

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

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Be energy efficient!*

October 26, 2011

10-Sta-99-R0.0/R24.7

10-0M8004

Project ID 1000020344

ACNH-P099(549)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN STANISLAUS COUNTY IN AND NEAR TURLOCK, CERES, AND MODESTO FROM MERCED COUNTY LINE TO SAN JOAQUIN COUNTY LINE.

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 Wednesday, November 9, 2011.

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 38 dated 09/30/2011.

Project Plan Sheets 4, 5, 6, 8, 16, 22, 23, and 24 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.20. "EXISTING HIGHWAY FACILITIES," subsection "REMOVE PORTLAND CEMENT CONCRETE PAVEMENT," the fifth paragraph is revised as follows:

"Full compensation for removing bituminous or other overlying material, and sawing joints at removal lines, as required, shall be considered as included in the contract price paid per cubic yard for remove concrete pavement and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.275. "HOT MIX ASPHALT PAVEMENT SMOOTHNESS," is added as attached.

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In the Bid book, in the "Bid Item List," Items 20, 23, 24, 27, 30, 32, 34, 43, 44, and 46 are revised as attached.

To Bid book holders:

Replace pages 3, 4 and 5 of the "Bid Item List" in the Bid book with the attached revised pages 3, 4 and 5 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/10/10-0M8004

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,

Fol 
SHARRI BENDER ZHLERT
Interim District Director
District 6 Central Region

Attachments

10-1.275 HOT MIX ASPHALT PAVEMENT SMOOTHNESS

GENERAL

Summary

This work includes measuring the top layer of hot mix asphalt pavement for smoothness with an inertial profiler and straightedge, and correcting deficient smoothness. If top layer is Hot Mix Asphalt (OGFC), smoothness requirement must apply to pavement layer before placing HMA (OGFC).

Hot mix asphalt smoothness is based on inertial profiler measurements, reported as International Roughness Index (IRI), and the number of opportunities available to improve smoothness. One opportunity is counted:

1. For placing aggregate base, asphalt treated base, or cement treated base
2. For each separate layer of pavement
3. For a leveling layer if it is included as a contract bid item
4. For cold planning or grinding before paving

Submittals

At least 5 business days before the initial profiling, submit to the Engineer:

1. Certification of inertial profiler within the last year by Texas Transportation Institute (TTI)
2. Operator certification by TTI
3. Calibration results performed on project test section.

Within 2 business days after the initial profiling of new or corrected sections, submit to the Engineer and by electronic mail to smoothness@dot.ca.gov:

1. Profile traces and an electronic file in ".erd" format of the raw profile data or Proval 3.0 acceptable raw profile format
2. For each 0.1-mi section, a table showing each IRI in Proval software report for:
 - 2.1. The left wheel path
 - 2.2. The right wheel path
 - 2.3. The average of the two wheel paths
3. For each test section trace, cross correlation repeatability agreement score submitted profile traces and electronic data become the Department's property.

Label the profile trace with the following information:

1. Project number (District-EA or Project ID).
2. County and route number.
3. Stationing.
4. Operator's name.
5. Test date.
6. Test number.
7. Traffic direction.
8. Traffic lane (numbered from left to right in direction of travel).
9. Test wheel path (left or right in direction of travel).
10. Test direction.
11. Paving direction.
12. Filter Setting
- 13 Short wavelength cut off length
14. Long wavelength cutoff length

Equipment Quality Control and Assurance

At the time of testing, your inertial profiler equipment shall be certified by the Texas Transportation Institute within the last year and display a current decal on the inertial profiler equipment with the certification expiration date.

Perform inertial profiler verification testing in the Engineer's presence at least 10 days before inertial profiling operations begin. Give the Engineer 2 business days notice before verification testing.

Operate the inertial profiler according to the manufacturer's recommendations and AASHTO R 57-10. Verify the inertial profiler at least once before performing and testing. Run the inertial profiler equipment 5 times on a test section provided by the Department. The test section must be on an existing asphalt concrete pavement surface at least 0.1 mile long. Calculate a cross correlation to determine the repeatability of your device under Section 8.3.1.2 of AASHTO R56-10. The cross correlation must be a minimum of 0.92 or the equipment must be recalibrated and the test section rerun until verification is obtained.

