

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

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November 1, 2011

03-Yol-113-R0.0/R11.2

03-2F0504

Project ID 0300020452

STP-P113(032)E

Addendum No. 5

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN YOLO COUNTY IN AND NEAR DAVIS FROM SOLANO COUNTY LINE TO 0.4 MILE NORTH OF ROUTE 5/113 SEPARATION/OVERHEAD.

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, November 15, 2011.

This addendum is being issued to revise the Project Plans the Notice to Bidders and Special Provisions, and the Bid book.

Project Plan Sheets 8 and 19 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.26, "CRACK TREATMENT," subsection "GENERAL," the first paragraph is revised as follows:

"This work includes treating cracks in asphalt concrete pavement and portland cement concrete pavement including shoulders."

In the Special Provisions, Section 10-1.34, "GRIND EXISTING CONCRETE PAVEMENT," the Eighth paragraph is revised as follows:

"Full compensation for profiling the ground pavement surface with a California profilograph or equivalent and any necessary additional grinding to bring the finished surface within the specified tolerances and for furnishing final profilograms to the Engineer and for daylight grind for mainline AC shoulders shall be considered as included in the contract price paid per square yard for grind existing concrete pavement and no additional compensation will be allowed therefor."

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In the Special Provisions, Section 10-1.35, "GRIND AND GROOVE EXISTING CONCRETE PAVEMENT," subsection "Payment," the Second paragraph is revised as follows:

"Full compensation for providing traffic control for the Engineer to perform inspections and quality control testing, and to collect data for research, and for daylight grind for mainline AC shoulders shall be considered as included in the contract price paid for the work involving grind and groove existing concrete pavement, and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.33.1, "SEAL EXISTING CONCRETE PAVEMENT JOINT," is added as attached.

In the Bid book, in the "Bid Item List," Items 24 and 34 are revised as attached.

To Bid book holders:

Replace page 4 of the "Bid Item List" in the Bid book with the attached revised page 4 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 and its attachments is now available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/03/03-2F0504

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,


for JODY JONES
District Director

Attachments

10-1.33.1 SEAL EXISTING CONCRETE PAVEMENT JOINT

This work shall consist of constructing joint seal reservoirs at existing transverse and longitudinal contraction joints and placing joint sealant as shown on the plans and as specified in these special provisions.

MATERIALS

Asphalt Rubber Joint Sealant

Asphalt rubber joint sealant shall conform to the provisions in Section 40-2.11C, "Asphalt Rubber Joint Sealant," of the Standard Specifications.

Prior to use on the project, each lot of asphalt rubber joint sealant shipped to the job site shall be accompanied by a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications, and shall be accompanied with storage and heating instructions and precautionary instructions for use. The Certificate of compliance shall also be accompanied with a certified test report of the results of the required tests performed on the joint sealant material within the previous 12 months prior to proposed use.

Asphalt rubber joint sealant materials shall be heated and placed in conformance with the manufacturer's written instructions and the details shown on the plans. The manufacturer's instructions shall be provided to the Engineer at least 7 days before beginning sealant placement operations. Asphalt rubber joint-sealant materials shall not be placed when the pavement surface temperature is below 50 °F.

PREPARE JOINTS IN EXISTING CONCRETE PAVEMENT

Transverse pavement joint seals shall be liquid sealant and shall be, at the Contractor's option, either Type A1 or Type B as shown on the plans. Longitudinal joint seals shall be liquid sealant and shall be, at the Contractor's option, Type A2 or Type B as shown on the plans.

Construct Joint Sealant Reservoir

Joint sealant reservoirs shall be constructed in existing concrete pavement at transverse contraction joints by the sawing method. The size and shape of the sealant reservoir shall conform to the details shown on the plans. Residue from sawing operations to construct reservoirs in existing concrete pavement shall be picked up by means of a vacuum attachment to the sawing machine and shall not be allowed to flow across the pavement nor be left on the surface of the pavement.

Removed concrete pavement and residue from sawing involved in constructing reservoirs in existing concrete pavement shall become the property of the Contractor and shall be disposed of in conformance with the requirements in Section 7-1.13, "Disposal of Materials Outside the Highway Right of Way," of the Standard Specifications. In addition, if the Contractor elects to dispose of residue at a location other than those where arrangements have been made by the Department, the Contractor shall obtain approval from the California Regional Water Quality Control Board having jurisdiction over the location. A copy of the approval shall be provided to the Engineer before disposing of material at the location.

