



Sacramento City Unified School District

Business Services Contracts Office

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ADDENDUM NO. 1

Date: April 11, 2016

Issued by: Sacramento City Unified School District

Project: AC Paving Replacement at Woodbine ES

You are hereby notified of the following changes, clarifications, or modifications to the original Contract Documents, Specifications, and Drawings. This Addendum shall supersede the original project documents, and shall take precedence over anything to the contrary therein. All Addenda shall be acknowledged in the Bid Form. Failure to do so may result in disqualification of the bid. All other conditions remain unchanged.

1 As a reference, refer to the attached copy of the W/K GeoTech Report.

2 [REDACTED]

February 23, 2016

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Pavement Improvement Recommendations
WOODBINE ES ERP PAVEMENT IMPROVEMENTS
2500 52nd Avenue
Sacramento, California
WKA No. 10830.10P

As authorized, we have performed a limited investigation of hardcourt and courtyard pavement
at the Woodbine Elementary School campus. Our scope of services has included field

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WOODBINE ES ERP PAVEMENT IMPROVEMENTS
WKA No. 10830.10P
February 23, 2016

Location	AC Thickness, in.	AB Thickness, in.	Approximate Depth to Hardpan, ft.	Approximate Depth of Boring, ft.
Core No. 1	1½	12	3½	4
Core No. 2	2½	2½		3½
Core No. 3	2½	2½	3½	4

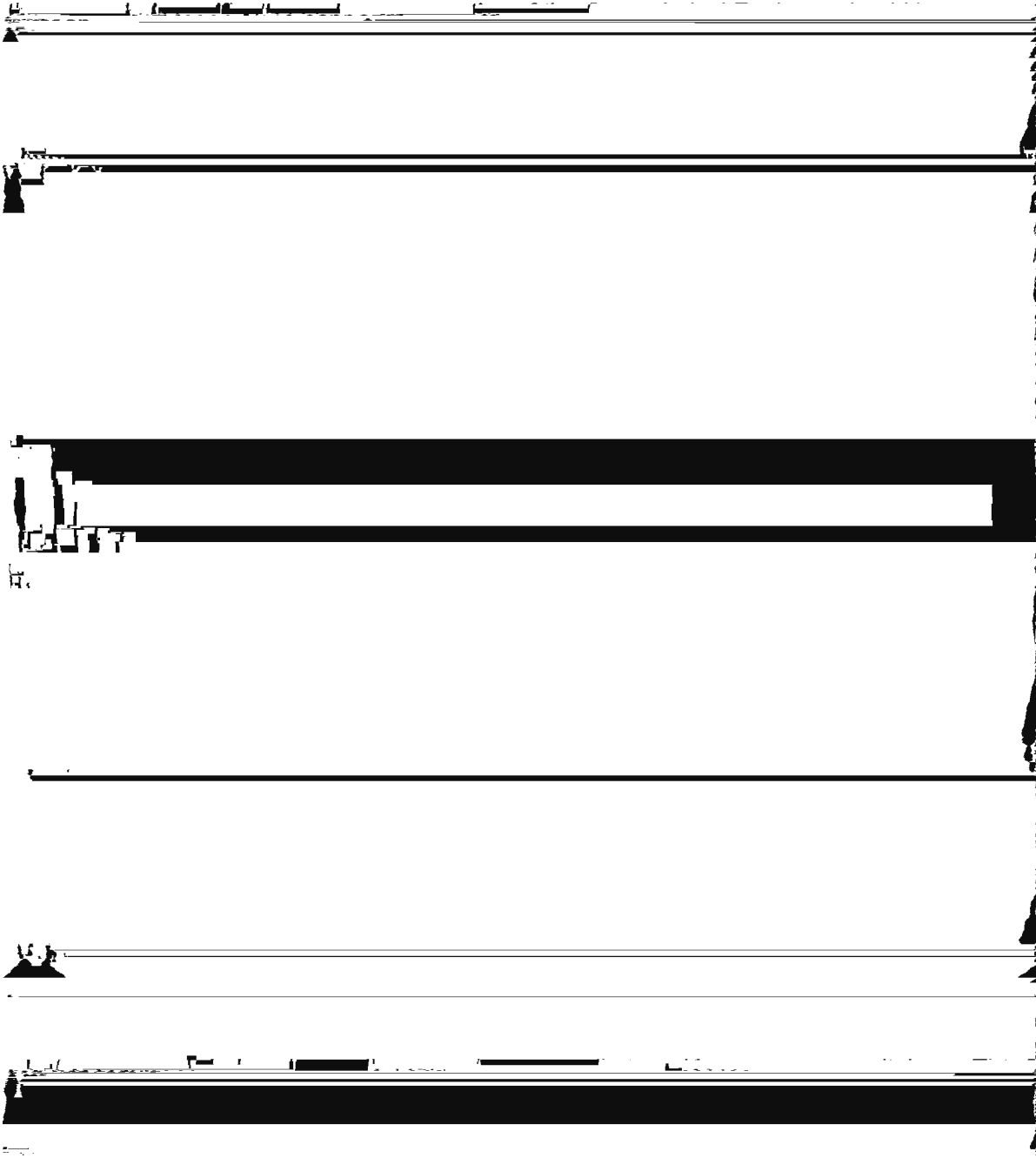
The near-surface soils below the pavement at our core locations appeared to be native soils generally consisting of dark red brown, sandy, silty clay to a depth of approximately 3½ feet below the ground surface. The surface soils are underlain by light brown, partially cemented, silty sand (known locally as “hardpan”) where the borings were terminated from 3½ to four feet below the ground surface.

