

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 1 of 8

**ADDENDUM NO. 1
LYNWOOD DRIVE AND OTHER ROADS
WORK ORDER: H15162
AREA: ARROWHEAD FARMS, DEL ROSA AND HIGHLAND AREAS
ROAD NO.: VARIOUS LOCATIONS**

BIDS OPEN 10:00 AM, SEPTEMBER 25, 2025

By Email via ePro System

The bid opening will be publicly viewable via goto.com, details are available in the Notice to Bidders pages of the Project Special Provisions.

Amend the Project Special Provision as follows:

1. DIVISION II – GENERAL PROVISIONS

- a. **Delete** the following paragraph under **Section 10-1.02:**

~~**REPAIR POTHOLES, PAVEMENT PATCHING AND CRACKS FILLING IN EXISTING ASPHALT SURFACING**~~

Replace with the following:

REPAIR POTHOLES, PAVEMENT PATCHING AND CRACK SEALING/FILLING IN EXISTING SURFACING

- b. **Delete** the following paragraph under **Section 10-1.10:**

~~**The PCMS shall be installed as the Second order of work and shall occur two (2) weeks prior to the start of construction. Contractor shall provide a minimum of number (5) nine message signs.**~~

Replace with the following paragraph:

The PCMS shall be installed as the Second order of work and shall occur two (2) weeks prior to the start of construction. Contractor shall provide a minimum of (5) five message signs.

- c. **Remove** the 13th, 14th, and 15th paragraph of **Section 10-1.14** on pages (SP 68-70) **Cold Plane Asphalt Concrete Pavement** And Replace With The Following :

The contract unit price paid per square yard for **Cold Plane Asphalt Concrete Pavement (0.10' Mill)** shall include full compensation for furnishing all labor, materials including asphalt concrete for temporary transitions, tools, equipment and incidentals, and for doing all the work involved in cold planing and disposing of planed material; and constructing, maintaining, removing and disposing of temporary transitions, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 2 of 8

The contract unit price paid per square yard for **Cold Plane Asphalt Concrete Pavement (0.12' Mill)** shall include full compensation for furnishing all labor, materials including asphalt concrete for temporary transitions, tools, equipment and incidentals, and for doing all the work involved in cold planing and disposing of planed material; and constructing, maintaining, removing and disposing of temporary transitions, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract unit price paid per square yard for **Cold Plane Asphalt Concrete Pavement (0.16' Mill)** shall include full compensation for furnishing all labor, materials including asphalt concrete for temporary transitions, tools, equipment and incidentals, and for doing all the work involved in cold planing and disposing of planed material; and constructing, maintaining, removing and disposing of temporary transitions, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract unit price paid per square yard for **Cold Plane Asphalt Concrete Pavement (0.20' Mill)** shall include full compensation for furnishing all labor, materials including asphalt concrete for temporary transitions, tools, equipment and incidentals, and for doing all the work involved in cold planing and disposing of planed material; and constructing, maintaining, removing and disposing of temporary transitions, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

d. Delete Section 10-1.18 and Replace with the following:

Concrete patching, curb & gutter shall conform to the provisions in Section 73, "Concrete Curbs," of the Standard Specifications.

The concrete patching on **Acre Lane and Newmark Avenue** shall be sawcut, removed and replaced in kind.

The second and third sentence of the first paragraph in Section 73-1.03B, "Subgrade Preparation," of the Standard Specifications is superseded by the following:

Relative compaction of not less than 95 percent shall be obtained for a minimum depth of 0.50-foot below the grading plane for the width of the traveled way, including cross gutters, gutter depression, driveways and spandrels. Where curb & gutter, sidewalks, pedestrian ramps, curb outlet structure are to be constructed, the sub grade material shall be compacted to a relative compaction of not less than 90 percent for a minimum depth of 0.50-foot below the grading plane.

After compaction and grading, the sub grade shall be firm, hard, and unyielding.

Non-Pigmented curing compound shall be used on exposed concrete surfaces other than curb and gutter.

The Contractor to provide metal plates or graded dirt for driveway entrance at driveway during construction.

