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GOVERNOR

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WILLIAM D. ANKNER, Ph.D.
SECRETARY

February 5, 2009

STATE PROJECT NO. 742-26-0056
FEDERAL AID PROJECT NO. 2602(534)
LAPALCO BOULEVARD OVERLAY (PHASE 2) (MURPHY CANAL TO BROOKLYN AVENUE)
JEFFERSON PARISH

SUBJECT: ADDENDUM NO. 1 (CONSTRUCTION PROPOSAL REVISION)

Gentlemen:

The following proposal revisions dated 02/05/09 on the captioned project for which bids will be received on Wednesday, February 25, 2009 have been posted on http://www.dotd.la.gov/cgi-bin/construction.asp.

1. Revised the special provision entitled **ITEM S-001, ROADWAY REINFORCING MESH (COMPLETE ROAD SYSTEM).** (2 pages)

Please note these revisions in the proposal and bid accordingly. Mandatory electronic bidding is required for this project, and electronic bids and electronic bid bonds must be submitted via www.bidx.com for this letting date.

Sincerely,

Randal D. Sanders

RANDAL D. SANDERS, P. E.
CONTRACTS & SPECIFICATIONS ENGINEER

Attachments
ec: Mr. Brian Buckel
Mr. Michael Stack
Mr. Nelson Capote
Ms. Laura Riggs
Mr. Chris Morvant
Ms. Margaret Thompson
Mr. Masood Rasoulian
Jefferson Parish
Crescent Engineering Group, L.L.C.

ITEM S-001, ROADWAY REINFORCING MESH (COMPLETE ROAD SYSTEM): This item consists of furnishing and placing roadway reinforcement mesh as a complete road system, in accordance with plan details, this special provision, the manufacturer's recommendations, and as directed by the engineer. This item is typically used full width and full length of each travel lane for the purpose of retarding reflective cracks in asphaltic concrete overlays of portland cement concrete and composite pavements.

Materials: All materials furnished by the contractor shall be new. The reinforcement mesh shall be knitted, glass fiber strand grid with the following characteristics or an approved equal.

a. Tensile strength - 560 lbs/in x 560 lbs/in (100 kN/m x 100 kN/m) component strand strengths, ASTM D 6637.

b. Area weight - 11oz/yd^2 (370 g/m^2), ASTM D 5261.

c. The elongation at break shall be less than 5 percent, ASTM D 6637.

d. The melting point shall be above 425°F (218°C), ASTM D 276.

e. The roll length by width shall be 327 ft. x 5 ft. (100 m x 1.5 m).

f. The grid size shall be 0.5 in. x 0.5 in. (12.5 mm x 12.5 mm) or 1.0 in. x 1.0 in. (25.4 mm x 25.4 mm)

g. The mesh shall have pressure sensitive adhesive backing, with sufficient bond to allow normal construction traffic and paving machinery operations.

Construction: Prior to laying the reinforcement mesh, the following surface treatment shall be carried out:

a. Perform any remedial work such as base repairs, crack sealing, pothole filling, leveling course application, etc., that would normally occur before an asphalt course overlay, as directed by the engineer including any corrective actions in the binder or shoulder courses needed to meet specification requirements. Any corrective measures to meet surface tolerance requirements shall be done by diamond grinding.

b. The surface temperature before laying the grid shall be between 40°F (5°C) and 140°F (60°C).

c. The surface shall be dry and free of dirt, swept or vacuum cleaned by a mechanical device, as well as freed of oil, vegetation and other debris.

The reinforcement mesh shall be laid out either by hand or by mechanical means under sufficient tension to eliminate ripples. Should ripples occur, they shall be removed by pulling the grid tight or in extreme cases (on tight radii), by cutting and laying flat.

Transverse joints shall be lapped in the direction of the paver 3-6 inches (75-150 mm). Longitudinal joints shall be lapped 1-2 inches (25-50 mm).

The surface of the reinforcement mesh shall be rolled with a rubber coated drum roller, or pneumatic-tire roller, one or two passes being sufficient to activate the adhesive. An anionic trackless tack coat meeting the requirements of Section 1002, Table 1002-12 Grade NTSS-1HM shall be applied on top of the installed grid in accordance with Section 504 at the rate specified in Table 504-1, for "New Hot Mix". Tires shall be cleaned regularly with an asphalt release agent.

Construction and emergency traffic may run on the reinforcement mesh after being rolled. However, the contractor shall be responsible for damage caused to the mesh by vehicles turning or braking etc., and for keeping the mesh clean of mud, dust and other material. Damaged sections shall be removed and patched, taking care to underlap the full roll. Damaged reinforcement mesh shall be replaced at the expense of the contractor.

All reinforcement mesh placed in a day shall be overlaid with asphaltic concrete the same day. The overlay shall have a minimum thickness of 1.5 inches (40 mm).

The reinforcement mesh shall be stored in a dry covered area free from dust, and shall be stocked vertically to avoid misshaped rolls.

The reinforcement mesh shall be laid and rolled over ironworks before cutting around the perimeters of the obstructions. The mesh shall be cut with a sharp utility knife.

A representative of the manufacturer shall be present during the installation of the reinforcement mesh.

Sampling: Roadway mesh reinforcement shall be accepted by Certificate of Analysis from the manufacturer on each shipment.

Measurement: Measurement will be made by the square yard (sq m) of surface area as shown on the plans. No measurement will be made for lapping of material.

Payment: Roadway reinforcing mesh (complete road system) will be paid for at the contract unit price per square yard (sq m), which shall be full compensation for furnishing all labor, materials, equipment and incidentals involved in placement of the reinforcement mesh.

Ends of rolls, or other reinforcement mesh not incorporated into the final work will not be paid for.

Payment will be made under:

Item S-001, Roadway Reinforcing Mesh (Complete Road System), per square yard (sq m).