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DATE: August 12, 2009

TO: All Prospective Bidders

SUBJECT: **Addendum No. 2**
Asphalt Concrete Overlay 2009- Lotus Road
(Contract No. PW 09-30416)

Submit proposals for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are essential parts of the Contract.

ADDENDUM ITEM NO.	PAGE OR DRAWING NO.	DESCRIPTION OF CHANGE
2.01	SP-42	**Section 10-1.09 "Cold Plane Asphalt Concrete Pavement"** Revise the second sentence of the first paragraph to read as follows: *"Existing asphalt concrete pavement shall be cold planed a) two and one-half inches (2-1/2") along all marked intersections and at both ends of the Weber Creek Bridge and b) one inch (1") for conforms with Asphalt Concrete (Open-Graded) overlay."*
2.02	SP-43	**Section10-1.10 "Asphalt Concrete"** Replace the section in its entirety with **Attachment A** attached to this addendum.
2.03	C-11rev	**Exhibit A Contractor's Bid and Bid Price Schedule Asphalt Concrete Overlay 2009- Lotus Road:** Replace page C-11rev from Addendum No.1 with **C-11rev2** attached to this addendum.
2.04	P-3rev	**Proposal Pay Items and Bid Price Schedule Asphalt Concrete Overlay 2009- Lotus Road:** Replace page P-3rev from Addendum No.1 with **P-3rev2** attached to this addendum.

Page C-11rev2 of Exhibit A, Contractor's Bid and Bid Schedule shall be attached to the Page C-11rev of Addendum No. 1 and Page C-11 from the original Exhibit A, Contractor's Bid and Bid Schedule, in the contract document booklet. Page P-3rev2 of the Proposal Pay Items and Bid Price Schedule shall be attached to Page P-3rev of Addendum No. 1 and to Page P-3 of the original Proposal Pay Items and Bid Price Schedule in the contract document booklet. The remaining pages of this addendum shall be attached to the Contract Documents booklet.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Holders who have already mailed their proposal can contact Janel Gifford at (530) 642-4988 (email: Janel.Gifford@edcgov.us) to arrange return of their proposal.

Inform all suppliers and subcontractors as necessary.

The Department of Transportation is only sending this addendum by posting on the following website: http://www.edcgov.us/DOT/bids.html.

If you are not a Contract Documents Holder, but request a set of documents to bid on this project, you must comply with the requirements of this addendum when submitting your bid.

Attachments:
Attachment A (revised Section 10-1.10 Asphalt Concrete) – 4pages
Page C-11rev2
Page P-3rev2

End of Addendum No. 2

Janel Gifford 8/12/09

Recommended by:
Janel Gifford, P.E.
Office Engineer

Date

8/12/09

Approved by:
James W. Ware, P.E.
Director of Transportation

Date

10-1.10 ASPHALT CONCRETE

GENERAL

Asphalt concrete shall be Type A and shall conform to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

Asphalt Concrete (Type A) shall be placed 2-1/2" thick from the beginning to the end of the project limits, except at the bridge over Weber Creek.

Asphalt Concrete (Open-Graded) shall be placed 1" thick over the 2-1/2" Asphalt Concrete (Type A) overlay on the Lotus Grade as marked in the field.

Open graded asphalt concrete may be placed when the atmospheric temperature is below 70° F, but above 55° F, provided the following requirements are met:

A. The aggregate grading shall be 1/2-inch maximum.
B. Open graded asphalt concrete shall not be placed in a windrow or stockpile. Open graded asphalt concrete shall be transferred directly from the hauling vehicle to the asphalt paver hopper.
C. Open graded asphalt concrete shall be not less than 0.10-foot in compacted thickness.
D. Immediately before adding the asphalt binder to the open graded asphalt concrete mixture, the temperature of the aggregate shall be not more than 275° F. Open graded asphalt concrete shall be spread at a temperature of not less than 220° F measured in the hopper in the asphalt paver.
E. The compaction operation shall be such that the maximum distance between the asphalt paver and the initial breakdown rolling shall be no greater than 50 feet.
F. During the placement of open graded asphalt concrete, the speed of the asphalt paver shall not exceed 33 feet per minute.
G. The Contractor shall cover loads of open graded asphalt concrete with tarpaulins. The tarpaulins shall completely cover exposed open graded asphalt concrete in the hauling vehicle until the open graded asphalt concrete has been completely transferred into the asphalt paver hopper.

