

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
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Flex your power!
Be energy efficient!

November 3, 2010

10-Cal-4-14.5/14.8
10-0A0104
Project ID 1000000004
HSSTP-P004(141)E

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN CALAVERAS COUNTY ABOUT 5.9 MILES WEST OF ANGELS CAMP FROM 2.4 MILES EAST OF HUNT ROAD TO 1.4 MILES WEST OF WEST BRANCH CHEROKEE CREEK.

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 17, 2010, instead of the original date of Tuesday, November 9, 2010.

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

Project Plan Sheets 1, 5, 6, 11, 17, 19, 20, 21, 22, 23, 24, 25, 26, 29 and 31 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheets 9A, 9B, 26A and 33A are added. Copies of the added sheets are attached for addition to the project plans.

In the Notice to Bidders and Special Provisions, in the "STANDARD PLANS LIST," the following Standard Plan is added:

"RSP D75B."

In the Notice to Bidders and Special Provisions, in the "STANDARD PLANS LIST," the following Standard Plan is deleted:

"D75A."

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the following paragraph is added after the sixth paragraph.

"The Contractor shall schedule the detour connections so that once work has begun it shall be carried out expeditiously until completed prior to opening full width of travel lanes to public traffic on detours."

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In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," "CHART NO. 1," is revised as attached.

In the Special Provisions, Section 10-1.20, "TEMPORARY PAVEMENT DELINEATION," is revised as attached.

In the Special Provisions, Section 10-1.23, "TEMPORARY CRASH CUSHION MODULE," is revised as attached.

In the Special Provisions, Section 10-1.24, "EXISTING HIGHWAY FACILITIES," subsection "REMOVE PAVEMENT MARKER," is deleted.

In the Special Provisions, Section 10-1.24, "EXISTING HIGHWAY FACILITIES," subsection "REMOVE TRAFFIC STRIPE AND PAVEMENT MARKING," is deleted.

In the Special Provisions, Section 10-1.44, "THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKING," the third paragraph is revised as follows:

"Retroreflectivity of the thermoplastic traffic stripes and pavement markings shall conform to the requirements in ASTM Designation: D 6359-99. White thermoplastic traffic stripes and pavement markings shall have a minimum initial retroreflectivity of $250 \text{ mcd m}^{-2} \text{ lx}^{-1}$. Pavement markings shall have a minimum initial retroreflectivity of $150 \text{ mcd m}^{-2} \text{ lx}^{-1}$."

In the Bid book, in the "Bid Item List," Items 1, 5, 15, 17, 18, 23, 32, 33, 34, 37, 38, 52, 54 and 55 are revised, Items 57, 58, 59, 60, 61 and 62 are added and Item 56 is deleted as attached.

To Bid book holders:

Replace pages 3, 4, 5 of the "Bid Item List" in the Bid book with the attached revised pages 3, 4, 5 and 5A of the Bid Item List. The revised Bid Item List is to be used in the bid.

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, attachments and the modified wage rates are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/10/10-0A0104

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,



REBECCA D. HARNAGEL
Chief, Office of Plans, Specifications & Estimates
Office Engineer
Division of Engineering Services

Attachments

**Chart No. 1
Conventional Highway Lane Requirements**

County: Calaveras	Route/Direction: 4/Eastbound and Westbound	PM: 14.5/14.9
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Closure Limits: Between Copperopolis and Angeles Camp, from 0.3 mile west to 0.1 mile east of Pool Station 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	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Fridays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R										
Saturdays																									
Sundays																									

Legend:

- R Provide at least one through traffic lane, not less than 10 feet in width, for use by both directions of travel (Reversing Control)
- Work permitted within project right of way where shoulder or lane closure is not required.

REMARK:
Closures of local roads will require City/County concurrence.