Relatively undisturbed tube samples of the near-surface and subsurface soils were obtained at our boring locations and were tested to determine natural moisture content (ASTM D2216) and

If pulverized AC and/or AB is considered for use as Class 2 aggregate subbase in the pavement section, laboratory testing of the final product would be necessary to determine if the material fully complies with all requirements of Class 2 aggregate subbase.

Recommendations

Site preparation should be accomplished in accordance with the provisions of this report and



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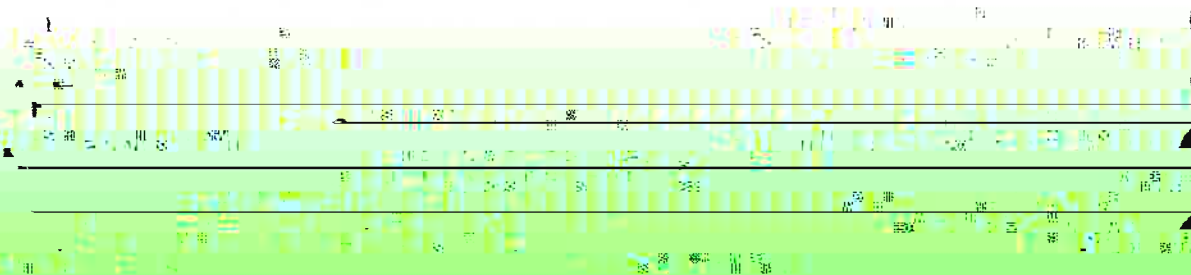
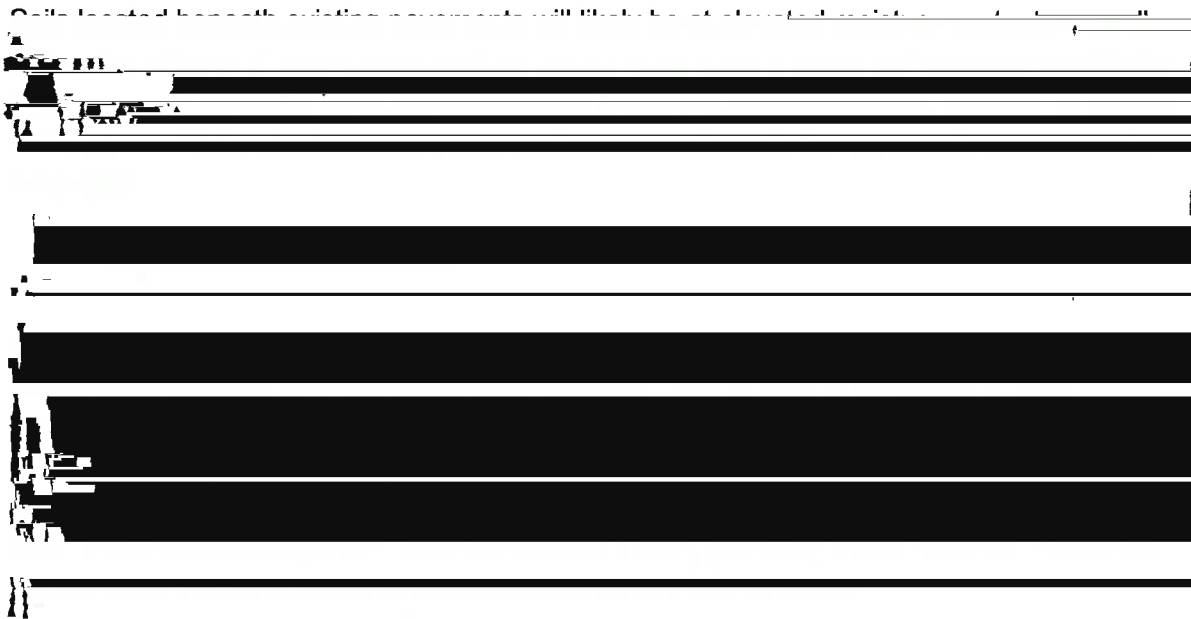
WKA No. 10830.10P

