

Caltrans[®]

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BID

FOR CONSTRUCTION ON STATE HIGHWAY IN LASSEN COUNTY NEAR WESTWOOD
FROM 0.3 MILE NORTH TO 0.5 MILE SOUTH OF SPRING CREEK DRIVE

In District 02 On Route 147

Under

Notice to Bidders and Special Provisions dated March 11, 2013

Standard Specifications dated 2010

Project plans approved January 24, 2013

Standard Plans dated 2010

Identified by

Contract No. 02-4E3404

02-Las-147-0.5/1.2

Project ID 0200020273

Electronic Advertising Contract

Bids open Wednesday, April 10, 2013

Dated March 11, 2013

AADD



MH

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
BID TO THE DEPARTMENT OF TRANSPORTATION
DES-OE-0102.1 (REV. 3/2011)

B/C

CONTRACT NO. 02 - 4E3404

NAME OF BIDDER Granite Construction Company
BUSINESS P.O. BOX P.O. Box 50085
CITY, STATE, ZIP Watsonville, CA 95077-5085
BUSINESS STREET ADDRESS 585 W. Beach Street
(Include even if P.O. Box used)
CITY, STATE, ZIP Watsonville, CA 95076
TELEPHONE NO: **AREA CODE** (831) 724-1011
FAX NO: **AREA CODE** (831) 768-4021
CONTRACTOR LICENSE NO. 89

1. Bidder agrees, if this bid is accepted, to enter into a contract with the Department, in the form included in the Standard Specifications, to perform the work provided in the Contract under the terms of the Contract for the price or prices bid.

For a lump sum or unit price based bid, Bidder additionally agrees to perform the work within the number of working days shown on the *Notice to Bidders*.

For a cost plus time based bid on a contract without a plant establishment period, Bidder additionally agrees to perform the work within the number of working days bid.

For a cost plus time based bid on a contract with a plant establishment period, Bidder additionally agrees to perform the non-plant establishment work within the number of working days bid for non-plant establishment work.

2. For a lump sum based bid, Bidder submits this bid with a total price in the total bid space provided on the Bid Item List. For a unit price or cost plus time based bid, Bidder submits this bid with a unit price and the item total (the product of the unit price and the quantity) for each item and a total price (the sum of the item totals) in the spaces provided on the attached Bid Item List. For a unit price with additive item based bid, Bidder submits this bid with a unit price and an item total for each item and a total base bid (the sum of the item totals) and the additive items in the spaces provided on the attached Bid Item List. Additionally, for a cost plus time based bid, Bidder submits this bid with working days bid for non-plant establishment work, total bid for time, and total bid for bid comparison in the spaces provided on the Bid Item List. Bidder agrees:
 - 2.1. If a discrepancy between the unit price and the item total exists, the unit price prevails except:
 - 2.1.1. If the unit price is illegible, omitted, or the same as the item total, item total prevails and the unit price is the quotient of the item total and the quantity.
 - 2.1.2. If a decimal error is apparent in the product of the unit price and the quantity, the Department will use either the unit price or item total based on the closest by percentage to the unit price or item total in the Department's Final Estimate.
 - 2.2. If the unit price and the item total are illegible or are omitted, the bid may be determined nonresponsive. If a lump sum total price is illegible or is omitted, the bid may be determined nonresponsive.
 - 2.3. Bids on lump sum items are item totals. If a unit price for a lump sum item is entered and it differs from the item total, the item total prevails.
 - 2.4. Entries are to be expressed in dollars or decimal fractions of a dollar. Symbols such as commas and dollar signs are ignored and have no significance in establishing unit price or item total.
 - 2.5. Unit prices and item totals are interpreted by the number of digits and decimal placement. Do not round item totals or the total bid.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
BID TO THE DEPARTMENT OF TRANSPORTATION
DES-OE-0102.1 (REV. 3/2011)

- 2.6. For a lump sum based bid, the item total is the bid amount the Department uses for bid comparison.
For a unit price based bid, the sum of the item totals is the bid amount the Department uses for bid comparison.
For a cost plus time based bid, the sum of the item totals and the total bid for time is the bid amount the Department uses for bid comparison.
- 2.7. The Department's decision on the bid amount is final.

3. Bidder has and acknowledges the following addenda:

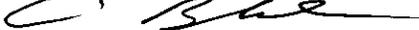
ONE (1), TWO (2), THREE (3)

4. Bidder submits this bid with one of the following forms of bidder's security equal to at least 10 percent of the bid:

Cash \$ _____, Cashiers Check, Certified Check, Bidder's Bond

5. Bidder's signature is an affirmation of the included certifications. Bidder is cautioned that making a false certification may result in one or more of the following:
- 5.1. Criminal prosecution
 - 5.2. Rejection of the bid
 - 5.3. Rescission of the award
 - 5.4. Termination of the Contract

BY (Authorized Signature)



DATE SIGNED (Do not type)

4/24/13

PRINTED NAME AND TITLE OF PERSON SIGNING
Chris Burke, Chief Estimator

BID ITEM LIST

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	070030	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	785 ⁰⁰
2	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	2,500 ⁰⁰
3	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	51,136 ⁰⁰ 49,536 ⁰⁰
4	128652	PORTABLE CHANGEABLE MESSAGE SIGN (LS)	LS	LUMP SUM	LUMP SUM	7,400 ⁰⁰
5	025328	TEMPORARY FLASHING BEACON SYSTEM	EA	3	5,000 ⁰⁰	15,000 ⁰⁰
6	130100	JOB SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	3,000 ⁰⁰
7	130200	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	LUMP SUM	725 ⁰⁰
8	130610	TEMPORARY CHECK DAM	LF	150	8 ⁰⁰	1,200 ⁰⁰
9	130640	TEMPORARY FIBER ROLL	LF	150	8 ⁰⁰	1,200 ⁰⁰
10	141120	TREATED WOOD WASTE	LB	700	1 ⁶⁰	1,085 ⁰⁰
11	150742	REMOVE ROADSIDE SIGN	EA	8	95 ⁰⁰	760 ⁰⁰
12	150809	REMOVE CULVERT (LF)	LF	41	95 ⁰⁰	3,895 ⁰⁰
13	152320	RESET ROADSIDE SIGN	EA	16	200 ⁰⁰	3,200 ⁰⁰
14	152402	ADJUST WATER VALVE COVER TO GRADE	EA	10	1,000 ⁰⁰	10,000 ⁰⁰
15	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	1,120	9 ⁰⁰	10,080 ⁰⁰
16	190101	ROADWAY EXCAVATION	CY	5,200	12 ⁰⁰	62,400 ⁰⁰
17	190185	SHOULDER BACKING	TON	740	25 ⁰⁰	18,500 ⁰⁰
18	210430	HYDROSEED	SQFT	52,300	0 ¹³	6,799 ⁰⁰
19	260203	CLASS 2 AGGREGATE BASE (CY)	CY	3,320	10 ⁰⁰	33,200 ⁰⁰
20	390132	HOT MIX ASPHALT (TYPE A)	TON	4,620	130 ⁰⁰	600,600 ⁰⁰

49,536 ⁰⁰

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	28	130 00	3,640 00
22	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	27	35 00	945 00
23	397005	TACK COAT	TON	2	1,000 00	2,000 00
24 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	1.3	3,500 00	4,550 00
25	560252	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	SQFT	88	15 00	1,320 00
26	566012	ROADSIDE SIGN - TWO POST	EA	4	465 00	1,860 00
27	665022	24" CORRUGATED STEEL PIPE (.064" THICK)	LF	44	150 00	6,600 00
28	705015	24" STEEL FLARED END SECTION	EA	1	230 00	230 00
29	721018	ROCK SLOPE PROTECTION (FACING, METHOD B) (TON)	TON	10	350 00	3,500 00
30	729011	ROCK SLOPE PROTECTION FABRIC (CLASS 8)	SQYD	16	1 50	24 00
31 (F)	750001	MISCELLANEOUS IRON AND STEEL	LB	263	2 00	526 00
32	820108	DELINEATOR (CLASS 2)	EA	92	39 00	3,588 00
33	820112	MARKER (CULVERT)	EA	2	40 00	80 00
34	820133	OBJECT MARKER (TYPE N)	EA	1	40 00	40 00
35	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	390	8 00	3,120 00
36	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	LF	13,000	0 50	6,500 00
37	025329	TRAFFIC COUNT STATION	LS	LUMP SUM	LUMP SUM	18,500 00

TOTAL BID:

\$ 888,888 00

MH

SUBCONTRACTOR LIST

DES-OE-0102.2 (REV 3/2011)

Bidder Name: Granite Construction Company

The bidder must identify each subcontractor performing work in an amount in excess of 1/2 of 1 percent of the total bid or \$10,000, whichever is greater (Pub Cont Code § 4100 et seq.). Complete columns 1 and 4 and submit with the bid. Complete columns 2 and 3 and submit with the bid or fax to (916) 227-6282 within 24 hours after the bid opening. Failure to provide complete information in columns 1 through 4 within the time specified will result in a nonresponsive bid.

