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**DIVISION OF ENGINEERING SERVICES**  
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April 15, 2008

02-Sha-299-29.6/30.3  
02-0E0604

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SHASTA COUNTY NEAR BELLA VISTA FROM 0.5 MILE EAST OF SONORA TRAIL TO 0.5 MILE WEST OF KERN DRIVE.

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 April 29, 2008.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheets 2 and 5 are revised as follows:

Reference to Rubberized Hot Mix Asphalt (RHMA) (Open Graded) is revised to read Hot Mix Asphalt (Open Graded) and reference to Rubberized Hot Mix Asphalt (RHMA) (Gap Graded) is revised to read Hot Mix Asphalt (Type A).

In the Notice to Contractors and Special Provisions, in the "TABLE OF CONTENTS," 10-1.18 is revised to read "BLANK" and 10-1.19 is revised to read "HOT MIX ASPHALT OPEN GRADED FRICTION COURSE".

In the "NOTICE TO CONTRACTORS," the third paragraph is revised as follows:

General work description: Replace Asphalt Concrete Surfacing and HMA Overlay

In the Special Provisions, Section 5-1.14 "COMPENSATION ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS," in the table in the first paragraph Item Codes "390138" and "390137" and Items "Rubberized Hot Mix Asphalt (OpenGraded)" and "Rubberized Hot Mix Asphalt (Gap Graded)" are deleted. Item Code "390134" and Item "Hot Mix Asphalt (Open Graded)" are added.

In the Special Provisions, Section 10-1.01 "ORDER OF WORK," paragraph 6, all references to "Rubberized HMA (Open Graded) and Rubberized HMA (Gap Graded)" are revised to read "hot mix asphalt type A and hot mix asphalt (open graded)."

In the Special Provisions, Section 10-1.15 "EXISTING HIGHWAY FACILITIES," paragraph 3, "rubberized hot mix asphalt-gap graded" is revised to read "hot mix asphalt type A."

In the Special Provisions, Section 10-1.17 "HOT MIX ASPHALT" is replaced with Section 10-1.17 "HOT MIX ASPHALT" as attached.

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In the Special Provisions, Section 10-1.18 "RUBBERIZED HOT MIX ASPHALT – GAP GRADED" is deleted.

In the Special Provisions, Section 10-1.19 "RUBBERIZED HOT MIX ASPHALT – OPEN GRADED" is replaced with Section 10-1.19 "HOT MIX ASPHALT OPEN GRADED FRICTION COURSE" as attached.

In the Proposal and Contract, the Engineer's Estimate item 11 is revised, item 20 is added and item 12 and 13 are deleted as attached.

To Proposal and Contract book holders:

Replace page 3 of the Engineer's Estimate in the Proposal with the attached revised page 3 of the Engineer's Estimate. The revised Engineer's Estimate 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 CONTRACTORS section of the Notice to Contractors 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 proposal.

Submit bids in the Proposal and Contract 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 office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it. A copy of this addendum is available for the contractor's use on the Internet Site:

**[http://www.dot.ca.gov/hq/esc/oe/weekly\\_ads/addendum\\_page.html](http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html)**

If you are not a Proposal and Contract 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,

ORIGINAL SIGNED BY

JODY JONES  
District 3 Director

Attachments

## **10-1.17 HOT MIX ASPHALT**

### **GENERAL**

#### **Summary**

This work includes producing and placing hot mix asphalt (HMA) Type A using the Standard process. Comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

#### **Submittals**

Submit the tensile strength ratio results for treated and untreated HMA to the Engineer with the job mix formula (JMF).

With the JMF submittal, submit to the Engineer and the Transportation Laboratory, Attention: Moisture Test, samples for California Test 371 split from your mix design samples of:

1. Aggregate
2. Supplemental fines
3. Asphalt binder
4. Antistrip treatment

On the first production day, sample HMA and test under California Test 371. Submit the test results to the Engineer.

On the first production day, submit samples split from your HMA production sample for California Test 371 to the Engineer and the Transportation Laboratory, Attention: Moisture Test.

Submit the California Test 371 test results for mix design and production electronically to:

Moisture\_Tests@dot.ca.gov

If the California Test 371 results show the minimum tensile strength ratio of the lime-treated HMA mix is less than 80, the Engineer rejects your JMF submittal.

#### **Quality Control and Assurance**

Use a laboratory certified by the Department to perform California Test 371.

The Department does not use your California Test 371 test results to determine specification compliance during production and placement.

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

**Minimum Quality Control – Standard**

Quality Characteristic	Test Method	Minimum Sampling and Testing Frequency	Requirement	Location of Sampling	Minimum Reporting Time Allowance
Los Angeles Rattler (% max loss at 500 rev)	CT 211	1 per 3000 tons during production but not less than 1 per paving day	25	Stockpile <sup>a</sup>	48 hours
Fine durability index (Df) (min)	CT 229	1 per 3000 tons during production but not less than 1 per paving day	50	Stockpile <sup>a</sup>	48 hours

Note:

<sup>a</sup> Before lime treatment.

