

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
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Be energy efficient!*

September 10, 2009

03-Pla,Nev-80-56.1/66.3
03-2C8604
ACIM-000C(309)N

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN PLACER AND NEVADA COUNTIES FROM CARPENTER FLAT UNDERCROSSING TO HAMPSHIRE ROCKS UNDERCROSSING.

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, October 20, 2009, instead of the original date of Tuesday, September 15, 2009.

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

Project Plan Sheets 2, 44, 58, 161, 201, 204, 337, 777, 778, 782, 914, 920, 923, 924, 926, and 929 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheet 206A is added. A copy of the added sheet is attached for addition to the project plans.

Project Plan Sheets 10, 208 and 209 are deleted.

In the Special Provisions, Section 5-1.09, "PAYMENTS," the first paragraph is deleted.

In the Special Provisions, Section 5-1.10, "SUPPLEMENTAL PROJECT INFORMATION," is revised as attached.

In the Special Provisions, Section 8-2.02, "FREEZING CONDITION REQUIREMENTS," is revised as attached.

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the following paragraphs are added after the fourth paragraph:

"The hot mixed asphalt bond breaker shall not be exposed to traffic between the dates of October 15 and April 15. The hot mixed asphalt bond breaker must be covered with concrete pavement within the same construction season as it is placed.

In accordance with the California Department of Fish and Game, work on the following drainage systems can only occur between July 15 and October 15:

Drainage system Nos. 2, 12, 13, 26, 27, 44, 46, 47, 49, 53-55, 57-60, 63-66, 68, 69, 71-74, 77, 78, 81, 82, 99-103, 106, 115, 116, 119 128, 129, 133, 135-138, 142-147 and 154."

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In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the following paragraph is added after the sixteenth paragraph:

"The Contractor shall not remove barrier railing (type K) located on the outside edge of shoulder between "WB1" 343+97 to 422+14, until immediately prior to the work shown on Stage 3 Phase 2 of the Stage Construction and Traffic Handling Plans and after installation of the hybrid rock fall barrier system."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the fifth paragraph is revised as follows:

"The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the sixth paragraph is revised as follows:

"The Contractor shall maintain access on Route 80 for permit loads during the work shifts. Permit loads are defined as overweight or oversized vehicles that have an approved permit for traveling this route."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the tenth paragraph is revised as follows:

"The following EB off-ramps may each be closed one time during the life of this contract, each for a consecutive 15-day period. The off-ramp shall be open by 10 a.m. on the 16th day. The other three ramps of the interchange shall be open during this closure. Detour signing shall also be in place during this extended closure. The road under the interchange shall be open during this extended closure. The EB off-ramps that can use the extended closures are:

EB off-ramp to Yuba Gap
EB off-ramp to Highway 20
EB off-ramp to Rainbow Road."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the following paragraph is added after the tenth paragraph.

"The Eagle Lakes Road EB off-ramp may be closed one time during the life of this contract for a consecutive 15 day period. The off-ramp shall be open by 10 a.m. on the 16th day. The other 3 ramps at the interchange shall be open to public traffic during the extended closure. Detour signing shall also be in place during this extended closure. The road under the interchange shall be open during this extended closure. The 15 day closure may only be used from Labor Day to Memorial Day (off-peak season)."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the eleventh paragraph is revised as follows:

"The Cisco Grove EB off-ramp may be closed one time during the life of this contract for a 3 day period. The off-ramp shall be open by 10 a.m. on the 4th day. Detour signing shall also be in place during this extended closure. The other 3 ramps of the interchange shall be open during this closure. The road under the interchange shall be open during this closure."

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In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the fourteenth paragraph is revised as follows:

"The following WB off-ramps may each be closed one time during the life of this contract, each for a consecutive 15-day period. The on-ramp shall be open by 10 a.m. on the 16th day. The other three ramps of the interchange shall be open during this closure. Detour signing shall also be in place during this extended closure. The road under the interchange shall be open during this extended closure. The WB off-ramps that can use the extended closures are:

WB off-ramp to Emigrant Gap
WB off-ramp to Yuba Gap
WB off-ramp to Highway 20."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the following paragraphs are added after the fourteenth paragraph.

"The Eagle Lakes Road WB off-ramp may be closed one time during the life of this contract for a consecutive 15 day period. The off-ramp shall be open by 10 a.m. on the 16th day. The other three ramps at the interchange shall be open to public traffic during the extended closure. Detour signing shall also be in place during this extended closure. The road under the interchange shall be open during this extended closure. The 15 day closure may only be used from Labor Day to Memorial Day (off-peak season).

The Cisco Grove WB off-ramp may be closed one time during the life of this contract for a consecutive 15 day period. The off-ramp shall be open by 10 a.m. on the 16th day. Detour signing shall also be in place during this extended closure. The road under the interchange shall be open during this closure. The 15 day closure may only be used from Labor Day to Memorial Day (off-peak season)."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the eighteenth paragraph is revised as follows:

"Special days are: There are no special days.

Special lane closure restrictions:

July 1, 2010 No EB closures of I-80 after 10 a.m.

July 2, 2010 No EB closures of I-80.

July 1, 2011 No EB closures of I-80.

July 5, 2011 No WB closures of I-80.

July 2, 2012 No EB closures of I-80.

July 3, 2012 No EB closures of I-80.

July 5, 2012 No WB closures of I-80.

July 3, 2013 No EB closures of I-80.

July 5, 2013 No EB/WB closures of I-80.

July 8, 2013 No WB closures of I-80 before 10 p.m."

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In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the nineteenth paragraph is revised as follows:

"In Reno Nevada, there is an annual 10-day long event called "Hot August Nights.". This event begins on a Friday and ends 10-days later on Sunday. Lane closures and shoulder closures will be restricted during the annual "Hot August Nights" event, during the life of this contract. No lane closures, shoulder closures, or other traffic restrictions will be allowed in the eastbound direction on each Wednesday, Thursday, Friday, Saturday, and Sunday during the event. No lane closures, shoulder closures, or other traffic restrictions will be allowed in the westbound direction on each Monday, Saturday and Sunday of the event and the Monday following the conclusion of the event. Should this requirement delay the controlling operation as specified in Section 8-1.06, "Time of Completion," of the Standard Specifications, the days will be considered a non-working day, except as otherwise noted within these special provisions."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," the following paragraph is added after the thirty-sixth paragraph.