Column 1: Business Name and Location	Column 2: Bid Item Nos.	Column 3: Percentage of Bid Item Subcontracted	Column 4: Description of Subcontracted Work
Statewide Traffic Safety & Signs Fairfield, CA	2	100%	Construction area Signs
	11	100%	remove roadside signs
	13	100%	reset roadside signs
	25	100%	Furnish aluminum sign
	26 26	100%	Install roadside signs
	32	100%	Install delineators
	33	100%	Install markers
	34	100%	Install object markers
Spencer Electric Cutter, CA	37	100%	Traffic Count Station

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3680 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

MF

REQUEST FOR SMALL BUSINESS PREFERENCE OR NON-SMALL BUSINESS PREFERENCE

DES-OE-0102.7 (REV 02/2010)

CONTRACT NO. 02 - 4E3404

Complete one of the following:

• **Small Business Preference**

The undersigned requests small business preference and certifies, under penalty of perjury, that the firm meets the requirements of 2 CA Code of Regs § 1896 et seq. and is certified as a small business at the time and day of bid opening or has submitted a complete application to the Department of General Services (DGS) and is subsequently certified. The complete application and any required substantiating documentation must be received by DGS by 5:00 p.m. on bid opening date.

Small Business Certification (Reference) Number: N/A

Date: _____ Signature: _____

• **Non-Small Business Preference**

The undersigned requests non-small business preference and notifies the Department on the Certified Small Business Listing for the Non-Small Business Preference form that it commits to subcontract at least 25 percent of its bid amount with one or more firms that meets the requirements of 2 CA Code of Regs § 1896 et seq. and the firms are certified as small businesses at the time and day of bid opening or have submitted a complete application and are subsequently certified by the Department of General Services (DGS). The complete application and any required substantiating documentation must be received by DGS by 5:00 p.m. on bid opening date. List these firms on the Certified Small Business Listing for the Non-Small Business Preference form.

Date: 4/24/13

Signature: 

Chris Burke, Chief Estimator

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-69, Sacramento, CA 95814.

CALIFORNIA COMPANY PREFERENCE

DES-OE-0102.9 (REV 11/2008)

This form must be completed and signed by all bidders. Failure of a non-California company to fill out and sign this form may be cause for rejection of its bid. Eligibility for a reciprocal preference for a California company is waived if the California company fails to complete and sign this form under penalty of perjury.

The undersigned certifies that it is a "California company" as defined in Pub Cont Code § 6107 and meets one of the following (check appropriate box and enter requested information):

I am a California company which has its principal place of business in California.

or

I am a California company which has its principal place of business in a state in which there is no local contractor preference on construction contracts.

Name of State: _____

or

I am a California company which has its principal place of business in a state in which there is a local contractor preference and my company has paid not less than \$5,000 in sales or use taxes to California for construction related activity for each of the 5 years immediately preceding the submission of the bid.

Name of State: _____

California Sales or Use Tax No.: _____

or

The undersigned certifies that it is not a "California company." (Check box and enter requested information.)

I am not a California company. My principal place of business is in _____
(Enter state or country)

Describe any and all bid preferences provided to your company by the state or country in which your company has its principal place of business. (Attach additional sheets if necessary.)

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Date: 4/24/13

Signature of Bidder: 
Chris Burke, Chief Estimator

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

BIDDER'S BOND

DES-OE-0102.3 (REV 3/2008)

Bond No. N/A

We

Granite Construction Company
Federal Insurance Company

as Principal, and

as Surety are bound unto the State of California, Department of Transportation, hereafter referred to as "Obligee", in the penal sum of ten percent (10%) of the total amount of the bid of the Principal submitted to the Obligee for the work described below, for the payment of which sum we bind ourselves, jointly and severally,

THE CONDITION OF THIS OBLIGATION IS SUCH, THAT:

WHEREAS, the Principal is submitting a bid to the Obligee, for CONSTRUCTION ON STATE HIGHWAY IN LASSEN COUNTY

NEAR WESTWOOD FROM 0.3 MILE NORTH TO 0.5 MILE SOUTH OF SPRING CREEK DRIVE

for which bids are to be opened at

Sacramento, CA

on April 10, 2013

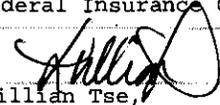
(Insert date of bid opening)

NDW, THEREFORE, if the Principal is awarded the contract and, within the time and manner required under the specifications, after the prescribed forms are presented to him for signature, enters into a written contract, in the prescribed form, in accordance with the bid, and files two bonds with the Obligee, one to guarantee faithful performance (if specified in the contract) of the contract and the other to guarantee payment for labor and materials as provided by law, then this obligation shall be null and void; otherwise, it shall remain in full force.

In the event a suit is brought upon this bond by the Obligee and judgment is recovered, the Surety shall pay all costs incurred by the Obligee in such suit, including a reasonable attorney's fee to be fixed by the court.

Dated: April 3, 2013

Correspondence or claims relating to this bond should be sent to the surety at the following address:
Federal Insurance Company
15 Mountain View Road
Warren, NJ 07059


Chris Burke, Chief Estimator
Granite Construction Company
Principal
Federal Insurance Company
Surety
By 
Lillian Tse, Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Santa Cruz

On this 4/3/13 before me, M.I. Barron, Notary Public

Date

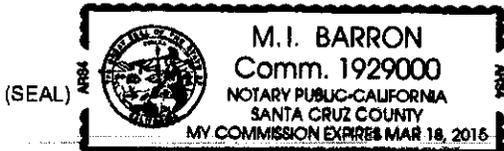
Here Insert Name and Title of the Officer

personally appeared Lillian Tse, Attorney-in-Fact

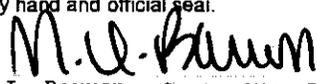
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.



WITNESS my hand and official seal.

Signature 
M.I. Barron Signature of Notary Public

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.



**Chubb
Surety**

**POWER
OF
ATTORNEY**

**Federal Insurance Company
Vigilant Insurance Company
Pacific Indemnity Company**

**Attn: Surety Department
15 Mountain View Road
Warren, NJ 07059**

Know All by These Presents, That **FEDERAL INSURANCE COMPANY**, an Indiana corporation, **VIGILANT INSURANCE COMPANY**, a New York corporation, and **PACIFIC INDEMNITY COMPANY**, a Wisconsin corporation, do each hereby constitute and appoint **Jigisha Desai, John D. Gilliland, Cynthia P. Johnson, Kathleen Schreckengost, Ashley Stinson and Lillian Tse of Watsonville, California**

each as their true and lawful Attorney-in-Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business on behalf of Granite Construction Incorporated and all Subsidiaries alone or in joint venture in connection with bids, proposals or contracts to or with the United States of America, any State or political subdivision thereof or any person, firm or corporation. And the execution of such bond or obligation by such Attorney-in-Fact in the Company's name and on its behalf as surety thereon or otherwise, under its corporate seal, in pursuance of the authority hereby conferred shall, upon delivery thereof, be valid and binding upon the Company.

In Witness Whereof, said **FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY** have each executed and attested these presents and affixed their corporate seals on this **5th** day of **March, 2013**.

Dawn M. Chloros, Assistant Secretary

David B. Norris, Jr., Vice President

STATE OF NEW JERSEY

ss.