The grade of asphalt binder to be mixed with aggregate for Type A asphalt concrete shall be Grade PG 64-16 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications.

The asphalt content of the asphalt mixture will be determined in conformance with the requirements in California Test 379, or in conformance with the requirements in California Test 382.

The aggregate for Asphalt Concrete (Type A) shall conform to the ¾" maximum, medium grading specified in Section 39-2.02, "Aggregate," of the Standard Specifications.

PAINT BINDER (TACK COAT)

Paint binder (tack coat) shall be applied to existing surfaces to be surfaced and between layers of asphalt concrete, except when eliminated by the Engineer.

Paint binder (tack coat) shall be, at the option of the Contractor, either slow-setting asphaltic

emulsion, rapid-setting asphaltic emulsion or paving asphalt. Slow-setting asphaltic emulsion and rapid-setting asphaltic emulsion shall conform to the provisions in Section 39-4.02, "Prime Coat and Paint Binder (Tack Coat)," and the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications. When paving asphalt is used for paint binder, the grade will be determined by the Engineer. Paving asphalt shall conform to the provisions in Section 39-4.02, "Prime Coat and Paint Binder (Tack Coat)," and the provisions in Section 92, "Asphalts," of the Standard Specifications.

Paint binder (tack coat) shall be applied in the gallon per square yard range limits specified for the surfaces to receive asphalt concrete in the tables below. The exact application rate within the range will be determined by the Engineer.

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)		
Type of surface to receive paint binder (tack coat)	Slow-Setting Asphaltic Emulsion gal/sq yd (Note A)	Rapid-Setting Asphaltic Emulsion gal/sq yd (Note B)
Dense, compact surfaces, between layers, and on PCCP	0.04 - 0.08	0.02 - 0.04
Open textured, or dry, aged surfaces	0.08 - 0.20	0.04 - 0.09

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion.

Application Rates for Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)	
Type of surface to receive paint binder (tack coat)	Paving Asphalt gal/sq yd
Dense, compact surfaces, between layers, and on PCCP	0.01 – 0.02
Open textured, or dry, aged surfaces	0.02 – 0.06

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Open Graded Asphalt Concrete		
Type of surface to receive paint binder (tack coat)	Slow-Setting Asphaltic Emulsion gal/sq yd (Note A)	Rapid-setting Asphaltic Emulsion gal/sq yd (Note B)
Dense, compact surfaces and between layers	0.06 - 0.11	0.02 - 0.06
Open textured, or dry, aged surfaces	0.11 - 0.24	0.06 - 0.12

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion.

Application Rates for Paint Binder (Tack Coat) on Open Graded Asphalt Concrete	
Type of surface to receive paint binder (tack coat)	Paving Asphalt gal/sq yd
Dense, compact surfaces and between layers	0.01 - 0.03
Open textured, or dry, aged surfaces	0.03 - 0.07

When asphaltic emulsion is used as paint binder (tack coat), asphalt concrete shall not be placed until the applied asphaltic emulsion has completely changed color from brown to black.

COMPACTION

Asphalt concrete placed in layers of 0.15-foot or less in compacted thickness or widths of less than 5 feet shall be spread and compacted with the equipment and by the methods conforming to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications. Other asphalt concrete shall be compacted and finished in conformance with the provisions in Section 39 and the following:

