

Department of Public Works

County of Butte

J. Michael Crump, *Director*

Shawn H. O'Brien, *Assistant Director*

7 County Center Drive
Oroville, CA 95965-3397
(530) 538-7681
(FAX) (530) 538-7171

ADDENDUM NO. 1

PAGE 1 OF 7

**RE: Riceton Highway Overlay from
Afton Road to the U.P.R.R. Tracks
County Project No. 16321-07-1
(File No. 243.2244)**

ATTENTION: All plan holders and prospective bidders for the above-noted project.

ADDENDUM NO. 1: Changes to the Special Provisions for:

“Riceton Highway Overlay”

The following changes and/or clarifications are hereby made to the contract special provisions and shall become a part of said contract documents for the construction of said improvements:

SPECIAL PROVISIONS

SECTION B – GENERAL PROVISIONS

Item No. 12. COMPENSATION ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS shall be included in Section B. – General Provisions to read:

The provisions of this section shall apply only to the following contract items:

Item No.	Item Description
9	Asphalt Concrete (Type A)

The compensation payable for asphalt binder used in asphalt concrete will be increased or decreased in conformance with the provisions of this section for paving asphalt price fluctuations exceeding 10 percent (Iu/Ib is greater than 1.10 or less than 0.90) which occur during performance of the work. The adjustment in compensation will be determined in conformance with the following formula when the item of asphalt concrete is included in a monthly estimate:

- A. Total monthly adjustment =AQ
- B. For an increase in paving asphalt price index exceeding 10 percent:
A = 0.90 (Iu/Ib – 1.10) Ib
- C. For a decrease in paving asphalt price index exceeding 10 percent:
A = 0.90 (Iu/Ib – 0.90) Ib
- D. Where:

ADDENDUM NO. 1

PAGE 2 OF 7

- A = Adjustment in dollars per ton of paving asphalt used to produce hot mix asphalt rounded to the nearest \$0.01.
- Iu = The California Statewide Paving Asphalt Price Index which is in effect on the first business day of the month within the pay period in which the quantity subject to adjustment was included in the estimate.
- Ib = The California Statewide Paving Asphalt Price Index for the month in which the bid opening for the project occurred.
- Q = Quantity in tons of asphalt binder that was used in producing the quantity of hot mix asphalt shown under "This Estimate" on the monthly estimate using the amount of asphalt binder determined by the Engineer.

The adjustment in compensation will also be subject to the following:

- A. The compensation adjustments provided herein will be shown separately on payment estimates. The Contractor shall be liable to the State for decreased compensation adjustments and the Department may deduct the amount thereof from moneys due or that may become due the Contractor.
- B. Compensation adjustments made under this section will be taken into account in making adjustments in conformance with the provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications.
- C. In the event of an overrun of contract time, adjustment in compensation for asphalt binder included in estimates during the overrun period will be determined using the California Statewide Paving Asphalt Price Index in effect on the first business day of the month within the pay period in which the overrun began.

The California Statewide Paving Asphalt Price Index is determined each month on the first business day of the month by the Department using the median of posted prices in effect as posted by Chevron, Exxon Mobil, and Union 76 for the Buena Vista, Huntington Beach, and Midway Sunset fields.

In the event that the companies discontinue posting their prices for a field, the Department will determine an index from the remaining posted prices. The Department reserves the right to include in the index determination the posted prices of additional fields.

The California Statewide Paving Asphalt Price Index is available on the Division of Engineering Services website at:

http://www.dot.ca.gov/hq/esc/oe/asphalt_index/astable.html

SECTION D – Construction Details:

The sixth paragraph in sub-section D. WORK SEQUENCE/NOTIFICATIONS shall be amended to read:

“The Contractor shall leave all traffic lanes open to traffic until the start of work at 7:00 a.m. unless otherwise approved by the Engineer.”