County of Somerset

On this **5th** day of **March, 2013** before me, a Notary Public of New Jersey, personally came Dawn M. Chloros, to me known to be Assistant Secretary of **FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY**, the companies which executed the foregoing Power of Attorney, and the said Dawn M. Chloros, being by me duly sworn, did depose and say that he is Assistant Secretary of **FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY** and knows the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of the By-Laws of said Companies; and that he signed said Power of Attorney as Assistant Secretary of said Companies by like authority; and that he is acquainted with David B. Norris, Jr., and knows him to be Vice President of said Companies; and that the signature of David B. Norris, Jr., subscribed to said Power of Attorney is in the genuine handwriting of David B. Norris, Jr., and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Notarial Seal



**KATHERINE J. ADELAAR
NOTARY PUBLIC OF NEW JERSEY
No. 2316685
Commission Expires July 14, 2014**

Notary Public

CERTIFICATION

Extract from the By-Laws of **FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY**:

"All powers of attorney for and on behalf of the Company may and shall be executed in the name and on behalf of the Company, either by the Chairman or the President or a Vice President or an Assistant Vice President, jointly with the Secretary or an Assistant Secretary, under their respective designations. The signature of such officers may be engraved, printed or lithographed. The signature of each of the following officers: Chairman, President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached."

I, Dawn M. Chloros, Assistant Secretary of **FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY** (the "Companies") do hereby certify that

- (i) the foregoing extract of the By-Laws of the Companies is true and correct,
- (ii) the Companies are duly licensed and authorized to transact surety business in all 50 of the United States of America and the District of Columbia and are authorized by the U.S. Treasury Department; further, Federal and Vigilant are licensed in Puerto Rico and the U.S. Virgin Islands, and Federal is licensed in American Samoa, Guam, and each of the Provinces of Canada except Prince Edward Island; and
- (iii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Warren, NJ this

April 3, 2013



Dawn M. Chloros, Assistant Secretary

IN THE EVENT YOU WISH TO NOTIFY US OF A CLAIM, VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT ADDRESS LISTED ABOVE, OR BY Telephone (908) 903- 3493 Fax (908) 903- 3656 e-mail: surety@ chubb.com

OPT OUT OF PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS

DES-OE-0102 12A (REV 8/2012)

To opt out of payment adjustments for price index fluctuations as specified, complete this form.

Bidder's Name: Granite Construction Company

Contract No. 02 - 4E3404

I opt out of the payment adjustments for price index fluctuations.

Date: 4/24/13

Signature: 
Chris Burke, Chief Estimator

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

CERTIFICATIONS

UNDOCUMENTED ALIENS EMPLOYMENT

Under Pub Cont Code § 6101, the Bidder certifies compliance with state and federal law respecting the employment of undocumented aliens.

NONCOLLUSION

NONCOLLUSION AFFIDAVIT TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID

Under PCC 7106 and 23 USC 112, the bidder declares as follows:

Nevada

State of ~~California~~ County of Washoe

Chris Burke, being first duly sworn, deposes and says that he or she is

Chief Estimator of Granite Construction Company the party making the foregoing bid that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

CHILD SUPPORT COMPLIANCE ACT

Under Pub Cont Code § 7110, the contractor acknowledges that:

1. The contractor recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and
2. The contractor to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the Employment Development Department.

NATIONAL LABOR RELATIONS BOARD

Under Pub Cont Code § 10232, the contractor, swears under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the contractor within the immediately preceding two year period because of the contractor's failure to comply with an order of a federal court which orders the contractor to comply with an order of the National Labor Relations Board.

VIOLATION OF LAW OR A SAFETY REGULATION

Under Pub Cont Code § 10162, the Bidder must complete, under penalty of perjury, the following questionnaire:

Has the Bidder, any officer of the Bidder, or any employee of the Bidder who has a proprietary interest in the Bidder, ever been disqualified, removed, or otherwise prevented from bidding on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

Yes

No

If the answer is yes, explain the circumstances in the following space.

ANTITRUST LAW

Under Pub Con Code § 10285.1, the Bidder declares under penalty of perjury under the laws of the State of California that the Bidder has has not been convicted within the preceding three years of any offenses referred to in that section, including any charge of fraud, bribery, collusion, conspiracy, or any other act in violation of any state or federal antitrust law in connection with the bidding upon, award of, or performance of, any public works contract, as defined in Pub Cont Code § 1101, with any public entity, as defined in Pub Cont Code § 1100, including the Regents of the University of California or the Trustees of the California State University. The term "Bidder" includes any partner, member, officer, director, responsible managing officer, or responsible managing employee thereof, as referred to in Section 10285.1.

If the Bidder has been convicted of an offense within the past 3 years, provide the conviction details including the date and ultimate resolution of each conviction in the space below.

PERMITS, LICENSES, AGREEMENTS, CERTIFICATIONS, AND RAILROAD RELATIONS AND INSURANCE REQUIREMENTS

Bidder acknowledges that permits, licenses, agreements, certifications, and the requirements in the document titled "Railroad Relations and Insurance Requirements" are components of the Contract under section 5-1.02 of the *Standard Specifications*.

BIDDER RESPONSIBILITY QUESTIONNAIRE

Failure to truthfully answer the following questions will result in a finding that the bid is nonresponsive. The Bidder must complete, under penalty of perjury, the following questionnaire:

1. Within the past 10 years, has the Bidder been found to be a nonresponsive bidder by any public entity, including federal, State, local, or regional entities?
 Yes No
2. Within the past 10 years, have any of the Bidder's officers or employees with a proprietary interest in the Bidder been determined to be a nonresponsive bidder by a public entity, including federal, State, local or regional entities?
 Yes No
3. Is there any officer or employee of the Bidder who now has or has had any proprietary interest in another company that bid or bids on public works projects whose company has been determined to be a nonresponsive bidder by any public entity, including federal, State, local, or regional entities?
 Yes No
4. If the answer to any of the 3 preceding questions is yes, disclose all pertinent details of the determination of nonresponsibility, including:
 - 4.1. Date of each nonresponsibility determination
 - 4.2. Name of each public agency issuing the nonresponsibility determination and a contact person at that agency who would have information about the determination
 - 4.3. Contract number for each nonresponsibility determination

END CERTIFICATIONS

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

TTY 711



*Flex your power!
Be energy efficient!*

April 3, 2013

02-Las-147-0.5/1.2
02-4E3404
Project ID 0200020273

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN LASSEN COUNTY NEAR WESTWOOD FROM 0.3 MILE NORTH TO 0.5 MILE SOUTH OF SPRING CREEK 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, April 10, 2013.

This addendum is being issued to the Notice to Bidders and Special Provisions

In the Special Provisions, Section 39, "HOT MIX ASPHALT," 39-1.01 is revised as follows:

"Produce and place HMA Type A under the Standard construction process. Do not use the vibratory roller for compaction when the existing water line shown is within 1 foot from the bottom of the AB."

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.

Addendum No. 1
Page 2
April 3, 2013

02-Las-147-0.5/1.2
02-4E3404
Project ID 0200020273

This addendum is available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/02/02-4E3404

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,



for JOHN BULINSKI
District Director

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

TTY 711

*Flex your power!
Be energy efficient!*

April 5, 2013

02-Las-147-0.5/1.2
02-4E3404
Project ID 0200020273

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN LASSEN COUNTY NEAR WESTWOOD FROM 0.3 MILE NORTH TO 0.5 MILE SOUTH OF SPRING CREEK 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, April 24, 2013, instead of the original date of Wednesday, April 10, 2013.

An addendum will follow advising you of other changes.

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 is available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/02/02-4E3404

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

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
TTY 711



*Flex your power!
Be energy efficient!*

April 12, 2013

02-Las-147-0.5/1.2
02-4E3404
Project ID 0200020273

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN LASSEN COUNTY NEAR WESTWOOD FROM 0.3 MILE NORTH TO 0.5 MILE SOUTH OF SPRING CREEK 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, April 24, 2013.

This addendum is being issued to revise the Notice to Bidders and Special Provisions.

In the Special Provisions, Section 39, "Hot Mix Asphalt," is replaced as attached.

In the Special Provisions, Section 92, "Asphalts," is added as attached.

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.

Addendum No. 3
Page 2
April 11, 2013

02-Las-147-0.5/1.2
02-4E3404
Project ID 0200020273

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/02/02-4E3404

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

39 HOT MIX ASPHALT

Add to section 39-1.01:

Produce and place HMA Type A under the Standard construction process. Do not use vibratory roller for compaction when the existing water line shown is within 1 foot from the bottom of the AB.

Add to section 39-1.01A:

For HMA Type A, B, and HMA with warm mix asphalt technology do not pave on the traveled way between November 1 and May 1 if:

1. The quantity of HMA is greater than 1000 tons or
2. The project elevation is greater than 1500 feet

For HMA-O, RHMA-G, RHMA-O, or RHMA-O-HB do not pave on the traveled way between September 15 and May 1.

