

**ADDENDUM NO. 1
EL EVADO ROAD AND OTHER ROADS
WORK ORDER: H15071
AREA: Victorville
ROAD NO.: 318550 020; 292050 020; 302700 020**

BIDS OPEN 10:00 AM, THURSDAY, APRIL 8, 2021

By Email via ePro System

Information on ePro has been updated to match the project documents related to the pre-bid meeting and bid opening. The non-mandatory pre-bid meeting will be held onsite, with proper Covid-19 provisions. Attached is a map to the project site. All attendees of the pre-bid meeting should be prepared to leave a business card or similar identification in-lieu of a sign-in sheet. The bid opening will be publicly viewable via Zoom.com, details are available in the Notice to Bidders pages of the special provisions.

Amend the Special Provisions as follows:

1. Section 10-1.14 "Remove Asphalt Concrete Surfacing"

Delete second paragraph:

~~Existing bituminous surfacing shown on the plans to be removed approximate 0.85' full depth asphalt. Resulting holes and depressions shall be backfilled to the lines and grades established by the Engineer with native material selected from excavation.~~

Replace with the following:

Existing bituminous surfacing shown on the plans shall be removed to approximate 0.67' (full depth of asphalt). Resulting holes and depressions shall be backfilled to the lines and grades shown on the plans with native material selected from excavation or approved imported material, moisture conditioned and compacted to 90 percent relative compaction to a depth of 0.67'.

2. Section 10-1.18 "Cold Plane Asphalt Concrete Pavement"

Add the following paragraph:

Full compensation for performing five-foot-wide tapered header cuts shall be considered as included in the contract unit price paid per square yard for **Cold Plane Asphalt Concrete Pavement**.

3. Section 10-1.25 "Asphalt Rubber Binder Seal Coat"

Delete entire section and replace with:

Section 10-1.25 "Polymer Asphaltic Emulsion Seal Coat"

General

Section 37-2.03 of 2018 Standard Specifications include specifications for applying polymer modified asphaltic emulsion chip seals. A polymer modified asphaltic emulsion chip seal includes applying a polymer modified asphaltic emulsion, followed by aggregate, and then a flush coat.

A double polymer modified asphaltic emulsion chip seal is the application of a polymer modified asphaltic emulsion followed by aggregate, applied twice in sequence and then a flush coat.

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Submittals

Immediately after sampling, submit two 1-quart cans of polymer modified asphaltic emulsion taken in the presence of the Engineer. A sample must be submitted in an insulated shipping container.

Quality Assurance/Quality Control**Polymer Modified Asphaltic Emulsions**

Circulate polymer modified asphaltic emulsions in the distributor truck before sampling. Take samples from the distributor truck at mid load or from a sampling tap or thief. Before taking samples, draw and dispose of 1 gallon. In the presence of the Engineer, take two 1-quart samples for acceptance testing. Polymer modified asphaltic emulsions, shall meet following quality characteristics:

Polymer Modified Asphaltic Emulsion

Quality characteristic	Test method	Minimum sampling/ testing frequency	Sampling location
Saybolt Furol Viscosity, at 50 °C (Saybolt Furol seconds)	AASHTO T 59	Minimum 1 per day per delivery truck	Distributor truck
Settlement, 5 days (max, %)			
Storage stability test, 1 day (max, %)			
Sieve test (max, %)			
Demulsibility (min, %)			
Particle charge			
Ash content (max, %)	ASTM D3723		
Residue by evaporation (min, %)	CaliforniaTest 315		
Tests on residue from evaporation test:			
Penetration, 25 °C	AASHTO T 49	Minimum 1 per day per delivery truck	Distributor truck
Penetration, 4 °C, 200g for 60 seconds	AASHTO T 49		
Ductility, 25 °C (min, mm)	AASHTO T 51		
Torsional recovery (min, %)	CaliforniaTest 332		
Ring and Ball Softening Point (min, °F)	AASHTO T 53		

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Contractor shall submit certificate(s) of compliance to the Engineer for emulsion used on the project

Acceptance

Aggregate acceptance is based on the County's sampling and testing for compliance with the requirements shown in the following table:

Aggregate Gradation Acceptance Criteria				
Quality characteristic	Test method	Requirement		
Gradation (% passing by weight) Sieve size:	California Test 202	3/8"	5/16"	1/4"
3/4"		--	--	--
1/2"		100	--	--
3/8"		85–100	100	100
No. 4		0–15	0–50	60–85
No. 8		0–5	0–15	0–25
No. 16		--	0–5	0–5
No. 30		--	0–3	0–3
No. 200		0–2	0–2	0–2

Materials***Polymer Modified Asphaltic Emulsions***

Replace 2nd paragraph of section 39-2.03B(2) with:

A polymer modified asphaltic emulsion must include elastomeric polymer.

A polymer modified asphaltic emulsion must be either Grade PMCRS-2 or PMCRS-2h. Polymer content in percent by weight does not apply.

A polymer modified asphaltic emulsion must comply with section 94 and the quality characteristic requirements in the following table:

Polymeric Asphaltic Emulsion

Quality characteristic	Test method	Requirement
Penetration, 4 °C, 200g for 60 seconds (min)	AASHTO T 49	6
Ring and Ball Softening Point (min, °F)	AASHTO T 53	135

Aggregate

The aggregate gradation for a polymer modified asphaltic emulsion chip seal must comply with the requirements shown in the following table:

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Asphaltic Emulsion Chip Seal Aggregate Gradation

Quality characteristic	Test method	Requirement		
Gradation (% by weight) Sieve Size	California Test 202	3/8"	5/16"	1/4"
3/4"		--	--	--
1/2"		100	--	--
3/8"		85–100	100	100
No. 4		0–15	0–50	60–85
No. 8		0–5	0–15	0–25
No. 16		--	0–5	0–5
No. 30		--	0–3	0–3
No. 200		0–2	0–2	0–2

Construction

Polymer modified asphaltic emulsions must be applied within the application rate ranges shown in the following table:

Polymer Modified Asphaltic Emulsion Application Rates

Aggregate gradation	Application rate range (gal/sq yd)
3/8"	0.30–0.45
5/16"	0.25–0.35
1/4"	0.20–0.30

For double polymer modified asphaltic emulsion chip seals, polymer modified asphaltic emulsions must be applied within the application rates shown in the following table:

Polymer Modified Asphaltic Emulsion Application Rates

Double application	Application rate range (gal/sq yd)
1st application	0.30–0.45
2nd application	0.20–0.30

Apply polymer modified asphaltic emulsions when the ambient air temperature is from 60 to 105 degrees F and the pavement surface temperature is at least 80 degrees F.

Do not apply polymer modified asphaltic emulsions when weather forecasts predict the ambient air temperature will fall below 39 degrees F within 24 hours after application.

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Aggregate must be spread within the spread rate ranges shown in the following table:

Aggregate Spread Rates

Chip seal type	Spread rate range (lb/sq yd)
3/8"	20–30
5/16"	16–25
1/4"	12–20

For double chip seals, aggregate must be spread within spread rate ranges shown in the following table:

Aggregate Spread Rates

Double application	Spread rate range (lb/sq yd)
1st application	23–30
2nd application	12–20

Remove excess aggregate on the 1st application before the 2nd application of asphaltic emulsion.