The Department may perform independent inertial profiler testing. If your inertial profiler test results vary significantly from the Department's, the Engineer may order you to recalibrate your inertial profiler equipment and perform a retest. If your test results are inaccurate due to operator error, the Engineer may disqualify your inertial profiler operator.

CONSTRUCTION

General

For areas to be profiled and before any specified surface treatment is applied, determine the IRI for 0.1 mile sections. Profile each traffic lane's wheel paths (3 ft left of the right lane line and 3 ft right of the left lane line). Each lane's IRI in a section must be the average of the IRI values for the wheel paths within that lane within that section. A partial section (less than 0.1 mi) resulting from an interruption to continuous pavement surface must comply with the IRI specifications for a full section. Adjust the IRI for a partial section to reflect a full section based on the proportion of a section paved.

The Department does not require inertial profiler testing and tests the smoothness only with a 12 -ft straightedge at the following locations:

1. Within 12 ft of a transverse joint separating the pavement from an existing pavement not constructed under this contract
2. Within 12 ft of a transverse joint separating new pavement from a bridge deck or approach slab
3. Ramps and connectors with steep grades and superelevation rates greater than 6 percent
4. Sections of city or county streets and roads, turn lanes, collector lanes, and areas around manholes or drainage transitions
5. Acceleration and deceleration lanes for at-grade intersections
6. Shoulders and miscellaneous areas

For areas that do not require inertial profiler testing, the hot mix asphalt pavement top layer must not vary from the lower edge of a 12-ft long straightedge by:

1. More than 0.01 foot when the straight edge is laid parallel with the centerline
2. More than 0.02 foot when the straightedge is laid perpendicular to the centerline and extends from edge to edge of a traffic lane
3. More than 0.02 foot when the straightedge is laid within 25 feet of a pavement conform

Each day inertial profiler testing is performed, notify the Engineer of the start location and verify there are no foreign objects on the pavement surface.

Note stationing on the profile trace in at least 0.1-mi increments. Use the stationing to identify localized roughness greater than 140 in/mi. The profile trace stationing must be the same as the project stationing.

Retest sections where corrections were made.

On ground areas not to be overlaid with open graded hot mix asphalt, apply fog seal coat under Section 37-1, "Seal Coats."

Pavement Smoothness Evaluation

The Engineer evaluates your paving methods and equipment based on the profile testing, pavement smoothness, and whether the pavement meets or exceeds the limits specified.

The Engineer groups the average IRI for each section in ranges to determine sections requiring correction.

Pavement Smoothness Requirements

Number of Opportunities	Average IRI for Each 0.1-mi Section	Localized Roughness
	Acceptance	Acceptance
3 or more	≤70	≤140
2	≤80	≤140

Corrective Actions

Correct pavement with an initial IRI exceeding 70 in/mi to 80 in/mi as specified in the above table.

Areas of localized roughness will be identified using a continuous IRI with a base length of 25 feet. Localized roughness greater than 140 in/mi must be corrected regardless of the IRI values. After correction, retest the wheel paths.

Use one of the following corrective methods:

1. Grinding under Section 42-2, "Grinding," of the Standard Specifications
2. Removing and replacing a minimum 2.36 in of the surface course

Perform the corrective action to the entire lane width. When completed, the lane width must have uniform texture and appearance. Square the corrected area's beginning and end normal to the paved surface's centerline.

If corrections are made by removing and replacing, test the new pavement surface for acceptance.

PAYMENT

Full compensation for certifying operators and equipment; performing inertial profiler testing and retesting, quality control, and verification testing; furnishing the profile traces, and providing electronic files to the Engineer, and for performing corrective work is considered as included in the contract price paid per ton for Rubberized Hot Mix Asphalt (Gap Graded) and no additional compensation will be allowed therefore.