ADDENDUM NO. 1

PAGE 3 OF 7

The ninth paragraph in sub-section I. MAINTAINING TRAFFIC shall be amended to read:

“Road and lane closures are allowed only during normal working hours such that all lanes shall remain open to traffic until 7:00a.m., unless otherwise approved by the Engineer. Any extended hours required by the Contractor shall be approved by the Engineer. Within the “normal working hours,” specified herein, the Contractor shall place or remove the necessary traffic barricades, move equipment either on or off the job site, perform all resurfacing operations, including necessary rolling, curing, and placing temporary traffic markers prior to opening the roadway to traffic.”

The fourth paragraph in sub-section Bid Item No. 2) Clearing and Grubbing shall read:

“Remove all thermoplastic legends and raised pavement markers within the surface treatment limits. After removing the thermoplastic, the Contractor shall fog seal the newly exposed pavement surface with SS-1 or SS-1h emulsion. When removing the raised pavement markers the Contractor shall remove excessive adhesive left on pavement following the removal of raised pavement markers. Removal shall be done to the satisfaction of the Engineer. Areas that have been patched within the past 60 days and not already treated with a sealant shall be fog sealed by the Contractor as part of the bid item for “Clearing and Grubbing.” If traffic is to be put back on the roadway surface prior to application of the resurfacing treatments, the Contractor shall install temporary lane line and centerline delineation in accordance to Subsection I - “Maintaining Traffic”, and Subsection 2 - “Materials” of these Special Provisions.”

The third paragraph in sub-section Bid Item No. 5) Pavement Grinding shall be amended to read:

“Pavement grinding locations are at: the conform at Afton Road; each end of the existing concrete culvert and bridge structures; over these structures where there is an existing overburden of seal coat or overlay treatments, as described in Subsection 1G, “Existing Highway Facilities.”

The fourth paragraph in sub-section Bid Item No. 5) Pavement Grinding shall be amended to read:

“Pavement grinding performed at the project conform at Afton Road shall consist of grinding that portion of the roadway to be overlaid to a depth of 0.1 feet for the full width of the existing pavement and a distance of 50 feet. The exact limits shall be determined in the field as approved by the Engineer. For overlay conforms at the approaches to the existing bridge decks or box culverts the limits for pavement grinding shall be a distance of 100 feet from each approach as well as across the length of the structure and for the full width of the existing pavement and a minimum depth of 0.1 feet, unless otherwise determined by the engineer.”

ADDENDUM NO. 1

PAGE 4 OF 7

The second paragraph in sub-section Bid Item No. 8) Pavement Reinforcing Fabric shall be amended to read:

“The maximum width of pavement reinforcing fabric for payment shall be 22 feet wide.”

The third paragraph in sub-section Bid Item No. 9) Asphalt Concrete (Type A) shall be amended to read:

“The grade of paving asphalt shall be PG 64-28 PM or as determined by the Engineer and shall conform to the provisions of Section 92, “Asphalts,” of the Standard Specifications.”

The fifth paragraph in sub-section Bid Item No. 9) Asphalt Concrete (Type A) shall be amended to read:

“Asphalt Paint Binder Tack Coat shall be required on all existing pavements prior to placing the Asphalt Concrete Leveling Course and shall conform to Section 39, “Asphalt Concrete,” and Section 94, Asphaltic Emulsions,” of the Standard Specifications.”

The sixth paragraph in sub-section Bid Item No. 9) Asphalt Concrete (Type A) shall be amended to read:

“Full compensation for furnishing and placing asphalt paint binder tack coat shall be included in the contract price paid per ton for the item “Asphalt Concrete (Type A),” and no additional compensation will be allowed therefore.”

PROPOSAL

The following changes are made:

Insert the attached Proposal page PF-2A into the Proposal Section of the bid document.

CONTRACT

The following changes are made:

Insert the attached Contract page CF-2A into the Contract Section of the contract document

CONSTRUCTION PLANS

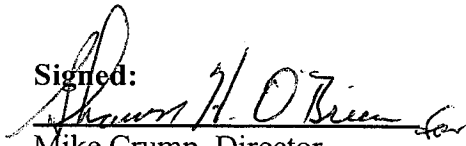
The following changes are made:

Insert the attached Plan page P-1A into the Plan Section of the Special Provisions.