You may stockpile aggregate for the polymer modified asphaltic emulsion chip seals if you prevent contamination. Aggregate must have damp surfaces at spreading. If water visibly separates from the aggregate, do not spread. You may re-dampen aggregate in the delivery vehicle.

Spread aggregate before the polymer modified asphaltic emulsion sets or breaks.

Do not spread aggregate more than 2,500 feet ahead of the completed initial rolling.

Replace Section 39-2.03D “Payment” with:

MEASUREMENT AND PAYMENT

The contract price paid per square yard for **Polymer Asphalt Emulsion Seal Coat** shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in furnishing and applying screenings, complete in place as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Quantities for **Asphalt Binder** shall be paid for at the contract price per gallon for Asphalt Binder and shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in applying Polymer Asphalt Emulsion Seal Coat complete in place, as shown on the plans, and as specified in the Standard Specifications, these special provisions, and as directed by the Engineer.

4. Section 10-1.26 “Asphalt Concrete (RAP Optional)”

Add the following statement to first paragraph:

Contractor may substitute RAP for a portion of the virgin aggregate in asphalt concrete in an amount not exceeding 15 percent of the asphalt concrete dry aggregate mass.

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Delete requirement 3:

~~The asphalt binder grade shall be **PG 76-22** for asphalt concrete. This applies to all roads (namely: **El Evado Road, Del Gado Road and Dos Palmas Road**, respectively)~~

Replace with the following:

3. The asphalt binder grade shall be **PG 76-22 PM** for asphalt concrete. This applies to all roads (namely: **El Evado Road, Del Gado Road and Dos Palmas Road**, respectively)

Add the following paragraph:

Quantities of asphalt used for "Road Repairs" will be paid for at the contract price per ton for "**Asphalt Concrete (Type A, ¾" Maximum Grading)**".

5. Add the following section:

Section 10-1.35 "Remove Existing Pavement Markings"

This work shall consist of the removal and disposal of existing or temporary pavement markings, pavement markers, etc., in preparation for either placement of pavement, the application of temporary delineation for public traffic or the application of permanent delineation as specified in the contract documents, and shall conform to the provisions of Section 84-9, "Existing Markings," of the Standard Specifications and these Special Provisions.

Pavement marking removal shall be by sandblasting or grinding.

The method of removal of pavement markings shall result in complete removal to the extent that changing light conditions and/or wet pavement conditions shall not produce an image of the removed device. The Contractor shall extend grinding or sandblasting, beyond the edges of the markings being removed, sufficiently to eliminate such imaging. Additional work necessary to achieve the aforesaid effectiveness of removal shall be considered as compensated by the prices paid (in accordance with the applicable provisions for measurement and payment) for **Remove Pavement Markings** and no additional payment will be made therefor. Units of measure for payment for removal of pavement markings shall be based on the physical dimensions of the device being removed, prior to removal. Removal of temporary traffic delineation shall conform to the procedural provisions of this section, Section 12-6, "Temporary Pavement Delineation," and Section 15, "Existing Facilities," of the Standard Specifications.

Where blast cleaning is used for the removal of painted traffic stripes and pavement markings or for removal of objectionable material, and such removal operation is being performed within 10 feet of a lane occupied by public traffic, the residue including dust shall be removed immediately after contact between the sand and the surface being treated. Such removal shall be by vacuum attachment operating concurrently with the blast cleaning operation.

Nothing in these Special Provisions shall relieve the Contractor from his responsibilities as provided in Section 7-1.04, "Public Safety," of the Standard Specifications.

The adjustment provisions in Section 4-1.05, "Changes and Extra Work," of the Standard Specifications shall not apply to the item of Remove Traffic Stripes and Pavement Markings.

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The contract price paid per square foot for **Remove Pavement Marking** shall include furnishing labor, materials, tools, equipment and incidentals, and for doing all work necessary to remove existing pavement delineation as shown on the plans, necessary to adapt temporary delineation to remaining existing, and as specified in the Standard Specifications and these Special Provisions. Costs to remove temporary delineation in conjunction with changes in traffic patterns necessary to complete the specified construction shall be considered as included in the various contract items related to such work, and no additional payment will be made under **Remove Pavement Markings**.

6. Delete Special Drawing 1 and replace with attached S.B.C.R.D. Std. 115 "8" Curb & Gutter"

Amend the Project Drawings as follows:

7. Sht. 1 of 11:

Delete Ramp 1 per attached Addendum No. 1, Sht. 1 of 11

8. Sht. 2 of 11:

Delete Construction Note 10:

~~10. Place Curb & Gutter per Special Drawing 1~~

Replace with the following note per attached Addendum No. 1, Sht. 2 of 11;

10. Place 8" Curb and Gutter per County Std. Dwg 115

9. Sht. 4 of 11:

Delete Structural Section Detail Note "D":

~~D. Apply 3/8" Asphalt Rubber Binder Seal Coat~~

Replace with the following note per attached Addendum No. 1, Sht. 4 of 11;

D. Apply 3/8" Polymer Asphaltic Emulsion Seal Coat

10. Sht 5 of 11:

Delete Sht 5 of 11 and replace with Addendum No. 1, Sht. 5 of 11

11. Sht. 6 of 11:

Delete the following note from Section A-A & Section B-B:

~~Place AC Leveling Course (Type A, 3/8" Aggregate Gradation) to fill gap~~

Replace with the following note per attached Addendum No. 1, Sht. 6 of 11;

Excavate; Moisture Condition; Compact, Tack & Place AC (Type A, 3/4" Aggregate Gradation) as directed

12. Sht. 7 of 11:

Delete Ramp 1 per attached Addendum No. 1, Sht. 7 of 11

13. Sht 8 of 11:

Delete Sht 8 of 11 and replace with Addendum No. 1, Sht. 8 of 11

14. Sht. 10 of 11:

Delete Ramp 1 signage per attached Addendum No. 1, Sht. 10 of 11

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Amend the Project Bid Sheet(s) as follows:

15. Replace P-3 with attached Addendum No. 1, P-3

Attachments:

Addendum No. 1, P-3; S.B.C. Std. 115-8" Curb & Gutter; Addendum No. 1, Sht. 1 of 11; Addendum No. 1, Sht. 2 of 11; Addendum No. 1, Sht. 4 of 11; Addendum No. 1, Sht. 5 of 11; Addendum No. 1, Sht. 6 of 11; Addendum No. 1, Sht. 7 of 11; Addendum No. 1, Sht. 8 of 11; Addendum No. 1, Sht. 10 of 11

The addition of these requirements shall be considered in concert with existing documents in preparation of bids. **THE BIDDER'S CERTIFICATION FOR THIS ADDENDUM NO. 1 SHALL BE SIGNED BY THE SAME PERSON WHO SIGNS THE PROPOSAL AND SHALL BE SUBMITTED WITH THE PROPOSAL. ANY proposal not accompanied by a signed BIDDER'S CERTIFICATION (below) acknowledging receipt of this Addendum No. 1 will NOT be accepted.**

