,000 tons, submit the California Test 371 test results and AASHTO T 324 (Modified) test results for mix design and production to the Engineer and electronically to:

Moisture_Tests@dot.ca.gov

With the JMF submittal, JMF verification, at production start-up evaluation, and each 10,000 tons, submit 1 tested sample set from AASHTO T 324 (Modified) test to the Engineer.

Data Cores

Three business days before starting coring, submit proposed methods and materials for backfilling data core holes. Submit to the Engineer and electronically to Coring@dot.ca.gov:

1. A summary of data cores taken
2. A photograph of each data core

For each data core, the summary must include:

1. Project identification number
2. Date cored
3. Core identification number
4. Type of materials recovered
5. Type and approximate thickness of unstabilized material not recovered
6. Total core thickness
7. Thickness of each individual material to within:

    7.1. For recovered material, 1/2 inch
    7.2. For unstabilized material, 1.0 inch

8. Location including:

    8.1. County
    8.2. Route
    8.3. Post mile
    8.4. Lane number
    8.5. Lane direction
    8.6. Station

Each data core digital photograph must include a ruler laid next to the data core. Each photograph must include:

1. The core
2. Project identification number
3. Core identification number
4. Date cored
5. County
6. Route
7. Post mile
8. Lane number
9. Lane direction

After data core summary and photograph submittal, dispose of cores under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Mix Design

Quality Control / Quality Assurance Projects

For the mix design, determine AASHTO T 324 (Modified) on plant produced untreated HMA.

AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

1. Target air voids = 7+/- 1%
2. Number of test specimens = 4
3. Test specimen= 6" gyratory compacted specimen
4. Test temperature = 122 °F +/- 2°F
5. Measurements: Impression at every 100 passes
6. Inflection point[a]
7. Testing shut off = 25,000 passes

[a] The inflection point is defined as: The number of wheel passes at the intersection of the creep slope and the stripping slope.

Perform a mix design that produces HMA with the values for the quality characteristics shown in the following table:

Hot Mix Asphalt Mix Design Requirements

Quality Characteristic	Test Method	HMA Type	
		A	B
Moisture susceptibility (minimum dry strength, psi)	California Test 371	120	120
Moisture susceptibility (tensile strength ratio, %)	California Test 371	70	70
Hamburg wheel track (minimum number of passes at 0.5 inch average rut depth)	AASHTO T 324 (Modified) [a]		
PG-58		10,000	10,000
PG 64		15,000	15,000
PG-70		20,000	20,000
PG-76		25,000	25,000
Hamburg wheel track (inflection point minimum number of passes) [b]	AASHTO T 324 (Modified) [a]		
PG-58		10,000	10,000
PG 64		10,000	10,000
PG-70		12,500	12,500
PG-76		15,000	15,000

Notes:

[a] AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

i. Target air voids = 7+/- 1%
ii. Number of test specimens = 4
iii. Test specimen= 6" gyratory compacted specimen
iv. Test temperature = 122 °F +/- 2°F
v. Measurements: Impression at every 100 passes
vi. Inflection point [b]
vii. Testing shut off = 25,000 passes

[b] The inflection point is defined as the number of wheel passes at the intersection of the creep slope and the stripping slope.

For the mix design, when the determined test results under California Test 371 or AASHTO T 324 (Modified) for untreated HMA is less than minimum requirement for hot mix asphalt mix design, determine the plasticity index of the aggregate blend under California Test 204. Choose from the antistrip treatments based on plasticity index in compliance with:

Hot Mix Asphalt Antistrip Treatment Options

Quality characteristic	Test method	Treatment requirement
Plasticity index		
Plasticity index from 4 to 10 [a]	California Test 204	Dry hydrated lime with marination Lime slurry with marination
Plasticity index less than 4		Liquid antistrip Dry hydrated lime without marination Dry hydrated lime with marination Lime slurry with marination

Notes:
[a] If the plasticity index is greater than 10, do not use that aggregate blend.

