

**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF ENGINEERING SERVICES  
OFFICE ENGINEER, MS 43  
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*Flex your power!  
Be energy efficient!*

November 5, 2010

06-Ker-119-0.0/4.3  
06-459104  
Project ID 0600020149  
STP-P119(013)E

Addendum No. 4

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN KERN COUNTY IN AND NEAR TAFT FROM ROUTE 33 TO 0.6 MILE WEST OF AIRPORT ROAD.

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, December 1, 2010. The original bid opening date was previously postponed indefinitely under Addendum No. 3 dated October 26, 2010.

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

In the Special Provisions, Section 10-1.08, "MAINTAINING TRAFFIC," Lane Closure Charts Number. 1 and. 2 are revised as attached.

In the Special Provisions, Section 10-1.17, "HOT MIX ASPHALT," is revised as attached.

Addendum No. 4  
Page 2  
November 5, 2010

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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.

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 attachments are available for the Contractors' download on the Web site:

**[http://www.dot.ca.gov/hq/esc/oe/project\\_ads\\_addenda/06/06-459104](http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/06/06-459104)**

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  
Interim District Director  
District 6 Central Region  
Attachments

Chart No. 1 of 2 Conventional Highway Lane Requirements																									
County: Kern					Route/Direction: 119/EB & WB										PM: 0.0/0.3										
Closure Limits: From Route 33 to 0.3 mile east of Route 33																									
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							
Fridays								1	1	1	1	1	1	1	1	1	1	1							
Saturdays																									
Sundays																									
Legend:																									
<input type="checkbox"/> 1 Provide at least one through traffic lane open in direction of travel																									
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																									
1.. Complete closure of an intersection shall not be allowed.																									
2. The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress.																									

Chart No. 2 of 2 Conventional Highway Lane Requirements																									
County: Kern					Route/Direction: 119/EB & WB										PM: 0.3/4.3										
Closure Limits: From 0.3 mile east of Route 33 to 0.6 mile west of Airport 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								R	R	R	R	R	R	R	R	R	R	R							
Fridays								R	R	R	R	R	R	R	R	R	R	R							
Saturdays																									
Sundays																									
Legend:																									
<input type="checkbox"/> R Provide at least one through traffic lane, not less than 12 feet in width, for use by both directions of travel (Reversing Control)																									
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																									
1.. Complete closure of an intersection shall not be allowed.																									
2. The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress																									

## 10-1.17 HOT MIX ASPHALT

### GENERAL

#### Summary

This work includes producing and placing hot mix asphalt (HMA) Type A using the Quality Control/Quality Assurance (QC/QA)-process.

Comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

#### Submittals

Quality Control / Quality Assurance Projects

With the job mix formula (JMF) submittal, submit:

1. California Test 204 plasticity index results
2. California Test 371 tensile strength ratio results for untreated HMA
3. California Test 371 tensile strength ratio results for treated HMA if untreated HMA tensile strength ratio is below 70

At project start-up and once during production, submit samples split from your HMA production sample for California Test 371 to the Engineer and the Transportation Laboratory, Attention: Moisture Test.

With the JMF submittal, at project start-up, and each 5,000 tons, submit the California Test 371 test results for mix design and production to the Engineer and electronically to:

[Moisture\\_Tests@dot.ca.gov](mailto:Moisture_Tests@dot.ca.gov)

#### Data Cores

Three business days before starting coring, submit proposed methods and materials for backfilling data core holes.

Submit to the Engineer and electronically to [Coring@dot.ca.gov](mailto:Coring@dot.ca.gov):

1. A summary of data cores taken
2. A photograph of each data core

For each data core, the summary must include:

1. Project identification number
2. Date cored
3. Core identification number
4. Type of materials recovered
5. **Type and approximate thickness** of unstabilized material not recovered
6. Total core thickness
7. **Thickness of each individual material to within:**
  - 7.1 For recovered material, 1/2 inch
  - 7.2 For unstabilized material, 1.0 inch
8. Location including:
  - 8.1. County
  - 8.2. Route
  - 8.3. Post mile
  - 8.4. Lane number
  - 8.5. Lane direction
  - 8.6. Station

Each data core digital photograph must include a ruler laid next to the data core. Each photograph must include:

1. The core
2. Project identification number
3. Core identification number
4. Date cored
5. County
6. Route
7. Post mile
8. Lane number
9. Lane direction

After data core summary and photograph submittal, dispose of cores under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

**Quality Control and Assurance**

Perform sampling and testing at the specified frequency and location for the following additional quality characteristics:

Minimum Quality Control					
Quality Characteristic	Test Method	Minimum Sampling and Testing Frequency	Requirement	Location of Sampling	Minimum Reporting Time Allowance
Coarse durability index (D <sub>c</sub> ) (min)	CT 229	1 per 3,000 tons during production but not less than 1 per paving day	65	Stockpile <sup>a</sup>	48 hours
Fine durability index (D <sub>f</sub> ) (min)	CT 229		50		

**Note:**

<sup>a</sup> Before lime treatment.

The Engineer samples aggregate for acceptance testing and tests for the following additional quality characteristics:

HMA Acceptance			
Quality Characteristic	Test Method	Specification	Sampling Location
Coarse durability index (D <sub>c</sub> ) (min)	CT 229	65	Stockpile <sup>a</sup>
Fine durability index (D <sub>f</sub> ) (min)	CT 229	50	

**Note:**

<sup>a</sup> Before lime treatment.

**MATERIALS**

**Asphalt Binder**

The grade of asphalt binder mixed with aggregate for HMA Type A must be PG 70-10.

### Aggregate

Before the addition of asphalt binder and lime treatment, aggregate must comply with the following additional quality characteristics:

Quality Characteristic	Test Method	Requirement
Coarse Durability Index, $D_c$ (min.)	CT 229	65
Fine Durability Index, $D_f$ (min.)	CT 229	50

The aggregate for HMA Type A must comply with the 3/4 inch grading.

### Antistrip Treatment

. Treat aggregate with lime slurry under "Hot Mix Asphalt Aggregate Lime Treatment – Slurry Method" and use Lab Procedure LP-7 for the mix design.

## CONSTRUCTION

### Vertical Joints

Before opening the lane to public traffic, pave shoulders and median borders adjacent to a lane being paved.

Place HMA on adjacent traveled way lanes so that at the end of each work shift, the distance between the ends of HMA layers on adjacent lanes is between 5 feet and 10 feet. Place additional HMA along the transverse edge at each lane's end and along the exposed longitudinal edges between adjacent lanes. Hand rake and compact the additional HMA to form temporary conforms. You may place Kraft paper or another approved bond breaker under the conform tapers to facilitate the taper removal when paving operations resume.

### Data Cores

Take data cores that include the completed HMA pavement, underlying base, and subbase material. Protect data cores and surrounding pavement from damage.

Take 4-inch or 6-inch diameter data cores:

1. At the beginning, end, and every 1/2 mile within the paving limits of each route on the project
2. After all paving is complete
3. From the center of the specified lane

On a 2-lane roadway, take data cores from either lane. On a 4-lane roadway, take data cores from each direction in the outermost lane. On a roadway with more than 4 lanes, take data cores from the median lane and the outermost lane in each direction.

Each core must include the stabilized materials encountered. You may choose not to recover unstabilized material but you must identify the material. Unstabilized material includes:

1. Granular material
2. Crumbled or cracked stabilized material
3. Sandy or clayey soil

### PAYMENT

The contract lump sum price paid for data core includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in data coring, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.