Replace the 1st paragraph of section 39-1.02B with:

Tack coat must comply with the specifications for asphaltic emulsion or asphalts. Use CRS2, CQS1, asphalt binder, or PMCRS2 asphaltic emulsion.

Add to section 39-1.02C:

Asphalt binder used in HMA Type A must be PG 64-28 M.

Add to section 39-1.02E:

Aggregate used in HMA Type A must comply with the 3/4-inch HMA Types A and B gradation.

If aggregate source is from Modoc, Siskiyou, or Shasta County, submit aggregate samples to the Engineer at least 30 days before the aggregate's intended use.

Treat HMA aggregate with lime using the slurry method.

Add to the 4th table of section 39-1.02E:

Aggregate Quality					
Quality characteristic	Test method	HMA type			
		A	B	RHMA-G	OGFC
Sodium sulfate soundness (% max loss) ^c	California Test 214	25	25	25	25
Coarse durability index (min) ^d	California Test 229	65	65	65	65
Fine durability index (min)	California Test 229	50	50	50	50
Plasticity Index	California Test 204	<10	<10	<10	--

^c Requirement applies only if aggregate source is from Modoc, Siskiyou, or Shasta County.

^d Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

Replace the 2nd row of the 4th table of section 39-1.02E with:

Quality characteristic	Test method	HMA type			
		A	B	RHMA-G	OGFC
Los Angeles Rattler (% max.)	California Test 211	12	--	12	12
Loss at 100 rev.		25	25	25	25
Loss at 500 rev.					

Replace the 3rd paragraph of section 39-1.03A with:

Laboratories testing aggregate qualities, RAP, and preparing the mix design and JMF must be qualified under the Department's Independent Assurance Program. Take samples under California Test 125.

When doing your mix design take three 80 lb RAP samples from stockpiles under California Test 125. Split each sample into 2 parts:

1. Each part must weigh at least 40 lb.
2. Submit 1 part to the Engineer with the JMF.
3. Use 1 part for your testing.

Add to the 1st table of the RSS for section 39-1.03B:

HMA Mix Design Requirements				
Quality characteristic	Test method	HMA type		
		A	B	RHMA-G
Optimum Bitumen Content (OBC)	California Test 367	--	--	7.0% min
Moisture susceptibility (minimum dry strength, psi)	California Test 371	100	100	100
Moisture susceptibility (tensile strength ratio, %) ^b	California Test 371	≥80	≥80	≥80

^b After lime treatment.

^c Determine the following using AASHTO T84: bulk specific gravity (SSD) of fine aggregate, bulk specific gravity (oven dry) of fine aggregate, G_s, and absorption of fine aggregate.

Replace the 1st and 2nd rows of the 1st table of the RSS for section 39-1.03B with:

HMA Mix Design Requirements

Quality characteristic	Test method	HMA type		
		A	B	RHMA-G
Air void content (%)	California Test 367	4.0	4.0	3.5
Voids in mineral aggregate (% min.) No. 4 grading 3/8" grading 1/2" grading 3/4" grading	California Test 367 °	17.0	17.0	--
		15.0	15.0	--
		14.0	14.0	18.0-23.0
		13.0	13.0	18.0-23.0

Replace the 2nd table in the RSS for section 39-1.03B with:

**Additional HMA Mix Design Requirements
for RAP Substitution Rate Greater Than 15 Percent**

Quality characteristic	Test method	HMA type		
		A	B	RHMA-G
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)	10,000	10,000	--
		15,000	15,000	
		20,000	20,000	
		25,000	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)	10,000	10,000	--
		10,000	10,000	
		12,500	12,500	
		15,000	15,000	

Add to section 39-1.03B:

If the project is greater than 1500 feet elevation, perform a mix design that produces the quality characteristic shown in the table when mixed with the asphalt used on the project in the amount determined to be optimum by California Test 367:

Quality Characteristic	Test	Requirement
Surface abrasion	California Test 360	Loss not to exceed 0.4 g/cm ²

Replace the 4th and 5th paragraphs of section 39-1.03C with:

For HMA Type A, B or RHMA-G submit test results with the JMF submittal for:

1. California Test 204 plasticity index
2. California Test 371 for treated and untreated HMA for:
 - 2.1. Tensile strength ratio
 - 2.2. Minimum dry strength
3. AASHTO T 324 (Modified), for RAP substitution greater than 15 percent

Replace the 6th paragraph of section 39-1.03C with:

For HMA Type A, B or RHMA-G submit the California Test 371 tensile strength ratio, California Test 371 minimum dry strength, and AASHTO T 324 (Modified) test results to:

1. The Engineer
2. Moisture_Tests@dot.ca.gov

Delete the last two paragraphs of the RSS for Section 39-1.03C.

Delete the last paragraph of section 39-1.03E.

Delete "If required," from the 5th item in the 2nd paragraph of the RSS for section 39-1.03G.

Replace the 3rd paragraph of the RSS for section 39-1.03G with:

With an accepted modified JMF submittal, the Engineer verifies each modified JMF within 10 business days of receiving all verification samples.

Replace the 4th paragraph of the RSS for section 39-1.03G with:

The Engineer verifies the modified JMF after the modified JMF HMA is placed on the project and verification samples are taken within the first 750 tons following sampling requirements in section 39-1.03E, "Job Mix Formula Verification." The Engineer tests verification samples for compliance with:

1. Stability as shown in the table titled "HMA Mix Design Requirements"
2. Air void content at
 - 2.1. design value ± 2.0 percent for HMA Type A and Type B
 - 2.2. design value ± 1.5 percent for RHMA-G
3. Voids in mineral aggregate as shown in the table titled "HMA Mix Design Requirements"
4. Voids filled with asphalt, report only
5. Dust proportion, report only
6. Optimum Bitumen Content
7. Tensile Strength Ratio
8. Minimum Dry Strength
9. Hamburg Wheel Track for RAP substitution greater than 15 percent, as shown in the table titled "Additional HMA Mix Design Requirements for RAP Substitution Rate Greater Than 15 Percent"

Replace the last paragraph of the RSS for section 39-1.03G with:

The Engineer deducts \$4,000 from payments for each modified JMF verification.

Add to section 39-1.08A:

On the first production day and once during production of the first 5,000 tons, submit:

1. Samples split from your HMA production sample for California Test 371 to:
 - 1.1 The Engineer
 - 1.2 The Transportation Laboratory, Attention: Moisture Test.
2. The California Test 371 results to:
 - 2.1 The Engineer
 - 2.2 Moisture_Tests@dot.ca.gov

After the 1st production day and production of the first 5,000 tons, submit the California Test 371 results for each 5,000 tons to:

1. The Engineer
2. Moisture_Tests@dot.ca.gov

Add to section 39-1.11A of the RSS for section 39-1.11:

Place RHMA-G only when the atmospheric temperature is 70 degrees F or greater.

Use a material transfer vehicle (MTV) if:

1. The project quantity of hot mix asphalt to be paved is greater than 1000 tons, and
2. Any of the following exists:
 - 2.1. Paving is allowed and the atmospheric temperature is below 70 degrees F.
 - 2.2. Time from discharge to truck at the HMA plant until transfer to the paver's hopper is 90 minutes or greater.

The MTV must:

1. Either receive HMA directly from the truck or use a pickup head to load it from a windrow than can be deposited on the roadway surface for a maximum of 100 feet in length.
2. Remix the HMA, with augers, before loading the paver.
3. Transfer HMA directly into the paver's receiving hopper or feed system.
4. Have sufficient capacity to prevent stopping the paver.

The MTV requirements will not apply to replace asphalt concrete surfacing under section 39-1.21.

Replace the 2nd, 3rd, and 4th paragraphs of section 39-1.11B(1) of the RSS for section 39-1.11 with:

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 from 5 to 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 authorized bond breaker under the conform tapers to facilitate the taper removal when paving operations resume.

Delete section 39-1.11B(2) of the RSS for section 39-1.11.

Add to section 39-1.11D of the RSS for section 39-1.11:

Pave shoulders adjacent to the lane before opening a lane to traffic.

Place additional HMA along the pavement's edge to conform to road connections and driveways. Hand rake, if necessary, and compact the additional HMA to form a smooth conform taper.

Replace the headings and paragraphs in section 39-1.12 with:

39-1.12A General

Section 39-1.12 includes specifications for measuring pavement smoothness with an inertial profiler (IP) and straightedge, analyzing the data with FHWA's engineering software ProVAL, and correcting deficient smoothness. Grinding equipment used for smoothness correction must comply with Section 42-3.03B.

