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**** WARNING ** WARNING ** WARNING ** WARNING ****
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September 16, 2005

10-Ama-88-67.8/69.1,74.2/75.5
10-406404
ACNH-P088(046)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in AMADOR COUNTY NEAR COOKS STATION AND HAM STATION FROM 0.6 KM EAST OF COOKS STATION TO 4.1 KM WEST OF HAM STATION AND FROM 0.1 KM EAST OF CAT CREEK ROAD TO 4.5 KM WEST OF ELLIS 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 September 27, 2005.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

On Project Plan Sheet 4, under the "LEGEND," the legend for the "OBLITERATE SURFACING" work is deleted.

On Project Plan Sheet 48, in the quantity table for "REMOVE BASE AND SURFACING, OBLITERATE SURFACING," the "OBLITERATE AC" from the title, the "OBLITERATE SURFACING" column, and the third row are deleted.

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," after the fifth paragraph, the following paragraph is added as follows:

"Traffic will be allowed to travel on compacted earthwork, native soil, or base material during construction. This unpaved roadway shall be graded, rolled, and sprayed with water containing a dust palliative and watering agent prior to opening to public traffic during non-working hours and when construction is not actively in progress."

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In the Special Provisions, Section 10-1.085, "DUST CONTROL," is added as follows:

"10-1.085 DUST CONTROL

Dust control shall conform to the provisions in Section 10, "Dust Control," of the Standard Specifications."

In the Special Provisions, Section 10-1.12, "MAINTAINING TRAFFIC," in paragraph seven, the first sentence is revised as follows:

"A minimum of one traffic lane, not less than 3.3 m wide, shall be open for use by public traffic."

In the Special Provisions, Section 10-1.12, "MAINTAINING TRAFFIC," under Chart No. 1, the word "paved" in the first legend is deleted.

In the Special Provisions, Section 10-1.15, "TEMPORARY PAVEMENT DELINEATION," subsection "TEMPORARY CENTERLINE DELINEATION," after the fourth paragraph, the following paragraph is added as follows:

"Temporary centerline delineation on unpaved areas opened to public traffic shall consist entirely of traffic cones placed on longitudinal intervals of not more than 7.3 m and shall conform to Section 12-3.10, "Traffic Cones," of the Standard Specifications."

In the Special Provisions, Section 10-1.18, "EXISTING HIGHWAY FACILITIES," subsection, "OBLITERATE SURFACING," is deleted.

In the Special Provisions, Section 10-1.195, "DUST PALLIATIVE," is added as follows:

"10-1.195 DUST PALLIATIVE

Furnishing and applying dust palliative shall conform to the provisions in Section 18, "Dust Palliative," of the Standard Specifications."

In the Special Provisions, Section 10-1.28, "ASPHALT CONCRETE (MISCELLANEOUS AREAS)," Section 10-1.285, "RECYCLED ASPHALT CONCRETE (CONTRACTOR OPTION)," is added as attached.

In the Proposal and Contract, the Engineer's Estimate Items 58 and 59 are added and Items 10 and 57 are deleted as attached.

To Proposal and Contract book holders:

Replace pages 3 and 5 of the Engineer's Estimate in the Proposal with the attached revised pages 3 and 5 of the Engineer's Estimate. The revised Engineer's Estimate 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 CONTRACTORS section of the Notice to Contractors 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 proposal.

Submit bids in the Proposal and Contract 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.

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This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract 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,

ORIGINAL SIGNED BY

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

Attachments

10-1.285 RECYCLED ASPHALT CONCRETE (CONTRACTOR OPTION)

At the option of the Contractor, the asphalt concrete mixture in "Asphalt Concrete" of these special provisions may consist of recycled asphalt concrete.

Recycled asphalt concrete shall conform to the provisions for asphalt concrete in "Asphalt Concrete" of these special provisions except that reclaimed asphalt pavement may be substituted for virgin aggregate at a rate of up to 15 percent by dry mass of the aggregate in the asphalt concrete.

Asphalt binder used in recycled asphalt concrete shall be the same specified for asphalt concrete in "Asphalt Concrete" of these special provisions.

Virgin aggregate to be combined with reclaimed asphalt pavement shall conform to the provisions of "Quality Control/Quality Assurance" of these special provisions.

