



CITY OF TAMPA

Pam Iorio, Mayor

CONTRACT ADMINISTRATION DEPARTMENT

David L. Vaughn, AIA, Director

ADDENDUM NO. 2

DATE: June 19, 2007

Contract: 7-C-82; West Columbus Drive and Riverside Drive Stormwater Sediment Trap

Bidders on the above referenced project are hereby notified that the following addendum is made to the Contract Documents. BIDS TO BE SUBMITTED SHALL CONFORM TO THIS NOTICE.

- Item 1: Replace, Workmanship and Materials Section 16 - Restoration of Street Pavements (City), with the attached Section 16 - Restoration of Street Pavements
- Item 2: Delete, in Workmanship and Materials Section 170 - Precast Concrete Sediment Trap, in W-170.01 General, in the second paragraph, in the second sentence, the words "isolation gate(s); and, replace the last sentence, with the following:

No isolation valves will be required for this project.

This addendum shall be included in and attached to the inside cover of the Contract Documents by and upon which bids are submitted.

All other provisions of the Contract Documents and Specifications not in conflict with this Addendum shall remain in full force and effect.

Questions may be directed to Jim Greiner, P.E.; Telephone (813) 274-8598, fax (813) 274-8080, or e-mail Jim.Greiner@tampagov.net.

Jim Greiner, P.E., Contract Manager
Contract Administration Department

SECTION 16 - RESTORATION OF STREET PAVEMENTS

W-16.01 General

The various street surfaces disturbed, damaged, or destroyed during the performance of the work under this Contract shall be restored and maintained as shown, specified, and directed. Included in this classification are permanent pavement surfaces of all types, pavement bases, curb, curb and gutter, alleys, driveways, and sidewalks.

The quality of workmanship and materials used in the restoration shall produce a street surface equal to or better than the condition before the work began.

Service boxes, manhole frames and covers, and similar structures not conforming to the new work shall be set to established grade at the Contractor's expense, and no separate payment will be made therefor.

All portland cement and asphaltic concrete pavements shall be removed in rectangular sections with sawed vertical cuts, or to existing joints, as directed by the Engineer. Concrete pavements shall be cut with a concrete saw. Asphaltic concrete pavements one-inch thick or greater shall be cut with a tool having a square neat edge. The edges of adjacent pavement shall be trimmed to straight lines which a roller can follow. Where reinforced concrete pavement is removed, one foot of existing reinforcement on each side of the excavation shall be left exposed and tied to the replaced reinforcing steel.

The equipment necessary for the proper performance of pavement replacement shall be on the site in satisfactory working condition and shall be subject to approval of the Engineer before the work is started.

All replaced concrete pavements shall have a minimum bearing on undisturbed earth outside the line of excavations of at least nine (9) inches.

W-16.02 Standards

The restoration of street pavement shall be performed in strict conformance with the standards relating to equipment, materials, and methods of construction of the authority having jurisdiction over the pavements, unless otherwise specified herein. Pavements to be restored are under the jurisdiction of the several agencies as follows:

1. State Highways are under the jurisdiction of the State of Florida Department of Transportation. Work on such pavements shall conform to the Department of Transportation Standard Specifications for Road and Bridge Construction.
2. City Streets are under the jurisdiction of the City of Tampa Department of Public Works. Work on such pavements shall conform to the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition, except that densities (including for subgrade) and other testing requirements shall follow current Department of Public Works specifications, and except that Sections 330 and 331 shall be modified as shown in this Section. The type and thickness of pavement, base and stabilization shall be as shown, specified, and directed by the Engineer.
3. County Roads are under the jurisdiction of the Hillsborough County Engineering Department. Work on such pavements shall conform to County specifications.

All specifications of the several agencies having jurisdiction over pavement restoration work shall be the current issue of such specifications as of the date of the "Notice to Bidders," except as specified otherwise herein.