Test pavement smoothness using an IP except use a 12-foot straightedge at the following locations:

1. Traffic lanes less than 1,000 feet in length including ramps, turn lanes, and acceleration and deceleration lanes
2. HMA pavement within 3 feet from and parallel to the construction joint formed between curbs, gutters, or existing pavement
3. Areas within 15 feet of manholes
4. Shoulders
5. Weigh-in-motion areas
6. Miscellaneous areas such as medians, gore areas, turnouts, and maintenance pullouts

Where IP testing is required, pavement smoothness for each lane must be determined by the international roughness index (IRI) for the left and right wheel paths in an individual lane and then averaging the results. The average of the IRIs from the left and right wheel paths for the same lane is the mean roughness index (MRI) of the lane. The wheel paths are a pair of lines 3 feet from and parallel to the edge of a lane. Left and right wheel paths are based on the direction of travel.

Where IP testing is required, identify areas of localized roughness. Areas of localized roughness must be identified using the ProVAL smoothness assurance analysis by calculating continuous IRI for each wheel path with a 25-foot interval using a 250 mm filter.

Interpret references to "must-grinds" as "localized roughness" and "PI₀" as "MRI" in the RSS for section 39.

39-1.12B Submittals

At least 5 business days before start of initial profiling or changing profiler or operator, submit:

1. IP certification issued by Texas Transportation Institute. The certification must be not more than 12 months old.
2. Operator certification for the IP issued by Texas Transportation Institute. The certification must be not more than 36 months old.
3. List of manufacturer's recommended test procedures for IP calibration and verification.

Within 2 business days after cross correlation testing, submit ProVAL profiler certification analysis report for cross correlation test results performed on test section to the Engineer and to the electronic mailbox address:

smoothness@dot.ca.gov

Within 2 business days after each day of inertial profiling, submit profile data to the Engineer and to the electronic mailbox address:

smoothness@dot.ca.gov

Profiling data must include:

1. Raw profile data for each lane.
2. ProVAL ride quality analysis report for IRIs of left and right wheel paths of each lane. Submit in pdf file format.
3. ProVAL ride quality analysis report for MRIs of each lane. Submit in pdf file format.
4. ProVAL smoothness assurance analysis report for IRIs of left wheel path. Submit in pdf file format.
5. ProVAL smoothness assurance analysis report for IRIs of right wheel path. Submit in pdf file format.
6. GPS data file for each lane in GPS exchange. Submit in GPS eXchange file format.
7. Manufacturer's recommended IP calibration and verification tests results.
8. AASHTO IP calibration and verification test results including bounce, block, and distance measurement instrument (DMI).

Submit the raw profile data in unfiltered electronic pavement profile file (PPF) format. Name the PPF file using the following naming convention:

YYYYMMDD_TTCCRRR_D_L_W_S_X_PT.PPF

where:

YYYY = year

MM = Month, leading zero

DD = Day of month, leading zero

TT = District, leading zero

CCC = County, 2 or 3 letter abbreviation as shown in section 1-1.08

RRR = Route number, no leading zeros

D = Traffic direction as NB, SB, WB, or EB

L = Lane number from left to right in direction of travel

W = Wheel path as "L" for left, "R" for right, or "B" for both

S = Beginning station to the nearest foot (i.e., 10+20) or beginning post mile to the nearest hundredth (i.e., 25.06) no leading zero

X = Profile operation as "EXIST" for existing pavement, "INTER" for after prepaving smoothness correction, "PAVE" for after paving, and "CORR" for after final surface pavement correction

PT = Pavement type (i.e., HMA, RHMA, HMA-O, RHMA-O, RHMA-G, etc.)

Electronic PPF files that do not follow this standardized naming convention will be rejected.

Within 2 business days of performing straightedge measurements, submit areas requiring smoothness correction. Identify locations of smoothness correction by:

1. Location Number
2. District-County-Route
3. Beginning station or post mile to the nearest 0.01 mile
4. For correction areas within a lane:
 - 4.1. Lane direction as NB, SB, EB, or WB
 - 4.2. Lane number from left to right in direction of travel
 - 4.3. Wheel path as "L" for left, "R" for right, or "B" for both
5. For correction areas not within a lane:
 - 5.1. Identify pavement area (i.e., shoulder, weight station, turnout)
 - 5.2. Direction and distance from centerline as "L" for left or "R" for right
6. Estimated size of correction area

39-1.12C Inertial Profiler Calibration and Verification Tests

IP equipment must display a current certification decal with expiration date.

Operate the IP according to the manufacturer's recommendations and AASHTO R57-10 at 1-inch recording intervals.

Notify the Engineer 2 business days before performing IP calibration and verification testing.

Conduct the following IP calibration and verification tests in the Engineer's presence each day before performing inertial profiling:

1. Block test. Verify the height sensor accuracy under AASHTO R57-10, section 5.3.2.3.
2. Bounce test. Verify the combined height sensor and accelerometer accuracy under AASHTO R57-10, section 5.3.2.3.2.
3. DMI test. Calibrate the accuracy of the testing procedure under AASHTO R56-10, section 8.4.
4. Manufacturer's recommended tests.

Conduct cross correlation IP verification test in the Engineer's presence before performing initial profiling. Verify cross correlation IP verification test at least annually. Conduct 5 repeat runs of the IP on an authorized test section. The test section must be on an existing asphalt concrete pavement surface 0.1 mile long. Calculate a cross correlation to determine the repeatability of your device under Section 8.3.1.2 of AASHTO R56-10 using ProVAL profiler certification analysis with a 3 feet maximum offset. The cross correlation must be a minimum of 0.92.

For each 0.1 mile section, your IRI values must be within 10 percent of the Department's IRI values. The Engineer may order you to recalibrate your IP equipment and reprofile. If your results are inaccurate due to operator error, the Engineer may disqualify your IP operator.

39-1.12D Acceptance Criteria

For areas that require pavement smoothness determined using an IP, the pavement surface must:

1. Have no areas of localized roughness with an IRI greater than 120 in/mi
2. Comply with the MRI requirements shown in the following tables for a 0.1 mile section:

HMA^a Pavement Smoothness Acceptance Criteria

HMA thickness	MRI requirement
> 0.20 foot	60 in/mi or less
≤0.20 foot	75 in/mi or less

^a Except OGFC

OGFC Pavement Smoothness Acceptance Criteria

OGFC placement on	MRI requirement
New construction, or HMA overlay	60 in/mi or less
Existing pavement	75 in/mi or less
Milled surface	75 in/mi or less

For areas that require pavement smoothness determined using a 12-foot straightedge, the HMA pavement surface must not vary from the lower edge of the straightedge by more than:

1. 0.01 foot when the straightedge is laid parallel with the centerline
2. 0.02 foot when the straightedge is laid perpendicular to the centerline and extends from edge to edge of a traffic lane
3. 0.02 foot when the straightedge is laid within 24 feet of a pavement conform

Pavement smoothness may be accepted based on your testing in the absence of the Department's testing.

39-1.12E Smoothness Measurement

39-1.12E(1) General

Notify the Engineer of start location by station and start time at least 2 business days before profiling.

Remove foreign objects on the pavement surface before profiling.

39-1.12E(2) Inertial Profiler

Mark the beginning and ending station on the pavement shoulder before profiling. Stationing must be the same when profiling more than one surface.

While collecting the profile data to determine IRI, record the following locations in the raw profile data:

1. Begin and end of all bridge approach slabs
2. Begin and end of all bridges
3. Begin and end of all culverts visible on the roadway surface

Determine the MRI for 0.1-mile fixed sections using the ProVAL ride quality analysis with a 250 mm filter. Profile the left and right wheel paths of each lane. Calculate the MRI of each lane. A partial section less than 0.1 mile that is the result of an interruption to continuous pavement surface must comply with the MRI specifications for a full section. Adjust the MRI for a partial section to reflect a full section based on the proportion of a section paved.

Determine the areas of localized roughness using a continuous IRI for each wheel path with a 25-foot interval using a 250 mm filter. Localized roughness greater than 120 in/mi must be corrected regardless of the IRI values of a 0.1-mile section.

Determine the MRI of the HMA, except OGFC. If the MRI of the final pavement surface is greater than the MRI acceptance requirement in the table titled "HMA Pavement Smoothness Acceptance Criteria" in section 39-1.12D, correct to the MRI acceptance requirement in the table.