"If minor deviations from the lane requirement charts are required, a written request shall be submitted to the Engineer at least 15 days before the proposed date of the closure. The Engineer may approve the deviations if there is no significant increase in the cost to the State and if the work can be expedited and better serve the public traffic."

In the Special Provisions, Section 10-1.22, "MAINTAINING TRAFFIC," lane closure charts are revised as attached.

In the Special Provisions, Section 10-1.23, "CLOSURE REQUIREMENTS AND CONDITIONS," subsection "CLOSURE SCHEDULE," the third paragraph is revised as follows:

"Closure schedule amendments, including additional closures, shall be submitted by noon to the Engineer, in writing, at least 3 business days in advance of a planned closure. Approval of closure schedule amendments will be at the discretion of the Engineer."

In the Special Provisions, Section 10-1.25, "TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE," is revised as attached.

In the Special Provisions, Section 10-1.26, "TEMPORARY PAVEMENT DELINEATION," subsection "TEMPORARY LANELINE AND CENTERLINE DELINEATION," the first and second paragraphs are replaced with the following paragraphs:

"When centerlines are obliterated, the minimum centerline delineation to be provided shall be temporary pavement markers placed at longitudinal intervals of not more than 24 feet. The temporary pavement markers shall be the same color as the centerline the markers replace. Temporary pavement markers shall be, at the option of the Contractor, one of the temporary pavement markers listed for short term day/night use (14 days or less) or long term day/night use (6 months or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Temporary pavement markers shall be placed in conformance with the manufacturer's instructions and shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place pavement markers in areas where removal of the markers will be required.

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When lanelines are obliterated and temporary pavement delineation to replace the lanelines is not shown on the plans, the laneline delineation to be provided shall be a solid 4 inch wide white, traffic stripe as shown on Standard Plan A20A, Detail 11. 4 inch wide traffic stripe, placed as temporary laneline delineation, which will require removal shall conform to the provisions of "Temporary Traffic Stripe (Tape)" of these special provisions. Where removal of the 4 inch wide traffic stripe will not be required, painted traffic stripe conforming to the provisions of "Temporary Traffic Stripe (Paint)" of these special provisions may be used. Temporary traffic stripe (paint) shall not be removed by grinding. The quantity of temporary traffic stripe (tape) or temporary traffic stripe (paint) used for this temporary laneline delineation will not be included in the quantities of tape or paint to be paid for. Temporary traffic stripe (paint) shall not be used for temporary laneline delineation on the final layer of surfacing.

On the final layer of surfacing only, when lanelines are obliterated and temporary pavement delineations to replace the lanelines is not shown on the plans, the minimum laneline delineation to be provided for that area shall be temporary pavement markers placed at longitudinal intervals of not more than 24 feet. The temporary pavement markers shall be the same color as the laneline the pavement markers replace. Temporary pavement markers shall be at the option of the Contractor, one of the temporary pavement markers listed for short term day/night use (14 days or less) or long term day/night use (6 months or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Temporary pavement markers shall be placed in conformance with the manufacturer's instructions and shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place temporary pavement markers in areas where removal of the markers will be required."

In the Special Provisions, Section 10-1.28, "PORTABLE CHANGEABLE MESSAGE SIGNS," subsection "CONSTRUCTION," the following paragraph is added after the last paragraph.

"For the duration of the contract, 2 additional portable changeable message signs shall be provided and placed solely at locations to be determined by the Engineer, with messages selected at the discretion of the Engineer, to provide appropriate additional notification to the public."

In the Special Provisions, Section 10-1.29, "END OF QUEUE WARNING," subsection "CONSTRUCTION," the second paragraph is revised as follows:

"When requested by the Engineer, the Contractor shall provide 1 CMST at the job site and assign at least 1 trained operator for each CMST when performing work."

In the Special Provisions, Section 10-1.33, "EXISTING HIGHWAY FACILITIES," subsection "REMOVE METAL BEAM GUARD RAILING," the third paragraph is revised as follows:

"Full compensation for removing in-line terminal systems, flared terminal systems, cable anchor assemblies, terminal anchor assemblies or steel foundation tubes shall be considered as included in the contract price paid per linear foot for remove metal beam guard railing and no separate payment will be made therefor."

In the Special Provisions, Section 10-1.34, "MINOR CONCRETE (INVERT PAVING)," subsection "MATERIALS," subsection "General," the first paragraph is revised as follows:

"Materials include minor concrete, reinforcement and anchorage devices."

In the Special Provisions, Section 10-1.34, "MINOR CONCRETE (INVERT PAVING)," subsection "MATERIALS," subsection "Shotcrete" is deleted.

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In the Special Provisions, Section 10-1.34, "MINOR CONCRETE (INVERT PAVING)," subsection "CURED-IN-PLACE PIPELINER (CIPP)," subsection "Measurement and Payment," the second paragraph is revised as follows:

"The contract unit price paid per linear foot for cured-in-place pipeliner includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing cured-in-place pipeliner, complete in place, including re-establishing lateral connections to existing underdrains and drainage inlets, repairs, providing samples, installing temperature and pressure gauges, as shown on the plans, as specified in the Standard Specifications, these special provisions, and as directed by the Engineer."

In the Special Provisions, Section 10-1.34, "MINOR CONCRETE (INVERT PAVING)," subsection "REMOVE TEMPORARY HOT MIX ASPHALT RAMP," is added after subsection "REMOVE TEMPORARY CROSSOVER" as attached.

In the Special Provisions, Section 10-1.35, "RESET PORTABLE CONCRETE BARRIER (TYPE 60K, PINNED)," subsection "SALVAGE PORTABLE CONCRETE BARRIER (TYPE 60K, PINNED)," the first paragraph is replaced with the following paragraphs:

"Existing portable concrete barrier (Type 60K, pinned), where shown on the plans to be salvaged, shall be removed, transported and stored at the Whitmore Maintenance Station, 4 miles east of Baxter on Pla 80.
The barrier shall be numbered prior to removal, then reinstalled and pinned in the same order."