BID ITEM LIST**10-0M8004**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	LUMP SUM	
2	070018	TIME-RELATED OVERHEAD	WDAY	500		
3	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
4	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	LUMP SUM	
5	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
6	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
7	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
8	120120	TYPE III BARRICADE	EA	6		
9	120165	CHANNELIZER (SURFACE MOUNTED)	EA	180		
10	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
11	129000	TEMPORARY RAILING (TYPE K)	LF	14,700		
12	129100	TEMPORARY CRASH CUSHION MODULE	EA	260		
13	021833	REMOVE BRIDGE APPROACH GUARD RAILING	LF	440		
14	150662	REMOVE METAL BEAM GUARD RAILING	LF	12,700		
15	021834	REMOVE THRIE BEAM BARRIER	LF	300		
16	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	29,100		
17	150715	REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	300		
18	150722	REMOVE PAVEMENT MARKER	EA	134,000		
19	150771	REMOVE ASPHALT CONCRETE DIKE	LF	87,600		
20	150846	REMOVE CONCRETE PAVEMENT	CY	94,100		

BID ITEM LIST
10-0M8004

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	152430	ADJUST INLET	EA	15		
22	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	207,000		
23	153214	REMOVE CONCRETE CURB	LF	3,000		
24	190101	ROADWAY EXCAVATION	CY	60,100		
25	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
26	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	16,500		
27	260201	CLASS 2 AGGREGATE BASE	CY	15,000		
28	021835	LEAN CONCRETE BASE (RAPID SETTING)	CY	30,000		
29	374002	ASPHALTIC EMULSION (FOG SEAL COAT)	TON	27		
30	390131	HOT MIX ASPHALT	TON	203,000		
31	390138	RUBBERIZED HOT MIX ASPHALT (OPEN GRADED)	TON	1,480		
32	390140	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	105,000		
33	391007	PAVING ASPHALT (BINDER, GEOSYNTHETIC PAVEMENT INTERLAYER)	TON	630		
34	393003	GEOSYNTHETIC PAVEMENT INTERLAYER	SQYD	606,000		
35	394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	LF	3,300		
36	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	LF	79,900		
37	394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	LF	3,910		
38	394050	RUMBLE STRIP	STA	4,510		
39	394060	DATA CORE	LS	LUMP SUM	LUMP SUM	
40	397005	TACK COAT	TON	850		

BID ITEM LIST

10-0M8004

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	021836	JOINTED PLAIN CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	CY	89,900		
42	021837	INDIVIDUAL SLAB REPLACEMENT (RAPID STRENGTH CONCRETE)	CY	230		
43	404092	SEAL PAVEMENT JOINT	LF	278,000		
44	404093	SEAL ISOLATION JOINT	LF	97,200		
45	406050	DOWEL BAR (DRILL AND BOND)	LF	750		
46	413115	SEAL JOINT (EXISTING CONCRETE PAVEMENT)	LF	1,180		
47	415101	CRACK EXISTING CONCRETE PAVEMENT	SQYD	557,000		
48	420102	GROOVE EXISTING CONCRETE PAVEMENT	SQYD	42,300		
49	420201	GRIND EXISTING CONCRETE PAVEMENT	SQYD	243,000		
50 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	84		
51	680207	3" PLASTIC PIPE	LF	330		
52	820118	GUARD RAILING DELINEATOR	EA	330		
53	820134	OBJECT MARKER (TYPE P)	EA	18		
54	820151	OBJECT MARKER (TYPE L-1)	EA	66		
55	832001	METAL BEAM GUARD RAILING	LF	9,870		
56	839220	DOUBLE METAL BEAM GUARD RAILING (WOOD POST)	LF	530		
57	839540	TRANSITION RAILING (TYPE STB)	EA	12		
58	839541	TRANSITION RAILING (TYPE WB)	EA	40		
59	839561	RAIL TENSIONING ASSEMBLY	EA	4		
60	839581	END ANCHOR ASSEMBLY (TYPE SFT)	EA	35		