10-1.1-20 TEMPORARY PAVEMENT DELINEATION

Temporary pavement delineation shall be furnished, placed, maintained, and removed in conformance with the provisions in Section 12-3.01, "General," of the Standard Specifications and these special provisions. Nothing in these special provisions shall be construed as reducing the minimum standards specified in the California MUTCD or as relieving the Contractor from the responsibilities specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

GENERAL

When the work causes obliteration of pavement delineation, temporary or permanent pavement delineation shall be in place before opening the traveled way to public traffic. Laneline or centerline pavement delineation shall be provided for traveled ways open to public traffic.

The Contractor shall perform the work necessary to establish the alignment of temporary pavement delineation, including required lines or markers. Surfaces to receive application of paint or removable traffic tape temporary pavement delineation shall be dry and free of dirt and loose material. Temporary pavement delineation shall not be applied over existing pavement delineation or other temporary pavement delineation. Temporary pavement delineation shall be maintained until superseded or replaced with a new pattern of temporary pavement delineation or permanent pavement delineation, or as determined by the Engineer.

Temporary pavement markers, including underlying adhesive, and removable traffic tape that are applied to the final layer of surfacing or existing pavement to remain in place or that conflicts with a subsequent or new traffic pattern for the area shall be removed when no longer required for the direction of public traffic, as determined by the Engineer.

TEMPORARY LANELINE AND CENTERLINE DELINEATION

When lanelines or centerlines are obliterated and temporary pavement delineation to replace the lines is not shown on the plans, the minimum laneline and centerline delineation to be provided for that area shall be temporary pavement markers placed at longitudinal intervals of not more than 24 feet. The temporary pavement markers shall be the same color as the laneline or centerline the pavement markers replace. Temporary pavement markers shall be, at the option of the Contractor, one of the temporary pavement markers listed for short term day/night use (14 days or less) or long term day/night use (180 days or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. The temporary pavement markers shall be placed in conformance with the manufacturer's instructions. Temporary pavement markers for long term day/night use (180 days or less) shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place the temporary pavement markers in areas where removal of the temporary pavement markers will be required.

Temporary laneline or centerline delineation consisting entirely of temporary pavement markers listed for short term day/night use (14 days or less), shall be placed on longitudinal intervals of not more than 24 feet and shall be used for a maximum of 14 days on lanes opened to public traffic. Before the end of the 14 days the permanent pavement delineation shall be placed. If the permanent pavement delineation is not placed within the 14 days, the Contractor shall replace the temporary pavement markers and provide additional temporary pavement delineation and shall bear the cost thereof. The additional temporary pavement delineation to be provided shall be equivalent to the pattern specified for the permanent pavement delineation for the area, as determined by the Engineer.

Where "no passing" centerline pavement delineation is obliterated, the following "no passing" zone signing shall be installed before opening the lanes to public traffic. W20-1 (ROAD WORK AHEAD) signs shall be installed from 1,000 feet to 2,000 feet in advance of "no passing" zones. R4-1 (DO NOT PASS) signs shall be installed at the beginning and at every 2,000-foot interval within "no passing" zones. -The exact location of "no passing" zone signing will be as determined by the Engineer and shall be maintained in place until permanent "no passing" centerline pavement delineation has been applied. The signing for "no passing" zones, shall be removed when no longer required for the direction of public traffic. The signing for "no passing" zones shall conform to the provisions in "Construction Area Signs" of these special provisions, except for payment.

TEMPORARY TRAFFIC STRIPE (PAINT)

The painted temporary traffic stripe shall be complete in place at the location shown before opening the traveled way to public traffic. Removal of painted temporary traffic stripe will not be required.

Temporary painted traffic stripe shall conform to the provisions in Section 84-3, "Painted Traffic Stripes and Pavement Markings," of the Standard Specifications, except for payment. At the option of the Contractor, either one or 2 coats shall be applied regardless of whether on new or existing pavement.

TEMPORARY PAVEMENT MARKERS

Temporary pavement markers shall be applied complete in place before opening the traveled way to public traffic.