Mix design for treated HMA must produce HMA with the values for the quality characteristics shown in the hot mix asphalt mix design requirements table.

Job Mix Formula Verification

For JMF verification, use the optimum binder content specified on your CEM-3512, no adjustments are allowed. When RAP is used, binder set point for HMA production must be the optimum binder content specified on your CEM-3512 minus 80% of the average binder content of combined processed RAP.

For JMF verification, perform AASHTO T 324 (Modified) for compliance with hot mix asphalt mix design requirements. Submit 1 tested sample set from AASHTO T 324 (Modified) test to the Engineer.

For JMF verification, the Engineer may verify that the HMA complies with hot mix asphalt mix design requirements for AASHTO T 324 (Modified) or California Test 371 minimum dry tensile strength.

PRODUCTION

Comply with 39-1.08A General, except the HMA plant binder set point for HMA production must be the optimum binder content specified on your CEM-3512. When RAP is used, binder set point for HMA production must be the optimum binder content specified on your CEM-3512 minus 80% of the average binder content of combined processed RAP.

MATERIALS

Asphalt Binder

The grade of asphalt binder mixed with aggregate for HMA Type A must be PG 64-28.

Aggregate

The aggregate for HMA Type A must comply with the 1/2-inch grading.

Contractor Quality Control

Quality Control / Quality Assurance Projects

Perform sampling and testing at the specified frequency and location for the following additional quality characteristics:

Minimum Quality Control

Quality characteristic	Test method	Minimum sampling and testing frequency	Requirement		Sampling location	Maximum reporting time allowance
			HMA Type			
			A	B		
Moisture susceptibility (minimum dry strength, psi)	California Test 371	First production day and 1 per every 10,000 tons	120	120	Loose mix behind the paver. See California Test 125	10 working days
Moisture susceptibility (tensile strength ratio, %)	California Test 371		Report Only	Report Only		
Hamburg wheel track (minimum number of passes at 0.5 inch average rut depth) PG-58 PG 64 PG-70 PG-76	AASHTO T 324 (Modified) [a]	First production day and 1 per every 10,000 tons	 10,000 15,000 20,000 25,000	 10,000 15,000 20,000 25,000	Loose mix behind the paver. See California Test 125	72 hours [c]
Hamburg wheel track (inflection point minimum number of passes) [b] PG-58 PG 64 PG-70 PG-76	AASHTO T 324 (Modified) [a]		 10,000 10.000 12,500 15,000	 10,000 10.000 12,500 15,000		

Notes:

[a] AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

i. Target air voids = 7+/- 1%
ii. Number of test specimens = 4
iii. Test specimen= 6" gyratory compacted specimen
iv. Test temperature = 122 °F +/- 2°F
v. Measurements: Impression at every 100 passes
vi. Inflection point[b]
vii. Testing shut off = 25,000 passes

[b] The inflection point is defined as: The number of wheel passes at the intersection of the creep slope and the stripping slope.

[c] Submit to the Engineer within 72 hours of sampling, 1 tested sample set and data for AASHTO T 324 (Modified).

ENGINEERS ACCEPTANCE

The Engineer samples HMA for acceptance testing and tests for the following additional quality characteristics:

HMA Acceptance

Quality characteristic	Test method	Requirement		Sampling location
		HMA Type		
		A	B	
Moisture susceptibility (minimum dry strength, psi)	California Test 371	120	120	Loose mix behind the paver. See California Test 125
Moisture susceptibility (tensile strength ratio, %)	California Test 371	Report Only	Report Only	
Hamburg wheel track (minimum number of passes at 0.5 inch average rut depth) PG-58 PG 64 PG-70 PG-76	AASHTO T 324 (Modified) [a]	 10,000 15,000 20,000 25,000	 10,000 15,000 20,000 25,000	Loose mix behind the paver. See California Test 125
Hamburg wheel track (inflection point minimum number of passes) [b] PG-58 PG 64 PG-70 PG-76	AASHTO T 324 (Modified) [a]	 10,000 10,000 12,500 15,000	 10,000 10,000 12,500 15,000	

Notes:

[a] AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

i. Target air voids = 7+/- 1%
ii. Number of test specimens = 4
iii. Test specimen= 6" gyratory compacted specimen
iv. Test temperature = 122 °F +/- 2°F
v. Measurements: Impression at every 100 passes
vi. Inflection point[b]
vii. Testing shut off = 25,000 passes

[b] The inflection point is defined as: The number of wheel passes at the intersection of the creep slope and the stripping slope.

