STATE OF CALIFORNIA-CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER
1727 30th Street MS-43
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
FAX (916) 227-6214
www.dot.ca.gov/hq/esc/oe

Flex your power!
Be energy efficient!

February 25, 2014

10-Cal-4-28.0/49.6
10-0X4004
Project ID 1012000292

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN CALAVERAS COUNTY AT AND NEAR MURPHYS FROM ANSIL DAVIS ROAD TO MEKO DRIVE.

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, March 26, 2014, instead of the original date of Wednesday, February 26, 2014.

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

Project plan sheet 11 is replaced and attached for substitution for the like-numbered sheet.

Project plan sheet 11A is added and attached for addition to the project plans.

In the Special Provisions, Section 12-5.03B, the following paragraph is added after the first paragraph:

"Additional advance flaggers are required."

In the Special Provisions, Section 39-1.01C(2)(b), is replaced as attached.

In the Special Provisions, Section 39-1.01D(13)(h), is deleted.

In the Special Provisions, Section 39-1.02E, the third paragraph is replaced as follows:

"The aggregate for HMA-SP (Type A) must comply with the 3/4-inch grading for digouts."

In the Special Provisions, Section 39-1.02E, the following paragraph is added after the third paragraph:

"The aggregate for HMA-SP (Type A) must comply with the 3/8-inch grading for conform taper at public road intersections."

10-Cal-4-28.0/49.6
10-0X4004
Project ID 1012000292

In the Special Provisions, Section 39-1.03E(4), the fifteenth paragraph is replaced as follows:

"Perform intermediate compaction of each layer of HMA-SP (Type A) with 3 coverages using a pneumatic-tired roller at a speed not to exceed 5 mph."

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/10/10-0X4004

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

SHARRI BENDER EHLERT
District Director
District 6 Central Region

Attachments

39-1.01C(2)(b) Mix Design

The HMA mix design must comply with AASHTO R 35 except:

1. Notes 3, 6, and 10 do not apply
2. AASHTO M 323 does not apply on combinations of aggregate gradations and asphalt binder contents to determine the OBC and HMA mixture qualities

For HMA with WMA additive technology, produce HMA mix samples for your mix design using your methodology for inclusion of WMA admixture in laboratory produced HMA. For WMA water injection foam technology, the use of foamed asphalt for mix design is not required.

Your *Hot Mix Asphalt Design Data* form must show documentation on aggregate quality.

For HMA mixtures utilizing RAP the maximum binder replacement is 25.0 percent for surface course and 40.0 percent for lower courses.

For HMA with a binder replacement percent less than or equal to 25 percent of optimum binder content, you may request that the performance graded asphalt binder grade with upper and lower temperature classifications be reduced by 6 degrees C from the specified grade.

For HMA with a binder replacement greater than 25 percent of optimum binder content and less than or equal to 40 percent of optimum binder content, you must use a performance graded asphalt binder grade with upper and lower temperature classifications reduced by 6 degrees C from the specified grade.

The mix design must comply with the quality characteristics of the following table:

Hot Mix Asphalt Mix Design Requirements

Quality characteristic	Test method	HMA-SP	
		Type A	RHMA-SP-G
Air voids content (%)[a]	AASHTO T 269[a]	$N_{initial}$ >8.0 N_{design} = 4.0 N_{max} >2.0	N_{design} Specification
Air voids content (%)[a] 1" gradings	AASHTO T 269[a]	$N_{initial}$ >8.0 N_{design} = 5.0 N_{max} >2.0	--
Gyration Compaction (number of gyrations)	AASHTO T 312	$N_{initial}$ 8 N_{design} 85 N_{max} 130	N_{design} 50–150[b]
Voids in mineral aggregate (% min.) 1/4" grading 3/8" grading 1/2" grading 3/4" grading 1" grading with NMAS=1" with NMAS=3/4"	SP-2 Asphalt Mixtures Volumetrics[c]	 16.5-19.5 15.5-18.5 14.5-17.5 13.5-16.5 13.5-16.5 13.5-16.5 14.5-17.5	 -- -- 18.0–23.0 18.0–23.0
Dust proportion 1/4" and 3/8 gradings 1/2"and 3/4" gradings 1" grading	SP-2 Asphalt Mixtures Volumetrics[c]	0.6–1.3 0.6–1.3 0.6–1.3	Report Only
Hamburg wheel track (minimum number of passes at 0.5 inch average rut depth) PG 58 PG 64 PG-70 PG-76 or higher	AASHTO T 324 (Modified)[d,e]	 10,000 15,000 20,000 25,000	 15,000 20,000 25,000
Hamburg wheel track (inflection point minimum number of passes) PG 58 PG 64 PG-70 PG-76 or higher	AASHTO T 324 (Modified)[d,e]	 10,000 10,000 12,500 15,000	 10,000 12,500 12,500
Moisture susceptibility (minimum dry strength, psi)	AASHTO T 283[d,f]	100	100
Moisture susceptibility (minimum wet strength, psi)	AASHTO T 283[d,f,g]	70	70

[a]Calculate the air voids content of each specimen using AASHTO T 275 to determine bulk specific gravity AASHTO T 209 Method A to determine theoretical maximum specific gravity. Under AASHTO T 209 use a digital monometer and pycnometer when performing AASHTO T 209.

[b]Superpave 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.

[c]Measure bulk specific gravity using AASHTO T 275.

[d]Test plant produced HMA.

[e]Test as specified in section 39-1.01D(1).

[f]Test specimens must be 100mm or 150mm gyratory compacted HMA

[g]Freeze thaw required

CONTRACT NO. 10-0X4004

REPLACED PER ADDENDUM NO. 1 DATED FEBRUARY 25, 2014

If the test results for AASHTO T 283 or AASHTO T 324 (Modified) for untreated plant produced HMA is less than minimum requirements for HMA-mix design, determine the plasticity index of the aggregate blend under California Test 204. The antistrip treatment must be based on plasticity index in compliance with the following table:

Hot Mix Asphalt Antistrip Treatment Options

Quality characteristic	Test method	Treatment requirement
Plasticity index		
Plasticity index from 4 to 10[a]	California Test 204	Dry hydrated lime with marination Lime slurry with marination Liquid
Plasticity index less than 4		Dry hydrated lime without marination Dry hydrated lime with marination Lime slurry with marination

[a]If the plasticity index is greater than 10, do not use that aggregate blend.

If the tensile strength test result for treated plant produced RHMA-SP-G is less than the RHMA-SP-G mix design requirement for tensile strength, the minimum tensile strength requirement is waived, but you must use any of the following antistrip treatments:

1. HMA aggregate lime treatment – slurry method
2. HMA aggregate lime treatment – dry lime method
3. Liquid antistrip treatment using 0.5 to 1.0 percent liquid antistrip