The final surface of HMA must meet MRI acceptance requirements in the table titled "HMA Pavement Smoothness Acceptance Criteria" in section 39-1.12D before placing OGFC.

Determine the MRI of the OGFC. If OGFC MRI is greater than the accepted value in the table titled "OGFC Pavement Smoothness Acceptance Criteria" in section 39-1.12D, correct to the MRI acceptance requirement in the table.

39-1.12E(3) Straightedge

Measure areas that require 12-foot straightedge. If the straightedge measurement is greater than the accepted value in section 39-1.12D, correct to the acceptance requirement.

39-1.12F Smoothness Correction

If the final surface of the pavement does not comply with section 39-1.12D, grind the pavement to within specified tolerances, remove and replace it, or place an overlay of HMA. Do not start corrective work until your method is authorized.

Smoothness correction of the final pavement surface must leave at least 75 percent of the specified HMA thickness. If ordered, core the pavement at the locations determined by the Engineer. Coring, including traffic control, is change order work. Remove and replace deficient pavement areas where the overlay thickness is less than 75 percent of the thickness specified as determined by the Engineer.

If you choose to correct OGFC, the Engineer determines if the corrective method causes raveling. OGFC that is raveling must be removed and replaced.

Corrected HMA pavement areas must be uniform rectangles with edges:

1. Parallel to the nearest HMA pavement edge or lane line
2. Perpendicular to the pavement centerline

On ground areas not to be overlaid with OGFC, apply fog seal coat under section 37-2.

Where corrections are made within areas requiring testing with IP, reprofile the entire lane length with the IP device.

Where corrections are made within areas requiring testing with a 12-foot straightedge, retest the corrected area with the straightedge.

Replace section 39-1.19 with:

39-1.19 HOT MIX ASPHALT AGGREGATE LIME TREATMENT—SLURRY METHOD

39-1.19A General .

39-1.19A(1) Summary

Treat HMA aggregate with lime using the slurry method and place it in stockpiles to marinate.

39-1.19A(2) Submittals

Determine the exact lime proportions for treated aggregate stockpiles and resulting combined aggregate. Submit them as part of the proposed JMF.

Submit the averaged aggregate quality test results to the Engineer within 24 hours of sampling.

Submit a treatment data log from the slurry proportioning device in the following order:

1. Treatment date
2. Time of day the data is captured
3. Aggregate size being treated
4. Wet aggregate flow rate collected directly from the aggregate weigh belt
5. Moisture content of the aggregate just before treatment, expressed as a percent of the dry aggregate weight
6. Dry aggregate flow rate calculated from the wet aggregate flow rate
7. Lime slurry flow rate measured by the slurry meter
8. Dry lime flow rate calculated from the slurry meter output
9. Authorized lime ratio for each aggregate size being treated
10. Actual lime ratio calculated from the aggregate weigh belt and the slurry meter output, expressed as a percent of the dry aggregate weight
11. Calculated difference between the authorized lime ratio and the actual lime ratio
12. Dry lime and water proportions at the slurry treatment time

Every day during lime treatment, submit the treatment data log on electronic media in tab delimited format on a removable CD-ROM storage disk. Each continuous treatment data set must be a separate record using a line feed carriage return to present the specified data on 1 line. The reported data must include data titles at least once per report.

39-1.19A(3) Quality Control and Assurance

The QC plan must include aggregate quality control sampling and testing during aggregate lime treatment. Sample and test in compliance with frequencies in the following table:

Aggregate Quality Control During Lime Treatment

Quality characteristic	Test method	Minimum sampling and testing frequency
Sand equivalent	California Test 217	Once per 1,000 tons of aggregate treated with lime
Course durability index (D _c) (min) *	California Test 229	1 per 3,000 tons of aggregate treated with lime
Fine durability index (D _f) (min)	California Test 229	
Percent of crushed particles	California Test 205	As necessary and as designated in the QC plan
Los Angeles Rattler	California Test 211	
Fine aggregate angularity	California Test 234	
Flat and elongated particles	California Test 235	

Note: During lime treatment, sample coarse and fine aggregate from individual stockpiles. Combine aggregate in the JMF proportions. Run tests for aggregate quality in triplicate and report test results as the average of 3 tests.

*Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

For any of the following, the Engineer orders proportioning operations stopped if you:

1. Do not submit the treatment data log
2. Do not submit the aggregate quality control data
3. Submit incomplete, untimely, or incorrectly formatted data
4. Do not take corrective actions
5. Take late or unsuccessful corrective actions
6. Do not stop treatment when proportioning tolerances are exceeded
7. Use malfunctioning or failed proportioning devices

If you stop treatment, notify the Engineer of any corrective actions taken and conduct a successful 20-minute test run before resuming treatment.

For the aggregate to be treated, determine the moisture content at least once during each 2 hours of treatment. Calculate moisture content under California Test 226 or 370 and report it as a percent of dry aggregate weight. Use the moisture content calculations as a set point for the proportioning process controller.

39-1.19B Materials

High-calcium hydrated lime and water must comply with section 24-2.02.

Before virgin aggregate is treated, it must comply with the aggregate quality specifications. Do not test treated aggregate for quality control except for gradation. The Engineer does not test treated aggregate for acceptance except for gradation.

The Engineer determines the combined aggregate gradation during HMA production after you have treated the aggregate. If RAP is used, the Engineer determines combined aggregate gradations containing RAP under Laboratory Procedure LP-9.

Treated aggregate must not have lime balls or clods.

39-1.19C Construction

39-1.19C(1) General

Notify the Engineer at least 24 hours before the start of aggregate treatment.

Treat aggregate separate from HMA production.

Do not treat RAP.

Add lime to the aggregate as slurry consisting of mixed dry lime and water at a ratio of 1 part lime to from 2 to 3 parts water by weight. The slurry must completely coat the aggregate.

Lime treat and marinate coarse and fine aggregate stockpiles separately.

Immediately before mixing lime slurry with the aggregate, water must not visibly separate from the aggregate.

Treat the aggregate and stockpile for marination only once.

The lime ratio is the pounds of dry hydrated lime per 100 lb of dry virgin aggregate expressed as a percentage. Water content of slurry or untreated aggregate must not affect the lime ratio.

The following aggregate gradations must have the lime ratio ranges shown in the following table:

Aggregate gradation	Lime ratio percent
Coarse virgin stockpiles ^a	0.4–1.0
Fine virgin stockpiles ^a	1.5–2.0
Combined virgin aggregate	1.0–1.5

^a Stockpiles containing predominately coarse aggregate are coarse aggregate stockpiles. Stockpiles containing predominately fine aggregate are fine aggregate stockpiles.

For OGFC, you may reduce the combined virgin aggregate lime ratio to 0.5–1.0 percent.

The lime ratio for fine and coarse virgin aggregate stockpiles must be within ± 0.2 percent of the lime ratio in the accepted JMF. The lime ratio must be within ± 0.2 percent of the authorized lime ratio when you combine the individual aggregate sizes in the JMF proportions. The lime ratio must be determined before the addition of RAP.

if 3 consecutive sets of recorded treatment data indicate deviation more than 0.2 percent above or below the lime ratio in the accepted JMF, stop treatment.

if a set of recorded treatment data indicates a deviation of more than 0.4 percent above or below the lime ratio in the accepted JMF, stop treatment and do not use the material represented by that set of data in HMA.

if 20 percent or more of the total daily treatment indicates deviation of more than 0.2 percent above or below the lime ratio in the accepted JMF, stop treatment and do not use the day's total treatment in HMA.

If you stop treatment for noncompliance, you must implement corrective action and successfully treat aggregate for a 20-minute period. Notify the Engineer before beginning the 20-minute treatment period.

39-1.19C(2) Lime Slurry Proportioning

Proportion lime and water with a continuous or batch operation.

The device controlling slurry proportioning must produce a treatment data log. The log consists of a series of data sets captured at 10-minute intervals throughout daily treatment. The data must be a treatment activity register and not a summation. The material represented by the data set is the quantity produced 5 minutes before and 5 minutes after the capture time. For the Contract's duration, collected data must be stored by the controller.

39-1.19C(3) Proportioning and Mixing Lime Slurry Treated Aggregate

Treat HMA aggregate by proportioning lime slurry and aggregate by weight in a continuous operation.

Marinate treated aggregate in stockpiles from 24 hours to 60 days before using in HMA. Do not use aggregate marinated longer than 60 days.

39-1.19D Payment

Payment for treating aggregates with lime slurry is included in payment for the HMA involved.