BRENDON BIGGS, Interim Director
Department of Public Works

By: 

Andy Silao, P.E., Chief
Contracts Division

AS:mb

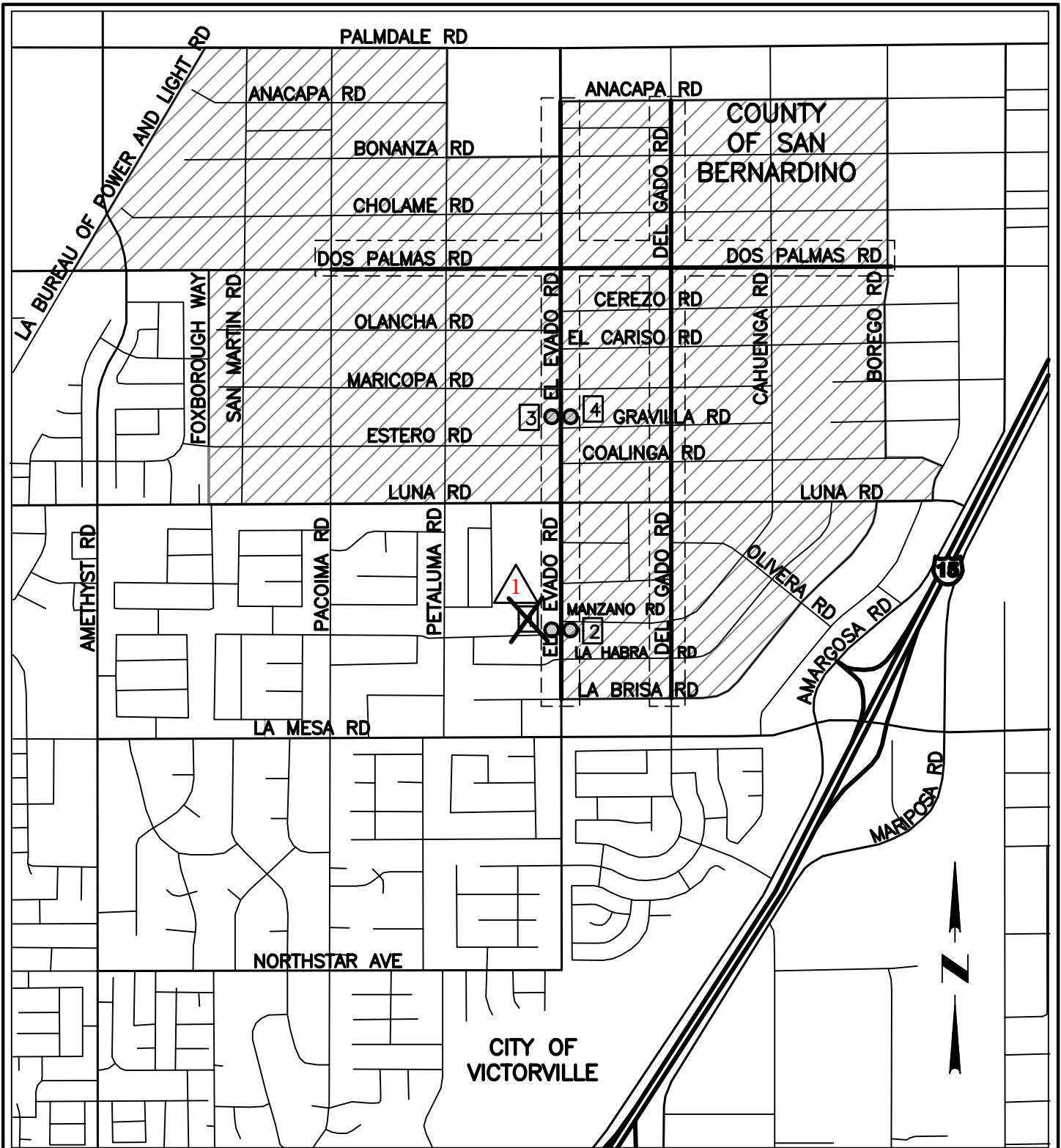
BIDDER'S CERTIFICATION:

By my signature hereunder, I acknowledge receipt of Addendum No. 1 and I fully understand the intent and detail of Addendum No. 1, which I have considered in my preparation of the attached proposal.

Bidder's Signature

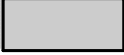


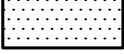

Date

Note: The page containing the executed BIDDER'S CERTIFICATION (just this page), must be included with the proposal.



ROAD NAME	ROAD NUMBER	ROAD TREATMENT	SHEET	LEGEND AND SYMBOL	
EL EVADO ROAD	318550-020	MILL AND OVERLAY	3,7,8	○ ADA RAMP	WORK ORDER
DEL GADO ROAD	292050-020	OVERLAY	4	# RAMP NUMBER	H15071
DOS PALMAS ROAD	302700-020	OVERLAY	5		
SAN BERNARDINO COUNTY TRANS. DEPT.		LOCATION MAP EL EVADO ROAD AND OTHER ROADS VICTORVILLE AREA			SHEET 1 OF 11
	DESIGN DIVISION				
REMOVE RAMP					

CONSTRUCTION LEGEND

	ASPHALT CONCRETE
	MILL AND OVERLAY
	CONCRETE
	LEVELING COURSE
	POLYMER ASPHALTIC EMULSION



ABBREVIATIONS LEGEND:

AC = ASPHALT CONCRETE	HMA = HOT MIX ASPHALT
ADA = AMERICANS WITH DISABILITY ACT	NTS = NOT TO SCALE
AVE = AVENUE	RD = ROAD
C&G = CURB AND GUTTER	RW = RIGHT OF WAY
CL = CENTER LINE	SGN = SIGN
EP = EDGE OF PAVEMENT	STD = STANDARD
FL = FLOW LINE	SW = SIDEWALK
EXIST = EXISTING	TC = TOP OF CURB
	THK = THICK

GENERAL NOTES

- U. THE FACT THAT ANY UTILITY FACILITY IS SHOWN OR NOT SHOWN UPON THE PLANS SHALL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY UNDER SECTION 5-1.36D "NON-HIGHWAY FACILITIES," OF THE CALTRANS STANDARD SPECIFICATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY, PURSUANT THERETO, TO ASCERTAIN THE LOCATION OF ANY UTILITY FACILITY WHICH MAY BE SUBJECT TO DAMAGE BY REASON OF THE CONTRACTOR'S OPERATIONS.
1. THIS PROJECT DOES NOT REQUIRE SURVEY DATA FOR MILL AND OVERLAY. HOWEVER, CONSTRUCTION OF RAMPS AND IN COMPLIANCE WITH ADA SURVEY WORK MAY BE NEEDED.
APPROVED OR REJECTED AT THE SOLE DISCRETION OF THE RESIDENT ENGINEER. THEREFOR, ATTENTION IS DIRECTED TO SECTION "SUPPLEMENTAL WORK AT FORCE ACCOUNT (UNFORSEEN DIFFERING SITE CONDITIONS" OF THE SPECIAL PROVISIONS.
 2. DIMENSIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE CALTRANS STANDARD SPECIFICATIONS.
 3. ALL PAVEMENT WIDTH DIMENSIONS SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT, GUTTER LIP OR FLOW LINE UNLESS OTHERWISE NOTED.
 4. TRANSITIONS AND WARPING SHALL BE AS SHOWN AND AS DETERMINED BY THE ENGINEER.
 5. MILL AND OVERLAYS SHALL BE FEATHERED TO MEET EXISTING AS SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER.