In the Special Provisions, Section 10-1.35, "RESET PORTABLE CONCRETE BARRIER (TYPE 60K, PINNED)," subsection "REMOVE BRIDGE DECK OVERLAYS AND PORTIONS OF BRIDGE DECKS," the fifth paragraph is revised as follows:

"High pressure water jet equipment shall have rotating or oscillating jets and be rated at no less than 15000 psi. Adequate means shall be used to prevent water from the jetting operation from flowing across traffic lanes, or flowing into gutters or waterways."

In the Special Provisions, Section 10-1.35, "RESET PORTABLE CONCRETE BARRIER (TYPE 60K, PINNED)," subsection "REMOVE CONCRETE DECK SURFACE," the fourth paragraph is revised as follows:

"High pressure water jet equipment shall have rotating or oscillating jets and be rated at no less than 15000 psi. Adequate means shall be used to prevent water from the jetting operation from flowing across traffic lanes, or flowing into gutters or waterways."

In the Special Provisions, Section 10-1.47, "HOT MIX ASPHALT (MISCELLANEOUS AREAS)," subsection "MEASUREMENT AND PAYMENT," the following paragraph is added after the first paragraph as follows:

"Full compensation for hot mix asphalt used in the construction of temporary drainage inlet cover, shall be considered as included in the contract unit price paid for temporary drainage inlet cover and no additional compensation will be allowed therefor."

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In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection, "GENERAL," subsection, "Submittals," the following paragraph is added after the last paragraph.

"In addition to the labeling required by Section 40-1.03J, "Profilograph Test Procedure" of the Amendments to the Standard Specifications of these special provisions, label the profilogram as either "initial" or "final passing" as determined by the profilogram run."

In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection "GENERAL," subsection "Quality Control and Assurance," subsection "Just-In-Time-Training," item 3 in the second paragraph is revised as follows:

"3. Conducted at a location acceptable to the Engineer."

In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection "MATERIALS," subsection "Tie Bars," the first sentence in the first paragraph is revised as follows:

"Tie bars must be either:"

In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection "MATERIALS," subsection "Dowel Bars," is revised as follows:

"Dowel bars must be either coated or uncoated. Coated dowel bars must be:

1. Plain, round and smooth steel under ASTM A 615/A 615 M, Grade 60
2. Epoxy-coated under Section 52-1.02B, "Epoxy-coated Reinforcement," except:
 - 2.1 Epoxy-coated dowel bars must comply with ASTM A 884/A 884M, Class A, Type A, Type 1 or Type 2.
 - 2.2 Bend test does not apply.
 - 2.3 If ASTM A 884/A 884M, Class A, Type 2 is used, epoxy coating reinforcement must be purple or gray."

In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection "CONSTRUCTION," subsection "Constructing Class 2 Aggregate Base Tapers," is added after subsection "Constructing Transverse Joint connections and Anchors" as follows:

"Constructing Class 2 Aggregate Base Tapers

During construction, Class 2 aggregate base tapers shall be furnished, placed and compacted against the vertical face of the new and existing concrete pavement as shown on the stage construction plans. The Class 2 aggregate base material shall be placed to the level of the top of the new and existing concrete pavement and tapered on a slope of 4:1 (horizontal:vertical) or as shown on the stage construction plans to the top of the existing pavement surface. All Class 2 aggregate base placed adjacent to new and existing pavement as shown on the stage construction plans shall be completed between the end of shift on Monday and the end of shift on Thursday."

In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection "MEASUREMENT AND PAYMENT," the following paragraph is added after the last paragraph:

"Full compensation for furnishing, placing and removing Class 2 aggregate base material, regardless of the number of times it is required, shall be considered as included in the contract price paid per cubic yard for jointed plain concrete pavement and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.52, "JOINTED PLAIN CONCRETE PAVEMENT," subsection, "INCENTIVE FOR PAVEMENT SMOOTHNESS," is added after subsection "MEASUREMENT AND PAYMENT" as attached.

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In the Special Provisions, Section 10-1.53, "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT," subsection, "MATERIALS," subsection "Dowel and Tie Bars," is added after subsection "Concrete" as follows:

"Dowel and Tie Bars

Dowel and tie bars must meet the requirements of dowel and tie bars for jointed plain concrete pavement in the Standard Specifications and these special provisions."

In the Special Provisions, Section 10-1.53, "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT," subsection "CONSTRUCTION," subsection "Repair, Removal and Replacement," the second paragraph is revised as follows:

"Replace unconsolidated concrete pavement."

In the Special Provisions, Section 10-1.53, "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT," subsection "Submittals," the following paragraph is added after the last paragraph.

"In addition to the labeling required by Section 40-1.03J, "Profilograph Test Procedure" of the Amendments to the Standard Specifications of these special provisions, label the profilogram as either "initial" or "final passing" as determined by the profilogram run."

In the Special Provisions, Section 10-1.53, "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT," subsection "MEASUREMENT AND PAYMENT," the following paragraph is added after the last paragraph.

"Full compensation for furnishing, placing and removing Class 2 aggregate base material, regardless of the number of times it is required, shall be considered as included in the contract price paid per cubic yard for continuously reinforced concrete pavement and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.54, "PAVEMENT ANCHORS," the third and fourth paragraphs are revised as follows:

"Pavement anchors will be measured as units as determined from actual count in place.

The contract unit price paid for pavement anchor shall include full compensation for furnishing all labor, materials (including portland cement concrete, reinforcing steel, permeable material and plastic underdrain pipe), tools, equipment, and incidentals, and for doing all the work, including excavation and disposal of excavated material involved in constructing the pavement anchor, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer."

In the Special Provisions, Section 10-1.54, "PAVEMENT ANCHORS," the following paragraph is added after the last paragraph.

"Full compensation for marker (concrete pavement anchor) shall be considered as included in the contract unit price paid for pavement anchor and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.72, "FURNISH SIGN," subsection "PLASTIC PIPE" is added after the last paragraph.