February 23 2016

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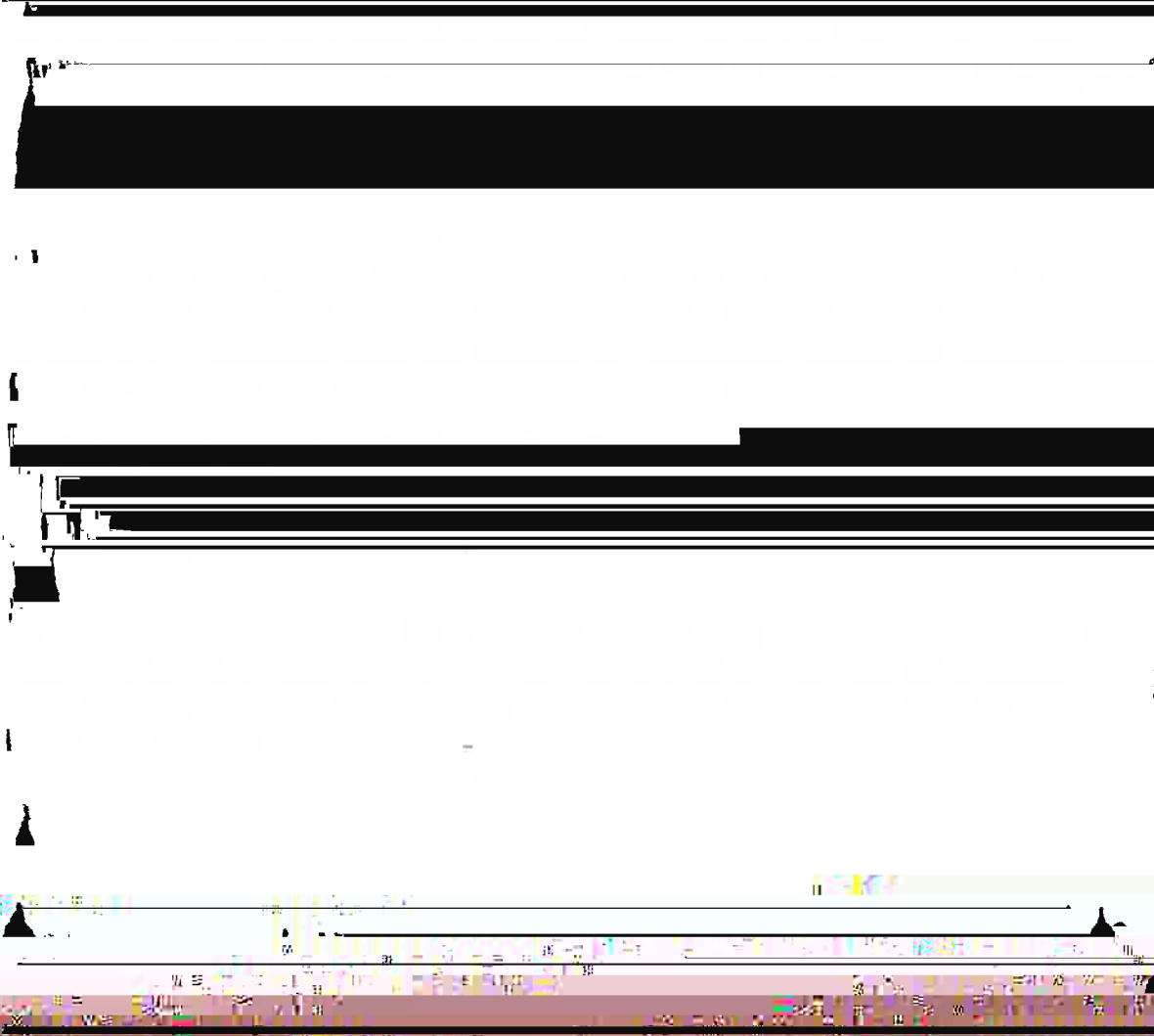
of the time of year of construction and will require a significant amount of repeated scarification, periodic re-grading and/or chemical amendment to reach a moisture content suitable for paving.