CONSTRUCTION NOTES

- 1 PROTECT IN PLACE
- 2 PLACE TREATMENT PER STRUCTURAL SECTION
- 3 REMOVE EXISTING SIDEWALK, CURB& GUTTER OR ASPHALT CONCRETE DIKE
- 4 SAWCUT AND REMOVE EXISTING AC SURFACING TO A DEPTH OF 0.67'
- 5 PLACE 0.67' THK ASPHALT CONCRETE (TYPE A, 3/4" AGGREGATE GRADATION)
OVER COMPACTED NATIVE SOIL
- 6 CONSTRUCT ADA RAMP AND RETAINING CURB PER CALTRANS STANDARD A88A (TYPE C)
- 7 REMOVE AND RESET ROAD SIGN
- 8 PLACE DETECTABLE WARNING SURFACE, SEE SPECIAL PROVISIONS
- 9 PLACE SHOULDER BACKING AS NEEDED
- 10 PLACE 8" CURB/ CURB AND GUTTER PER COUNTY STD DWG 115
- 11 COLD PLANE 0.10' AND PLACE 0.10' ASPHALT CONCRETE (TYPE A, 3/4" AG)
- 12 PLACE SPANDREL AND CROSS GUTTER PER SB COUNTY STD DWG 119

WORK ORDER

H15071

SAN BERNARDINO COUNTY TRANS. DEPT.

DESIGN DIVISION

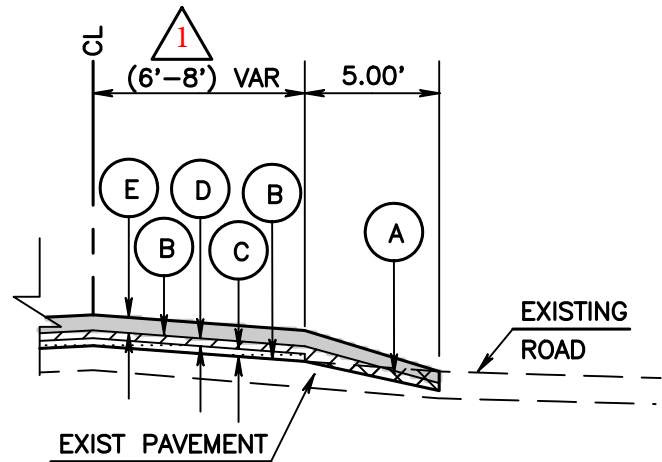
**NOTES, LEGEND AND
ABBREVIATIONS**
EL EVADO ROAD AND OTHER ROADS

SHEET
2 OF 11

CONSTR. NOTE 10
REVISE HATCH

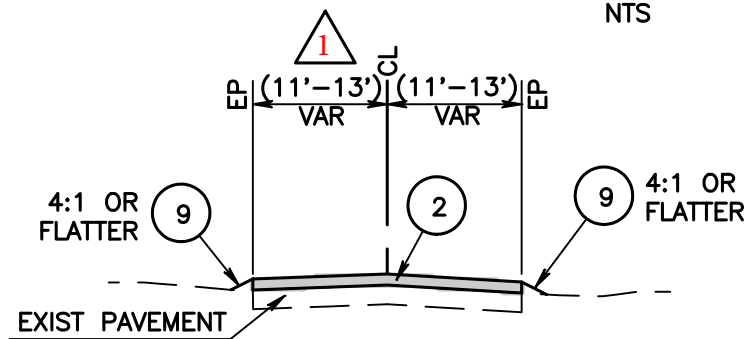
ADDENDUM NO 1

FOR ROAD REPAIR DETAILS
AT EDGE OF PAVEMENT OR
DRIVEWAY APPROACH SEE
DETAILS ON SHEET 6 OF 8



SECTION DETAIL AT INTERSECTIONS

NTS

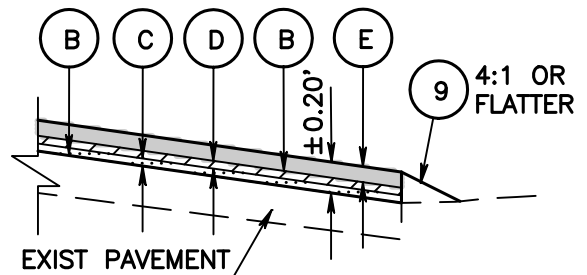


LA BRISA ROAD TO ANACAPA ROAD

NTS

CONSTRUCTION NOTES

- 1 PROTECT IN PLACE
- 2 PLACE TREATMENT PER STRUCTURAL SECTION
DETAIL AS SHOWN ON THIS SHEET
- 9 PLACE SHOULDER BACKING AS NEEDED



SECTION DETAIL

NTS

STRUCTURAL SECTION DETAIL NOTES

- A APPLY HEADER CUT 0.08' AT GUTTER LIP AND TAPER DOWN TO 0' AT 5' AWAY
FROM THE GUTTER LIP
- B APPLY TACK COAT
- C PLACE 0.06' LEVELING COURSE (TYPE A 3/8" AGGREGATE GRADATION, PG 64-10 HMA)
- D APPLY 3/8" POLYMER ASPHALTIC EMULSION SEAL COAT
- B APPLY TACK COAT
- E PLACE 0.12' THK ASPHALT CONCRETE (TYPE A 1/2" AGGREGATE GRADATION)
PG 76-22 PM, HMA. TAPER DOWN TO MEET THE LIP OF GUTTER

WORK ORDER

H15071

SAN BERNARDINO COUNTY TRANS. DEPT.