"PLASTIC PIPE

Plastic pipe shall conform to the provisions in Section 64, "Plastic Pipe," of the Standard Specifications and these special provisions.

Full compensation for underdrain riser and underdrain riser markers shall be considered as included in the contract price paid per linear foot for 12" plastic pipe (Type S) and no separate payment will be made therefor."

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In the Special Provisions, Section 10-1.83, "PORTLAND CEMENT CONCRETE DIKE," the second paragraph is revised as follows:

"This work shall be constructed of minor concrete conforming to the provisions in Section 90-10, "Minor Concrete," of the Standard Specifications, except as follows:

1. The maximum size of aggregate used shall be 3/8 inch.
2. The cement content of the minor concrete shall not be less than 550 lbs per cubic yard."

In the Special Provisions, Section 10-1.83, "PORTLAND CEMENT CONCRETE DIKE," subsection "MEASUREMENT AND PAYMENT," the last paragraph is revised as follows:

"Full compensation for any necessary excavation, backfill, aggregate base and preparation of the area shall be considered as included in the contract price paid per linear foot for types of place portland cement concrete dike involved and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.93, "THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKING (RECESSED)," the following paragraph is added after the ninth paragraph.

"The Contractor shall not place thermoplastic traffic stripe (recessed) until all road work is complete and the segment of road will not be used for additional traffic staging."

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In the Bid book, in the "Bid Item List," Items 97, 98, 103 and 119 are revised, Items 233 and 234 are added and Item 232 is deleted as attached.

To Bid book holders:

Replace pages 7, 8, and 14 of the "Bid Item List" in the Bid book with the attached revised pages 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/03/03-2C8604

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,

ORIGINAL SIGNED BY

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

Attachments

5-1.10 SUPPLEMENTAL PROJECT INFORMATION

The Department makes the following supplemental project information available:

Supplemental Project Information

Means	Description
Included in the Information Handout	United States Army Corps of Engineers 404 Permit, Regional Water Quality Control Board 1602 Permit, California Department of Fish and Game 401 Permit
Available for inspection at the North Region Construction Office 703 B Street Marysville, CA 95901	United States Army Corps of Engineers 404 Permit, Regional Water Quality Control Board 1602 Permit, California Department of Fish and Game 401 Permit Cross Sections Geotechnical Design Report dated October 2, 2008
Available as specified in the Standard Specifications	Bridge as-built drawings

8-2.02 FREEZING CONDITION REQUIREMENTS

GENERAL

The mortar strength of fine aggregate relative to the mortar strength of Ottawa sand shall be a minimum of 100 percent as determined by California Test 515.

Portland cement concrete shall contain not less than 590 pounds of cementitious material per cubic yard unless a higher cementitious material content is specified in these special provisions.

An air-entraining admixture conforming to the provisions in Section 90-4, "Admixtures," of the Standard Specifications shall be added to the concrete at the rate required to result in an air content of 6.0 ± 1.5 percent in the freshly mixed concrete, unless a different air content is specified in these special provisions. Air-entraining admixture is not required in concrete placed at least 2 feet below the adjacent undisturbed grade or at least 3 feet below compacted finished grade, if the concrete will not experience freezing conditions during construction.

CONCRETE NEAR DEICING CHEMICALS

The equations in Section 90-2.01C, "Required Use of Supplementary Cementitious Materials," of the Standard Specifications, shall not apply to cementitious material for concrete at the following locations:

- Concrete pavement traveled ways and shoulders
- Bridge barrier rails, deck slabs, and spans
- Median crossovers
- Colored concrete (Gore)
- PCC dike
- Concrete barrier
- Shoulder barrier
- Gutter Flare
- Sno-go drain

The cementitious material for this concrete shall be composed of any combination of portland cement and at least one SCM, satisfying Equation (1):

Equation (1)

$$\frac{(25 \times UF) + (12 \times FA) + (10 \times FB) + (6 \times SL)}{TC} \geq X$$

SCMs for use in this concrete shall satisfy the following equations:

SCMs for use in this concrete shall satisfy the following equations:

Equation (2)

$$\frac{4 \times (FA + FB)}{TC} \leq 1.0$$

Equation (3)

$$\frac{(10 \times UF)}{TC} \leq 1.0$$

Equation (4)

$$\frac{2 \times (UF + FA + FB + SL)}{TC} \leq 1.0$$

Where:

UF = Silica fume, metakaolin, or UFFA, including the amount in blended cement, pounds per cubic yard. If used, the minimum amount of UF shall be 5 percent.

FA = Fly ash or natural pozzolan conforming to the requirements in AASHTO Designation: M 295, Class F or N with a CaO content up to 10 percent, including the amount in blended cement, pounds per cubic yard. If used, the minimum amount of FA shall be 15 percent.

FB = Fly ash or natural pozzolan conforming to the requirements in AASHTO Designation: M 295, Class F with a CaO content up to 15 percent, including the amount in blended cement, pounds per cubic yard. If used, the minimum amount of FB shall be 15 percent.

SL = GGBFS, including the amount in blended cement, pounds per cubic yard.

TC = Total amount of cementitious material used in the mix, pounds per cubic yard.

X = 1.8 for innocuous aggregate, 3.0 for all other aggregate.

The concrete mix design shall satisfy the following equation:

Equation (5)

$$\frac{27 \times (TC - MC)}{MC} \leq 5.0$$

Where:

TC = Total amount of cementitious material used in the mix, pounds per cubic yard.

MC = Minimum amount of cementitious material specified, pounds per cubic yard.

CEMENTITIOUS MATERIAL

All other cementitious material for this project shall conform to Section 90, "Portland Cement Concrete," of the Standard Specifications, and the following:

$$\frac{(41 \times UF) + (19 \times F) + (11 \times SL)}{TC} \leq 7.0$$

Where:

UF = Silica fume, metakaolin, or UFFA, including the amount in blended cement, pounds per cubic yard.

