

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

1727 30<sup>th</sup> Street MS-43

P.O. BOX 168041

SACRAMENTO, CA 95816-8041

FAX (916) 227-6214

www.dot.ca.gov/hq/esc/oe



*Serious Drought.  
Help save water!*

April 17, 2015

04-Sol-780-0.5/7.4

04-2J2804

Project ID 0414000472

ACNHPI-780-2(366)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN SOLANO COUNTY IN BENICIA AND VALLEJO FROM PARK ROAD UNDERCROSSING TO LEMON STREET.

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 Tuesday, April 28, 2015.

This addendum is being issued to revise the project plans, the *Notice to Bidders and Special Provisions* and the *Bid book*.

Project plan sheets 1, 31 and 32 are replaced and attached for substitution for the like-numbered sheets.

Project plan sheet 33A is added and attached for addition to the project plans.

In the *Notice to Bidders*, the seventh paragraph is revised as follows:

"The Contractor must have either a Class A license or any combination of the following Class C licenses which constitutes a majority of the work: C-12."

In the *Special Provisions*, Section 86, "ELECTRICAL SYSTEMS," is replaced as attached.

In the *Bid book*, in the "Bid Item List," Item 41 is replaced.

In the *Bid book*, in the "Bid Item List," Items 44 and 45 are added.

In the *Bid book*, in the "Bid Item List," Items 21 and 43 are deleted.

Addendum No. 1  
Page 2  
April 17, 2015

04-Sol-780-0.5/7.4  
04-2J2804  
Project ID 0414000472  
ACNHPI-780-2(366)E

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*.

Submit the *Bid* book as described in the *Electronic Bidding Guide* at the Bidders' Exchange website.

**[http://www.dot.ca.gov/hq/esc/oe/electronic\\_bidding/electronic\\_bidding.html](http://www.dot.ca.gov/hq/esc/oe/electronic_bidding/electronic_bidding.html)**

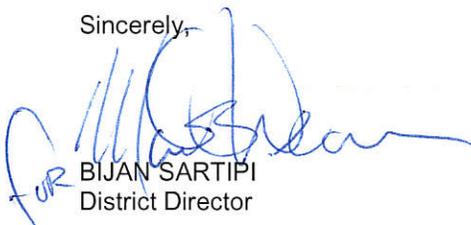
Inform subcontractors and suppliers as necessary.

This addendum, EBS addendum file and attachments are available for the Contractors' download on the Web site:

**[http://www.dot.ca.gov/hq/esc/oe/project\\_ads\\_addenda/04/04-2J2804](http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/04/04-2J2804)**

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,



BIJAN SARTIPI  
District Director

Attachments

## 86 ELECTRICAL SYSTEMS

### **Add to the end of the 1st paragraph of the RSS for section 86-1.01:**

This work is shown on plan sheets labeled E-The work involved in each bid item is shown on a sheet with a title matching the bid item description.

### **Replace the 3rd paragraph of section 86-1.06A with:**

Traffic signal system shutdowns are limited to periods between the hours of 10:00 a.m. and 3:00 p.m.

### **Replace "Reserved" in section 86-1.06B with:**

Traffic Management System (TMS) elements include, but are not limited to ramp metering (RM) system, communication system, traffic monitoring stations, video image vehicle detection system (VIVDS), microwave vehicle detection system (MVDS), loop detection system, changeable message sign (CMS) system, extinguishable message sign (EMS) system, highway advisory radio (HAR) system, closed circuit television (CCTV) camera system, roadway weather information system (RWIS), visibility sensor, and fiber optic system.

Existing TMS elements, including detection systems, shown and located within the project limits must remain in place and be protected from damage. If the construction activities require existing TMS elements to be nonoperational or off line, and if temporary or portable TMS elements are not shown, the Contractor must provide for temporary or portable TMS elements. The Contractor must receive authorization on the type of temporary or portable TMS elements and installation method.

Before work is performed, the Engineer, the Contractor, and the Department's Traffic Operations Electrical representatives must jointly conduct a pre-construction operational status check of all existing TMS elements and each element's communication status with the Traffic Management Center (TMC), including existing TMS elements not shown and elements that may not be impacted by the Contractor's activities. The Department's Traffic Operations Electrical representatives will certify the TMS elements' location and status, and provide a copy of the certified list of the existing TMS elements within the project limits to the Contractor. The status list will include the operational, defined as having full functionality, and the nonoperational components.

The Contractor must obtain authorization at least 72 hours before interrupting existing TMS elements' communication with the TMC that will result in the elements being nonoperational or off line. The Contractor must notify the Engineer at least 72 hours before starting excavation activities.

Traffic monitoring stations and their associated communication systems, which were verified to be operational during the pre-construction operational status check, must remain operational on freeway/highway mainline at all times, except:

1. For a duration of up to 15 days on any continuous segment of the freeway/highway longer than 3 miles
2. For a duration of up to 60 days on any continuous segment of the freeway/highway shorter than 3 miles

If the construction activities require existing detection systems to be nonoperational or off line for a longer time period or the spacing between traffic monitoring stations is more than the specified criteria above, and temporary or portable detection operations are not shown, the Contractor must provide provisions for temporary or portable detection operations. The Contractor must receive authorization on the type of detection and installation before installing the temporary or portable detection.