Compaction operations should be performed in the presence of the Geotechnical Engineer or their representative who will evaluate the performance of the subgrade under compactive load and identify loose or unstable soils that could require additional excavation and/or compaction.

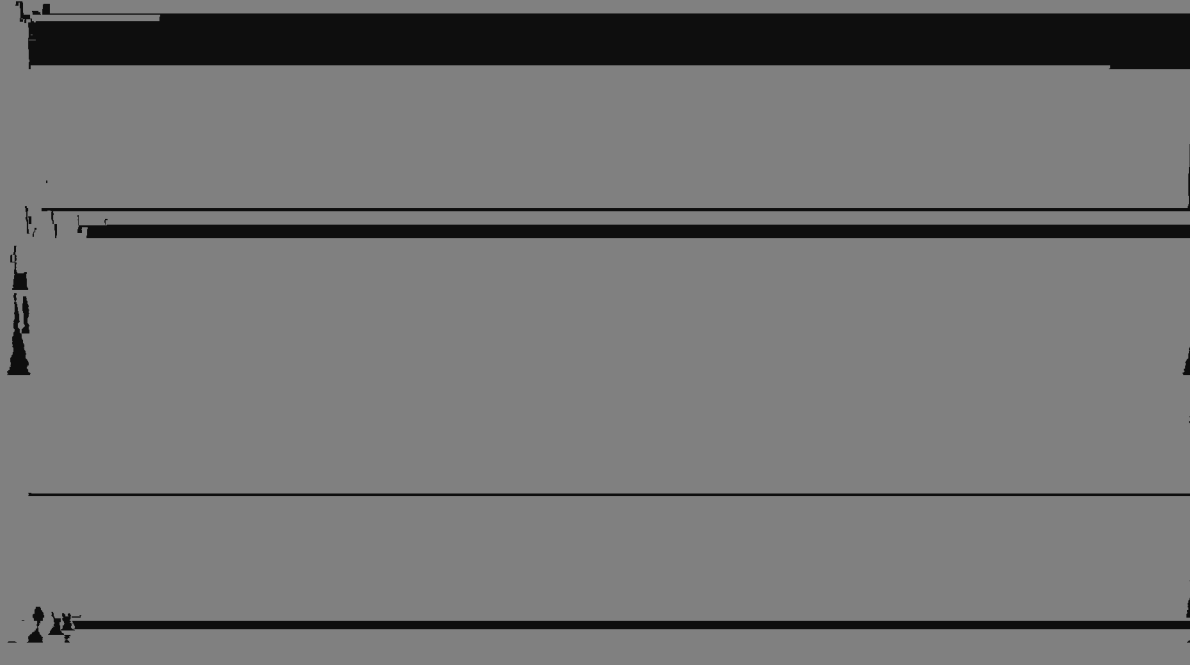
Utility Trench Backfill

Utility trench backfill should be mechanically compacted as engineered fill in accordance with the following recommendations. Where possible, the backfill should extend at least three feet beyond the subgrade or edge of pavement. Utility trench backfill should be placed in maximum



six inch lifts, moisture conditioned to at least two percent above the optimum moisture content