F = Fly ash or natural pozzolan conforming to the requirements in AASHTO Designation: M 295, Class F or N, including the amount in blended cement, pounds per cubic yard. (equivalent to either FA or FB as defined in Section 90, "Portland Cement Concrete," of the Standard Specifications.)

SL = GGBFS, including the amount in blended cement, pounds per cubic yard.

TC = Total amount of cementitious material used, pounds per cubic yard.

**Chart No. 1
Freeway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3
Closure Limits: EB - PM R56.1 to PM R56.9 EB - PM R58.6 to PM R66.3		

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	
Fridays	1	1	1	1	1	1	1	1	1	1															
Saturdays	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1												1	1	1	1

Legend:

- 1 Provide at least one through freeway lane open in direction of travel
- Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- This chart is from **MEMORIAL DAY** to **LABOR DAY**
- This chart is for **PEAK SEASON CONSTRUCTION**
- Total of 2 lanes available to traffic.

**Chart No. 2
Freeway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3																							
Closure Limits:	EB - PM R56.9 to PM R58.6																								
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1															
Saturdays	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1

Legend:

- 1 Provide at least one through freeway lane open in direction of travel
- 2 Provide at least two through freeway lanes open in direction of travel
- Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- This chart is from **MEMORIAL DAY** to **LABOR DAY**
- This chart is for **PEAK SEASON CONSTRUCTION**
- Total of 3 lanes available to traffic.

**Chart No. 3
Freeway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3																								
Closure Limits: WB - PM R56.1/R66.3																										
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1									1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1

Legend:

- 1 Provide at least one through freeway lane open in direction of travel
- Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- This chart is from **MEMORIAL DAY** to **LABOR DAY**
- This chart is for **PEAK SEASON CONSTRUCTION**
- Total of 2 lanes available to traffic.

**Chart No. 4
Freeway/Expressway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3
Closure Limits: EB - PM R56.1 to PM R56.9 EB - PM R58.6 to PM R66.3		

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1												1	1	1	1	1

Legend:

- 1 Provide at least one through freeway lane open in direction of travel
- Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- This chart is from **LABOR DAY** to **MEMORIAL DAY**
- This chart is for **OFF-PEAK SEASON CONSTRUCTION**
- Total of 2 lanes available to traffic.

**Chart No. 5
Freeway/Expressway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3
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Closure Limits
EB - PM R56.9 to PM R58.6

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1															
Saturdays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1

- Legend:
- 1 Provide at least one through freeway lane open in direction of travel
 - 2 Provide at least two through freeway lanes open in direction of travel
 - Work permitted within project right of way where shoulder or lane closure is not required.

- REMARKS:
- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
 - This chart is from **LABOR DAY** to **MEMORIAL DAY**
 - This chart is for **OFF-PEAK SEASON CONSTRUCTION**
 - Total of 3 lanes available to traffic.

**Chart No. 6
Freeway/Expressway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3																							
Closure Limits: WB - PM R56.1/R66.3																									
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1

Legend:

- 1 Provide at least one through freeway lane open in direction of travel
- Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- This chart is from **LABOR DAY** to **MEMORIAL DAY**
- This chart is for **OFF-PEAK SEASON CONSTRUCTION**
- Total of 2 lanes available to traffic.

**Chart No. 7
Complete Ramp Closure Hours Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3
Closure Limits: <ul style="list-style-type: none"> • EB on-ramp from Emigrant Gap WB off-ramp to Emigrant Gap • EB off-ramp to Laing Road WB on-ramp from Yuba Gap • EB off-ramp to Yuba Gap WB off-ramp to Yuba Gap • EB on-ramp from Yuba Gap WB on-ramp from Highway 20 • EB off-ramp to Highway 20 WB off-ramp to Highway 20 • EB on-ramp from Highway 20 WB on-ramp from Eagle Lakes Road • EB off-ramp to Eagle Lakes Road WB off-ramp to Eagle Lakes Road • EB on-ramp from Eagle Lakes Road WB off-ramp to Cisco Grove • EB on-ramp from Cisco Grove WB on-ramp from Cisco Grove • EB off-ramp to Cisco Grove WB on-ramp from Rainbow Road • EB off-ramp to Rainbow Road 		

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Fridays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:
 C Ramp may be closed completely

- REMARKS:
- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
 - Ramp shall be open when ramp construction operations are not actively in progress.
 - For the special 15 or 40 day closure use the requirements specified in the Maintaining Traffic
 - Ramp cannot be closed for longer than 2 work shifts. The only exclusive is the special 15 or 40 day closure specified in the order of work.
 - Only one ramp of the interchange can be closed at a time.
 - The other three ramps of the interchange shall be open during this closure.

**Chart No. 8
Complete Ramp Closure Hours Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3																							
Closure Limits: WB on-ramp from Route 20																									
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Fridays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:
 C Ramp may be closed completely

- REMARKS:
- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
 - Ramp shall be open when ramp construction operations are not actively in progress.
 - For the special 40 day closure, use the requirements specified in the Maintaining Traffic.
 - Ramp cannot be closed for longer than 2 work shifts. The only exclusive is the special 40 day closure specified in the Maintaining Traffic.
 - The other three ramps of the interchange shall be open during this closure.

**Chart No. 9
Complete Ramp Closure Hours Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3																									
Closure Limits: EB Off-ramp to Big Bend																											
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Mondays through Thursdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Fridays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Legend:																											
C Ramp may be closed completely																											
REMARKS:																											
<ul style="list-style-type: none"> • See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions. • Ramp shall be open when ramp construction operations are not actively in progress. • For the special 40 day closure, use the requirements specified in the Maintaining Traffic. • Ramp cannot be closed for longer than 2 work shifts. The only exclusive is the special 40 day closure specified in the Maintaining Traffic. 																											

<p align="center">Chart No. 10 Freeway Lane Requirements</p>																										
County: Placer/Nevada								Route/Direction: 80 EB/WB								PM: R56.1/R66.3										
Closure Limits: From start of cross-over (~PM R56.0) to end of cross-over (~PM R63.0)																										
FROM HOUR TO HOUR		24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Sundays		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Legend:																										
2		Provide at least two through freeway lanes open in each direction of travel																								
REMARKS:																										
<ul style="list-style-type: none"> • See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions. • This chart requires the contractor to leave 2 lanes open in both directions of I-80 within the limits of the cross-over during Stage 2 Phase 1 & 2 and Stage 3 Phase 1 & 2. • Outside these limits, the contractor can use charts 1 through 6 to request closures of I-80. 																										