A. The provisions in Section 39-5.02, "Compacting Equipment," of the Standard Specifications shall not apply.
B. The Contractor shall furnish a sufficient number of rollers to obtain the compaction specified in these special provisions and the surface finish required by the Standard Specifications and these special provisions.
C. Rollers shall be equipped with pads and water systems that prevent sticking of asphalt mixtures to the pneumatic-tired or steel-tired wheels. A parting agent that will not damage the asphalt mixture may be used.
D. The second paragraph in Section 39-6.01, "General Requirements," of the Standard Specifications shall not apply.
E. Asphalt concrete and asphalt concrete base shall be compacted to obtain the specified relative compaction before the temperature of the mixture drops below 150° F. Additional rolling to achieve the specified relative compaction will not be permitted after the temperature of the mixture drops below 150° F or once the pavement is opened to public traffic. When vibratory rollers are used as finish rollers the vibratory unit shall be turned off.
F. The fifth and seventh through tenth paragraphs of Section 39-6.03, "Compacting," of the Standard Specifications shall not apply.
G. Asphalt concrete and asphalt concrete base shall be compacted to a relative compaction of not less than 96 percent. In-place density of asphalt concrete and asphalt concrete base will be determined before opening the pavement to public traffic.
H. Relative compaction will be determined by California Test 375.
I. If the test results for a quantity of asphalt concrete or asphalt concrete base indicate that the relative compaction is below 96 percent, the Contractor will be notified. Asphalt concrete or asphalt concrete base spreading operations shall not continue until the Contractor has notified the Engineer of the adjustment that will be made in order to meet the specified relative compaction.
J. If the test results for a quantity of asphalt concrete or asphalt concrete base indicate that the relative compaction is less than 96 percent, the asphalt concrete or asphalt concrete base represented by that quantity shall be removed, except as otherwise provided in these special provisions. If requested by the Contractor and approved by the Engineer, asphalt concrete or asphalt concrete base with a relative compaction of 93 percent or greater may remain in place and the Contractor shall pay to the State the amount of reduced compensation for the quantity with relative compaction less than 96 percent and greater than or equal to 93 percent. The Department will deduct the amount of reduced compensation from moneys due, or that may become due, the Contractor under the contract. The amount of reduced compensation the Contractor shall pay to the State will be calculated using the total tons in the quantity with relative compaction less than 96 percent and greater than or equal to 93 percent multiplied by the contract price per ton

for asphalt concrete or asphalt concrete base involved multiplied by the following compensation factors:

Relative Compaction (Percent)	Reduced Compensation Factor	Relative Compaction (Percent)	Reduced Compensation Factor
96.0	0.000	94.4	0.062
95.9	0.002	94.3	0.068
95.8	0.004	94.2	0.075
95.7	0.006	94.1	0.082
95.6	0.009	94.0	0.090
95.5	0.012	93.9	0.098
95.4	0.015	93.8	0.108
95.3	0.018	93.7	0.118
95.2	0.022	93.6	0.129
95.1	0.026	93.5	0.142
95.0	0.030	93.4	0.157
94.9	0.034	93.3	0.175
94.8	0.039	93.2	0.196
94.7	0.044	93.1	0.225
94.6	0.050	93.0	0.300
94.5	0.056		

EXHIBIT A

CONTRACTOR'S BID AND BID PRICE SCHEDULE
ASPHALT CONCRETE OVERLAY 2009 – LOTUS ROAD

CONTRACT NO. PW 09-30416

ITEM NO.		ITEM CODE	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (In Figures)	TOTAL PRICE (In Figures)
1		153103	Concrete Asphalt Cold Plane	SF	13,288		
2		390102	Asphalt Concrete (Type A)	TON	16,747		
3		390106	Asphalt Concrete (Open-Graded)	TON	1,325		
TOTAL BID							_____

PROPOSAL PAY ITEMS AND BID PRICE SCHEDULE
ASPHALT CONCRETE OVERLAY 2009 –
LOTUS ROAD

CONTRACT NO. PW 09-30416

ITEM NO.	ITEM CODE	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (In Figures)	TOTAL PRICE (In Figures)
1	153103	Cold Plane Asphalt Concrete Pavement	SF	13,288		
2	390102	Asphalt Concrete (Type A)	TON	16,747		
3	390106	Asphalt Concrete (Open-Graded)	TON	1,325		
TOTAL BID						_____

(NOTICE: Bidder's failure to execute the questionnaires and statements contained in this Proposal as required by applicable laws and regulations, or the determinations by El Dorado County based upon those questionnaires and statements, may prohibit award of the subject Contract to the Bidder.)