...for the replacement of adjacent asphalt material between the flatwork and the

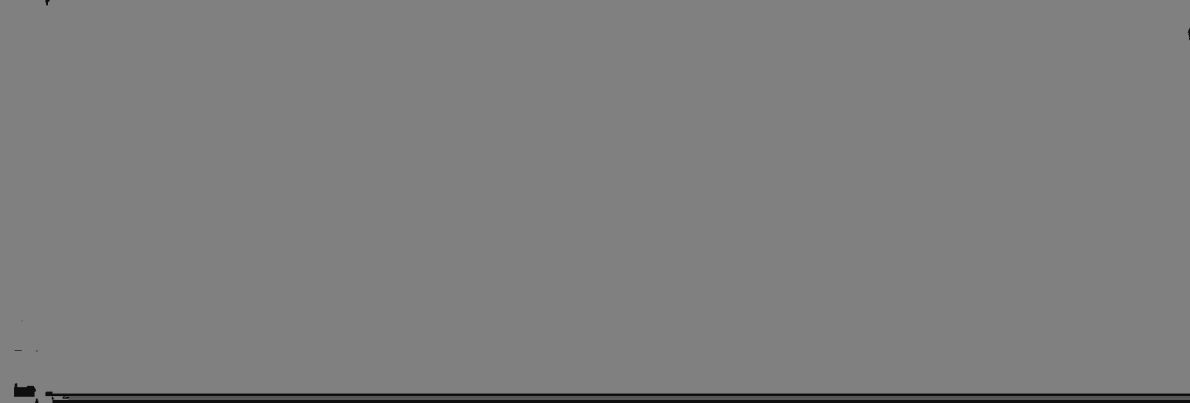


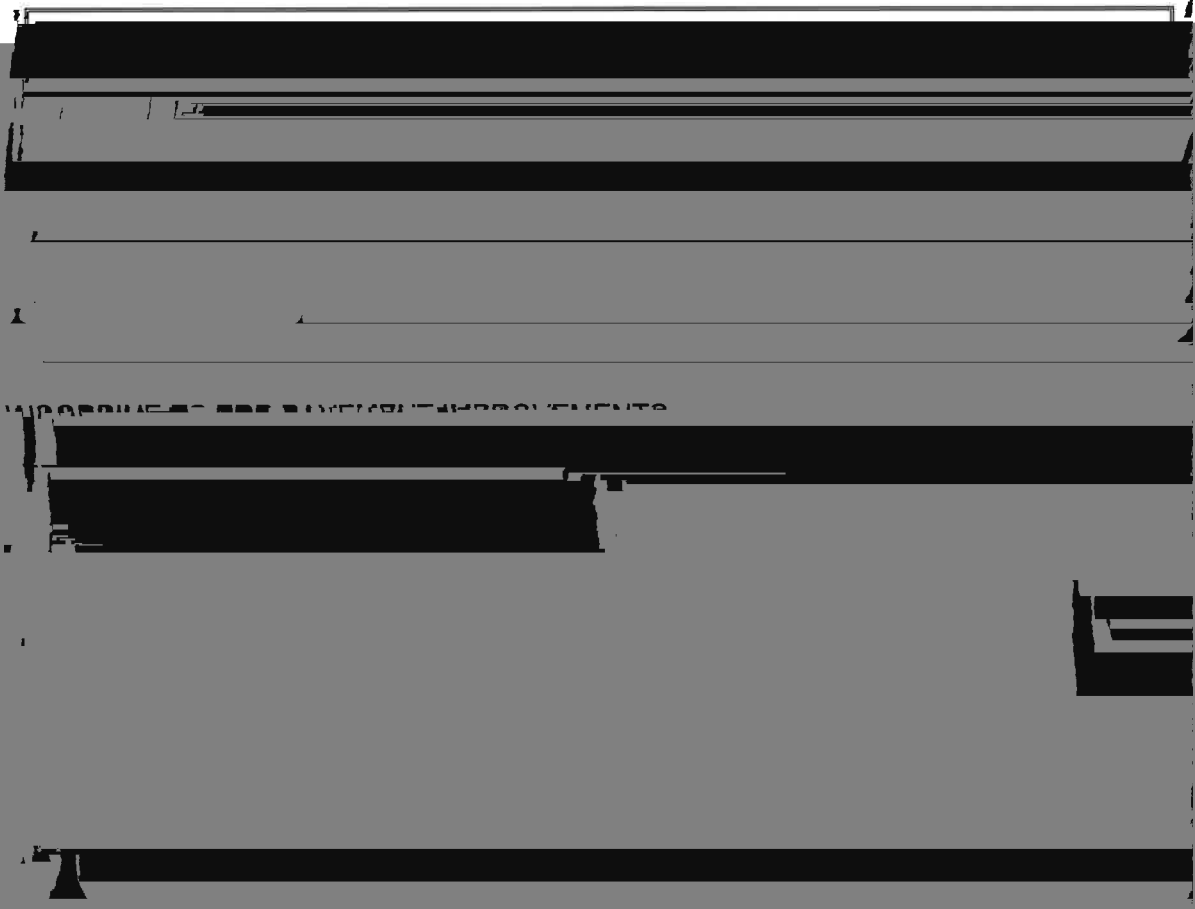
foundations.

Consideration should be given to thickening the edges of sidewalks to at least twice the slab thickness. Irrigated landscaping adjacent to concrete flatwork will help maintain a more uniform moisture in the soils and reduce the amount of potential differential movement.

Pavement Design Alternatives

Pavement design analysis has been performed based upon the procedures contained in the





WKA No. 10830.10P
 February 23, 2016

CHEMICALLY-AMENDED SUBGRADE PAVEMENT DESIGN ALTERNATIVES

R-value = 50

Traffic Index (TI)	Traffic Condition	Type B Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Portland Cement Concrete (inches)
4.5	Automobile Parking Only, Hardcourts	2½	4	
6.0	Light Truck Traffic	3½*	5	
7.0	Fire Truck Traffic	4*	5	5

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

WKA No. 10830.10P
February 23, 2016

Specifications. We emphasize that the long-term performance of AC pavements is critically dependent on adequate and uniform compaction and stability of the subgrade soils. Grading

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Pavement Improvement Recommendations
WOODBINE ES ERP PAVEMENT IMPROVEMENTS
 WKA No. 10830.10P
 February 23, 2016
 Page 11

IN-PLACE SOIL PROPERTIES

- Subgrade Soil Descriptions:
- 1) Dark brown, moist, sandy, silty CLAY (CL)
 - 2) Light brown, moist, partially cemented, silty fine SAND (SM)
 - 3) Brown, moist, clayey sand (SC)

Location	Depth Below Pavement Surface (in.)	Soil Description	Soil Moisture Content (%)	Soil In-Place Unit Weight (pcf)
Core No. 1	15 – 42	1	16.4	111
	42 – 48	2		
Core No. 2	6 – 42	1	15.2	114
	6 – 24	3	18.1	103
Core No. 3	24 – 42	1		-
	42 – 48	2		

NOTES: Laboratory soil properties were performed on relatively undisturbed 2"x6" tube samples.