**Chart No. 11
Freeway/Expressway Lane Requirements**

County: Placer/Nevada	Route/Direction: 80 EB/WB	PM: R56.1/R66.3																							
Closure Limits: From start of cross-over (~PM R63.0) to end of cross-over (~PM R67.632)																									
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Sundays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Legend:

2	Provide at least two through freeway lanes open in each direction of travel
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REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- This chart requires the contractor to leave 2 lanes open in both directions of I-80 within the limits of the cross-over during Stage 5 Phase 1 & 2 and Stage 6 Phase 1 & 2.
- Outside these limits, the contractor can use charts 1 through 6 to request closures of I-80.

**Chart No. 12
Conventional Highway Lane Requirements**

County: Placer/Nevada	Route: 80	PM: R56.1/R66.3
Closure Limits:	Laing Road (Carpenter Flat UC Br. No. 19-117) Crystal Lake Road (Yuba Gap OC Br. No. 17-070) Eagle Lakes Road (Indian Springs UC Br. No. 17-72) Cisco Grove OC Br. No. 19-118 Hampshire Rock UC Br. No. 19-123	Pla-80 PM R56.057 Pla-80 PM R58.8 Nev-80 PM R62.027 Pla-80 PM R63.517 Pla-80 PM R66.362
FROM HOUR TO HOUR	24	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Mondays through Thursdays	R	R R
Fridays	R	R R
Saturdays	R	R R
Sundays	R	R R
Legend:	<p><input type="checkbox"/> R Provide at least one through traffic lane, not less than 11 feet in width, for use by both directions of travel (Reversing Control)</p> <p><input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.</p>	
REMARKS:	<ul style="list-style-type: none"> • See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions. • 2-lane, 2-way roadways. 	

10-1.25 TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

A traffic control system shall consist of closing traffic lanes in conformance with the details shown on the plans, the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, the provisions under "Maintaining Traffic" and "Construction Area Signs" of these special provisions, and these special provisions.

The provisions in this section will not relieve the Contractor from the responsibility to provide additional devices or take measures as may be necessary to comply with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

During traffic stripe operations and pavement marker placement operations using bituminous adhesive, traffic shall be controlled, at the option of the Contractor, with either stationary or moving lane closures. During other operations, traffic shall be controlled with stationary lane closures. Attention is directed to the provisions in Section 84-1.04, "Protection From Damage," and Section 85-1.06, "Placement," of the Standard Specifications.

If components in the traffic control system are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location.

STATIONARY LANE CLOSURE

When lane closures are made for work periods only, at the end of each work period, all components of the traffic control system, except portable delineators placed along open trenches or excavation adjacent to the traveled way, shall be removed from the traveled way and shoulder. If the Contractor so elects, the components may be stored at selected central locations designated by the Engineer within the limits of the highway right of way.

Each vehicle used to place, maintain and remove components of a traffic control system on multilane highways shall be equipped with cellular phones, radios and a Type II flashing arrow sign which shall be in operation when the vehicle is being used for placing, maintaining or removing the components. Vehicles equipped with Type II flashing arrow sign not involved in placing, maintaining or removing the components when operated within a stationary type lane closure shall only display the caution display mode. The sign shall be controllable by the operator of the vehicle while the vehicle is in motion. The flashing arrow sign shown on the plans shall not be used on the vehicles which are doing the placing, maintaining and removing of components of a traffic control system and shall be in place before a lane closure requiring the sign's use is completed.

One-way traffic shall be controlled through the project in conformance with the plan entitled "Traffic Control System for Lane Closure on Two Lane Conventional Highways" and these special provisions.

All flagger shall have cellular phone and radio contact with personnel in the work area.

Utilizing a pilot car will be at the option of the Contractor. If the Contractor elects to use a pilot car, the cones shown along the centerline on the plan need not be placed. The pilot car shall have cellular phone and radio contact with personnel in the work area. The maximum speed of the pilot car through the traffic control zone shall be 25 miles per hour.

MOVING LANE CLOSURE

Flashing arrow signs used in moving lane closures shall be truck-mounted. Flashing arrow signs shall be in the caution display mode when used on 2-lane highways. Changeable message signs used in moving lane closure operations shall conform to the provisions in Section 12-3.12, "Portable Changeable Message Signs," of the Standard Specifications, except the signs shall be truck-mounted. The full operation height of the bottom of the sign may be less than 7 feet above the ground, but should be as high as practicable.

Truck-mounted attenuators (TMA) for use in moving lane closures shall be any of the following approved models, or equal:

1. Hexfoam TMA Series 3000, Alpha 1000 TMA Series 1000, and Alpha 2001 TMA Series 2001, manufactured by Energy Absorption Systems, Inc., 35 East Wacker Drive, Suite 1100, Chicago, IL 60601:
 - 1.1. Northern California: Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, telephone (800) 884-8274, FAX (916) 387-9734
 - 1.2. Southern California: Traffic Control Service, Inc., 1818 E. Orangethorpe, Fullerton, CA 92831-5324, telephone (800) 222-8274, FAX (714) 526-9501
2. Cal T-001 Model 2 or Model 3, manufacturer and distributor: Hexcel Corporation, 11711 Dublin Boulevard, P.O. Box 2312, Dublin, CA 94568, telephone (925) 551-4900
3. Renco Rengard Model Nos. CAM 8-815 and RAM 8-815, manufacturer and distributor: Renco Inc., 1582 Pflugerville Loop Road, P.O. Box 730, Pflugerville, TX 78660-0730, telephone (800) 654-8182

Each TMA shall be individually identified with the manufacturer's name, address, TMA model number, and a specific serial number. The names and numbers shall each be a minimum 1/2 inch high and located on the left (street) side at the lower front corner. The TMA shall have a message next to the name and model number in 1/2 inch high letters which states, "The bottom of this TMA shall be _____ inches \pm _____ inch above the ground at all points for proper impact performance." A TMA which is damaged or appears to be in poor condition shall not be used unless recertified by the manufacturer. The Engineer shall be the sole judge whether used TMAs supplied under this contract need recertification. Each unit shall be certified by the manufacturer to meet the requirements for TMAs in conformance with the standards established by the Transportation Laboratory.

