

DEPARTMENT OF TRANSPORTATION

DES-OE MS #43
1727 30TH Street, 2ND Floor
Sacramento, CA 95816



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February 19, 2004

05-SB-154, 246-5.5/8.8, 46.1/48.4
05-0F7704

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway IN SANTA BARBARA COUNTY IN AND NEAR SOLVANG ON ROUTE 246 FROM 1.0 KM WEST OF FIFTH STREET TO 0.3 KM WEST OF ALAMO PINTADO ROAD AND ON ROUTE 154 FROM 0.5 KM EAST OF ALAMO PINTADO AVENUE TO 1.5 KM EAST OF ROBLAR AVENUE.

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 2, 2004, instead of February 25, 2004.

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

Project Plan Sheets 2, 3, 5 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the eighth paragraph is deleted and the following four paragraphs are added after the seventh paragraph:

"Attention is directed to "Maintaining Traffic" and "Temporary Pavement Delineation" of these special provisions.

Before obliterating any pavement delineation (traffic stripes, pavement markings, and pavement markers) that is to be replaced on the same alignment and location, as determined by the Engineer, the pavement delineation shall be referenced by the Contractor, with a sufficient number of control points to reestablish the alignment and location of the new pavement delineation. The references shall include the limits or changes in striping pattern, including one- and 2-way barrier lines, limit lines, crosswalks and other pavement markings. The Contractor's list of reference control points shall be submitted to the Engineer for approval 3 days prior to disturbing the pavement delineation. Full compensation for referencing existing pavement delineation shall be considered as included in the contract prices paid for new pavement delineation and no additional compensation will be allowed therefor.

Prior to applying asphalt concrete (Type A), the Contractor shall cover all manholes, valve and monument covers, grates, or other exposed facilities located within the area of application, using a plastic or oil resistant construction paper secured to the facility being covered by tape or adhesive. The covered facilities shall be referenced by the Contractor, with a sufficient number of control points to relocate the facilities after the asphalt concrete (Type A) has been placed. After completion of the asphalt concrete (Type A) operation, all covers shall be removed and disposed of in a manner satisfactory to the Engineer. Full compensation for covering manholes, valve and monument covers, grates, or other exposed facilities, referencing, and removing temporary cover shall be considered as included in the contract price paid per tonne for asphalt concrete (Type A), and no additional compensation will be allowed therefor.

The Contractor shall not begin any work on Route 246 before October 1, 2004."

Addendum No. 3
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In the Special Provisions, Section 10-1.15, "ASPHALT CONCRETE," is revised as attached.

In the Special Provisions, Section 10-1.16, "RUBBERIZED ASPHALT CONCRETE (TYPE G)," is deleted.

In the Proposal and Contract, the Engineer's Estimate Item 24 is added and Items 11 and 12 are deleted as attached.

To Proposal and Contract book holders:

Replace the entire Engineer's Estimate in the Proposal with the attached revised Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

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.

This office is sending this addendum by UPS 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
Office Engineer

Attachments

10-1.15 ASPHALT CONCRETE

Asphalt concrete shall be Type A and shall conform to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

The grade of asphalt binder to be mixed with aggregate for Type A asphalt concrete shall be PBA Grade 6a and shall conform to the provisions in "Asphalt" of these special provisions.

The asphalt content of the asphalt mixture will be determined in conformance with the requirements in California Test 379, or in conformance with the requirements in California Test 382.

Paint binder (tack coat) shall be applied to existing surfaces to be surfaced and between layers of asphalt concrete, except when eliminated by the Engineer.

Paint binder (tack coat) shall be, at the option of the Contractor, either slow-setting asphaltic emulsion, rapid-setting asphaltic emulsion or paving asphalt. Slow-setting asphaltic emulsion and rapid-setting asphaltic emulsion shall conform to the provisions in Section 39-4.02, "Prime Coat and Paint Binder (Tack Coat)," and the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications. When paving asphalt is used for paint binder, the grade will be determined by the Engineer. Paving asphalt shall conform to the provisions in Section 39-4.02, "Prime Coat and Paint Binder (Tack Coat)," and the provisions in Section 92, "Asphalts," of the Standard Specifications.

Paint binder (tack coat) shall be applied in the liter per square meter range limits specified for the surfaces to receive asphalt concrete in the tables below. The exact application rate within the range will be determined by the Engineer.

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)		
Type of surface to receive paint binder (tack coat)	Slow-Setting Asphaltic Emulsion L/m ² (Note A)	Rapid-Setting Asphaltic Emulsion L/m ² (Note B)
Dense, compact surfaces, between layers, and on PCCP	0.20 – 0.35	0.10 – 0.20
Open textured, or dry, aged surfaces	0.35 – 0.90	0.20 – 0.40

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion.

Application Rates for Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)	
Type of surface to receive paint binder (tack coat)	Paving Asphalt L/m ²
Dense, compact surfaces, between layers, and on PCCP	0.05 – 0.10
Open textured, or dry, aged surfaces	0.10 – 0.25

When asphaltic emulsion is used as paint binder (tack coat), asphalt concrete shall not be placed until the applied asphaltic emulsion has completely changed color from brown to black.

ENGINEER'S ESTIMATE
05-0F7704

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	LUMP SUM	
2	074020	WATER POLLUTION CONTROL	LS	LUMP SUM	LUMP SUM	
3 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
4 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
5 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
6 (S)	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	M	1100		
7 (S)	150715	REMOVE THERMOPLASTIC PAVEMENT MARKING	M2	30		
8 (S)	153152	COLD PLANE ASPHALT CONCRETE PAVEMENT (30 MM MAXIMUM)	M2	21 700		
9	198007	IMPORTED MATERIAL (SHOULDER BACKING)	M3	190		
10	374002	ASPHALTIC EMULSION (FOG SEAL COAT)	TONN	1.2		
11	BLANK					
12	BLANK					
13	397001	ASPHALTIC EMULSION (PAINT BINDER)	TONN	36		
14 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	M2	300		
15 (S)	840561	100 MM THERMOPLASTIC TRAFFIC STRIPE	M	10 900		
16 (S)	840563	200 MM THERMOPLASTIC TRAFFIC STRIPE	M	990		
17 (S)	840570	100 MM THERMOPLASTIC TRAFFIC STRIPE (BROKEN 10.98 M - 3.66 M)	M	2490		
18 (S)	840656	PAINT TRAFFIC STRIPE (2-COAT)	M	8450		
19 (S)	850101	PAVEMENT MARKER (NON-REFLECTIVE)	EA	5780		
20 (S)	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	3180		

ENGINEER'S ESTIMATE
05-0F7704

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21 (S)	861491	MODIFY SIGNAL (LOCATION 1)	LS	LUMP SUM	LUMP SUM	
22 (S)	861492	MODIFY SIGNAL (LOCATION 2)	LS	LUMP SUM	LUMP SUM	
23 (S)	861493	MODIFY SIGNAL (LOCATION 3)	LS	LUMP SUM	LUMP SUM	
24	390102	ASPHALT CONCRETE (TYPE A)	TONN	6150		

TOTAL BID: _____