W-16.03 Temporary Restoration

Upon completion of backfilling, the street or sidewalk surface damaged or destroyed shall be promptly placed in condition for safe temporary use. Temporary work shall be maintained in a suitable and safe condition for traffic until the permanent pavement is laid, or until final acceptance of the work.

Where the area over which existing pavement has been disturbed is to be repaved as part of an overall project by the agency having jurisdiction, any special temporary pavement replacement shall be as specified in the "Specific Provisions."

Pavement surfaces shall be temporarily restored by placing thereon, to proper line, grade and transverse profile, a layer or layers of compacted limerock conforming to all requirements regarding configuration, thickness, and density as detailed in the Plans, specified, and directed by the Engineer. When the compacted thickness of the limerock layer is greater than 6 inches, the base shall be constructed in multiple courses. Each course shall not exceed 6 inches in compacted thickness. Where the existing pavement has a permanent wearing surface, the temporary pavement shall be finished with a suitable grade of asphalt and sand to provide a temporary wearing course and to eliminate dust nuisance.

Curbs, where possible, shall be temporarily reset in place, as part of the work of temporary restoration of pavement.

Damaged or destroyed sidewalks shall be temporarily restored, immediately upon placing of the backfill, by placing a compacted layer of fine crushed limestone, choked with limestone screenings, which shall have a minimum thickness of three inches below the existing finished sidewalk grade.

The temporary pavement shall be maintained by the Contractor and all holes and depressions filled until the permanent pavement is placed.

Limerock or shell placed in areas where the existing pavement is shell, limerock, crushed stone, or other similar material and is classed as nonpermanent pavement, will not be measured for separate payment. Placement of limerock or shell as nonpermanent pavement replacement will be included for payment under the various classified Unit Price Contract Items for pipelines.

Temporary sand and asphalt wearing courses placed on limerock base on which a permanent pavement surface will be constructed shall be incidental to the permanent pavement base work, and no separate payment will be made therefor.

Limestone screenings for temporary sidewalk surface shall be incidental to sidewalk replacement, and no separate payment will be made therefor.

Limerock base placed in areas to receive a permanent pavement surface will be measured for payment under the appropriate Contract Item for permanent pavement base.

W-16.04 Preparation of Temporary Pavement for Permanent Pavement Replacement

After due notice and within the time specified, the temporary limerock pavement shall be prepared as the base to receive the new permanent pavement surface.

Prior to construction of the pavement base, the City will furnish the Contractor with the preconstruction survey notes for the streets disturbed by construction. The Contractor shall use these notes in bringing the base installed to grade allowing for the permanent pavement surface to be constructed.

The preparation of the base shall consist of bringing the area to be replaced to a grade conforming to the required grade and cross section, of uniform density, ready to receive the permanent pavement. This is to be accomplished by excavating or backfilling as needed, shaping, watering as required, or permitting to dry to proper consistency, and rolling the entire area with an approved self-propelled roller weighing not less than eight tons. Shaping and rolling shall be continued until the base has been properly prepared and shows that no further compaction of any practical benefit would result from continued rolling. The base shall be tested as to cross section, crown, and elevation. After being properly prepared, it shall be so maintained until the permanent pavement is constructed. Any part of the base area not accessible to the roller shall be thoroughly compacted by hand or by mechanical compaction in a manner acceptable to the Engineer. Preparation shall include sawing, cutting and trimming edges of existing pavements to provide a neat, uniform edge to abut the new pavement.

After completion of the base, the Contractor shall furnish the Engineer with survey notes verifying the base has been constructed to grade. Upon approval, payment will be made for permanent pavement base.

W-16.05 Certification for Limerock for Pavement Base

The Contractor shall furnish notarized certifications from all suppliers of limerock stating that all limerock supplied for use as pavement base conforms to the requirements of the applicable sections of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction.

W-16.06 Permanent Pavement Base Densities

Permanent base material shall be installed and compacted to the required densities (98% modified proctor) in layers not exceeding six inches.