The Department does not use California Test 371 tensile strength ratio test results from production to determine specification compliance.

CONSTRUCTION

You must request adjustments to the plant asphalt binder set point based on new RAP stockpiles average binder content. Do not adjust the HMA plant asphalt binder set point until approved by the Engineer.

Vertical Joints

Before opening the lane to public traffic, pave shoulders and median borders adjacent to a lane being paved.

Place HMA on adjacent traveled way lanes so that at the end of each work shift, the distance between the ends of HMA layers on adjacent lanes is between 5 feet and 10 feet. Place additional HMA along the transverse edge at each lane's end and along the exposed longitudinal edges between adjacent lanes. Hand rake and compact the additional HMA to form temporary conforms. You may place Kraft paper or another approved bond breaker under the conform tapers to facilitate the taper removal when paving operations resume.

Widening

If widening existing pavement, construct new structural section on both sides of the existing pavement to match the elevation of the existing pavement's edge at each location before placing HMA over the existing pavement.

Conform Tapers

Place additional HMA along the pavement's edge to conform to road connections and private drives. Hand rake, if necessary, and compact the additional HMA to form a smooth conform taper.

Data Cores

Take data cores that include the completed HMA pavement, underlying base, and subbase material. Protect data cores and surrounding pavement from damage.

Take 4-inch or 6-inch diameter data cores:

1. At the beginning, end, and every 1/2 mile within the paving limits of each route on the project
2. After all paving is complete
3. From the center of the specified lane

On a 2-lane roadway, take data cores from either lane. On a 4-lane roadway, take data cores from each direction in the outermost lane. On a roadway with more than 4 lanes, take data cores from the median lane and the outermost lane in each direction.

Each core must include the stabilized materials encountered. You may choose not to recover unstabilized material but you must identify the material. Unstabilized material includes:

1. Granular material
2. Crumbled or cracked stabilized material
3. Sandy or clayey soil

PAYMENT

The contract lump sum price paid for data core includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in data coring, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

BID ITEM LIST

03-1A7324

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	071325	TEMPORARY FENCE (TYPE ESA)	LF	210		
2	074015	TEMPORARY ACTIVE TREATMENT SYSTEM	LS	LUMP SUM	LUMP SUM	
3	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
4	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	LUMP SUM	
5	074028	TEMPORARY FIBER ROLL	LF	5,800		
6	074029	TEMPORARY SILT FENCE	LF	5,200		
7	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	3		
8	074034	TEMPORARY COVER	SQYD	1,500		
9	074035	TEMPORARY CHECK DAM	LF	240		
10	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	30		
11	074041	STREET SWEEPING	LS	LUMP SUM	LUMP SUM	
12	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
13	074051	TEMPORARY HYDRAULIC MULCH	SQYD	5,000		
14	074056	RAIN EVENT ACTION PLAN	EA	10	500.00	5,000.00
15	074057	STORM WATER ANNUAL REPORT	EA	1	2,000.00	2,000.00
16	074058	STORM WATER SAMPLING AND ANALYSIS DAY	EA	8		
17	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
18	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
19	128652	PORTABLE CHANGEABLE MESSAGE SIGN (LS)	LS	LUMP SUM	LUMP SUM	
20	150742	REMOVE ROADSIDE SIGN	EA	67		

REVISED PER ADDENDUM NO. 1 DATED NOVMEBER 16, 2012