Approvals for new TMA designs proposed as equal to the above approved models shall be in conformance with the procedures (including crash testing) established by the Transportation Laboratory. For information regarding submittal of new designs for evaluation contact: Transportation Laboratory, 5900 Folsom Boulevard, Sacramento, CA 95819.

New TMAs proposed as equal to approved TMAs or approved TMAs determined by the Engineer to need recertification shall not be used until approved or recertified by the Transportation Laboratory.

PAYMENT

The contract lump sum price paid for traffic control system shall include full compensation for furnishing all labor (except for flagging costs), materials (including signs), tools, equipment, and incidentals (including cellular phones and radios), and for doing all the work involved in placing, removing, storing, maintaining, moving to new locations, replacing, and disposing of the components of the traffic control system and for furnishing and operating the pilot car, (including driver, radios, other equipment, and labor required), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer. Flagging costs will be paid for as provided in Section 12-2.02, "Flagging Costs," of the Standard Specifications.

The adjustment provisions in Section 4-1.03, "Changes," of the Standard Specifications shall not apply to the item of traffic control system. Adjustments in compensation for traffic control system will be made only for increased or decreased traffic control system required by changes ordered by the Engineer and will be made on the basis of the cost of the increased or decreased traffic control necessary. The adjustment will be made on a force account basis as provided in Section 9-1.03, "Force Account Payment," of the Standard Specifications for increased work, and estimated on the same basis in the case of decreased work.

Traffic control system required by work which is classed as extra work, as provided in Section 4-1.03D of the Standard Specifications, will be paid for as a part of the extra work.

Full compensation for traffic control for construction surveying requested by the Contractor shall be considered as included in the contract lump sum price paid for traffic control system and no additional compensation will be allowed therefore.

REMOVE TEMPORARY HOT MIX ASPHALT RAMP

This work includes removing the temporary hot mix asphalt ramp.

Dispose of removed materials under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Measurement and Payment

Remove temporary hot mix asphalt ramp will be measured and paid for by the cubic foot.

The contract price paid per cubic foot for remove temporary hot mix asphalt ramp includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in removing temporary hot mix asphalt ramp, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

INCENTIVE FOR PAVEMENT SMOOTHNESS

The pavement sections for jointed plain concrete pavement and continuously reinforced concrete pavement, so profiled, shall conform to the pavement smoothness requirements in Table A.

TABLE A
Pavement Smoothness Requirements

Average PI_0 for each 325 feet Section			
Incentive Range	Acceptable Range	Disincentive Range	Correction Range
<1.18 inches	1.19–1.77 inches	1.78–2.36 inches	>2.37 inches

Evaluation for Quality Assurance

The Engineer will use the results of the profile testing for pavement smoothness to evaluate whether the paving methods and equipment used by the Contractor are meeting the smoothness requirements specified in Table A..

The Contractor shall submit profilograms and an electronic file to the Engineer within 1 working day of the initial profiling of the first 1.25 miles paved. If the initial value of PI_0 for this 1.25 mile section of pavement is greater than 2.36 inches, the paving operation will be suspended until the Contractor develops a plan that is approved by the Engineer to improve the paving methods and equipment.

Corrective Actions

Each 325 foot section of pavement will be evaluated using average PI_0 of the profilograms for both wheel paths to determine areas where corrective action is needed for pavement not meeting smoothness requirements in Table A.

All areas within each separate wheel path having individual deviations (high points) in excess of 0.3 inches in a length of 25 feet or less shall be corrected regardless of the PI_0 value. After correction, the section shall be retested to verify compliance with this requirement.

Pavement profiles having an initial PI_0 which fall under the "Correction Range" of the Pavement Smoothness Requirements shall be corrected to the "Acceptable Range." For PI_0 indexes that fall in the "Disincentive Range" the contractor has the option of correcting to the "Acceptable Range" or taking the disincentive pay adjustment in Table B. The Contractor will not be allowed to make corrections to pavements for the purpose of gaining the incentive pay adjustment.

The Contractor shall furnish the Engineer with a proposed written corrective action plan for correction for any 325 foot section in order to meet the Smoothness Criteria Requirements in Table A. The Contractor shall submit the proposed written corrective action plan to the Engineer within 5 working days from the submittal of the profilogram to the Engineer. Within 3 working days, the Engineer will review the submitted proposal and either accept or reject it and ask for a new proposal. If rejected, the Contractor shall prepare a new proposal for corrective work within 2 working days.

When profile corrective action is required, the Contractor shall use one or more of the following corrective methods:

- A. Grinding in accordance with Section 42.02, "Grinding," of the Standard Specifications.
- B. Removing and replacing the entire pavement thickness.

The corrective action performed by the Contractor shall be applied to the entire lane width. When completed, the entire lane width shall have uniform texture and appearance, with the beginning and ending of the corrected area squared normal to the centerline of the paved surface. Corrective action shall be at the Contractor's expense.

The Engineer may perform profilograph testing on the surface for monitoring and comparison purposes. If it is determined that the Contractor's certified test results are inaccurate, the Engineer may require the Contractor to recalibrate the profilograph equipment and retest the surface in question. Furthermore, furnishing inaccurate test results may result in decertification of the Contractor's certified operator.

The final profilograms that indicate the pavement surface is within the PI_0 specified and the electronic data for the final profilograms shall become the property of the State and shall be delivered to the Engineer prior to acceptance of the contract. The Contractor shall also provide to the Engineer a table showing the profile index for the left wheel path, the right wheel path and the average of both wheel paths for each 325 foot section.