Temporary pavement markers shall be, at the option of the Contractor, one of the temporary pavement markers for long term day/night use (180 days or less) listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Temporary pavement markers shall be placed in conformance with the manufacturer's instructions and shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used in areas where removal of the pavement markers will be required.

Retroreflective pavement markers conforming to the provisions in "Pavement Markers" of these special provisions may be used in place of temporary pavement markers for long term day/night use (180 days or less) except to simulate patterns of broken traffic stripe. Placement of the retroreflective pavement markers used for temporary pavement markers shall conform to the provisions in "Pavement Markers" of these special provisions except the waiting period provisions before placing the pavement markers on new hot mix asphalt surfacing as specified in Section 85-1.06, "Placement," of the Standard Specifications shall not apply and epoxy adhesive shall not be used to place pavement markers in areas where removal of the pavement markers will be required.

MEASUREMENT AND PAYMENT

Temporary traffic stripe shown on the plans will be measured and paid for in the same manner specified for paint traffic stripe in Section 84-3.06, "Measurement," and Section 84-3.07, "Payment," of the Standard Specifications.

Temporary pavement markers shown on the plans will be measured and paid for by the unit in the same manner specified for retroreflective pavement markers in Section 85-1.08, "Measurement," and Section 85-1.09, "Payment," of the Standard Specifications.

Full compensation for furnishing, placing, maintaining, and removing the temporary pavement markers (including underlying adhesive, layout (dribble) lines to establish alignment of temporary pavement markers or used for centerline delineation and signing specified for "no passing" zones) for those areas where centerline delineation is not shown on the plans and for providing equivalent patterns of permanent traffic lines for those areas when required, shall be considered as included in the contract prices paid for the items of work that obliterated centerline pavement delineation and no separate payment will be made therefor.

Full compensation for furnishing, placing, maintaining, and removing temporary edgeline delineation not shown on the plans shall be considered as included in the contract prices paid for the items of work that obliterated the edgeline pavement delineation and no separate payment will be made therefor. The quantity of channelizers used as temporary edgeline delineation will not be included in the quantity of channelizer (surface mounted) to be paid for.

10-1.23 TEMPORARY CRASH CUSHION MODULE

This work shall consist of furnishing, installing, and maintaining sand filled temporary crash cushion modules in groupings or arrays at each location shown on the plans, as specified in these special provisions or where designated by the Engineer. The grouping or array of sand filled modules shall form a complete sand filled temporary crash cushion in conformance with the details shown on the plans and these special provisions.

Temporary crash cushions shall be secured in place prior to commencing work for which the temporary crash cushions are required.

Whenever the work or the Contractor's operations establishes a fixed obstacle, the exposed fixed obstacle shall be protected with a sand filled temporary crash cushion. The sand filled temporary crash cushion shall be in place prior to opening the lanes adjacent to the fixed obstacle to public traffic.

Sand filled temporary crash cushions shall be maintained in place at each location, including times when work is not actively in progress. Sand filled temporary crash cushions may be removed during a work period for access to the work provided that the exposed fixed obstacle is 15 feet or more from a lane carrying public traffic and the temporary crash cushion is reset to protect the obstacle prior to the end of the work period in which the fixed obstacle was exposed. When no longer required, as determined by the Engineer, sand filled temporary crash cushions shall be removed from the site of the work.

Sand filled temporary crash cushion modules shall be one of the following, or equal, and be manufactured after March 31, 1997:

1. Energite III and Fitch Inertial Modules, manufactured by Energy Absorption Systems, Inc., 35 East Wacker Drive, Suite 1100, Chicago, IL 60601:
 - 1.1. Northern California: Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, telephone (800) 884-8274, FAX (916) 387-9734
 - 1.2. Southern California: Traffic Control Service, Inc., 1818 E. Orangethorpe, Fullerton, CA 92831-5324, telephone (800) 222-8274, FAX (714) 526-9501
2. Traffix Sand Barrels, manufactured by Traffix Devices, Inc., 220 Calle Pintoresco, San Clemente, CA 92672, telephone (949) 361-5663, FAX (949) 361-9205
 - 2.1. Northern California: United Rentals, Inc., 1533 Berger Drive, San Jose, CA 95112, telephone (408) 287-4303, FAX (408) 287-1929
 - 2.2. Southern California: Statewide Safety & Sign, Inc., P.O. Box 1440, Pismo Beach, CA 93448, telephone (800) 559-7080, FAX (805) 929-5786
3. CrashGard Model CC-48 Sand Barrels, manufactured by Plastic Safety Systems, Inc., 2444 Baldwin Road, Cleveland, OH 44104:
 - 3.1. Northern California:
 - 3.1.1. Capitol Barricade Safety & Sign, 6329 Elvas Ave, Sacramento, CA 95819, telephone (888) 868-5021, FAX (916) 451-5388
 - 3.1.2. Sierra Safety, Inc., 9093 Old State Highway, New Castle, CA 95658, telephone (916) 663-2026, FAX (916) 663-1858
 - 3.2. Southern California: Hi Way Safety Inc., 13310 5th Street, Chino, CA 91710, telephone (909) 591-1781, FAX (909) 627-0999

Modules contained in each temporary crash cushion shall be of the same type at each location. The color of the modules shall be the standard yellow color, as furnished by the vendor, with black lids. The modules shall exhibit good workmanship free from structural flaws and objectionable surface defects. The modules need not be new. Good used undamaged modules conforming to color and quality of the types specified herein may be utilized. If used Fitch modules requiring a seal are furnished, the top edge of the seal shall be securely fastened to the wall of the module by a continuous strip of heavy duty tape.

Modules shall be filled with sand in conformance with the manufacturer's directions, and to the sand capacity in pounds for each module shown on the plans. Sand for filling the modules shall be clean washed concrete sand of commercial quality. At the time of placing in the modules, the sand shall contain not more than 7 percent water as determined by California Test 226.

Modules damaged due to the Contractor's operations shall be repaired immediately by the Contractor at the Contractor's expense. Modules damaged beyond repair, as determined by the Engineer, due to the Contractor's operations shall be removed and replaced by the Contractor at the Contractor's expense.

Temporary crash cushion modules may be placed on movable pallets or frames. Comply with dimensions shown on the plans. The pallets or frames shall provide a full bearing base beneath the modules. The modules and supporting pallets or frames shall not be moved by sliding or skidding along the pavement or bridge deck.

A Type R or P marker panel shall be attached to the front of the crash cushion as shown on the plans, when the closest point of the crash cushion array is within 12 feet of the traveled way. The marker panel, when required, shall be firmly fastened to the crash cushion with commercial quality hardware or by other methods determined by the Engineer.

At the completion of the project, temporary crash cushion modules, sand filling, pallets or frames, and marker panels shall become the property of the Contractor and shall be removed from the site of the work. Temporary crash cushion modules shall not be installed in the permanent work.

Temporary crash cushion modules will be measured by the unit as determined from the actual count of modules used in the work or ordered by the Engineer at each location. Temporary crash cushion modules placed in conformance with Section 7-1.09, "Public Safety," of the Standard Specifications and modules placed in excess of the number specified or shown will not be measured nor paid for.

Repairing modules damaged by public traffic will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. Modules damaged beyond repair by public traffic, when ordered by the Engineer, shall be removed and replaced immediately by the Contractor. Modules replaced due to damage by public traffic will be measured and paid for as temporary crash cushion module.

If the Engineer orders a lateral move of the sand filled temporary crash cushions and the repositioning is not shown on the plans, moving the sand filled temporary crash cushion will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications and these temporary crash cushion modules will not be counted for payment in the new position.