The contract unit price paid per cubic yard for Minor Concrete (**Curb and Gutter, Cross Gutter, and Spandrel**) and lump sum price for **Concrete Patch (Acre Lane and Newmark Avenue)**

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 3 of 8

shall include full compensation for furnishing all labor, materials, compacting, regrade, compact, equipment and incidentals, including excavation and backfill, as shown on the plans, and as specified in the Standard Specifications, these Special Provisions, and as directed by the Engineer.

e. **Delete** the following paragraphs under **Section 10-1.20 Asphalt Rubber Binder Seal Coat**:

~~THE ASPHALT RUBBER BINDER PRODUCTION SITE MUST BE AT THE JOB SITE, AT A DISTANCE OF WITHIN THREE MILES.~~

~~THIS REQUIREMENT ALSO APPLIES TO ANY ASPHALT RUBBER BINDER REHEAT CYCLES, UNLESS OTHERWISE APPROVED BY THE COUNTY.~~

f. Delete **Section 10-1.21** and **Replace** with the following:

10-1.21 ASPHALT CONCRETE (RAP Optional)

Asphalt concrete shall conform to the provisions in Section 39-2, RAP 15% Max, "Hot Mix Asphalt" of the Standard Specifications and these special provisions.

The Contractor may produce asphalt concrete using reclaimed asphalt pavement (RAP). The 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.

RAP shall not be used in Open Graded Asphalt Concrete or Rubberized Asphalt Concrete.

RAP shall be processed from asphalt concrete removed from pavement surfaces. RAP shall be stored in stockpiles on smooth surfaces free of debris and organic material. RAP stockpiles shall consist only of homogeneous RAP. The Contractor may process and stockpile RAP throughout the project's life. Processing and stockpiling operations shall prevent material contamination and segregation.

The asphalt concrete shall conform to the following requirements:

1. Asphalt concrete shall be produced at a central mixing plant.
2. **The Overlay less than 0.20' thick shall be Type A, 1/2" Aggregate Gradation, PG 64-28 PM. The Overlay of 0.20' or greater shall be Type A, 3/4" Aggregate Gradation, PG 64-28 PM.**
3. The aggregate for **Asphalt Concrete** shall conform to **1/2 inch Aggregate Gradation PG 64-28 PM** and **3/4 inch Aggregate Gradation PG 64-28 PM**. As specified in Section 39-2.02B(4)(b), "Aggregate Gradations," of the Standard Specifications. The asphalt binder shall be **PG 64-28 PM**.
4. If the Contractor does not use RAP, the amount of asphalt binder to be mixed with the aggregate for Type A asphalt concrete will be determined by the Contractor and submitted to the Engineer for approval in accordance with California Test 367 (except Open Graded asphalt concrete) or California Test 368 for Open Graded asphalt concrete

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 4 of 8

using the samples of aggregates furnished by the Contractor in conformance with Section 39-2.01A(4), "Quality Assurance," of the Standard Specifications.

5. If the Contractor uses RAP, the amount of asphalt binder to be mixed with the combined virgin aggregate and RAP will be determined by the Contractor and submitted to the Engineer for approval in accordance with California Test 367 amended by Lab Procedure-9 (LP-9). LP-9 is available at:

<http://www.dot.ca.gov/hq/esc/Translab/ormt/fpmlab.htm>

Whenever in Lab Procedure-9 the terms "Hot Mix Asphalt" and "HMA" are used, they shall be understood to mean and refer to "Asphalt Concrete" and "AC" respectively.

At least 5 days before starting production of asphalt concrete using RAP, the Contractor shall submit a proposed asphalt concrete mix design in writing to the Engineer.

Replace The First Paragraph of Section 39-2.01A(3)(d) "Test Results", with:

For mix design, JMF verification, production start-up, and each 10,000 tons, submit AASHTO T 283 and AASHTO T 324 (Modified) test results electronically to the Engineer.

Add The Following as the First Paragraph of Section 39-2.01A(4)(b) "Job Mix Formula Verification", with:

At the Engineer's sole discretion, the Engineer may choose to verify the full Job Mix Formula (JMF), or any portion thereof, or accept the Contractors submitted test results in lieu of verification testing in accordance with the following sections. In any case, this verification will serve the purposes of this project alone, and shall not be used for any other project.

Remove the paragraphs of Section 39-2.01A(4)(b) "Job Mix Formula Verification", as follows:

Paragraph 9; which starts "You may adjust..."
Paragraph 10; which starts "For each HMA type..."
Paragraph 11; which starts "A verified JMF..."