The bidder's attention is directed to page PF-S (Proposal Signature Page) in reference to receipt of all addenda.

Dated: May 2, 2008

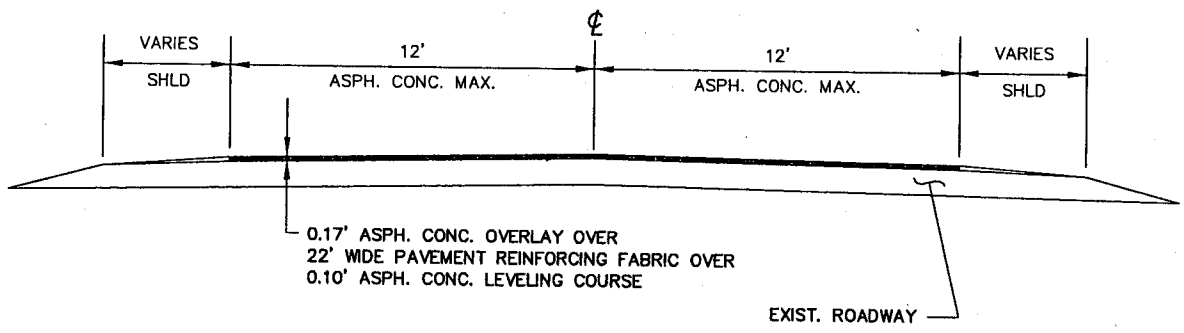
Signed:


Mike Crump, Director

Butte County Department of Public Works

Item No.	Item Description	Unit of Measure	Estimated Quantity	Item Price In Figures	Total In Figures
1	Traffic control	LS	1		
2	Clearing & Grubbing	LS	1		
3	Water Pollution Control Program	LS	1		
4	Water Pollution Control	LS	1		
5	Pavement Grinding	LS	1		
6	Aggregate Base	TON	600		
7	Paving Asphalt Binder	TON	6		
8	Pavement reinforcing fabric	SY	23,700		
9	Asphalt Concrete (Type A)	TON	4,900		
10	Asphaltic Emulsion (Fog Seal Coat)	TON	5.5		
11	4" Thermoplastic Traffic Stripe	LF	30,500		
12	Thermoplastic Pavement Markings	SF	275		
13	Pavement Markers (Retroreflective)	EA	280		
14	Pavement Markers (Non-Reflective)	EA	150		
(SHOW TOTAL ON PAGE PF-1)			TOTAL		

Item No.	Item Description	Unit of Measure	Estimated Quantity	Item Price In Figures	Total In Figures
1	Traffic control	LS	1		
2	Clearing & Grubbing	LS	1		
3	Water Pollution Control Program	LS	1		
4	Water Pollution Control	LS	1		
5	Pavement Grinding	LS	1		
6	Aggregate Base	TON	600		
7	Paving Asphalt Binder	TON	6		
8	Pavement reinforcing fabric	SY	23,700		
9	Asphalt Concrete (Type A)	TON	4,900		
10	Asphaltic Emulsion (Fog Seal Coat)	TON	5.5		
11	4" Thermoplastic Traffic Stripe	LF	30,500		
12	Thermoplastic Pavement Markings	SF	275		
13	Pavement Markers (Retroreflective)	EA	280		
14	Pavement Markers (Non-Reflective)	EA	150		
(SHOW TOTAL ON PAGE PF-1)			TOTAL		



LOCATION: **FROM AFTON ROAD
TO THE U.P.R.R. TRACKS**

OVERLAY LENGTH: **9,768 LF (1.85 Mi.)**

TYPICAL CROSS SECTION
N.T.S.

BUTTE COUNTY DEPARTMENT OF PUBLIC WORKS

**PLANS FOR THE OVERLAY OF RICETON HIGHWAY
FROM AFTON ROAD TO THE U.P.R.R. TRACKS
COUNTY PROJECT NO: 16321-07-1
TOTAL LENGTH OF PROJECT = 1.85 MILES
P-1A**

