

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
1727 30TH STREET
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
FAX (916) 227-6214
TTY 711



*Flex your power!
Be energy efficient!*

October 21, 2010

06-Ker-119-0.0/4.3
06-459104
Project ID 0600020149
STP-P119(013)E

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN KERN COUNTY IN AND NEAR TAFT FROM ROUTE 33 TO 0.6 MILE WEST OF AIRPORT 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 Wednesday, October 27, 2010.

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

In the Special Provisions, Section 10-1.17, "HOT MIX ASPHALT," is revised as attached.

In the Special Provisions, Section 10-1.20, "HOT MIX ASPHALT AGGREGATE LIME TREATMENT - DRY LIME METHOD," is deleted.

In the Special Provisions, Section 10-1.21, "LIQUID ANTISTRIP TREATMENT," is deleted.

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.

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

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/06/06-459104

If you are not a Bid book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,



SHARRI BENDER EHLERT
Interim District Director
District 6 Central Region

Attachments

10-1.17 HOT MIX ASPHALT

GENERAL

Summary

This work includes producing and placing hot mix asphalt (HMA) Type A using the Standard process. Comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

Submittals

Data Cores

Three business days before starting coring, submit proposed methods and materials for backfilling data core holes. Submit to the Engineer and electronically to Coring@dot.ca.gov:

1. A summary of data cores taken
2. A photograph of each data core

For each data core, the summary must include:

1. Project identification number
2. Date cored
3. Core identification number
4. Type of materials recovered
5. **Type and approximate thickness** of unstabilized material not recovered
6. Total core thickness
7. Thickness of **each individual material** to within:

- 7.1 For recovered material, 1/2 inch
- 7.2 For unstabilized material, 1.0 inch

8. Location including:

- 8.1. County
- 8.2. Route
- 8.3. Post mile
- 8.4. Lane number
- 8.5. Lane direction
- 8.6. Station

Each data core digital photograph must include a ruler laid next to the data core. Each photograph must include:

1. The core
2. Project identification number
3. Core identification number
4. Date cored
5. County
6. Route
7. Post mile
8. Lane number
9. Lane direction

After data core summary and photograph submittal, dispose of cores under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Quality Control and Assurance

Perform sampling and testing at the specified frequency and location for the following additional quality characteristics:

Minimum Quality Control

Quality Characteristic	Test Method	Minimum Sampling and Testing Frequency	Requirement	Location of Sampling	Minimum Reporting Time Allowance
Coarse durability index (D _c) (min)	CT 229	1 per 3,000 tons during production but not less than 1 per paving day	65	Stockpile ^a	48 hours
Fine durability index (D _f) (min)	CT 229		50		

Note:

^a Before lime treatment.

The Engineer samples aggregate for acceptance testing and tests for the following additional quality characteristics:

HMA Acceptance

Quality Characteristic	Test Method	Specification	Sampling Location
Coarse durability index (D _c) (min)	CT 229	65	Stockpile ^a
Fine durability index (D _f) (min)	CT 229	50	

Note:

^a Before lime treatment.

MATERIALS

Asphalt Binder

The grade of asphalt binder mixed with aggregate for HMA Type A must be PG 70-10.

Aggregate

Before the addition of asphalt binder and lime treatment, aggregate must comply with the following additional quality characteristics:

Quality Characteristic	Test Method	Requirement
Coarse Durability Index, D _c (min.)	CT 229	65
Fine Durability Index, D _f (min.)	CT 229	50

The aggregate for HMA Type A must comply with the 3/4 inch grading.

Antistrip Treatment

Treat aggregate with lime slurry. Treat aggregate with lime slurry under "Hot Mix Asphalt Aggregate Lime Treatment – Slurry Method" and use Lab Procedure LP-7 for the mix design.

CONSTRUCTION

Vertical Joints

Before opening the lane to public traffic, pave shoulders and median borders adjacent to a lane being paved.

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 between 5 feet and 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 approved bond breaker under the conform tapers to facilitate the taper removal when paving operations resume.

Data Cores

Take data cores that include the completed HMA pavement, underlying base, and subbase material. Protect data cores and surrounding pavement from damage.

Take 4-inch or 6-inch diameter data cores:

1. At the beginning, end, and every 1/2 mile within the paving limits of each route on the project
2. After all paving is complete
3. From the center of the specified lane

On a 2-lane roadway, take data cores from either lane. On a 4-lane roadway, take data cores from each direction in the outermost lane. On a roadway with more than 4 lanes, take data cores from the median lane and the outermost lane in each direction.

Each core must include the stabilized materials encountered. You may choose not to recover unstabilized material but you must identify the material. Unstabilized material includes:

1. Granular material
2. Crumbled or cracked stabilized material
3. Sandy or clayey soil

PAYMENT

The contract lump sum price paid for data core includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in data coring, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.