Replace section 39-1.30 with:

39-1.30 EDGE TREATMENT, HOT MIX ASPHALT PAVEMENT

39-1.30A General

Section 39-1.30 includes specifications for constructing the edges of HMA pavement as shown.

39-1.30B Materials

For the safety edge, use the same type of HMA used for the adjacent lane or shoulder.

39-1.30C Construction

The edge of roadway where the safety edge treatment is to be placed must have a solid base, free of debris such as loose material, grass, weeds, or mud. Grade areas to receive the safety edge as required.

The safety edge treatment must be placed monolithic with the adjacent lane or shoulder and shaped and compacted with a device attached to the paver.

The device must be capable of shaping and compacting HMA to the required cross section as shown. Compaction must be by constraining the HMA to reduce the cross sectional area by 10 to 15 percent. The device must produce a uniform surface texture without tearing, shoving, or gouging and must not leave marks such as ridges and indentations. The device must be capable of transition to cross roads, driveways, and obstructions.

For safety edge treatment, the angle of the slope must not deviate by more than ± 5 degrees from the angle shown. Measure the angle from the plane of the adjacent finished pavement surface.

If paving is done in multiple lifts, the safety edge treatment can be placed either with each lift or with the final lift.

Short sections of hand work are allowed to construct transitions for safety edge treatment.

For more information on the safety edge treatment, go to:

http://safety.fhwa.dot.gov/roadway_dept/pavement/safedge/

You can find a list of commercially available devices at the above Web site under "Frequently Asked Questions" and "Construction Questions."

39-1.30D Payment

Not Used

Add to the first table of the RSS for section 39-2.02B:

Minimum Quality Control—Standard Construction Process

Quality characteristic	Test method	Minimum sampling and testing frequency	HMA type			
			A	B	RHMA-G	OGFC
Coarse durability Index (min) ^{k, m}	California Test 229	1 per 3,000 tons during production, but not less than 1 per paving day	65	65	65	65
Fine durability index (min) ^k	California Test 229	1 per 3,000 tons during production, but not less than 1 per paving day	50	50	50	50

^k Obtain sample from stockpile before lime treatment.

^l Determine the following using AASHTO T84: bulk specific gravity (SSD) of fine aggregate, bulk specific gravity (oven dry) of fine aggregate, G_s, and absorption of fine aggregate.

^m Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

Replace the 7th, 10th, 14th, 18th and 19th rows of the first table of the RSS for section 39-2.02B with:

Minimum Quality Control—Standard Construction Process

Quality characteristic	Test method	Minimum sampling and testing frequency	HMA type			
			A	B	RHMA-G	OGFC
Air void content (%) ^{n, l}	California Test 367	1 per 4,000 tons or 2 per 5 business days, whichever is greater	4 ± 2	4 ± 2	3.5 ± 1.5	--
Los Angeles Rattler (% max) ^k Loss at 100 rev. Loss at 500 rev.	California Test 211	1 per 3,000 tons during production, but not less than 1 per paving day	12 25	-- 25	12 25	12 25
Voids in mineral aggregate (% min) ^l No. 4 grading 3/8" grading 1/2" grading 3/4" grading	California Test 367 ^l		17.0 15.0 14.0 13.0	17.0 15.0 14.0 13.0	-- -- 18.0–23.0 18.0–23.0	-- --
Moisture susceptibility (minimum dry strength, psi)	California Test 371	1 per 10,000 tons or 1 per project whichever is greater	100	100	100	--
Moisture susceptibility (tensile strength ratio, %)	California Test 371	1 per 10,000 tons or 1 per project whichever is greater	80	80	80	--

CONTRACT NO. 02-4E3404
REPLACE PER ADDENDUM NO. 3 DATED APRIL 12, 2013

Add to the first table of the RSS for section 39-2.03A:

HMA Acceptance—Standard Construction Process

Quality characteristic	Test method	HMA type			
		A	B	RHMA-G	OGFC
Coarse durability index (min) ^{k, m}	California Test 229	65	65	65	65
Fine durability index (min) ^k	California Test 229	50	50	50	50

^k Obtain sample from stockpile before lime treatment.

^l Determine the following using AASHTO T84: bulk specific gravity (SSD) of fine aggregate, bulk specific gravity (oven dry) of fine aggregate, G_s, and absorption of fine aggregate.

^m Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

Replace the 7th, 9th, 13th, 17th and 18th rows of the first table of the RSS for section 39-2.03A with:

HMA Acceptance—Standard Construction Process

Quality characteristic	Test method	HMA type			
		A	B	RHMA-G	OGFC
Air void content (%) ^{d, e}	California Test 367	4 ± 2	4 ± 2	3.5 ± 1.5	--
Los Angeles Rattler (% max) ^k	California Test 211				
Loss at 100 rev.		12	--	12	12
Loss at 500 rev.		25	25	25	25
Voids in mineral aggregate (% min) ^l	California Test 367 ^l				
No. 4 grading		17.0	17.0	--	--
3/8" grading		15.0	15.0	--	--
1/2" grading		14.0	14.0	18.0–23.0	
3/4" grading		13.0	13.0	18.0–23.0	
Moisture susceptibility (minimum dry strength, psi)	California Test 371	100	100	100	--
Moisture susceptibility (tensile strength ratio, %)	California Test 371	80	80	80	--

Add to the first table of the RSS for section 39-3.02A:

HMA Acceptance—Method Construction Process

Quality characteristic	Test method	HMA type			
		A	B	RHMA-G	OGFC
Coarse durability index (min) ^{h,i}	California Test 229	65	65	65	65
Fine durability index (min) ^h	California Test 229	50	50	50	50

^h Obtain sample from stockpile before lime treatment.

ⁱ Determine the following using AASHTO T84: bulk specific gravity (SSD) of fine aggregate, bulk specific gravity (oven dry) of fine aggregate, G_r, and absorption of fine aggregate.

^j Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

Replace the 7th, 12th, 16th and 17th rows of the first table of the RSS for section 39-3.02A with:

HMA Acceptance—Method Construction Process

Quality characteristic	Test method	HMA type			
		A	B	RHMA-G	OGFC
Los Angeles Rattler(% , max) ^h	California Test 211				
Loss at 100 rev. Loss at 500 rev.		12 25	-- 25	12 25	12 25
Voids in mineral aggregate (% min) ⁱ	California Test 367 ^j				
No. 4 grading		17.0	17.0	--	--
3/8" grading		15.0	15.0	--	--
1/2" grading		14.0	14.0	18.0-23.0	
3/4" grading	13.0	13.0	18.0-23.0		
Moisture susceptibility (minimum dry strength, psi)	California Test 371	100	100	100	--
Moisture susceptibility (tensile strength ratio, %)	California Test 371	80	80	80	--

**Add to the first table of the RSS for section 39-4.02C:
Minimum Quality Control—QC/QA Construction Process**

Quality characteristic	Test method	Minimum sampling and testing frequency	HMA Type			Location of sampling	Maximum reporting time allowance
			A	B	RHMA-G		
Coarse durability index(min) ^{k, m}	California Test 229	1 per 3,000 tons during production, but not less than 1 per paving day	65	65	65	Stockpile	48 hours
Fine Durability Index (min) ^k	California Test 229		50	50	50	Stockpile	48 hours

^k Obtain sample from stockpile before lime treatment.

^l Determine the following using AASHTO T84: bulk specific gravity (SSD) of fine aggregate, bulk specific gravity (oven dry) of fine aggregate, G_s, and absorption of fine aggregate.

^m Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

Replace the 8th, 10th, 14th, 18th and 19th rows of the first table of the RSS for section 39-4.02C with:

Minimum Quality Control—QC/QA Construction Process

Quality characteristic	Test method	Minimum sampling and testing frequency	HMA Type			Location of sampling	Maximum reporting time allowance
			A	B	RHMA-G		
Air void content (%) ^{1, g}	California Test 367	1 per 4,000 tons or 2 per 5 business days, whichever is greater	4 ± 2	4 ± 2	3.5 ± 1.5	Loose Mix Behind Paver See California Test 125	48 hours
Los Angeles Rattler (% max) ^k : Loss at 100 rev. Loss at 500 rev.	California Test 211	1 per 3,000 tons during production, but not less than 1 per paving day	12 25	-- 25	12 25	Stockpile	48 hours
Voids in mineral aggregate (% min.) ¹ No. 4 grading 3/8" grading 1/2" grading 3/4" grading	California Test 367 ^l	As designated in QC plan. At least once per project.	17.0 15.0 14.0 13.0	17.0 15.0 14.0 13.0	-- -- 18.0-23.0 18.0-23.0	California Test 367 ^l	48 hours
Moisture susceptibility (minimum dry strength, psi)	California Test 371	1 per 10,000 tons or 1 per project whichever is greater	100	100	100	--	
Moisture susceptibility (tensile strength ratio, %)	California Test 371	1 per 10,000 tons or 1 per project whichever is greater	80	80	80	--	

Delete the "l" from the footnote in the quality characteristic column of the 16th row of the 1st table of the RSS for section 39-4.02C.

