DEPARTMENT OF TRANSPORTATION
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**** WARNING ** WARNING ** WARNING ** WARNING ****
This document is intended for informational purposes only.

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March 14, 2008

01-Lak-20-0.6/9.4
01-399304
ACNH-P020(147)E
Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in LAKE COUNTY NEAR UPPER LAKE FROM 0.6 MILE EAST OF MENDOCINO COUNTY LINE TO POLK-JONES CATTLE PASS.

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 25, 2008.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, the Proposal and Contract, and the Federal Minimum Wages with Modification Number 3 dated 3-7-08.

Project Plan Sheet 9 is revised. A half-sized copy of the revised sheet is attached for substitution for the like-numbered sheet.

In the Special Provisions, Section 10-1.18, "EXISTING HIGHWAY FACILITIES," subsection "REMOVE TRAFFIC STRIPE AND PAVEMENT MARKING," is added as attached.

In the Special Provisions, Section 10-1.24, "RUBBERIZED HOT MIX ASPHALT – GAP GRADED," is replaced as attached.

In the Proposal and Contract, the Engineer's Estimate Item 23 is revised, Items 53 and 54 are added and Item 52 is deleted as attached.

To Proposal and Contract book holders:

Replace pages 4 and 5 of the Engineer's Estimate in the Proposal with the attached revised pages 4 and 5 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 GSO overnight mail to Proposal and Contract book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are 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

REMOVE TRAFFIC STRIPE AND PAVEMENT MARKING

Traffic stripe and pavement marking shall be removed at the locations shown on the plans and as directed by the Engineer.

Attention is directed to "Water Pollution Control" of these special provisions.

Waste from removal of white thermoplastic traffic stripe and pavement marking contains lead chromate in average concentrations less than 5 mg/L Soluble Lead or 1000 mg/kg Total Lead. White thermoplastic traffic stripe and pavement marking exist as shown on the plans. The Contractor shall assume that the residue does not contain heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the California Code of Regulations and is not regulated under the Federal Resource Conservation and Recovery Act (RCRA).

The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed white thermoplastic residue. Attention is directed to Title 8, California Code of Regulations, Section 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The Plan shall be submitted to the Engineer at least 7 days prior to beginning removal of white thermoplastic.

Prior to removing white thermoplastic traffic stripe and pavement marking, personnel who have no prior training, including State personnel, shall complete a safety training program provided by the Contractor that meets the requirements of Title 8, California Code of Regulations, Section 1532.1, "Lead," and the Contractor's Lead Compliance Program.

Personal protective equipment, training, and washing facilities required by the Contractor's Lead Compliance Plan shall be supplied to State personnel by the Contractor. The number of State personnel will be 3.

The contract lump sum price paid for Lead Compliance Plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in preparing the Lead Compliance Plan, including paying the Certified Industrial Hygienist, and for providing personnel protective equipment, training, and medical surveillance, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.24 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
01-399304

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	72		
22 (S)	013173	WEED CONTROL MAT (FIBER)	SQYD	380		
23	370120	ASPHALT-RUBBER BINDER	TON	490		
24	374206	SEAL RANDOM CRACKS	LNMI	9		
25	375030	SCREENINGS (HOT-APPLIED)	TON	3,210		
26	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	3,040		
27	390132	HOT MIX ASPHALT (TYPE A)	TON	810		
28	390138	RUBBERIZED HOT MIX ASPHALT (OPEN GRADED)	TON	11,600		
29	390140	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	23,100		
30	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	8,610		
31	394075	PLACE HOT MIX ASPHALT DIKE (TYPE D)	LF	1,140		
32	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	420		
33	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	1,820		
34 (S)	540102	TREAT BRIDGE DECK	SQFT	7,390		
35 (S)	540109	FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	GAL	95		
36	750001	MISCELLANEOUS IRON AND STEEL	LB	239		
37	820118	GUARD RAILING DELINEATOR	EA	25		
38 (S)	839541	TRANSITION RAILING (TYPE WB)	EA	4		
39 (S)	839581	END ANCHOR ASSEMBLY (TYPE SFT)	EA	3		
40 (S)	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	1		

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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41 (S)	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	4		
42 (S)	013174	ALTERNATIVE CRASH CUSHION SYSTEM	EA	4		
43 (S)	840504	4" THERMOPLASTIC TRAFFIC STRIPE	LF	168,000		
44 (S)	840506	8" THERMOPLASTIC TRAFFIC STRIPE	LF	1,140		
45 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	2,330		
46 (S)	840523	4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 12-3)	LF	2,180		
47 (S)	840525	4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 36-12)	LF	24,700		
48	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	2,340		
49 (S)	850122	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	1,300		
50	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	LUMP SUM	LUMP SUM	
51	869042	ADJUST PULL BOX	EA	9		
52	BLANK					
53	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
54	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID (A): = _____

TOTAL BID (B):

$26,600.00 x _____ = _____

(Cost Per Day) **(Enter Working Days Bid)**

(Not To Exceed 110 Days)

TOTAL BASIS FOR COMPARISON OF BIDS: (A + B): = _____