Replace Section 39-2.01A(4)(d) "Job Mix Formula Renewal", with: 39-2.01A(4)(d) Reserved

Replace Section 39-2.01A(4)(e) "Job Mix Formula Modification", with: 39-2.01A(4)(e) Reserved

Replace Section 39-2.01D "Payment" with: 39-2.01D Payment Reserved

Replace the second paragraph of Section 39-2.02A(1) "Summary", as follows:
The Contractor may, by written request separate from the Job Mix Formula (JMF) submittal, request the Engineer allow The Contractor to use a Warm Mix Asphalt (WMA) Technology.

**Remove the first paragraph and table of Section 39-2.02B(4)(b) "Aggregate Gradations".
Remove the second paragraph and table of Section 39-2.02C "Aggregate Gradations".**

A prime/tack coat is required:

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 5 of 8

- a. Prime Coat shall be applied to the base prior to placing the Hot Mix Asphalt. Prime Coat shall be e-prime or approved equal and will be spread at a rate of 0.15 to 0.35 gal/sy, as directed by the Engineer.
- b. Tack coat shall be applied to existing pavement including planed surfaces, between layers of HMA and vertical surfaces of curbs, gutters, and construction joints. Tack coat must comply with the specifications for asphaltic emulsion in 2015 Caltrans Standard Specifications Section 94, "Asphaltic Emulsion," or asphalt binder in Section 92, "Asphalt Binders." Tack coat shall be spread at a rate of 0.02 to 0.10 gal/sy, as directed by the Engineer.

The price paid for asphalt concrete shall include all costs for prime or tack coat(s) applied to all edges and between layers of asphalt concrete paving or overlay.

Additional asphalt concrete surfacing material shall be placed along the edge of the surfacing at road connections and private drives, hand raked, if necessary, and compacted to form smooth connecting surfaces. Full compensation for furnishing all labor and tools and doing all the work necessary to hand rake said connecting surfaces shall be considered as included in the contract prices paid per ton for the various contract items of asphalt concrete surfacing involved and no additional compensation will be allowed therefor.

Replace Section 39-2.02D "Payment" with:

Quantities of asphalt concrete with/without RAP, will be paid for at the contract price per ton for **Place 0.10' Asphalt Concrete (Type A, 1/2" Aggregate Gradation, PG 64-28 PM), Place 0.12' Asphalt Concrete (Type A, 1/2" Aggregate Gradation, PG 64-28 PM), Place 0.16' Asphalt Concrete (Type A, 1/2" Aggregate Gradation, PG 64-28 PM), Place 0.20' Asphalt Concrete (Type A, 3/4" Aggregate Gradation, PG 64-28 PM), and Place 0.67' Asphalt Concrete (Type A, 3/4" Aggregate Gradation, PG 64-28 PM),** shall include full compensation for furnishing all labor, materials, prime coat, tack coat, tools, equipment and incidentals, and for doing all the work involved in constructing asphalt concrete complete in place, as shown on the plans, and as specified in the Standard Specifications, these special provisions, and as directed by the Engineer.

- g. Delete** Section 10-1.26 Reset Mailbox, and **replace** with the section **10-1.26 Crack Seal:**

10-1.26 CRACKS SEAL

This supplementary section relates to severe cracks in the existing asphalt concrete surfacing were found on the paved parking lots, traffic lanes and shoulders, as shown on the plan, that are **1/4" (0.25") wide to 2"** in width shall be prepared and filled with crack sealant in accordance with these special provisions.

Cracks on Acre Lane and Newmark Avenue which are greater than 2" in width and potholes in the existing surface shall be patched with minor concrete.

Cracks on all other roads, within project limits, which are greater than 2" in width and potholes in the existing surface shall be filled or patched with 3/8" max., HMA. Refer to Section 10-1.02 for payment of Crack Seal and Crack Fill on all other roads.

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 6 of 8

MATERIALS

The modified asphalt crack sealant shall be a mixture of paving asphalt and ground rubber or ground rubber and polymer. The gradation of the ground rubber shall be such that 100 percent will pass a 2.36-mm (No.8) sieve. The modified asphalt crack sealant shall conform to the following requirements:

Test	ASTM Designation	Requirements
Softening Point	D 36	82°C min.
Cone Penetration @ 25°C	D 3407	30 dmm min.
Resilience @ 25°C	D 3407	40 percent min.
Flow	D 3407	3 mm max.

The modified asphalt crack sealant material shall be furnished premixed in containers with an inside liner of polyethylene. Packaged material shall not exceed 60 pounds. The modified asphalt crack sealant material shall be capable of being melted and applied to cracks at temperatures below 204°C. When heated, it shall readily penetrate cracks ¼" wide or wider.