Payment

Payment for performing all profilograph tests for PI_0 and furnishing the final profilograms to the Engineer, for any applicable incentive or disincentive payment adjustments, and for performing all corrective work to the pavement surface, shall be included in the contract price paid per cubic yard for concrete pavement, and no separate payment shall be made therefor.

Any contract price adjustments (incentives or disincentives) shall be based on the initial PI_0 determined for each 325 foot section of pavement prior to performing any diamond grinding corrective work. If the Contractor elects to remove and replace any sections, the Contractor shall be paid the price adjustment that corresponds to the initial PI_0 obtained on the pavement sections after removal and replacement.

Areas that are ineligible for pay adjustments or excluded from profilograph testing shall not be subject to pay adjustments.

Payment for pavement smoothness will be determined by the Engineer based solely on the average value of PI_0 for both wheel paths for each 325 foot section of each traffic lane for the entire project length other than the excluded areas. Payment will be based on pay adjustments defined in Table B.

Table B
Pay Adjustment for PCC Pavement Smoothness

Avg PI_0 (inch) for each 325 foot Section	Pay Adjustment per 325 foot Section
<0.39	+\$900
0.40-0.59	+\$600
0.60-0.78	+\$300
0.79-0.98	+\$300
0.99-1.18	+\$300
1.19-1.37	\$0
1.38-1.57	\$0
1.58-1.77	\$0
1.78-1.96	-\$200
1.97-2.16	-\$200
2.17-2.36	-\$200
2.37-2.56	-\$400
2.57-2.75	-\$400
2.76-2.95	-\$400
2.96-3.15	-\$400
3.16-3.34	-\$400
3.35-3.54	-\$400
>3.55	-\$800

BID ITEM LIST
03-2C8604

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
81	157568	BRIDGE REMOVAL (PORTION), LOCATION H	LS	LUMP SUM	LUMP SUM	
82	157569	BRIDGE REMOVAL (PORTION), LOCATION I	LS	LUMP SUM	LUMP SUM	
83	157570	BRIDGE REMOVAL (PORTION), LOCATION J	LS	LUMP SUM	LUMP SUM	
84	157571	BRIDGE REMOVAL (PORTION), LOCATION K	LS	LUMP SUM	LUMP SUM	
85	157572	BRIDGE REMOVAL (PORTION), LOCATION L	LS	LUMP SUM	LUMP SUM	
86	157573	BRIDGE REMOVAL (PORTION), LOCATION M	LS	LUMP SUM	LUMP SUM	
87	016648	RESET PORTABLE CONCRETE BARRIER (TYPE 60K, PINNED)	LF	1,470		
88	160101	CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	
89	190101	ROADWAY EXCAVATION	CY	77,100		
90	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
91	190113	ASBESTOS COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
92	190114	DUST CONTROL PLAN	LS	LUMP SUM	LUMP SUM	
93	190185	SHOULDER BACKING	STA	1,080		
94	193114	SAND BACKFILL	CY	17		
95	016649	HYBRID ROCK FALL BARRIER SYSTEM	LS	LUMP SUM	LUMP SUM	
96	198001	IMPORTED BORROW	CY	42,700		
97	203016	EROSION CONTROL (TYPE D)	SQYD	285,000		
98	203018	EROSION CONTROL (NETTING)	SQYD	57,800		
99	250201	CLASS 2 AGGREGATE SUBBASE	CY	600		
100	260201	CLASS 2 AGGREGATE BASE	CY	30,500		

BID ITEM LIST
03-2C8604

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
101	260210	AGGREGATE BASE (APPROACH SLAB)	CY	78		
102	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	52		
103	390131	HOT MIX ASPHALT	TON	280,000		
104	393003	GEOSYNTHETIC PAVEMENT INTERLAYER	SQYD	1,300		
105	394060	DATA CORE	LS	LUMP SUM	LUMP SUM	
106	394074	PLACE HOT MIX ASPHALT DIKE (TYPE C)	LF	63		
107	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	43,300		
108	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	8,680		
109	397005	TACK COAT	TON	55		
110	400050	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT	CY	32,100		
111	016650	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (PAVEMENT ANCHOR)	EA	15		
112	016651	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (PAVEMENT EXPANSION JOINT)	LF	120		
113	401000	CONCRETE PAVEMENT	CY	172,000		
114	016652	CONCRETE PAVEMENT (PAVEMENT ANCHOR)	EA	2		
115	401083	SHOULDER RUMBLE STRIP (CONCRETE PAVEMENT, GROUND-IN INDENTATIONS)	STA	1,900		
116	401100	REPLACE CONCRETE PAVEMENT	CY	7,660		
117	404092	SEAL PAVEMENT JOINT	LF	628,000		
118	404093	SEAL ISOLATION JOINT	LF	15,600		
119	420201	GRIND EXISTING CONCRETE PAVEMENT	SQYD	17,500		
120 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	CY	1,921		

BID ITEM LIST
03-2C8604

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
221	860401	LIGHTING	LS	LUMP SUM	LUMP SUM	
222	860501	SIGN ILLUMINATION	LS	LUMP SUM	LUMP SUM	
223	016672	MODIFY EXTINGUISHABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
224	860508	MODIFY SIGN ILLUMINATION	LS	LUMP SUM	LUMP SUM	
225	016673	LED DYNAMIC MESSAGE SIGN (RADAR FEEDBACK)	LS	LUMP SUM	LUMP SUM	
226	016674	MODIFY ANTI-ICING SYSTEM	LS	LUMP SUM	LUMP SUM	
227	860889	MODIFY TRAFFIC MONITORING STATION	LS	LUMP SUM	LUMP SUM	
228	860930	TRAFFIC MONITORING STATION	LS	LUMP SUM	LUMP SUM	
229	861503	MODIFY LIGHTING	LS	LUMP SUM	LUMP SUM	
230	016675	MODIFY ROADWAY WEATHER INFORMATION SYSTEM	LS	LUMP SUM	LUMP SUM	
231	862065	REPLACE PULL BOX	LS	LUMP SUM	LUMP SUM	
232	BLANK					
233	017412	REMOVE TEMPORARY HOT MIX ASPHALT RAMP	CY	4,450		
234	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID: _____