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**** WARNING ** WARNING ** WARNING ** WARNING ****
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March 7, 2008

01-Lak-29-20.4/R34.4
01-398504
ACNH-P029(103)E
Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in LAKE COUNTY NEAR LOWER LAKE FROM SEIGLER CREEK BRIDGE TO 0.2 MILE SOUTH OF MAIN STREET.

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 March 19, 2008, instead of the original date of March 11, 2008.

This addendum is being issued to set a new bid opening date as shown herein, revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheet 10 is revised as follows:

"In the "ROADWAY" table, under the column "ASPHALT RUBBER BINDER," the quantity "180 tons" is revised to "610 tons."

In the "ROADWAY" table, under the column "SCREENINGS (HOT APPLIED)," the quantity "1800 tons" is revised to "4060 tons."

In the Special Provisions, Section 10-1.28, "RUBBERIZED HOT MIX ASPHALT-GAP GRADED," is revised as attached.

In the Proposal and Contract, the Engineer's Estimate Items 26, and 28 are revised as attached.

To Proposal and Contract book holders:

Replace page 4 of the Engineer's Estimate in the Proposal with the attached revised page 4 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.

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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

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

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

Attachments

10-1.28 RUBBERIZED HOT MIX ASPHALT - GAP GRADED

GENERAL

Summary

This work includes producing and placing rubberized hot mix asphalt - gap graded (RHMA-G) using the Quality Control/Quality Assurance process.

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

Submittals

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

1. California Test 204 plasticity index results
2. California Test 371 tensile strength ratio results for untreated RHMA-G
3. California Test 371 tensile strength ratio results for treated RHMA-G if untreated RHMA-G tensile strength ratio is below 70

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 rubber binder
4. Antistrip treatment

On the first production day, submit samples split from your RHMA-G 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 to the Engineer and electronically to:

Moisture_Tests@dot.ca.gov

Quality Control and Assurance

For the mix design, determine the plasticity index of the aggregate blend under California Test 204. Choose an antistrip treatment and use the corresponding laboratory procedure for the mix design in compliance with:

Antistrip Treatment Lab Procedures for Mix Design

Antistrip Treatment	Lab Procedure
Plasticity index from 4 to 10 ^{a, b}	
Dry hydrated lime with marination	LP-6
Lime slurry with marination	LP-7
Plasticity index less than 4	
Liquid	LP-5
Dry hydrated lime without marination	LP-6
Dry hydrated lime with marination	LP-6
Lime slurry with marination	LP-7

Notes:

^a If the plasticity index greater than 10, do not use that aggregate blend.

^b If the plasticity index is from 4 to 10, use dry hydrated lime with marination or lime slurry with marination.

For the mix design, determine tensile strength ratio under California Test 371 on untreated RHMA-G. If the tensile strength ratio is less than 70:

1. Choose from the antistrip treatments specified based on plasticity index.
2. Test treated RHMA-G under California Test 371.
3. Treat to a minimum tensile strength ratio of 70.

On the first production day and at least every 5,000 tons, sample RHMA-G and test under California Test 371. The Department does not use your California Test 371 test results to determine specification compliance.

MATERIALS

Asphalt binder mixed with asphalt modifier and crumb rubber modifier (CRM) for asphalt rubber binder must be PG 64-16.

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

Asphalt Rubber Binder Content

Determine the amount of asphalt rubber binder to be mixed with the aggregate for RHMA-G under California Test 367 except:

1. Determine the specific gravity used in California Test 367, Section B, "Void Content of Specimen," using California Test 308, Method A.
2. California Test 367, Section C, "Optimum Bitumen Content," is revised as follows:
 - 2.1. Base the calculations on the average of 3 briquettes produced at each asphalt rubber binder content.
 - 2.2. Use California Test 309 to determine theoretical maximum specific gravity and density of the RHMA-G.
 - 2.3. Plot asphalt rubber binder content versus average air voids content based on California Test 309 for each set of three specimens on Form TL-306 (Figure 3), and connect adjacent points with a best-fit curve.
 - 2.4. Plot asphalt rubber binder content versus average Hveem stability for each set of three specimens and connect adjacent points with a best-fit curve.
 - 2.5. Calculate voids in mineral aggregate (VMA) and voids filled with asphalt (VFA) for each specimen, average each set, and plot the average versus asphalt rubber binder content.
 - 2.6. Calculate the dust proportion and plot versus asphalt rubber binder content.
 - 2.7. From the curve plotted in Step 2.3, select the theoretical asphalt rubber binder content that has 4.0 percent air voids.
 - 2.8. At the selected asphalt rubber binder content, evaluate corresponding voids in mineral aggregate, voids filled with asphalt, and dust proportion to verify compliance with requirements. If necessary, develop an alternate composite aggregate gradation to conform to the RHMA-G requirements.
 - 2.9. Record the asphalt rubber binder content in Step 2.7 as the Optimum Bitumen Content (OBC).
 - 2.10. To establish a recommended range, use the OBC as the high value and 0.3 percent less as the low value. Notwithstanding, the recommended range must not extend below 7.0 percent. If the OBC is 7.0 percent, then there is no recommended range, and 7.0 percent is the recommended value.
3. Laboratory mixing and compaction must comply with California Test 304, except the mixing temperature of the aggregate must be between 300 °F and 325 °F. The mixing temperature of the asphalt-rubber binder must be between 350 °F and 425 °F. The compaction temperature of the combined mixture must be between 290 °F and 300 °F.

CONSTRUCTION

Spreading

Use a material transfer vehicle (MTV) to deliver RHMA-G from the truck to the paver's receiving hopper or feed system. The MTV must:

1. Remix the HMA before loading the paver
2. Be self propelled and independent of the paver
3. Have sufficient capacity to prevent stopping the paver

Vertical Joints

If you perform half-width paving, at the end of each day's work the distance between the ends of adjacent surfaced lanes must not be greater than can be completed in the following day of normal paving.

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

**ENGINEER'S ESTIMATE
01-398504**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21 (S)	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	4,270		
22	190101	ROADWAY EXCAVATION	CY	110		
23	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
24	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	6,700		
25 (S)	013222	WEED CONTROL MAT (FIBER)	SQYD	3,010		
26	370120	ASPHALT-RUBBER BINDER	TON	610		
27	374206	SEAL RANDOM CRACKS	LNMI	10		
28	375030	SCREENINGS (HOT-APPLIED)	TON	4,060		
29	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	4,040		
30	390132	HOT MIX ASPHALT (TYPE A)	TON	1,120		
31	390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	26,700		
32	390138	RUBBERIZED HOT MIX ASPHALT (OPEN GRADED)	TON	10,300		
33	013223	CENTERLINE RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS)	STA	480		
34	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	3,910		
35	394074	PLACE HOT MIX ASPHALT DIKE (TYPE C)	LF	25		
36	394075	PLACE HOT MIX ASPHALT DIKE (TYPE D)	LF	9,940		
37	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	3,460		
38	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	40		
39	691001	CORRUGATED STEEL FLUME DOWNDRAIN	LF	260		
40	692101	TAPERED INLET	EA	10		