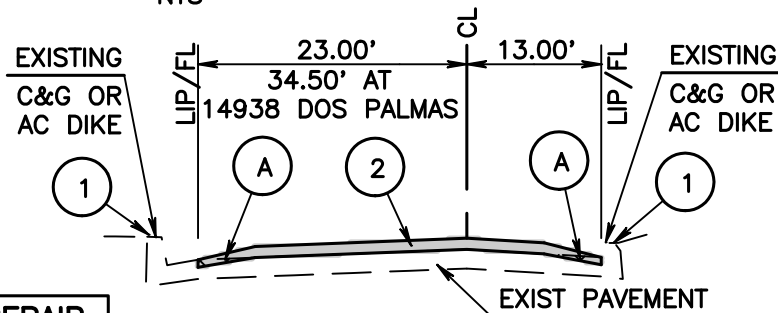
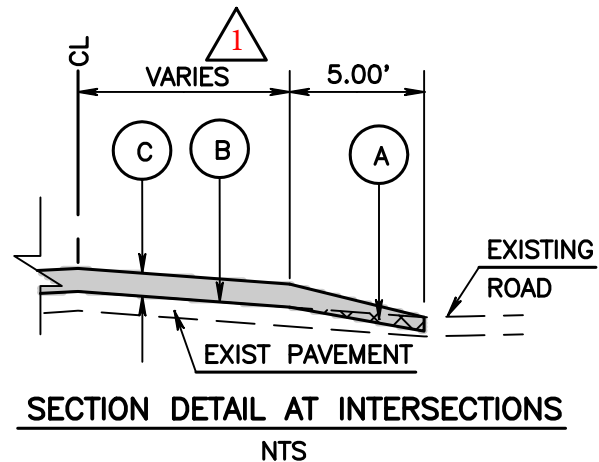
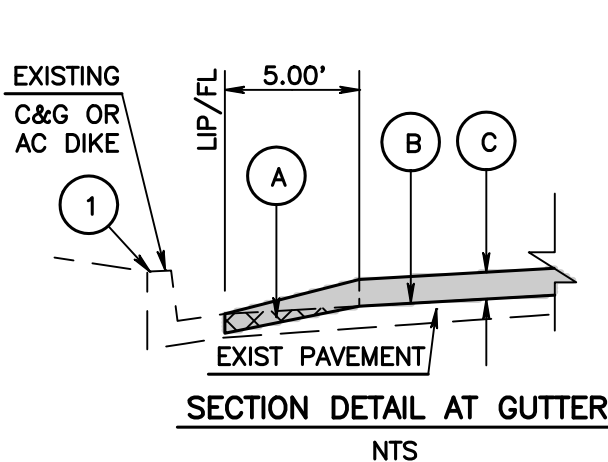
DESIGN DIVISION

TYPICAL SECTIONS
DEL GADO ROAD

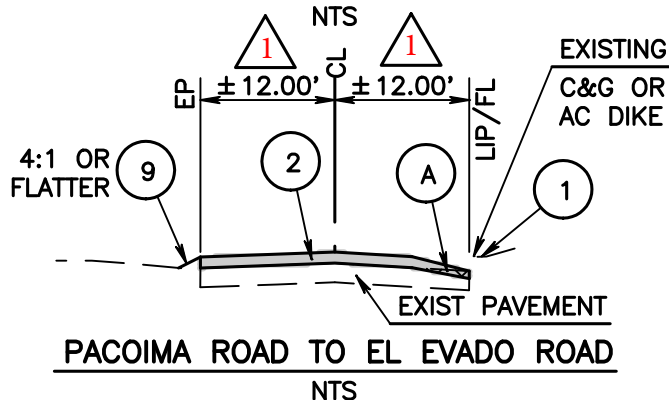
SHEET
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REVISE NOTE D
AND ROAD WIDTH

ADDENDUM NO 1



FOR ROAD REPAIR
DETAILS AT EDGE OF
PAVEMENT OR
DRIVEWAY APPROACH
SEE DETAILS ON
SHEET 6 OF 8

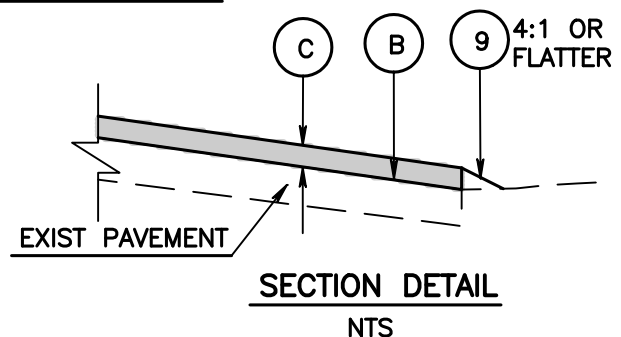


CONSTRUCTION NOTES

- 1 PROTECT IN PLACE
- 2 PLACE TREATMENT PER STRUCTURAL SECTION
DETAIL AS SHOWN ON THIS SHEET
- 9 PLACE SHOULDER BACKING AS NEEDED

STRUCTURAL SECTION DETAIL NOTES

- A APPLY HEADER CUT 0.08' AT GUTTER LIP AND TAPER DOWN TO 0' AT 5' AWAY
FROM THE GUTTER LIP
- B APPLY TACK COAT
- C PLACE 0.12' THK ASPHALT CONCRETE (TYPE A 1/2" AGGREGATE GRADATION)
PG 76-22 PM, HMA. TAPER DOWN TO MEET THE LIP OF GUTTER



WORK ORDER

H15071

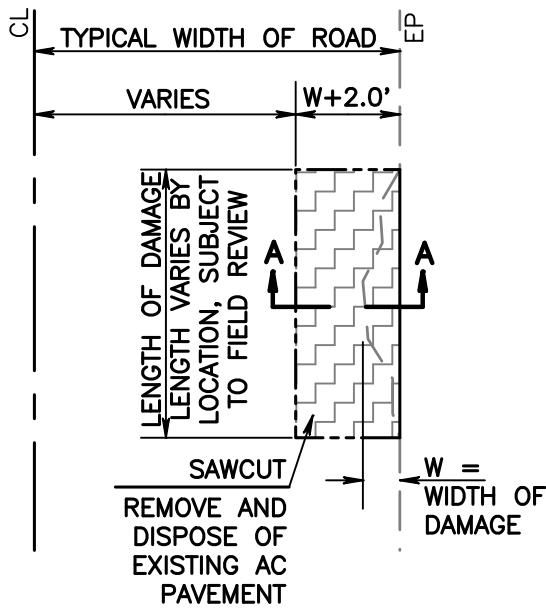
SAN BERNARDINO COUNTY TRANS. DEPT.

DESIGN DIVISION

TYPICAL SECTIONS
DOS PALMAS ROAD

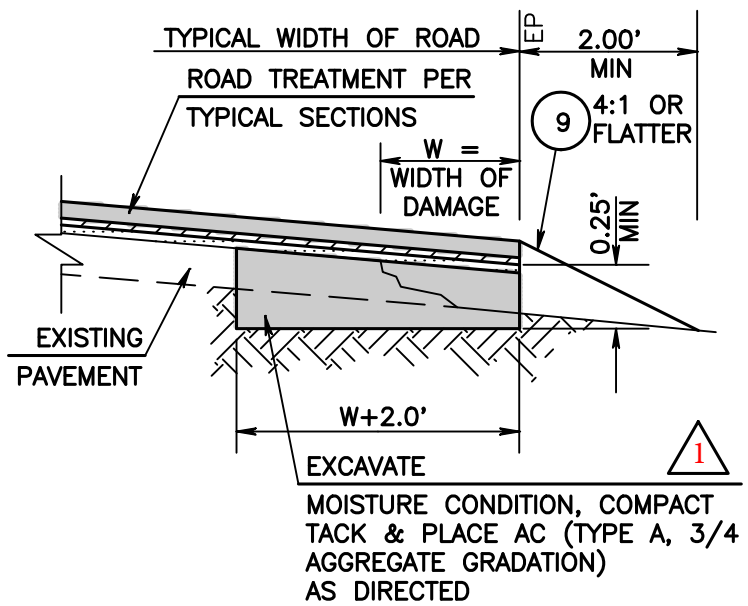
SHEET
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ADDENDUM NO 1