Reclaimed asphalt pavement shall be from stockpiles, from single or multiple sources, located on surfaces that are smooth and free of debris and organic material. Stockpiles shall consist of only reclaimed asphalt pavement. The material in each reclaimed asphalt pavement stockpile shall be uniformly blended and homogeneous. Stockpiling and processing of reclaimed asphalt pavement will be permitted throughout the life of the project. Stockpiling and processing of reclaimed asphalt pavement shall be performed in a manner that will prevent contamination and segregation of the material. The Engineer shall be given unrestricted access to stockpiles for inspection and testing.

The amount of asphalt binder to be mixed with the combined virgin aggregate and reclaimed asphalt pavement will be determined by the Contractor in conformance with California Test 367 and will be reviewed by the Engineer in conformance with "Quality Control/Quality Assurance" of these special provisions. The asphalt content of the recycled asphalt concrete mixture shall conform to the specification limits of Table 39-9, "Minimum Quality Control Requirements" of "Quality Control/Quality Assurance" of these special provisions.

The substitution rate of reclaimed asphalt pavement for virgin aggregate shall be designated at the time of the asphalt mix design proposal. Changes in the substitution rate of reclaimed asphalt pavement will be permitted to adjust the final grade of the asphalt binder when supported by blending chart results, and with the approval of the Engineer.

Changes in the target values for aggregate gradings and asphalt content shall be considered a change in mix design in conformance with "Quality Control/Quality Assurance" of these special provisions. Changes in cold feed or hot bin proportions of the virgin aggregate to conform to the aggregate gradation requirements shall not be considered a change in the mix design.

When submitting the mix design for review in conformance with the provisions in "Quality Control/Quality Assurance" of these special provisions, the Contractor shall provide the Engineer with the following additional information:

- A. Locations of processed reclaimed asphalt pavement stockpiles.
- B. A 30-kg sample of processed reclaimed asphalt pavement representing the processed reclaimed asphalt pavement to be used. The sample shall be from a split sample used by the Contractor to determine the mix design for the recycled asphalt concrete produced.
- C. The asphalt content of the processed reclaimed asphalt pavement sample, in conformance with the requirements in California Test 380.
- D. A grading chart representing the gradation of the recycled asphalt concrete mixture. This chart will be the mathematical combination of the aggregate in reclaimed asphalt pavement and the proposed gradation of the virgin aggregate.
- E. The results of gradation tests on the aggregate recovered from the reclaimed asphalt pavement sample, in conformance with the requirements in California Test 202.
- F. The results of gradation tests on the combined aggregate recovered from the recycled asphalt concrete mixture proposed, in conformance with the requirements in California Test 202.
- G. The results of tests on the asphalt binder recovered from the processed reclaimed asphalt pavement limited to absolute viscosity and penetration in conformance with the provisions in Section 92-1.02, "Grades," of the Standard Specifications. The rolling thin film oven (RTFO) procedure shall not be used before testing.
- H. The results of tests, in conformance with the provisions in Section 92-1.02, "Grades," of the Standard Specifications, on the asphalt binder recovered from the proposed recycled asphalt concrete mixture demonstrating that the asphalt binder in the recycled asphalt concrete is the same grade as designated for asphalt concrete in "Asphalt Concrete" of these special provisions. Testing shall be limited to absolute viscosity and penetration for recovered asphalt binder. The RTFO procedure shall not be used before testing.
- I. A Viscosity-Blending chart showing the grade of final asphalt binder using an asphalt blending chart similar to that shown in the Asphalt Institute, Asphalt Handbook, Manual Series No. 4 (MS-4).

Representative samples of reclaimed asphalt pavement to be used in the mix design review shall be obtained from the processed reclaimed asphalt pavement stockpiles. The Contractor shall sample and split the processed reclaimed asphalt pavement sample submitted for the mix design review from the stockpile in conformance with the provisions in California Test 125.

The provisions in "Quality Control/Quality Assurance" of these special provisions for storing and drying aggregate shall not apply to the reclaimed asphalt pavement. The virgin aggregate may be heated to a temperature of 175°C if, in the opinion of the Engineer, the higher temperature does not damage the new binder or the binder in the reclaimed asphalt pavement when the materials are combined.

The grading of the combined virgin aggregate and the processed reclaimed asphalt pavement in the recycled asphalt concrete shall conform to the specification limits of Table 39-9, "Minimum Quality Control Requirements" of "Quality Control/Quality Assurance" of these special provisions. The combined gradation shall be determined based on the mathematical combination of the virgin aggregate material gradation during production and the average reclaimed asphalt pavement gradation accepted for the mix analysis.

The Contractor's mixing equipment shall be equipped with a suitable, safe sampling device that will provide a sample, representative of actual production, of the virgin aggregate and processed reclaimed asphalt pavement being incorporated into the recycled asphalt concrete. Sampling shall conform to the provisions in "Quality Control/Quality Assurance" of these special provisions.