W-16.07 Permanent Pavement Surface Restoration

Permanent restoration of pavement shall be pavement of the type and thickness detailed in the Plans, Specific Provisions, or as directed by the Engineer.

If the existing type of pavement is classified as nonpermanent pavement, the temporary restoration shall be reworked and completed and left in a condition at least equivalent to the existing nonpermanent pavement.

W-16.08 Replacement of Curb, Curb and Gutter, Sidewalk and Driveways

All permanent restoration of street curb or curb and gutter shall be of the same type and thickness as the curb or curb gutter which abuts. The grade of the restored curb and curb and gutter shall conform with the grade of the existing adjacent curb or curb and gutter.

Except as otherwise specified herein or detailed in the Plans, all permanent restoration of driveways and sidewalks shall conform to the manner of construction as originally placed and to the lines and grades as given by the Engineer. No patching of concrete driveway areas will be allowed between joints or dummy joints.

Where sidewalks are replaced, the replacement shall be the full width of the walk and minimum lengths shall be 60 inches. Restoration of adjacent lawn is incidental to sidewalk replacement, and no separate payment will be made therefor.

W-16.09 Replacement of Traffic Markings and Signalization Loops

The Contractor shall furnish all labor, equipment and materials to replace, test and maintain all traffic markings (temporary and permanent) and signalization loops removed or damaged by pipeline construction and appurtenance work as shown on the Plans, specified and directed by the Engineer.

The replacement of traffic markings (temporary and permanent), signalization loops and all appurtenant work shall be replaced by the Contractor in kind.

It shall be the Contractor's responsibility to field verify before construction begins all markings and signalization loops to be replaced.

All traffic markings and signalization loops shall conform to the Workmanship and Materials standards set forth in the latest edition of the Florida Department of Transportation Standard and Supplemental Specifications.

Payment for the replacement of temporary and permanent traffic markings, signalization loops and all appurtenant work shall be included in the unit bid price for Permanent Pavement Surface Replacement, Asphaltic Concrete, and no separate payment shall be made therefor.

W-16.10 Hot Bituminous Mixtures (Section 330) Type S Asphaltic Concrete (Section 331)

This Subsection shall Replace and/or Modify Portions of F.D.O.T. Standard Specifications for Road and Bridge Construction (1991) Sections 330 and 331.

330-10.3 Density Control

330-10.3.1 Density Control Nuclear Method:

The in-place density of each course of asphalt mix construction, with the exceptions of patching courses, leveling and intermediate courses less than 1 inch thick or a specified spread rate less than 100 pounds per square yard, overbuild courses where the minimum thickness is less than 1 inch, and open-graded friction courses, shall be determined by the use of the Nuclear Density Backscatter Method as specified by FM 1-T238 (Method B). The required density of a completed course shall be at least 95% of the job mix design laboratory density submitted by the Contractor and approved by the construction engineer or 96% of the laboratory density which results from a sample of the same day's productions and determined by the City laboratory performing all acceptance testing.

330-10.3.2 Control Strips:

Control strips may be constructed by the Contractor for the purpose of determining the necessary pattern of compacting procedures to achieve the density requirements specified. However, control strips are not used for the validity of acceptance testing.

330-10.3.3 Lots:

For the purpose of acceptance and partial payments, each day's production will be divided into lots. The standard lot size shall be 500 linear feet and consist of one subplot with its appropriate test per every 100 linear feet of any pass made by the paving train, regardless of the width or thickness of the course being laid. Any partial lot will be redefined as a whole lot and the evaluation of it will be based on its subplot test determinations.

For the standard lot (500 linear feet), five density determinations - one for each subplot - will be made at random locations within the lot, but not to be taken within one foot of any unsupported edge.

