

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

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*Serious Drought.
Help save water!*

May 13, 2016

04-Ala-980-0.3/1.7

04-4J6104

Project ID 0415000372

ACNHPI-980-1(005)E

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN ALAMEDA COUNTY IN OAKLAND ON ROUTE 980 FROM 0.2 MILE WEST OF 11TH STREET OVERCROSSING TO 30TH STREET OVERCROSSING to revise the *Notice to Bidders and Special Provisions*,

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 Thursday, May 19, 2016.

In the *Notice to Bidders and Special Provisions* and the *Bid Book* the project description is replaced as follows:

"FOR CONSTRUCTION ON STATE HIGHWAY IN ALAMEDA COUNTY IN OAKLAND FROM 0.2 MILE WEST OF 11TH STREET OVERCROSSING TO 30TH STREET UNDERCROSSING"

In the Special Provisions, Section 1-1.01, is replaced as attached.

In the Special Provisions, Section 86-1.01, is replaced as attached.

In the Special Provisions, Section 86-5.01A(1), is replaced as attached.

To *Bid* book holders:

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*.

Submit the *Bid* book as described in the *Electronic Bidding Guide* at the Bidders' Exchange website.

http://www.dot.ca.gov/hq/esc/oe/electronic_bidding/electronic_bidding.html

Inform subcontractors and suppliers as necessary.

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This addendum, EBS addendum file and attachments are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/04/04-4J6104

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 BIJAN SARTIPI
District Director

Attachments

Add to section 1-1.01:

Bid Items and Applicable Sections

Item code	Item description	Applicable section
031065	BLACK PAINT TRAFFIC STRIPE (2 COAT)	84
031066	4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 34-14)	84

CONTRACT NO. 04-4J6104
REPLACED PER ADDENDUM NO. 2 DATED MAY 13, 2016

Add to the end of the 1st paragraph of the RSS for section 86-1.01:

This work is shown on plan sheets labeled E. The work involved in each bid item is shown on a sheet with a title matching the bid item description except for the following bid items:

1. Maintaining the existing traffic management system during construction

Add to section 86-5.01A(1):

Loop wire must be Type 2.

Slots must be filled with elastomeric sealant or hot-melt rubberized asphalt sealant.

You may use a Type E loop where a Type A loop is shown.

For Type E detector loops, sides of the slot must be vertical and the minimum radius of the slot entering and leaving the circular part of the loop must be 1-1/2 inches. Slot width must be a maximum of 5/8 inch. Loop wire for circular loops must be Type 2. Slots of circular loops must be filled with elastomeric sealant or hot-melt rubberized asphalt sealant.

Fill slots in concrete with elastomeric, hot-melt rubberized asphalt or epoxy sealant for loop detectors.

Install Type 1 or 2 inductive loop conductor except for Type E loops detectors use Type 2.

Install conductor continuous without splices except at the pull box.

Center the detectors in the traffic lanes.

Do not splice the detector conductor.

Mark the location of the inductive loop detectors so the distance between the side of the loop and a lead-in sawcut from an adjacent detector is at least 2 feet. The distance between lead-in sawcuts must be at least 6 inches.

Sawcut the slots. The slot bottoms must be smooth with no sharp edges. For Type E detector loops, saw the slots so the sides are vertical.

Do not allow residue from slot-cutting activities to flow across shoulders or lanes occupied by traffic. Remove the residue before it flows off the pavement surface and dispose of it.

Wash the slots clean using water and blow dry with compressed air to remove all moisture and debris.

Identify the start of the conductor.

Waterproof the ends of Type 2 loop conductor before installing it in the conduit to prevent moisture from entering the cable.

Install the loop conductor in the slots and lead-in sawcut using a 3/16- to 1/4-inch-thick wood paddle. Hold the conductors in place at the bottom of the slot with wood paddles during placement of the sealant.

Wind adjacent loops on the same sensor unit channel in opposite directions.

Twist the conductors for each loop into a pair consisting of a minimum of 2 turns per foot before placing them in the lead-in sawcut and the conduit leading to the pull box. Do not install more than 2 twisted pairs of conductors per lead-in sawcut.

Provide 5 feet of slack in the pull box.

Test each loop for continuity, circuit resistance, and insulation resistance before filling the slots with sealant.

Remove excess sealant from the adjacent road surface before it sets. Do not use solvents to remove the excess.

Identify the loop conductor pair in the pull box with the start with the letter *S* and the end with the letter *F*. Band conductors in pairs by lane in the pull box adjacent to the loops and in the cabinet. Identify each pair with detector designation and loop number.

All splices must be soldered using the hot iron, pouring, or dipping method. Do not perform open-flame soldering.

For Detector lead-in cable:

1. Waterproof the ends of the lead-in cable before installing it in the conduit to prevent moisture from entering the cable.
2. Splice loop conductors for each direction of travel for the same phase, terminating in the same pull box, to a separate lead-in cable which must run from the pull box adjacent to the loop detector to a sensor unit mounted in the controller cabinet. Install lead-in cable continuous without splices except at the pull box.
3. Verify in the presence of the Engineer that the loops are operational before making the final splices between loop conductors and the lead-in cable.
4. Identify and tag each lead-in cable with detector designation at the cabinet and pull box adjacent to the loops.

Replacement loops must be placed in close proximity of the existing loops.