The Contractor shall provide the Engineer with a Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificate of Compliance," of the Standard Specifications with each shipment of crack sealant. Said certificate shall also certify that the sealant complies with the specifications and shall be accompanied with storage and heating instructions and cautions for the material.

PREPARATION

Cracks to be filled, potholes to be repaired, and adjacent asphalt concrete surfacing shall be cleaned and shall be free of dirt, vegetation, debris and loose sealant. A weed-killer/soil sterilant shall be applied. Cleaning shall be done by air blasting. Old sealant that protrudes above the asphalt concrete surfacing shall be completely removed. Routing will not be required. Hot compressed air or other means, approved by the Engineer, shall be used to clean and dry the crack immediately prior to application of material. When moisture is present, hot compressed air or other means, approved by the Engineer, shall be used to clean and dry the crack immediately prior to application of material.

APPLICATION

The crack sealant material shall be applied only after the cracks and adjacent asphalt concrete surfacing have been cleaned. Crack sealant material shall be spread with any type nozzle or device approved for use by the Engineer that will place the material within the specified temperature range and to the dimensions shown on the plans. All cracks shall be squeegeed when necessary after application of the crack sealant material.

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 7 of 8

The finished sealant material placed shall be flush with the existing roadway surface. Within 2 days after application of sealant, sealed cracks that reopen or in which the sealant material sags below the surrounding asphalt concrete surfacing and shoulders shall be resealed.

The curing time shall be per manufacturer's recommendation.

Full compensation for furnishing all labor, materials, tools, equipment, and incidentals for doing all the work involved in preparing, cleaning, applying weed killer/soil sterilent, filling and sealing cracks shall be included in the contract **lump sum** price paid for **Crack Seal (Acre Lane and Newmark Avenue)** and no additional compensation will be allowed therefor.

Refer to Section 10-1.02 for payment of Crack Seal and Crack Fill on all other roads.

h. In Section 10-1.19 **Remove** Slurry Seal – Type II and **Replace** with Rubberized Slurry Seal – Type II which shall conform with Green Book 2024 Edition Section 203-5.5 Rubberized Emulsion-Aggregate Slurry (REAS):

10-1.19 RUBBERIZED SLURRY SEAL TYPE II

The Rubberized Slurry Seal Type II shall be Rubberized Emulsion-Aggregate Slurry conforming to Standard Specification for Public Works Construction (Green Book) 2024 Edition Section 203-5.5 Rubberized Emulsion-Aggregate Slurry (REAS).

The contract unit price paid per square yard for **Rubberized Slurry Seal (Type II)** shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in furnishing and placing of the slurry seal, complete in place, including cleaning the surface, crack seal and protecting the slurry seal until it has set, all as shown on the plans, as specified in these specifications and as directed by the Engineer.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefore.

Streets having a cul-de-sac with treatment of **Rubberized Slurry Seal (Type II)** shall terminate the treatment before the bulb.

2. GREEN PAGES

a. Delete the following 31 sheets in Standard and Special Drawings (Green Page):

~~LOCATION MAP (Sheet 1 OF 31)~~

~~NOTES, LEGEND AND ABBREVIATION (Sheet 2 OF 31)~~

~~ROAD LIST (Sheet 3 – 10 OF 31)~~

~~TYPICAL SECTIONS (Sheet 11 – 13 OF 31)~~

~~TYPICAL DETAILS (Sheet 14 – 15 OF 31)~~

ADDENDUM NO. 1

Lynwood Drive and Other Roads

September 10, 2025

Page 8 of 8

~~TRAFFIC NOTES (Sheet 16 OF 31)~~

~~ROAD REPAIR SCHEMATIC (Sheet 17-31 OF 31)~~

Replace with Attachment #1: Standard and Special Drawing (Green Pages)

3. PROPOSAL

- a. Delete Bid Sheet P-4 and P-5, Replace with attached Addendum No.1, Sheet P-4 and P-5
Attachment #2 – **use these sheets for bidding purposes**

ATTACHMENTS:

Attachment #1: Standard and Special Drawing (Green Pages)

Attachment #2: Bid Sheet P-4 and P-5 – **use these sheets for bidding purposes**

Attachment #3: Road Repair Schematic and Details

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.**

Noel Castillo, Director
Department of Public Works

By: 

Andy Silao, P.E., Chief
Contracts Division

AS:mt

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.