When recycled asphalt concrete is produced by batch mixing, the reclaimed asphalt pavement shall be kept separate from the virgin aggregate until both ingredients enter the weigh hopper or pugmill or other process as approved by the Engineer. The time of mixing after the reclaimed asphalt pavement has been added to the mix shall not be less than 35 seconds.

When recycled asphalt concrete is produced by continuous mixing, the reclaimed asphalt pavement shall be protected from direct contact with the burner flame by means of a shield, separator, second drum or other method approved by the Engineer. The binder shall be introduced into the mixer after the virgin aggregate and reclaimed asphalt pavement have been combined.

In addition to the Contractor process control requirements in "Quality Control/Quality Assurance" of these special provisions, the following tests shall be performed and test results shall be submitted to the Engineer. These tests are for information only.

Quality Characteristic	Test	Minimum Sampling and Testing Frequency	Point of Sampling	Reporting Time Allowance
Absolute viscosity of binder recovered from recycled asphalt concrete	AASHTO T202 or CT 380	10 000 tonnes 5 samples per project	Mat behind paver	5 days
Gradation of combined aggregate from recycled asphalt concrete	CT 202 (after extraction of binder)	5000 tonnes Not less than 1 sample per day	Mat behind paver	5 days

The Contractor shall take 30-kg samples of the recycled asphalt concrete for every 5000 tonnes placed and send them the Office of Materials Engineering and Testing Services (Attention: Asphalt Concrete Testing Lab) located at 5900 Folsom Boulevard, Sacramento, California 95819. Samples will be accompanied by a Form T101 designating the project stationing where the recycled asphalt concrete has been placed in addition to the information required to complete the form.

The provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications shall not apply to recycled asphalt concrete.

Full compensation for reclaimed asphalt concrete shall be considered as included in the contract price paid per tonne for Type B asphalt concrete and no separate payment therefor.

ENGINEER'S ESTIMATE
10-406404

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	071325	TEMPORARY FENCE (TYPE ESA)	M	70		
2	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	LUMP SUM	
3	074020	WATER POLLUTION CONTROL	LS	LUMP SUM	LUMP SUM	
4	074028	TEMPORARY FIBER ROLL	M	3300		
5	074032	TEMPORARY CONCRETE WASHOUT FACILITY	EA	1		
6 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
7 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
8 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
9	150206	ABANDON CULVERT	EA	2		
10	BLANK					
11	150662	REMOVE METAL BEAM GUARD RAILING	M	290		
12	150742	REMOVE ROADSIDE SIGN	EA	3		
13	150806	REMOVE PIPE	M	6		
14	150820	REMOVE INLET	EA	5		
15	150821	REMOVE HEADWALL	EA	1		
16	150860	REMOVE BASE AND SURFACING	M3	310		
17	152320	RESET ROADSIDE SIGN	EA	1		
18	152390	RELOCATE ROADSIDE SIGN	EA	2		
19	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	M2	65		
20	160101	CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	

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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	700661	900 MM CORRUGATED STEEL PIPE INLET (4.27 MM THICK)	M	8		
42	705044	450 MM STEEL FLARED END SECTION	EA	4		
43	705045	600 MM STEEL FLARED END SECTION	EA	1		
44	721008	ROCK SLOPE PROTECTION (LIGHT, METHOD B)	M3	28		
45	729010	ROCK SLOPE PROTECTION FABRIC	M2	86		
46 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	314		
47	820115	SNOW POLE MARKER	EA	59		
48	035893	GUARD RAILING DELINEATOR (TYPE F)	EA	9		
49	820134	OBJECT MARKER (TYPE P)	EA	1		
50	820151	OBJECT MARKER (TYPE L-1)	EA	6		
51 (S)	832003	METAL BEAM GUARD RAILING (WOOD POST)	M	270		
52	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	2		
53 (S)	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	M	4570		
54 (S)	840572	100 MM THERMOPLASTIC TRAFFIC STRIPE (RECESSED)	M	2290		
55 (S)	840573	100 MM THERMOPLASTIC TRAFFIC STRIPE (RECESSED, BROKEN 10.98 M - 3.66 M)	M	1660		
56 (S)	840666	PAINT PAVEMENT MARKING (2-COAT)	M2	24		
57	BLANK					
58	180101	BINDER (DUST PALLIATIVE)	TONN	1		
59	999990	MOBILIZATION	LS	LUMP SUM		