The contract unit price paid for temporary crash cushion module shall include full compensation for furnishing all labor, materials (including sand, pallets or frames and marker panels), tools, equipment, and incidentals, and for doing all the work involved in furnishing, installing, maintaining, moving, and resetting during a work period for access to the work, and removing from the site of the work when no longer required (including those damaged by public traffic) sand filled temporary crash cushion modules, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

BID ITEM LIST
10-0A0104

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	071325	TEMPORARY FENCE (TYPE ESA)	LF	1,470		
2	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
3	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	LUMP SUM	
4	074028	TEMPORARY FIBER ROLL	LF	4,300		
5	074029	TEMPORARY SILT FENCE	LF	360		
6	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	2		
7	074035	TEMPORARY CHECK DAM	LF	1,200		
8	074037	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	2		
9	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	6		
10	074041	STREET SWEEPING	LS	LUMP SUM	LUMP SUM	
11	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
12	074054	TEMPORARY TACKED STRAW	SQYD	3,900		
13	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
14	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
15	120165	CHANNELIZER (SURFACE MOUNTED)	EA	72		
16	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
17	150305	OBLITERATE SURFACING	SQYD	5,330		
18	150605	REMOVE FENCE	LF	6,190		
19	018274	REMOVE MILEPOST MARKER	EA	2		
20	150742	REMOVE ROADSIDE SIGN	EA	24		

BID ITEM LIST**10-0A0104**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	360		
22	160101	CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	
23	190101	ROADWAY EXCAVATION	CY	23,600		
24	190109	ROADWAY EXCAVATION (NATURALLY OCCURRING ASBESTOS)	CY	1,500		
25	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
26	190115	ASBESTOS COMPLIANCE PLAN (NATURALLY OCCURRING ASBESTOS)	LS	LUMP SUM	LUMP SUM	
27	190116	DUST CONTROL PLAN (NATURALLY OCCURRING ASBESTOS)	LS	LUMP SUM	LUMP SUM	
28	194001	DITCH EXCAVATION	CY	130		
29	203009	EROSION CONTROL (PUNCHED STRAW) (ACRE)	ACRE	7		
30	203021	FIBER ROLLS	LF	4,640		
31	203026	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	4		
32	260201	CLASS 2 AGGREGATE BASE	CY	4,350		
33	390133	HOT MIX ASPHALT (TYPE B)	TON	3,470		
34	390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	3,510		
35	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	3,600		
36	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	59		
37	397005	TACK COAT	TON	7		
38 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	12		
39	560248	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	28		
40	560249	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	8		

BID ITEM LIST**10-0A0104**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	566011	ROADSIDE SIGN - ONE POST	EA	2		
42	566012	ROADSIDE SIGN - TWO POST	EA	2		
43	650014	18" REINFORCED CONCRETE PIPE	LF	230		
44	650018	24" REINFORCED CONCRETE PIPE	LF	420		
45	705204	18" CONCRETE FLARED END SECTION	EA	1		
46	705206	24" CONCRETE FLARED END SECTION	EA	2		
47	721011	ROCK SLOPE PROTECTION (BACKING NO. 2, METHOD B)	CY	160		
48	729010	ROCK SLOPE PROTECTION FABRIC	SQYD	480		
49 (F)	750001	MISCELLANEOUS IRON AND STEEL	LB	3,100		
50	820107	DELINEATOR (CLASS 1)	EA	5		
51	820110	MILEPOST MARKER	EA	2		
52	840504	4" THERMOPLASTIC TRAFFIC STRIPE	LF	5,660		
53	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	230		
54	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	LF	2,610		
55	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	210		
56	BLANK					
57	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	LF	4,170		
58	120300	TEMPORARY PAVEMENT MARKER	EA	130		
59	129000	TEMPORARY RAILING (TYPE K)	LF	2030		
60	129100	TEMPORARY CRASH CUSHION MODULE	EA	66		

BID ITEM LIST

10-0A0104

61	707117	36" PRECAST CONCRETE PIPE INLET	LF	19		
62	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID:

\$ _____