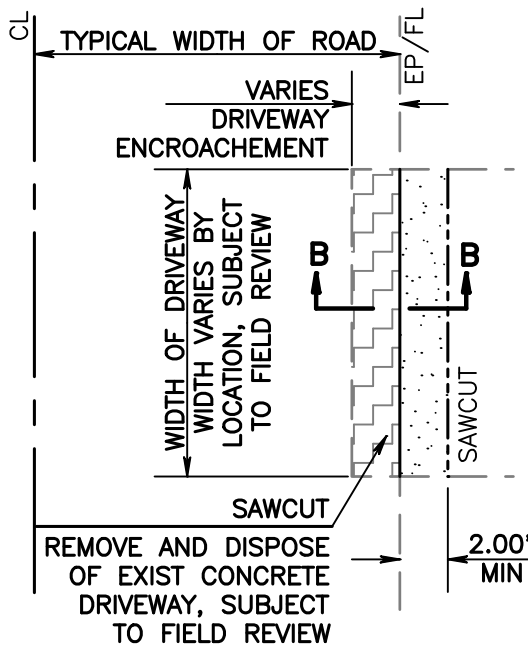
ROAD REPAIR PLAN

NTS



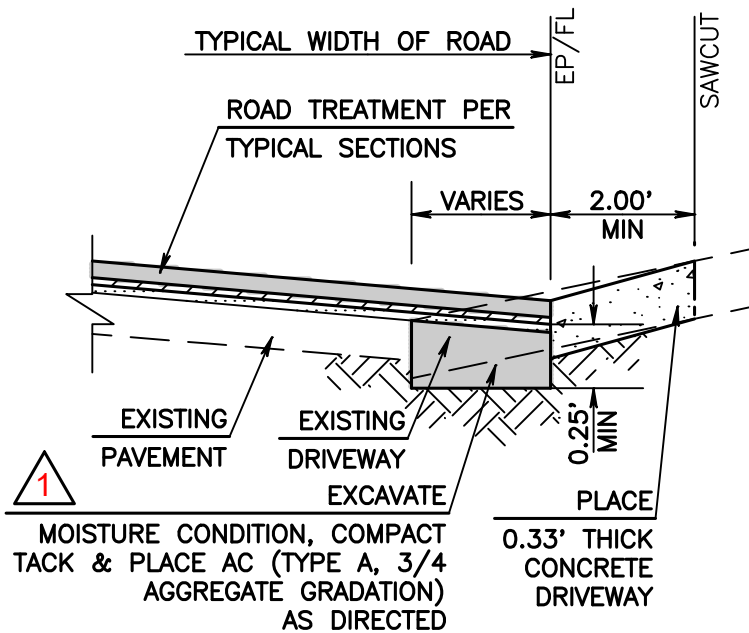
ROAD REPAIR SECTION A-A

NTS



DRIVEWAY APPROACH PLAN

NTS



DRIVEWAY APPROACH SECTION B-B

NTS

CONSTRUCTION NOTES

9 PLACE SHOULDER BACKING AS NEEDED

WORK ORDER

H15071

SAN BERNARDINO COUNTY TRANS. DEPT.