For the Contractor to receive full payment for density, the average density of a lot will be a minimum of 95% of the submitted and approved job mix design laboratory density or 96% of the same day sampled laboratory density performed by the City laboratory performing acceptance testing. To calculate the average density of a lot, the lowest subplot test will be discarded and the remaining four sublots will be averaged. Once the average density of a lot has been determined, the Contractor will not be permitted to provide additional compaction to raise the average. The average density will be rounded off according to City standards.

330-10.3.4 Acceptance:

The completed pavement will be accepted with respect to density on a lot basis. Partial payment will be made for those lots that have an average density less than the specified 95% of the approved job mix design laboratory density or 96% of the same day sampled laboratory density based on the following table:

City of Tampa Revised Table 330-3
Payment Schedule for Density

<u>Percent of Control Strip Density</u>	<u>Percent of Payment</u>
95.0 (job mix design) ₁ or 96.0 (lab density sample) ₂ & above	100
94.0 to < 95.0 ₁ or 96.0 ₂	95
<u>Percent of Control Strip Density</u>	<u>Percent of Payment</u>
93.0 to < 94.0 (Applies to both ₁ & ₂)	90
< 93.0 (Applies to both ₁ & ₂)	75

330-10.3.5 Density Requirements for Small Projects:

For projects less than 500 linear feet in length including intersections, turnouts, patches, crossings, etc., the requirements for specified densities are the same as a standard lot. For the purpose of acceptance and partial payment determination, the project less than 500 linear feet will be considered as a lot in its entirety and payment will apply accordingly with Table 330-3. The Contractor will use standard rolling procedures in 330-10.

331-5 Acceptance of the Mixture

331-5.1 General:

The bituminous mixture will be accepted at the site with respects to a gradation and asphalt content on a lot to lot basis. The material will be tested for acceptance in accordance with the provisions of 6-8.2 and the following requirements. However, any load or loads of mixture which, in the opinion of the City representative, are found unacceptable for reasons of being excessively segregated, aggregates improperly coated, or of excessively high or low temperature shall be rejected for use in the work. The composition and physical test properties for all mixes must meet the specification ranges provided in Tables 331-1 and 331-2.

A standard size lot at the site shall consist of one day's placement or equivalent to a standard quantity of 1,000 tons. The number of samples required to evaluate the lot will be divided into one or two sublots as indicated below. Testing for acceptance of the lot will be performed by the City material testing laboratory or by a licensed private testing laboratory of the City's choice. Quantities between 500 tons and 1,000 tons shall have 2 sublots; quantities between 50 tons and 500 tons shall have 1 subplot; quantities up to 50 tons will be accepted by the City representative on the basis of visual inspection.

331-5.2 Acceptance Procedures:

Sample selection for acceptance tests will be by random sampling of loaded trucks on site at the discretion of the City testing technician in accordance with FM-T168. The use of a random sample chart may be used but it is not required. Sampling shall not be taken in any of the following circumstances:

- 1) First load produced that day.
- 2) Last load produced that day.
- 3) Near end of quantity reached because of an underrun.

The Contractor and/or the plant quality control technician (Q.C.T.) will be notified of the time of sampling and may:

- 1) Observe the sampling.
- 2) Take a sample at the same time and run the tests.
- 3) Ask for a split sample and run the tests.
- 4) Observe the City testing technician run the tests.

The five acceptance determinations made from the sample are:

- 1) The % bitumen content per F.M.I. - T164.
- 2) The % passing the No. 4 sieve per F.M.I. - T030.
- 3) The % passing the No. 10 sieve per F.M.I. - T030.
- 4) The % passing the No. 40 sieve per F.M.I. - T030.
- 5) The % passing the No. 200 sieve per F.M.I. - T030.

For each acceptance sample taken, the technician will box and keep two split portions for referee tests. If the lot receives 100% payment, the referee sample will be discarded. If the lot sample shows a pay reduction, then one or both of the referee samples will be submitted for a second analysis to determine the validity of the acceptance test results. Referee samples will be tested by a licensed private laboratory of the City's choice. This second analysis will only be done at the request of the Contractor and will be paid for by the Contractor in the event that the original analysis

results requiring a pay reduction is confirmed.

