

DEPARTMENT OF TRANSPORTATION

ESC/OE MS #43
1727 30TH Street, 2ND Floor
Sacramento, CA 95816



September 21, 2000

11-SD-8-16.9/R35.1
11-229114
ACIM-008-1(295)10E

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN DIEGO COUNTY IN LA MESA AND EL CAJON FROM 0.2 km WEST OF FLETCHER PARKWAY OVERCROSSING TO LAKE JENNINGS PARK ROAD UNDERCROSSING.

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 September 28, 2000.

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

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the third paragraph is deleted.

In the Special Provisions, Section 10-1.29, "DOWEL BAR RETROFIT," under the sub-section **CONSTRUCTION REQUIREMENTS**, requirements "**1a. Slot Cutting**", "**2a. Break Out Slot Concrete**", and "**2b**", are revised as follows:

1a. Slot Cutting.--Saw cuts shall be made in the pavement to create dowel bar slots. The dowel bar slots shall be parallel to each other and to the centerline of the roadway with a maximum tolerance of 6-mm. Saws shall be equipped with gang mounted diamond blades to provide the desired width and shall be capable of making 6 saw cuts for dowel bar slots simultaneously. A minimum of 3 dowel bar slots in each wheel path will be required. Skewed joints or cracks may require slots longer than those shown on the plans. No additional compensation will be made for additional length or any component of the dowel bar retrofit beyond the limits shown on the plans. Pickup and removal of debris concrete, water residue, or paste from slot cutting shall be immediate. Pickup and removal shall include the use of a high power, mobile, vacuum cleaning machine capable of removing all displaced material with a minimum of dust.

Once the saw cutting operation to create the dowel bar slots has been completed for any work shift, the concrete remaining between the saw cuts shall be removed and replaced with dowel retrofit assembly and grout in place within 3 working days.

2a. Break Out Slot Concrete.--Concrete removal operations and the equipment used to remove the concrete to create the dowel bar slots shall not damage the pavement to remain. If the concrete removal operations causes damage, as determined by the Engineer, to the pavement that is to remain, the concrete removal operations shall be discontinued, and shall not resume until the Contractor has taken corrective measures approved by the Engineer. Damage to the concrete to remain shall be repaired or replaced, as determined by the Engineer, at the Contractor's expense to a condition prior to removal operations. Once the Contractor has removed the concrete to create the dowel bar slots, the slots shall be filled within the same work shift with the dowel and the fast setting grout placed into the slot in accordance with these special provisions. In no case, shall the Contractor leave any slot unfilled prior to opening to traffic.

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2b. Any jack (chipping) hammers used to break loose the concrete between the saw cuts shall not be greater than the 14-kg class. If the pavement is damaged by the 14-kg hammer, the Contractor will be required to use a 7-kg hammer. After removal of large concrete pieces by jack hammering, a small hammerhead shall be used to chip off rocks and burrs from the slot bottom to produce a level surface for the dowel to sit."

In the Special Provisions, Section 10-1.31, "SEAL JOINT," the sixth paragraph is revised as follows:

"Prior to placing the bond-breaker, the joint shall be cleaned by sand blasting and then cleaned with high pressure air jets to remove residue and foreign materials from the groove. Joint surfaces shall be clean and dry at the time the sealant is applied."

To Proposal and Contract book holders:

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.

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

NICK YAMBAO, Chief
Office of Plans, Specifications & Estimates
Division of Office Engineer