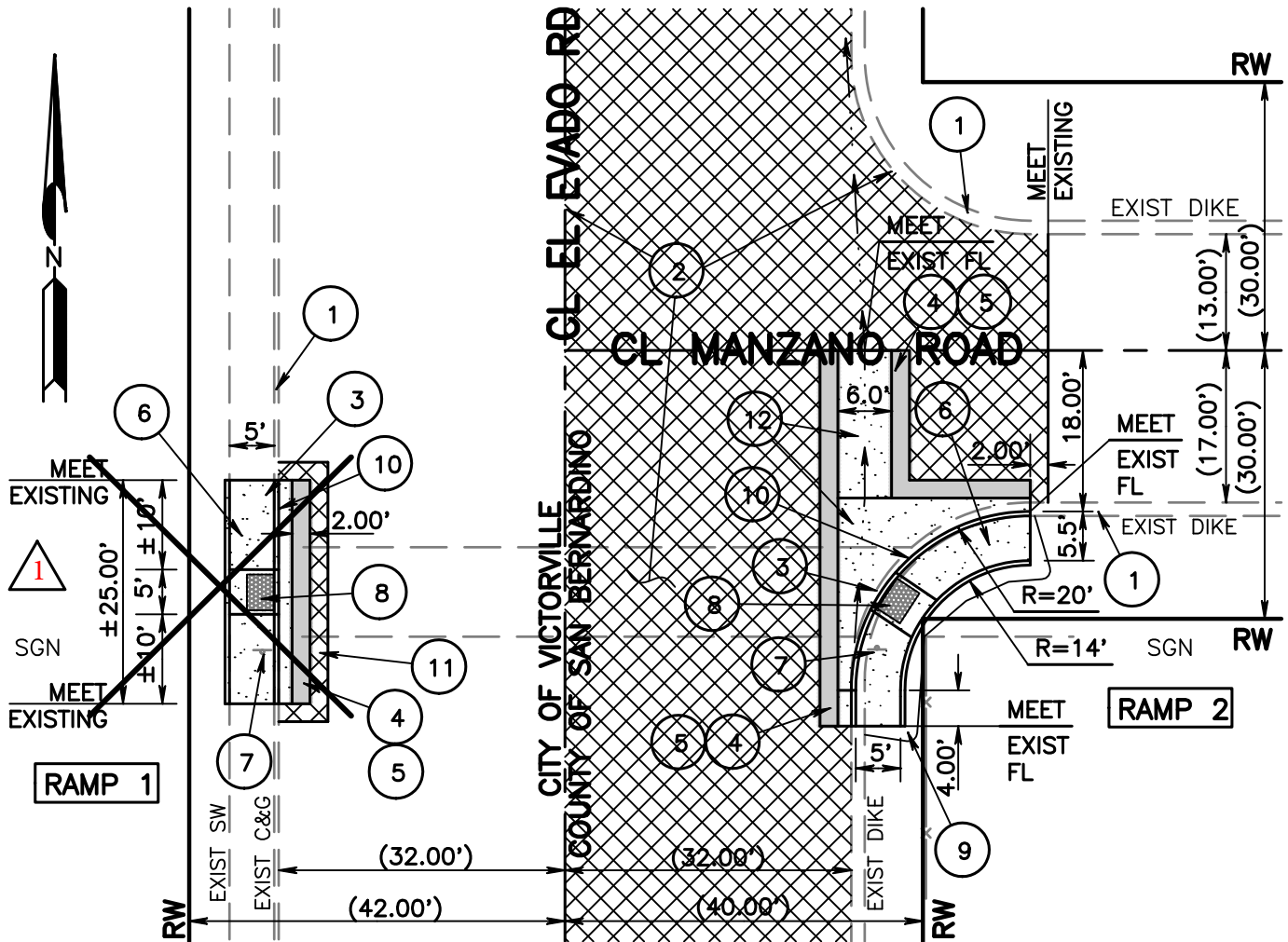
DESIGN DIVISION

ROAD REPAIRS

MISCELLANEOUS DETAILS

SHEET
6 OF 11

ADDENDUM NO 1



PLAN RAMP 1 & 2

NTS

CONSTRUCTION NOTES

- 1 PROTECT IN PLACE
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- 5 PLACE 0.67' THK ASPHALT CONCRETE (TYPE A, 3/4" AGGREGATE GRADATION) OVER COMPACTED NATIVE SOIL
- 6 CONSTRUCT ADA RAMP AND RETAINING CURB PER CALTRANS STANDARD A88A (TYPE C)
- 7 REMOVE AND RESET ROAD SIGN PER TRAFFIC PLAN
- 8 PLACE DETECTABLE WARNING SURFACE, SEE SPECIAL PROVISIONS
- 9 PLACE SHOULDER BACKING AS NEEDED
- 10 PLACE 8" CURB/ CURB AND GUTTER PER COUNTY STD DWG 115
- 11 COLD PLANE 0.10' AND PLACE 0.10' ASPHALT CONCRETE (TYPE A, 3/4" AG)
- 12 PLACE SPANDREL AND CROSS GUTTER PER SB COUNTY STD DWG 119

WORK ORDER

H15071

SAN BERNARDINO COUNTY TRANS. DEPT.

PLAN RAMP 1&2

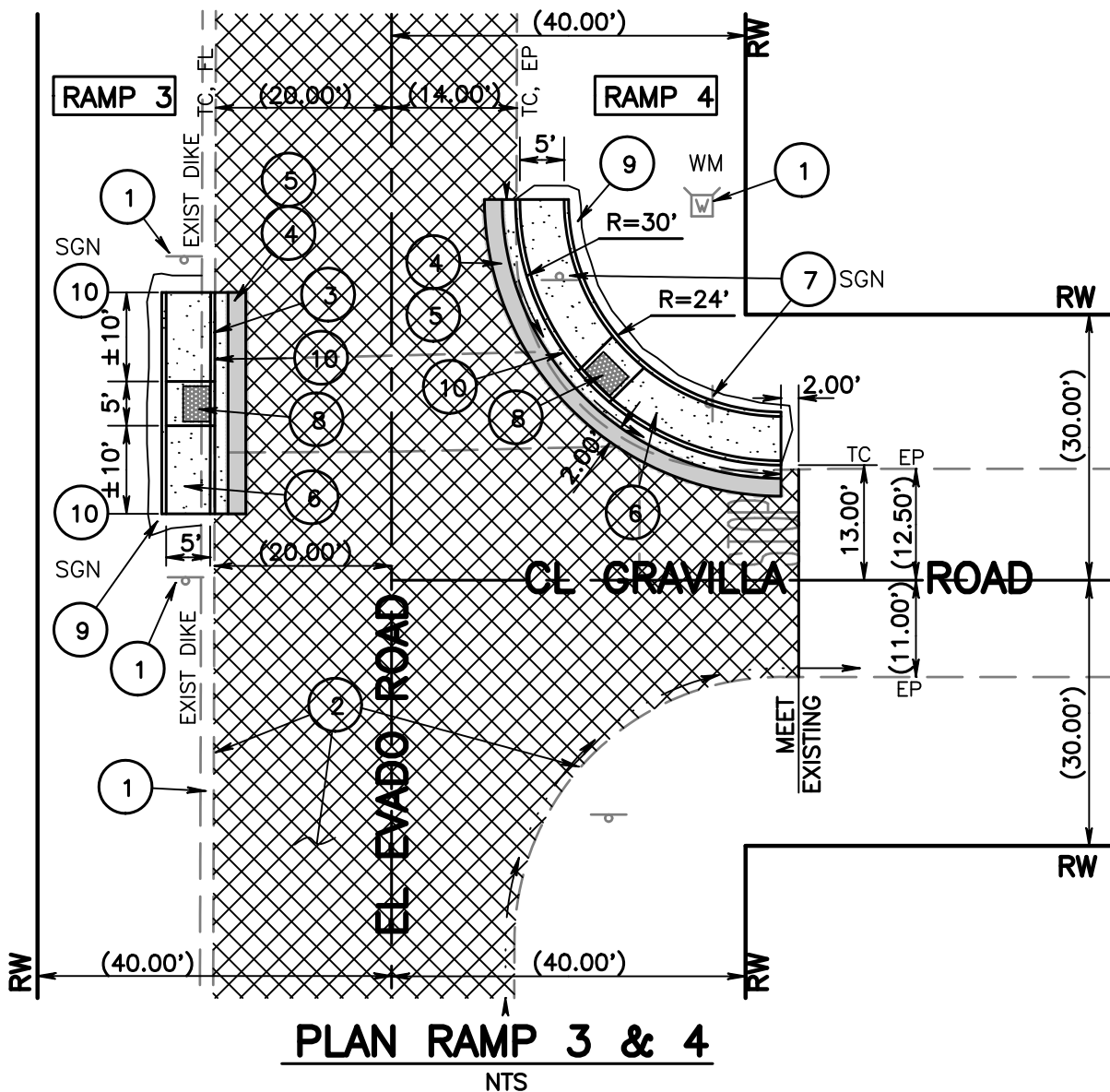
EL EVADO ROAD AND OTHERS

SHEET
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DESIGN DIVISION

CONSTR NOTE 10
REMOVE RAMP

ADDENDUM NO 1



CONSTRUCTION NOTES

- 1 PROTECT IN PLACE
- 2 PLACE TREATMENT PER STRUCTURAL SECTION
- 3 REMOVE EXISTING SIDEWALK, CURB& GUTTER OR ASPHALT CONCRETE DIKE
- 4 SAWCUT AND REMOVE EXISTING AC SURFACING TO A DEPTH OF 0.67'
- 5 PLACE 0.67' THK ASPHALT CONCRETE (TYPE A, 3/4" AGGREGATE GRADATION) OVER COMPACTED NATIVE SOIL
- 6 CONSTRUCT ADA RAMP AND RETAINING CURB PER CALTRANS STANDARD A88A (TYPE C)
- 7 REMOVE AND RESET ROAD SIGN PER TRAFFIC PLAN
- 8 PLACE DETECTABLE WARNING SURFACE, SEE SPECIAL PROVISIONS
- 9 PLACE SHOULDER BACKING AS NEEDED
- 10 PLACE 8" CURB/ CURB AND GUTTER PER COUNTY STD DWG 115

WORK ORDER

H15071

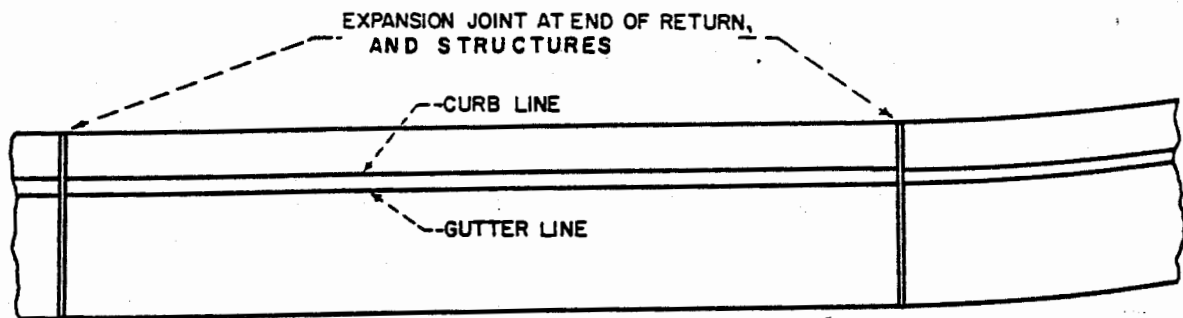
SAN BERNARDINO COUNTY TRANS. DEPT.