If existing TMS elements shown or identified during the pre-construction operational status check, except traffic monitoring stations, are damaged or fail due to the Contractor's activity, where the elements are not fully functional, the Engineer must be notified immediately. If the Contractor is notified by the Engineer that existing TMS elements have been damaged, have failed or are not fully functional due to the Contractor's activity, the damaged or failed TMS elements, excluding structure-related elements, must be repaired or replaced, at the Contractor's expense, within 24 hours. For a structure-related elements, the Contractor must install temporary or portable TMS elements within 24 hours. For nonstructure-related TMS elements, the Engineer may authorize temporary or portable TMS elements for use during the construction activities.

The Contractor must demonstrate that repaired or replaced elements operate in a manner equal to or better than the replaced equipment. If the Contractor fails to perform required repairs or replacement work, the Department may perform the repair or replacement work and the cost will be deducted from monies due to the Contractor.

A TMS element must be considered nonoperational or off line for the duration of time that active communications with the TMC is disrupted, resulting in messages and commands not transmitted from or to the TMS element.

The Contractor must provide provisions for replacing existing TMS elements within the project limits, including detection systems, that were not identified on the plans or during the pre-construction operational status check that became damaged due to the Contractor's activities.

If the pre-construction operational status check identified existing TMS elements, then the Contractor, the Engineer, and the Department's Traffic Operations Electrical representatives must jointly conduct a post construction operational status check of all existing TMS elements and each element's communication status with the TMC. The Department's Traffic Operations Electrical representatives will certify the TMS elements' status and provide a copy of the certified list of the existing TMS elements within the project limits to the Contractor. The status list will include the operational, defined as having full functionality, and the nonoperational components. TMS elements that cease to be functional between pre and post construction status checks must be repaired at the Contractor's expense.

The Engineer will authorize the schedule for final replacement, the replacement methods and the replacement elements, including element types and installation methods before repair or replacement work is performed. The final TMS elements must be new and of equal or better quality than the existing TMS elements.

If no electrical work exists on the project and no TMS elements are identified within the project limits, the pre-construction operational status check is change order work.

Furnishing and installing temporary or portable TMS elements that are not shown, but are required when an existing TMS element becomes nonoperational or off line due to construction activities, is change order work.

Furnishing and installing temporary or portable TMS elements and replacing TMS elements that are not shown nor identified during the pre-construction operational status check and were damaged by construction activities is change order work.

If the Contractor is required to submit provisions for the replacement of TMS elements that were not identified, submitting the provisions is change order work.

**Replace the 1st paragraph of section 86-2.09E with:**

Splices must be insulated by "Method B."

**Delete the 6th and 7th paragraphs of section 86-2.09E.**

**Replace section 86-2.18 with:**

**86-2.18 NUMBERING ELECTRICAL EQUIPMENT**

The placement of numbers on electrical equipment will be done by others.

**Add to section 86-5.01A(1):**

Loop wire must be Type 2.

Loop detector lead-in cable must be Type B .

Slots must be filled with elastomeric sealant or hot-melt rubberized asphalt sealant.

Fill slots in concrete with elastomeric, hot-melt rubberized asphalt or epoxy sealant for loop detectors.

**BID ITEM LIST**

**04-2J2804**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	BLANK					
22	390011	PREPAVING INERTIAL PROFILER	LS	LUMP SUM	LUMP SUM	
23	390020	PREPAVING GRINDING DAY	EA	5		
24	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	1,190		
25	390132	HOT MIX ASPHALT (TYPE A)	TON	1,200		
26	390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	21,500		
27	394060	DATA CORE	LS	LUMP SUM	LUMP SUM	
28	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	45,500		
29	397005	TACK COAT	TON	130		
30 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	5		
31	731504	MINOR CONCRETE (CURB AND GUTTER)	CY	20		
32 (F)	750001	MISCELLANEOUS IRON AND STEEL	LB	1,630		
33	840516	THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	590		
34	028809	4" THERMOPLASTIC TRAFFIC STRIPE(ENHANCEDWET NIGHT VISIBILITY) (BROKEN 35-13)	LF	67,000		
35	846001	4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	137,000		
36	846004	4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 17-7)	LF	2,050		
37	846009	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	14,100		
38	846010	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	LF	2,010		
39	850101	PAVEMENT MARKER (NON-REFLECTIVE)	EA	5,530		
40	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	3,620		

**BID ITEM LIST**  
**04-2J2804**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	860889	MODIFY TRAFFIC MONITORING STATION	LS	LUMP SUM	LUMP SUM	
42	861501	MODIFY SIGNAL AND LIGHTING	LS	LUMP SUM	LUMP SUM	
43	BLANK					
44	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	LUMP SUM	LUMP SUM	
45	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

**TOTAL BID:**

**\$**