

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 (916) 227-8454



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**** WARNING ** WARNING ** WARNING ** WARNING ****
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June 11, 2008

04-Ala-580-R12.6/21.2
04-290844
HPLUL-6204(070)

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in ALAMEDA COUNTY IN AND NEAR LIVERMORE FROM 0.4 KM EAST OF GREENVILLE ROAD OVERHEAD TO 0.4 KM EAST OF PORTOLA AVENUE OVERCROSSING.

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 June 24, 2008.

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

In the Special Provisions, Section 5-1.26, "AREAS FOR CONTRACTOR'S USE," is added as attached.

In the Special Provisions, Section 10-1.04, "STREET SWEEPING," is replaced as attached.

In the Special Provisions, Section 10-1.46, "ASPHALT CONCRETE," the following paragraph is added after the ninth paragraph.

"Asphalt concrete shall be placed in contiguous segments. Each segment's paving shall be completed in both directions of the freeway before continuing to the next contiguous segment."

In the Special Provisions, Section 10-1.46, "ASPHALT CONCRETE," the following paragraph is added after the fifteenth paragraph.

"Before beginning each paving segment, submit a plan to the Engineer describing each work shift's typical longitudinal paving length and the number of lanes paved, and the number of days anticipated to complete each segment. The length of a segment is the anticipated length of 1 work shift's paving.

In the Special Provisions, Section 10-1.46, "ASPHALT CONCRETE," the following paragraph is added after the twenty-eighth paragraph.

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"The Contractor shall schedule his paving operations such that adjacent lanes are paved sequentially beginning from one side progressing to the other. The Contractor may pave one lane per work shift if, at the end of each work shift, the distance between the ends of adjacent surfaced lanes is not greater than can be completed in the following day of normal paving within 1.5 m to 3.0 m. If the newly placed asphalt concrete is higher than the existing pavement along the transverse edge at the lanes end, the Contractor shall construct temporary asphalt concrete conform tapers at each lane's end to eliminate the vertical drop-off when the pavement is opened to public traffic. The temporary conforms shall be on a slope of 30:1 (Horizontal Vertical) or flatter from the asphalt concrete placed. Hand rake, and compact the additional asphalt concrete to form temporary conforms. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper when paving operations resume."

In the Special Provisions, Section 10-1.49, "RUBBERIZED ASPHALT CONCRETE (TYPE G)," subheading "AUTOMATIC SCREED CONTROL," the following 3 paragraphs are added after the fourteenth paragraph.

"Type G rubberized asphalt concrete shall be placed in contiguous segments. Each segment's paving shall be completed in both directions of the freeway before continuing to the next contiguous segment.

Before beginning each paving segment, submit a plan to the Engineer describing each work shift's typical longitudinal paving length and the number of lanes paved, and the number of days anticipated to complete each segment. The length of a segment is the anticipated length of 1 work shift's paving.

The Contractor shall schedule his paving operations such that adjacent lanes are paved sequentially beginning from one side progressing to the other. The Contractor may pave one lane per work shift if, at the end of each work shift, the distance between the ends of adjacent surfaced lanes is not greater than can be completed in the following day of normal paving within 1.5 m to 3.0 m. If the newly placed Type G rubberized asphalt concrete is higher than the existing pavement along the transverse edge at the lanes end, the Contractor shall construct temporary Type G rubberized asphalt concrete conform tapers at each lane's end to eliminate the vertical drop-off when the pavement is opened to public traffic. The temporary conforms shall be on a slope of 30:1 (Horizontal Vertical) or flatter from the Type G rubberized asphalt concrete placed. Hand rake, and compact the additional Type G rubberized asphalt concrete to form temporary conforms. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper when paving operations resume."

In the Special Provisions, Section 10-1.50, "RUBBERIZED ASPHALT CONCRETE (TYPE O)," subheading "AUTOMATIC SCREED CONTROL," the following 3 paragraphs are added after the eighth paragraph.

"Type O rubberized asphalt concrete shall be placed in contiguous segments. Each segment's paving shall be completed in both directions of the freeway before continuing to the next contiguous segment.

Before beginning each paving segment, submit a plan to the Engineer describing each work shift's typical longitudinal paving length and the number of lanes paved, and the number of days anticipated to complete each segment. The length of a segment is the anticipated length of 1 work shift's paving.

