

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

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*Serious Drought.
Help save water!*

January 22, 2016

08-Riv-111-T50.0/56.2

08-1C4604

Project ID 0812000318

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN RIVERSIDE COUNTY IN PALM SPRINGS FROM 0.3 MILE NORTH OF MISSION DRIVE TO 0.9 MILE NORTHWEST OF GAETEWAY DRIVE 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, January 28, 2016.

In the Special Provisions, Section 8-1.04F, the fifth paragraph is replaced as follows:

"If you obtain authorization to start job site activities for the date you requested, start job site activities on the requested date. If you fail to submit a request for authorization to start job site activities as specified or if the request is not authorized, start job site activities within 15 days after receiving notice of Contract approval. Start work before September 30, 2016"

In the Special Provisions, Section 86-1.01, in the first paragraph item No. 1. is deleted.

In the Special Provisions, Section 86-2.09E is replaced as attached.

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

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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*.

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.

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/08/08-1C4604

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,


JOHN BULINSKI
District Director

Attachments

Replace the 1st paragraph of section 86-2.09E with:

Splices must be insulated by "Method B."

Delete the 6th and 7th paragraphs of section 86-2.09E.

Replace 8th & 9th paragraphs of section 86-2.09E with:

Splices must be insulated by "Method B."

Use Method B as follows:

1. Cover the splice area completely with an electrical insulating coating and allow it to dry.
2. Apply 3 layers of half-lapped 80 mils PVC tape.
3. Apply 2 layers of 120 mils Butyl rubber stretchable tape with liner.
4. Apply 3 layers of half-lapped 6 mils PVC pressure-sensitive adhesive tape.
5. Cover the entire splice with an electrical insulating coating and allow it to dry.

Add to section 86-5.01A(1):

Loop wire must be Type 2.

Loop detector lead-in cable must be Type B.

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

You may use a Type E loop where 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 hot-melt rubberized asphalt sealant.

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.