Add to the first table of the RSS for section 39-4.04A:

HMA Acceptance—QC/QA Construction Process

Index (i)	Quality characteristic	Weighting factor (w)	Test method	HMA type		
				A	B	RHMA-G
	Coarse durability index (min) ^{k, m}		California Test 229	65	65	65
	Fine durability index (min) ^k		California Test 229	50	50	50

^k Obtain sample from stockpile before lime treatment.

^l Determine the following using AASHTO T84: bulk specific gravity (SSD) of fine aggregate, bulk specific gravity (oven dry) of fine aggregate, G_r, and absorption of fine aggregate.

^m Requirement applies only if aggregate source is from Lassen, Modoc, Siskiyou or Shasta County.

Replace the 6th, 9th, 12th, 17th and 18th rows of the first table of the RSS for section 39-4.04A with:

HMA Acceptance—QC/QA Construction Process

Index (i)	Quality characteristic	Weighting factor (w)	Test method	HMA type		
				A	B	RHMA-G
	Air void content (%) ^{h, g}		California Test 367	4 ± 2	4 ± 2	3.5 ± 1.5
	Los Angeles Rattler (% max) ^k		California Test 211			
	Loss at 100 rev.			12	--	12
	Loss at 500 rev.			25	25	25
	Voids in mineral aggregate (% min) ^l		California Test 367 ^l			
	No. 4 grading			17.0	17.0	--
	3/8" grading			15.0	15.0	--
	1/2" grading			14.0	14.0	18.0–23.0
	3/4" grading			13.0	13.0	18.0–23.0
	Moisture susceptibility (minimum dry strength, psi)		California Test 371	100	100	100
	Moisture susceptibility (tensile strength ratio %)		California Test 371	80	80	80

Add to section 39-6:

The bid item for place hot mix asphalt (miscellaneous area) is limited to the areas shown and is in addition to the bid items for the materials involved.

92 ASPHALTS

Replace the 2nd paragraph of section 92-1.02B with:

PG modified asphalt binder is asphalt binder modified with polymers, crumb rubber, or other additives, that must comply with the requirements shown in the following table:

PG Modified Asphalt Binder ^a

Property	AASHTO Test Method	Grade		
		PG 58-34 M	PG 64-28 M	PG 76-22 M
Original Binder				
Flash point, min °C	T 48	230	230	230
Solubility, min % ^b	T 44 ^c	97.5	97.5	97.5
Viscosity at 135°C ^d , max, Pa's	T 316	3.0	3.0	3.0
Dynamic shear, Test temperature at 10 rad/s, °C min G*/sin(delta), kPa	T 315	58 1.00	64 1.00	76 1.00
RTFO test ^e , Mass loss, max, %	T 240	1.00	1.00	1.00
RTFO Test Aged Binder				
Dynamic shear, Test temperature at 10 rad/s, °C min G*/sin(delta), kPa	T 315	58 2.20	64 2.20	76 2.20
Dynamic shear, Test temperature at 10 rad/s, °C max (delta), degree	T 315	80 ^e	80 ^e	80 ^e
Elastic recovery ^f , Test temperature °C min recovery, %	T 301	25 75	25 75	25 65
PAV ^g , temperature, °C	R 28	100	100	110
RTFO Test and PAV Aged Binder				
Dynamic shear, Test temperature at 10 rad/s, °C max G*/sin(delta), kPa	T 315	16 5000	22 5000	31 5000
Creep stiffness, Test temperature, °C max S-value, MPa min M-value	T 313	-24 300 0.300	-18 300 0.300	-12 300 0.300

^aDo not modify PG Polymer Modified using polyphosphoric acid modification.

^bThe Engineer waives this specification if the supplier is an Approved Supplier as defined by the Department's Certification Program for Suppliers of Asphalt.

^cThe Department allows ASTM D 5546 or ASTM D 7753 instead of AASHTO T 44. Particles recovered from ASTM D 5546 must be less than 250 μm .

^dThe Engineer waives this specification if the supplier provides written certification the asphalt can be adequately pumped and mixed at temperatures meeting applicable safety standards.

^eTest temperature is the temperature at which $G^*/\sin(\delta)$ is 2.2 kPa. A graph of $\log G^*/\sin(\delta)$ plotted against temperature may be used to determine the test temperature when $G^*/\sin(\delta)$ is 2.2 kPa. A graph of (δ) versus temperature may be used to determine δ at the temperature when $G^*/\sin(\delta)$ is 2.2 kPa. The graph must have at least two points that envelope $G^*/\sin(\delta)$ of 2.2 kPa and the test temperature must not be more than 6 degree C apart. The Engineer also accepts direct measurement of (δ) at the temperature when $G^*/\sin(\delta)$ is 2.2 kPa.

^fTests without a force ductility clamp may be performed.

^g"RTFO Test" means the asphaltic residue obtained using the Rolling Thin Film Oven Test, AASHTO Test Method T 240 or ASTM D 2872. The residue from mass change determination may be used for other tests.

^h"PAV" means "Pressure Aging Vessel."

Crumb rubber must be from automobile and truck tires, and free from contaminants including fabric, metal, and mineral or other nonrubber substances.

PG modified asphalt binders modified with crumb rubber must be homogeneous and must not contain visible particles of crumb rubber.

Supplier of PG modified asphalt binder modified with crumb rubber must certify:

1. The amount of crumb rubber by weight of asphalt binder
2. A minimum of 10 percent of crumb rubber by weight of asphalt binder

GRANITE CONSTRUCTION COMPANY

CERTIFICATE OF SECRETARY

RESOLVED, that, effective April 1, 2013 through December 31, 2013, the individuals named on the attached Exhibit 1 are authorized to negotiate, execute and attest electronic and paper documents necessary for the conduct of the Company's affairs with respect to the submission and execution of construction project bids, bid proposals, bid addenda and all other bid-related documents prepared and submitted on behalf of the Company not to exceed \$25 million, relating to any and all domestic construction projects arising out of the Company's operations.

RESOLVED, that, effective April 1, 2013 through December 31, 2013, the individuals named on the attached Exhibit 2 are authorized to negotiate, execute and attest electronic and paper documents necessary for the conduct of the Company's affairs with respect to the submission and execution of construction project bids, bid proposals, bid addenda and all other bid-related documents prepared and submitted on behalf of the Company not to exceed \$75 million, relating to any and all domestic construction projects arising out of the Company's operations.

I, Richard A. Watts, do hereby certify that I am duly qualified as Secretary of GRANITE CONSTRUCTION COMPANY, a California corporation (the "Company"); that the foregoing is a true and correct copy of resolutions duly adopted effective April 1, 2013 by unanimous written consent of the Executive Committee of the Board of Directors, held without a meeting in accordance with the provisions of Article III, Section 9 of the Bylaws of the Company; that the Directors acting were duly and regularly elected; and that the resolution adopted has not been modified or repealed and is still in full force and effect.

Dated: April 4, 2013



Richard A. Watts

EXHIBIT 1

AUTHORIZED SIGNERS
Granite Construction Company
Nevada Region

DESIGNATED SIGNERS
Brian Roll, Construction Manager
Chris Burke, Chief Estimator

ATTESTORS
Brian Roll, Construction Manager
Chris Burke, Chief Estimator
Cathy L. Gomez, Office Manager
Terry L. Long, Executive Assistant
Melissa A. Terrano, Subcontracts Administrator
Mary E. Patterson, Accounts Receivable Administrator



State Of California
CONTRACTORS STATE LICENSE BOARD
ACTIVE LICENSE



License Number **89**

Entity **CORP**

Business Name **GRANITE CONSTRUCTION COMPANY**

Classification(s) **C36 C10 A B C57 C-2 C-8 C12
C21 C27 C29 C35 C42 C45 C39
C50 C51 C31**

Expiration Date **05/31/2013**

www.cslb.ca.gov