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The Contractor shall schedule his paving operations such that adjacent lanes are paved sequentially beginning from one side progressing to the other. The Contractor may pave one lane per work shift if, at the end of each work shift, the distance between the ends of adjacent surfaced lanes is not greater than can be completed in the following day of normal paving within 1.5 m to 3.0 m. If the newly placed Type O rubberized asphalt concrete is higher than the existing pavement along the transverse edge at the lanes end, the Contractor shall construct temporary Type O rubberized asphalt concrete conform tapers at each lane's end to eliminate the vertical drop-off when the pavement is opened to public traffic. The temporary conforms shall be on a slope of 30:1 (Horizontal Vertical) or flatter from the Type O rubberized asphalt concrete placed. Hand rake, and compact the additional Type O rubberized asphalt concrete to form temporary conforms. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper when paving operations resume."

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.

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

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

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

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Division of Engineering Services - Office Engineer

Attachments

5-1.26 AREAS FOR CONTRACTOR'S USE

Attention is directed to the provisions in Section 7-1.19, "Rights in Land and Improvements," of the Standard Specifications and these special provisions.

The highway right of way shall be used only for purposes that are necessary to perform the required work. The Contractor shall not occupy the right of way, or allow others to occupy the right of way, for purposes which are not necessary to perform the required work.

No State-owned parcels adjacent to the right of way are available for the exclusive use of the Contractor within the contract limits. The Contractor shall secure, at the Contractor's own expense, areas required for plant sites, storage of equipment or materials, or for other purposes.

No area is available within the contract limits for the exclusive use of the Contractor. However, temporary storage of equipment and materials on State property may be arranged with the Engineer, subject to the prior demands of State maintenance forces and to other contract requirements. Use of the Contractor's work areas and other State-owned property shall be at the Contractor's own risk, and the State shall not be held liable for damage to or loss of materials or equipment located within such areas. Contractor may stockpile debris generated from the project only at locations approved by the Engineer. Stockpiles of debris must be removed and disposed within seven (7) days in accordance with section 7-1.13, "Disposal of Material Outside the Highway Right of Way" and these special provisions.

10-1.04 STREET SWEEPING

GENERAL

Summary

This work includes furnishing, maintaining, and operating street sweepers.

The SWPPP must describe and include the use of street sweeping as a water pollution control practice for sediment control and tracking control.

Submittals

At least 5 business days before concrete operations start, submit:

1. Number of sweepers described in the SWPPP or WPCP.

MATERIALS

Street Sweepers

Sweepers must use one of these technologies:

1. Mechanical sweeper followed by a vacuum-assisted sweeper
2. Vacuum-assisted dry (waterless) sweeper
3. Regenerative-air sweeper

Operation

Street sweeping must be done:

1. During clearing and grubbing work
2. During earthwork
3. During operations that generate sediment, particulate matter, debris, loose materials, and trash including, but not limited to, cracking, seating, grinding, planing, removal of existing highway and local road facilities, and demolition of concrete pavements, approach slabs, and concrete barriers
4. When vehicles are entering and leaving the jobsite
5. After soil disturbing activities occur
6. After observing offsite tracking of material
7. During trenching operation
8. During roadway structural section work
9. During asphalt paving operation
10. During approach slab and concrete work

At least one sweeper must be on the job site at all times when sweeping work is required. The Contractor is responsible to monitor the roadway condition at all times, even when not actively working, and have equipment on-site to remove any debris or loose material on the roadway within 1 hour of finding debris or loose material. In the event the Engineer determines street sweeping is needed, the Contractor must provide the necessary sweepers at the project site within 1 hour of the notification. The sweeper must be in good, working order.

Perform sweeping to minimize dust. If dust generation is excessive or sediment pickup is ineffective as determined by the Engineer, you must use water or a vacuum. Failure to comply with the above specifications shall result in immediate suspension of the work.

You may stockpile collected material on the jobsite according to the approved SWPPP or WPCP. Dispose of collected material at least once per week.

Material collected during street sweeping must be removed and disposed of under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Your WPCM must inspect paved roads at jobsite access points:

1. Daily if earthwork and other sediment or debris generating operations occur daily
2. Weekly if earthwork and other sediment or debris generating operations do not occur daily

MEASUREMENT AND PAYMENT

The contract lump sum price paid for street sweeping shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in street sweeping, including disposal of collected material, as shown on the plans, as specified in the Standard Specifications, these special provisions, and as directed by the Engineer.