Pavement Improvement Recommendations
WOODBINE ES ERP PAVEMENT IMPROVEMENTS
WKA No. 10830.10P
February 23, 2016
Page 12

RESISTANCE (R) VALUE TEST RESULTS
(CTM 301)

Material Description Brown, sandy, silty clay
Location: Bulk sample of near-surface soils from Core Nos. 1 & 2

Specimen Number	Dry Unit Weight	Moisture @ Compaction	Expansion Pressure	Exudation Pressure	R - Value
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APPENDIX A
GUIDE EARTHWORK SPECIFICATIONS
WOODBINE ERP PAVEMENT IMPROVEMENTS
2500 52nd Avenue
Sacramento, California
WKA No. 10830.10P

PART I GENERAL

1.1 SCOPE

A.

This item shall include all clearing of surface vegetation, existing pavements and ~~other deleterious items; preparation of surfaces to be filled, filling, spreading~~

compaction, observation and testing of the fill; and all subsidiary work necessary to complete the grading of roadway areas to conform with the lines, grades and slopes as shown on the accepted Drawings.

B.

Where specific reference is made to "Geotechnical Engineer;" this designation shall be understood to include either him or his representative.

1.2 PROTECTION

A.

Adequate protection measures shall be provided to protect workmen and passers-by the site. Streets and adjacent property shall be fully protected throughout the operations.

B.

~~In accordance with generally accepted construction practices, the Contractor shall~~

The information contained in this report was prepared for design purposes only. The

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Contractor is responsible for any conclusions he/she may draw from this report.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- G When the moisture content of the subgrade is less than optimum, as defined by the ASTM D1557 Test Method, water shall be added until the proper moisture content is achieved.
- H When the moisture content of the subgrade is too high to permit the specified compaction to be achieved, the subgrade shall be aerated by blading or other methods until the moisture content is satisfactory for compaction. After the areas to receive fill have been cleared, moisture conditioned, and plowed or scarified, the native clayey soils shall be recompacted in place to a depth of at least six inches (6") to a minimum of ninety percent (90%) of the ASTM D1557 Test

Method maximum dry density if these soils will not be lime stabilized.

- J The pavement areas shall be defined as extending at least three feet (3') beyond the edge of pavement.

3.3 CONSTRUCTION OF UNTREATED SUBGRADES

- A. The selected soil fill material shall be placed in layers which, when compacted, do not exceed six inches (6") in thickness. Each layer shall be spread evenly and shall

C. Mixing

1. Lime shall be added to the material to be treated at a rate of not less than _____

four and one half pounds (4½ lb.) of lime per cubic foot of soil treated.

2. Lime shall be spread by equipment that will uniformly distribute the required amount of lime for the full width of the prepared material. The rate of spread

shall be _____

designated rate.

3. The spread lime shall be prevented from blowing by suitable means selected

throughout the layer. If the Contractor is unable to achieve uniformity and density throughout the thickness selected, he shall rework the affected area using thinner lifts until a satisfactory treated subgrade meeting the distribution and density requirements is attained, as determined by the Geotechnical Engineer at no additional cost to the Owner

2. The finished thickness of the lime-treated material shall not vary more than one-tenth foot (0.1') from the planned thickness at any point.
3. The lime-treated soils shall be compacted to a relative compaction of not less than ninety-five percent (95%) as determined by the ASTM D1557 Test Method.
4. Initial compaction shall be performed by means of a sheepfoot or segmented wheel roller. Final rolling shall be by means of steel-drum or pneumatic-tired rollers.
5. Areas inaccessible to rollers shall be compacted to meet the minimum

compaction requirement by other means satisfactory to the Geotechnical

least three (3) days after final trimming and rolling. No equipment or traffic shall be

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]