

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

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*Serious Drought.
Help save water!*

November 13, 2015

06-Ker-99-8.9/10.7

06-0T5604

Project ID 0615000152

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN KERN COUNTY NEAR BAKERSFIELD FROM 0.4 MILE SOUTH OF HERRING ROAD OVERCROSSING TO 0.2 MILE SOUTH OF OLD US ROUTE 99 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 Wednesday, November 18, 2015.

In the Special Provisions, Section 39-3.02B, is added 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 and EBS addendum file are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/06/06-0T5604

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,



SHARRI BENDER EHLERT
District Director
District 6 Central Region

Attachments

39-3.02B Rubberized Hot Mix Asphalt–Gap Graded Mix Design

For RHMA-G, the mix design must comply with the requirements shown in the following table:

RHMA-G Mix Design Requirements

Quality characteristic	Test method	Requirement
Air voids content (%)	AASHTO T 269 ^a	$N_{\text{design}} = 4.0$
Gyratory compaction (no. of gyrations)	AASHTO T 312	$N_{\text{design}} = 50-150^b$
Voids in mineral aggregate (min, %)	SP-2 Asphalt Mixture Volumetrics ^c	18.0–23.0
Dust proportion	SP-2 Asphalt Mixture Volumetrics	Report only
Hamburg wheel track (min number of passes at 0.5-inch rut depth) Binder grade: PG 58 PG 64 PG 70	AASHTO T 324 (Modified) ^d	15,000 20,000 25,000
Hamburg wheel track (min number of passes at the inflection point) Binder grade: PG 58 PG 64 PG 70	AASHTO T 324 (Modified) ^d	10,000 12,500 15,000
Moisture susceptibility, dry strength (min, psi)	AASHTO T 283 ^d	100
Moisture susceptibility, wet strength (min, psi)	AASHTO T 283 ^{d, e}	70

^aCalculate the air voids content of each specimen using AASHTO T 275, Method A, to determine bulk specific gravity and AASHTO T 209, Method A, to determine theoretical maximum specific gravity. Under AASHTO T 209 use a digital manometer and pycnometer when performing AASHTO T 209.

^bSuperpave gyratory compactor ram pressure may be increased to a maximum of 825kPa, and specimens may be held at a constant height for a maximum of 90 minutes.

^cMeasure bulk specific gravity using AASHTO T 275, Method A.

^dTest plant produced RHMA.

^eFreeze thaw required.

Determine the amount of asphalt rubber binder to be mixed with the aggregate for RHMA-G as follows:

1. Base the calculations on the average of 3 briquettes produced at each asphalt rubber binder content.
2. Plot asphalt rubber binder content versus average air voids content for each set of 3 specimens and connect adjacent points with a best-fit curve.
3. Calculate voids in mineral aggregate for each specimen, average each set, and plot the average versus asphalt rubber binder content.
4. Calculate the dust proportion and plot versus asphalt rubber binder content.
5. From the curve plotted, select the theoretical asphalt rubber binder content at 4 percent air voids.
6. At the selected asphalt rubber binder content, calculate dust proportion.
7. Record the asphalt rubber binder content in the Contractor Hot Mix Asphalt Design Data Form as the OBC.

The OBC must not fall below 7.5 percent by total weight of the mix.

Laboratory mixing and compaction must comply with AASHTO R 35, except the mixing temperature of the aggregate must be between 300 and 325 degrees F. The mixing temperature of the asphalt rubber binder must be between 375 and 425 degrees F. The compaction temperature of the combined mixture must be between 290 and 320 degrees F.