In the event that the second analysis does not confirm the pay reduction, the City will pay for the second analysis.

Acceptance of the mixture shall be on the basis of test results on consecutive random samples from each lot. One random sample shall be taken from each subplot. (The bituminous mixture will be sampled at the site in accordance with FM 1-T168.) The percent bitumen content of the mixture will be determined in accordance with FM 1-T164 (as modified by DOT test procedures). The percents passing the No. 4, No. 10 and No. 200 sieves will be determined in accordance with FM 1-T030.

Calculations for the acceptance test results for bitumen content and gradation (percent pass No. 4, percent pass No. 10, percent pass No. 40 and percent pass No. 200) shall be shown to the nearest hundredth (0.01). Calculations for arithmetic averages shall be carried to the thousandths (0.001) and rounded to the nearest hundredth (0.01) in accordance with the Department's rules of rounding.

When the Contractor or producer chooses to use a storage bin for mix storage overnight or longer, the material processed in this manner will be sampled and tested for acceptance after the mix has been removed from the storage bin. The City representative may reject a mix at any time that is obviously defective due to asphalt content, insufficiency of mixing, inadequacy of coating, improper proportions of fine and coarse aggregates, temperature, contamination, etc. The Contractor and/or the L.Q.C.T. will be given the option of not placing the mix and sampling the following truck, or if it has been placed, sample it. The City reserves the right to test or have the mix tested by a licensed private testing laboratory of their choice. Payment will be made on the basis of the City's revised Table 331-6 "Acceptance Schedule of Payment."

City of Tampa Revised Table 331-6
Acceptance Schedule of Payment
(Asphalt Plant Mix Characteristics)

Deviation of the Arithmetic Average of the
Lot Acceptance Tests from Job Mix Formula

<u>Characteristics</u>	<u>Factor</u>	<u>One Test</u>	<u>Two Tests</u>
Asphalt Cement Content (Extraction)	1.00	0.00 - 0.55	0.00 - 0.43
	0.95	0.56 - 0.65	0.44 - 0.50
	0.90	0.66 - 0.75	0.51 - 0.57
	0.80*	Over 0.75	Over 0.57
No. 4 Sieve**	1.00	0.00 - 8.00	0.00 - 5.95
	0.95	8.01 - 9.00	5.96 - 6.66
	0.90	9.01 - 10.00	6.67 - 7.36
	0.80	Over 10.00	Over 7.36
No. 10 Sieve**	1.00	0.00 - 6.50	0.00 - 5.04
	0.95	6.51 - 7.50	5.05 - 5.74
	0.90	7.51 - 8.50	5.75 - 6.45
	0.80*	Over 8.50	Over 6.45
No. 40 Sieve**	1.00	0.00 - 5.50	0.00 - 4.62
	0.95	5.51 - 6.50	4.63 - 5.33
	0.90	6.51 - 7.50	5.34 - 6.04
	0.80*	Over 7.50	Over 6.04
No. 200 Sieve**	1.00	0.00 - 2.00	0.00 - 1.71
	0.95	2.01 - 2.40	1.72 - 1.99
	0.90	2.41 - 2.80	2.00 - 2.04
	0.80*	Over 2.80	Over 2.04

* If approved by the City, the Contractor may accept the indicated partial pay. The City may require removal and replacement at no cost. The Contractor has the option to remove and replace at no cost to the City at any time.

** When there are two or more reduced payments for these items in one lot of material, only the greatest reduction in payment will be applied. CAUTION: This rule applies only to these four gradation test results.

Note: 1) The No. 40 sieve applies only to Types S-I, S-II, S-III, FC-1, and FC-4.
2) Deviations are absolute value with no plus or minus signs.