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

**Acceptance**

Quality Characteristic	Test Method	Specification	Sampling Location
Los Angeles Rattler (% max loss at 500 rev)	CT 211	25	Stockpile <sup>a</sup>
Fine durability index (Df) (min)	CT 229	50	Stockpile <sup>a</sup>

Note:

<sup>a</sup> Before lime treatment.

**MATERIALS**

The grade of asphalt binder mixed with aggregate for HMA Type A must be PG 64-28 PM. The grade of asphalt binder to be used for Replace Asphalt Concrete Surfacing must be PG 70-10.

For tack coat, use CRS2, CQS1, asphalt binder, or PMCRS2 asphaltic emulsion.

The aggregate for HMA Type A must comply with the 1/2-inch grading. The aggregate for Replace Asphalt Concrete Surfacing must comply with the 3/4-inch grading.

Before adding asphalt binder, aggregate must comply with the following additional quality characteristics:

**Aggregate Quality**

Quality Characteristic	Test Method	Specification
Los Angeles Rattler (% max loss at 500 rev)	CT 211	25
Fine durability index (Df) (min)	CT 229	50

**CONSTRUCTION**

**Antistrip Treatment**

Determine the plasticity index of the aggregate blend under California Test 204. Do not use an aggregate blend with a plasticity index greater than 10.

Treat aggregate with lime slurry marination.

**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.

## 10-1.19 HOT MIX ASPHALT OPEN GRADED FRICTION COURSE

### GENERAL

#### Summary

This work includes producing and placing hot mix asphalt (HMA) open graded friction course (OGFC) using the Standard process.

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

#### Quality Control and Assurance

Do not test OGFC aggregate for tensile strength ratio.

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

#### Minimum Quality Control – Standard

Quality Characteristic	Test Method	Minimum Sampling and Testing Frequency	Requirement	Location of Sampling	Minimum Reporting Time Allowance
Los Angeles Rattler (% max loss at 500 rev)	CT 211	1 per 3000 tons during production but not less than 1 per paving day	25	Stockpile <sup>a</sup>	48 hours
Fine durability index (Df) (min)	CT 229	1 per 3000 tons during production but not less than 1 per paving day	50	Stockpile <sup>a</sup>	48 hours

Note:

<sup>a</sup> Before lime treatment.

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

#### Acceptance

Quality Characteristic	Test Method	Specification	Sampling Location
Los Angeles Rattler (% max loss at 500 rev)	CT 211	25	Stockpile <sup>a</sup>
Fine durability index (Df) (min)	CT 229	50	Stockpile <sup>a</sup>

Note:

<sup>a</sup> Before lime treatment.

**MATERIALS**

The grade of asphalt binder mixed with aggregate for OGFC must be PG PG 64-28 PM.

For tack coat, use CRS2, CQS1, asphalt binder, or PMCRS2 asphaltic emulsion.

The aggregate for OGFC must comply with the 1/2-inch grading.

Treat aggregate with lime slurry marination.

Before adding asphalt binder, aggregate must comply with the following additional quality characteristics:

<b>Aggregate Quality</b>		
Quality Characteristic	Test Method	Specification
Los Angeles Rattler (% max loss at 500 rev)	CT 211	25
Fine durability index (Df) (min)	CT 229	50

**CONSTRUCTION**

**Vertical Joints**

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

Place OGFC on adjacent traveled way lanes so that at the end of each work shift, the distance between the ends of OGFC layers on adjacent lanes is between 5 feet and 10 feet. Place additional OGFC along the transverse edge at each lane's end and along the exposed longitudinal edges between adjacent lanes. Hand rake and compact the additional OGFC 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.

## ENGINEER'S ESTIMATE

**02-0E0604**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
2	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	LUMP SUM	
3	074028	TEMPORARY FIBER ROLL	LF	300		
4 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
5 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
6 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2		
7	150715	REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	470		
8 (S)	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	2,300		
9	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	1,170		
10	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	220		
11	390132	HOT MIX ASPHALT (TYPE A)	TON	2080		
12	BLANK	BLANK				
13	BLANK	BLANK				
14 (S)	840504	4" THERMOPLASTIC TRAFFIC STRIPE	LF	12,200		
15 (S)	840506	8" THERMOPLASTIC TRAFFIC STRIPE	LF	20		
16 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	470		
17 (S)	840523	4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 12-3)	LF	1,190		
18 (S)	840525	4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 36-12)	LF	270		
19 (S)	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	300		
20	390134	HOT MIX ASPHALT (OPENGRADED)	TON	1240		

**TOTAL BID: \_\_\_\_\_**