DESIGN DIVISION

PLAN RAMP 3&4
EL EVADO ROAD AND OTHERS

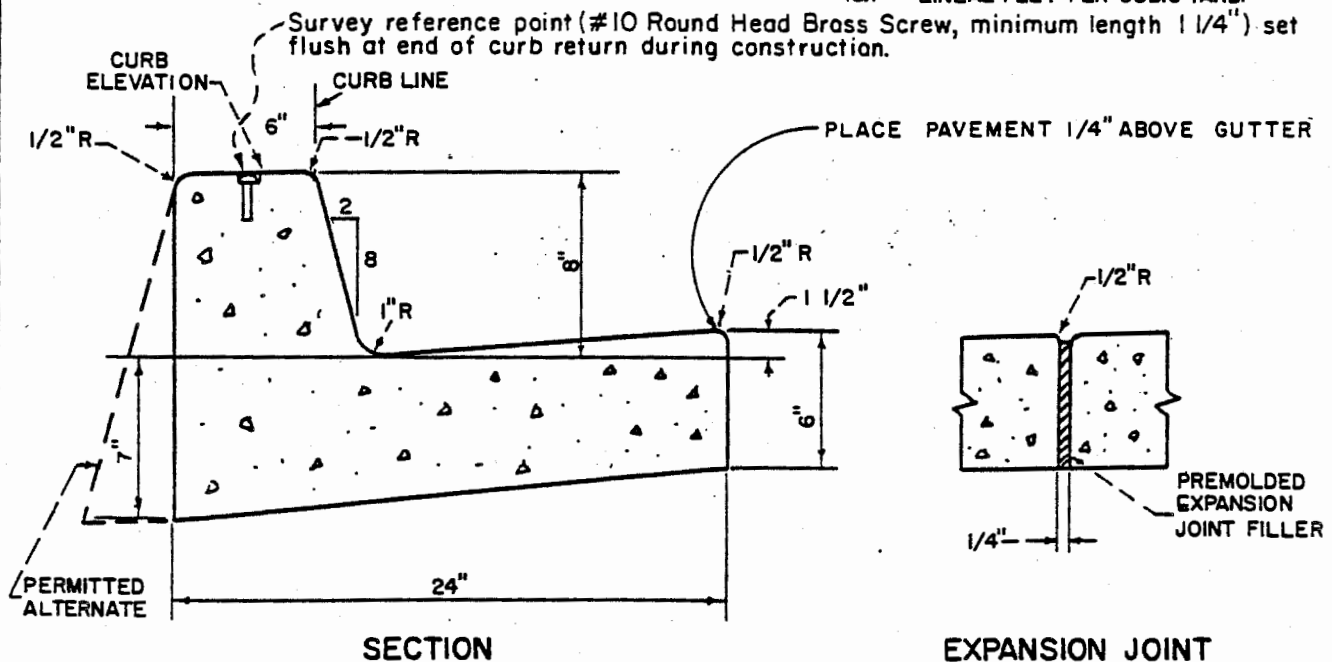
SHEET
8 OF 11

ADDENDUM NO 1



PLAN

0.0535 CUBIC YARDS PER LINEAL FOOT.
18.7 LINEAL FEET PER CUBIC YARD.



NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF CLASS "B" CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.

Project: *El Evado Road and Other Roads***W.O.#:** *H15071***Limits:** *Various Roads*

Item No.	Approx. Quant.	Meas. Unit	Item Description	Unit Price	Total
1	75,000	F.A.	Supplemental Work At Force Account (Unforeseen Differing Site Conditions Associated with Subgrade Stabilization for Native Soil)	\$ 1.00	\$ 75,000.00
2	1	L.S.	Water Pollution Control Program	\$	\$
3	1	L.S.	Mobilization	\$	\$
4	1	L.S.	Traffic Control System	\$	\$
5	6	EA.	Portable Changeable Message Signs	\$	\$
6	51	S.Y.	Remove Asphalt Concrete Surfacing	\$	\$
7	50	L.F.	Remove Asphalt Concrete Dike	\$	\$
8	3	EA.	Reset Roadside Sign	\$	\$
9	1	EA.	Adjust Manhole to Grade	\$	\$
10	33,000	S.Y.	Cold Plane Asphalt Concrete Pavement	\$	\$
11	15	S.Y.	Remove Concrete (Sidewalk and Driveway)	\$	\$
12	25	L.F.	Remove Concrete (Curb and Gutter)	\$	\$
13	1	L.S.	Clearing and Grubbing	\$	\$
14	1	L.S.	Develop Water Supply	\$	\$
15	11	C.Y.	Roadway Excavation	\$	\$
16	525	STA.	Shoulder Backing	\$	\$
17	1	L.S.	Finishing Roadway	\$	\$
18	18,000	SY	Polymer Asphaltic Emulsion Seal Coat	\$	\$
19	6,000	GAL.	Asphaltic Binder	\$	\$
20	3,200	TON	Asphalt Concrete (Type A, 3/4" Maximum Grading)	\$	\$
21	4,000	TON	Asphalt Concrete (Type A, 1/2" Maximum Grading)	\$	\$
22	1,300	TON	Asphalt Concrete (Leveling Course)	\$	\$
23	30	C.Y.	Minor Concrete (Curb, Gutter, Ramp and Driveway)	\$	\$
24	48	S.F.	Curb Ramp Detectable Warning Surface	\$	\$
25	5,700	L.F.	Paint Traffic Stripe (2-Coat) Double Yellow	\$	\$
26	11,000	L.F.	Paint Traffic Stripe (2 coat) 6" White	\$	\$
27	425	L.F.	Paint Traffic Stripe (2 coat) 8"White	\$	\$
28	2,500	S.F.	Paint Pavement Marking (2-Coat)	\$	\$
29	12	EA.	Pavement Marker (2W-Blue Raised Refl-FD)	\$	\$
30	182	EA.	Pavement Marker (Retroreflective Type D and G)	\$	\$
31	1	EA.	Object Marker	\$	\$
32	500	S.F.	Remove Pavement Markings	\$	\$
PROJECT TOTAL:					\$