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**** WARNING ** WARNING ** WARNING ** WARNING ****
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August 14, 2008

09-Iny-395-R13.7/R19.0
09-316604
ACNH-P395(218)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in INYO COUNTY NEAR LITTLE LAKE FROM 1.8 KM SOUTH OF SOUTH JUNCTION LITTLE LAKE ROAD TO 1.9 KM SOUTH OF CINDER 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 August 27, 2008 .

This addendum is being issued to revise the Notice to Contractors and Special Provisions and the Federal Minimum Wages with Modification Number 14 dated August 8, 2008.

In the Special Provisions, Section 10-1.39, " RUBBERIZED HOX MIX ASPHALT-GAP GRADED," is replaced as attached.

In the Special Provisions, Section 10-1.42, "HOT MIX ASPHALT AGGREGATE LIME TREATMENT-SLURRY METHOD," subsection "GENERAL," sub-subsection "Summary", the second paragraph is deleted.

In the Special Provisions, Section 10-1.43, "HOT MIX ASPHALT AGGREGATE LIME TREATMENT-DRY LIME METHOD," subsection "GENERAL," sub-subsection "Summary", the second paragraph is deleted.

To Proposal and Contract 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 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.

Addendum No. 1
Page 2
August 14, 2008

09-Iny-395-R13.7/R19.0
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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 BT

ROBERT E. TRAVIS, Chief
Office of Plans, Specifications & Estimates
Division of Engineering Services - Office Engineer

Attachments

10-1.39 RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

GENERAL

Summary

This work includes producing and placing rubberized hot mix asphalt (gap graded) (RHMA-G) using the Quality Control / Quality Assurance process.

Comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

Submittals

With the job mix formula (JMF) submittal, submit:

1. California Test 204 plasticity index results
2. California Test 371 tensile strength ratio results for untreated RHMA-G
3. California Test 371 tensile strength ratio results for treated RHMA-G if untreated RHMA-G tensile strength ratio is below 70

With the JMF submittal, submit to the Engineer and the Transportation Laboratory, Attention: Moisture Test, samples for California Test 371 split from your mix design samples of:

1. Aggregate
2. Supplemental fines
3. Asphalt rubber binder
4. Antistrip treatment

On the first production day, submit samples split from your RHMA-G production sample for California Test 371 to the Engineer and the Transportation Laboratory, Attention: Moisture Test.

Submit the California Test 371 test results for mix design and production to the Engineer and electronically to:

Moisture_Tests@dot.ca.gov

Quality Control and Assurance

For the mix design, determine tensile strength ratio under California Test 371 on untreated RHMA-G. If the tensile strength ratio is less than 70:

1. Test treated RHMA-G under California Test 371.
2. Provide results for RHMA-G treated with 0.5 percent liquid antistrip.
3. You will not be required to treat to a minimum TSR of 70 with liquid antistrip.

If the untreated RHMA-G tested in the mix design was less than 70, during production treat the RHMA-G. You may choose:

1. 0.5 percent of liquid anti-strip
2. Dry lime on damp aggregate (using the specified lime ratios)
3. Lime slurry marination (using the specified lime ratios)

On the first production day and at least every 4,500 tonnes, sample RHMA-G and test under California Test 371. The Department does not use your California Test 371 test results to determine specification compliance.

MATERIALS

Asphalt Binder

Asphalt binder mixed with asphalt modifier and crumb rubber modifier (CRM) for asphalt rubber binder must be PG 64-16.

Aggregate

The aggregate for RHMA-G must comply with the 12.5-mm grading.

Asphalt Rubber Binder Content

Determine the amount of asphalt rubber binder to be mixed with the aggregate for RHMA-G under California Test 367 except:

1. Determine the specific gravity used in California Test 367, Section B, "Void Content of Specimen," using California Test 308, Method A.
2. California Test 367, Section C, "Optimum Bitumen Content," is revised as follows:
 - 2.1. Base the calculations on the average of 3 briquettes produced at each asphalt rubber binder content.
 - 2.2. Use California Test 309 to determine theoretical maximum specific gravity and density of the RHMA-G.
 - 2.3. Plot asphalt rubber binder content versus average air voids content based on California Test 309 for each set of three specimens on Form TL-306 (Figure 3), and connect adjacent points with a best-fit curve.
 - 2.4. Plot asphalt rubber binder content versus average Hveem stability for each set of three specimens and connect adjacent points with a best-fit curve.
 - 2.5. Calculate voids in mineral aggregate (VMA) and voids filled with asphalt (VFA) for each specimen, average each set, and plot the average versus asphalt rubber binder content.
 - 2.6. Calculate the dust proportion and plot versus asphalt rubber binder content.
 - 2.7. From the curve plotted in Step 2.3, select the theoretical asphalt rubber binder content that has 4.0 percent air voids.
 - 2.8. At the selected asphalt rubber binder content, evaluate corresponding voids in mineral aggregate, voids filled with asphalt, and dust proportion to verify compliance with requirements. If necessary, develop an alternate composite aggregate gradation to conform to the RHMA-G requirements.
 - 2.9. Record the asphalt rubber binder content in Step 2.7 as the Optimum Bitumen Content (OBC).
 - 2.10. To establish a recommended range, use the OBC as the high value and 0.3 percent less as the low value. Notwithstanding, the recommended range must not extend below 7.0 percent. If the OBC is 7.0 percent, then there is no recommended range, and 7.0 percent is the recommended value.
3. Laboratory mixing and compaction must comply with California Test 304, except the mixing temperature of the aggregate must be between 150 °C and 163 °C. The mixing temperature of the asphalt-rubber binder must be between 177 °C and 218 °C. The compaction temperature of the combined mixture must be between 144 °C and 150 °C.

CONSTRUCTION

Rumble Strips

Construct shoulder rumble strips in the top layer of new RHMA-G surfacing.

Vertical Joints

If you perform half-width paving, at the end of each day's work the distance between the ends of adjacent surfaced lanes must not be greater than can be completed in the following day of normal paving.

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

Place RHMA-G on adjacent traveled way lanes so that at the end of each work shift, the distance between the ends of RHMA-G layers on adjacent lanes is between 1.5 m and 3.0 m. Place additional RHMA-G along the transverse edge at each lane's end and along the exposed longitudinal edges between adjacent lanes. Hand rake and compact the additional RHMA-G 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.

Conform Tapers

Place shoulder conform tapers concurrently with the adjacent lane's paving.

Place additional RHMA-G along the pavement's edge to conform to road connections and private drives. Hand rake, if necessary, and compact the additional RHMA-G to form a smooth conform taper.