Cleaning the Joint

The joint shall be cleaned of dust, dirt, or visible traces of old sealant. Chemical solvents shall not be used to wash the joint. Immediately after sawing, plowing or cutting, or manual removal, slurry or remaining debris from the removal operations shall be removed. The cleaning operation shall be performed in one direction to minimize contamination of surrounding areas. Surface moisture shall be removed at the sealant reservoir by means of compressed air or moderate hot compressed air or other means approved by the Engineer. Drying procedures that leave a residue or film on the reservoir wall shall not be used. After reservoir drying, the reservoir shall be sandblasted to remove remaining residue. Sandblasting straight into the reservoir will not be allowed. The sandblast nozzle shall be pointed close to the surface at an angle to clean each reservoir face. A minimum of one pass along each reservoir face shall be made. The reservoir shall then be air blasted to remove sand, dirt, and dust, no more than one hour before placement of sealant. Compressed air used to air blast the reservoir shall not introduce oil into the reservoir. If oil is accidentally introduced into the reservoir, the Contractor shall begin the cleaning process again until the Engineer is satisfied that the reservoir is clean. Compressed air shall be delivered at a minimum rate of 120 cubic feet per minute and develop at least 90 pounds per square inch nozzle pressure. A vacuum sweeper shall be used to remove debris or contaminants from the surrounding pavement surfaces after air blasting.

Sealant Installation

The reservoir walls shall be dry before installing the sealant. No sealant shall be installed before it reaches proper manufacturer's recommended installation temperature. The Contractor shall evacuate any cooled sealant and flushing oil that remains from the pumping hoses and nozzle. This evacuated material shall be discarded. Installation of the sealant shall begin only after fresh sealant is ejected from the nozzle at an acceptable temperature.

Joints shall have the sealant recessed below the final finished surface as shown on the plans.

Sealant shall be pumped through a nozzle sized for the width of the sealant reservoir. The nozzle shall fit into the reservoir to allow pumping to the bottom. The nozzle shall be drawn toward the body of the installer versus pushing to reduce the possibility of air voids. Sealant shall not fill the reservoir to the top level of the joint surface.

After pumping the sealant, the Contractor shall draw a tool over the fresh sealant. The sealant shall be tooled within 10 minutes of installation or before the sealant begins to form a skin as it cures.

After each joint is sealed, surplus joint sealer on the pavement surface shall be removed. Traffic will not be permitted over the sealed joints until the sealant is track free and set sufficiently to prevent embedment of roadway debris into the sealant.

Failure of the joint material in either adhesion or cohesion of the material will be cause for rejection of the joint.

Removed material or material generated by the Contractor's operations shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

MEASUREMENT AND PAYMENT

Sealing pavement joints in existing portland cement concrete pavement will be measured by the linear foot.

The contract price paid per linear foot for seal joint (existing concrete pavement) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing joint seals in existing concrete pavement, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

BID ITEM LIST**03-0F1104**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	3,600		
22	260201	CLASS 2 AGGREGATE BASE	CY	900		
23	374002	ASPHALTIC EMULSION (FOG SEAL COAT)	TON	81		
24	374207	CRACK TREATMENT	LNMI	32		
25	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	4,000		
26	390132	HOT MIX ASPHALT (TYPE A)	TON	500		
27	390138	RUBBERIZED HOT MIX ASPHALT (OPEN GRADED)	TON	10,700		
28	394060	DATA CORE	LS	LUMP SUM	LUMP SUM	
29	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	4,900		
30	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	2,300		
31	397005	TACK COAT	TON	49		
32	411105	INDIVIDUAL SLAB REPLACEMENT (RSC)	CY	160		
33	413111	REPAIR SPALLED JOINTS	SQYD	10		
34	413115	SEAL JOINT (EXISTING CONCRETE PAVEMENT)	LF	230,000		
35	420201	GRIND EXISTING CONCRETE PAVEMENT	SQYD	324,000		
36	021864	GRIND AND GROOVE EXISTING CONCRETE PAVEMENT	SQYD	35,000		
37	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	7		
38	832001	METAL BEAM GUARD RAILING	LF	3,200		
39	839541	TRANSITION RAILING (TYPE WB)	EA	18		
40	840504	4" THERMOPLASTIC TRAFFIC STRIPE	LF	320,000		