

ADDENDUM NO. 2

Lynwood Drive and Other Roads

September 19, 2025

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**ADDENDUM NO. 2
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. Under **ASPHALT RUBBER BINDER SEAL COAT** of Section 10-1.20, include a new paragraph after the heading that reads “MEASUREMENT AND PAYMENT” with:

Streets having a cul-de-sac with treatment of **Asphalt Rubber Binder Seal Coat** shall terminate the treatment before the bulb per attached Cul-de-sac Schematic exhibit (Sheet 31B of 31) in Addendum No. 2.

- b. Under **COLD PLANE ASPHALT CONCRETE PAVEMENT** of Section 10-1.14, include a new paragraph after the paragraph that reads “Contractor shall grind both direction of each segment...” with:

Streets with a cul-de-sac identified in Cul-de-sac Schematic exhibit (Sheet 31B of 31) in Addendum No. 2 shall include treatment of **Cold Plane Asphalt Concrete Pavement** specifically at the bulb only.

- c. Under **ASPHALT CONCRETE (RAP Optional)** of Section 10-1.21, include a new paragraph after the heading that reads “The price paid for asphalt concrete shall include all costs for prime or tack” with:

Streets with cul-de-sac identified in cul-de-sac Schematic exhibit (Sheet 31B of 31) in Addendum No. 2 shall include treatment of **Asphalt Concrete (Type A, 1/2-inch Aggregate Gradation, PG 64-28 PM)** specifically at the bulb only.

- d. Under Section 10-1.18 (Addendum No.1), Delete the following paragraph:

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

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- e. Delete Section 10-1.26 CRACK SEAL (Addendum No.1), and replace the following 10-1.26 CRACK SEAL:

10-1.26 CRACK SEAL AND CRACK FILL

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 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 roads except for Acre Lane and Newmark Street.**

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 1/4" 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 sterilent 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

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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.

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 sterilant, filling and sealing cracks shall be included in the contract price per **linear foot** paid for **Crack Seal** and **per square foot** paid for **Patching on 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.

2. PROPOSAL

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

Question and Answer:

Q: What is the Engineer's Estimate?

A: County does not provide engineering estimates.

Q: The County has a "Road List" index and a "Road Treatment Table". In order to verify bid quantities, does the County have a list of area breakdown per 'Road Number'?

A: The road list and road treatment table are matched to each other, the road treatment table includes roadway length and width to calculate for the quantity of each road. The county only provides a total calculated quantity for each treatment, not separated by roads. Refer to Attachment #1 in Addendum No.1 for the updated Road List.

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Q: Lorraine Drive is shown on the Road Treatment Table under Group F, but is not shown on the Road List Table. Please clarify limits if it is to be included.

A: Per Attachment 1 in Addendum #1, Lorraine Drive should be Rubberized Chip Seal and Rubberized Slurry Seal, as shown as Treatment Type D in the typical section. Refer to Attachment #1 in Addendum No.1 for the updated Road Treatment Table and Typical Sections.

Q: In reference to the W.O. #H15162, Lynwood Dr. and Other Roads, we noticed that there are several Cul-De-Sac Locations included as resurfaced with ARAM and Slurry Seal. Application of ARAM and Slurry Seal does not perform well in Cul-de-sacs. There areas are susceptible to damage such as tearing, bleeding, and shoving. These damages are caused by static loading, three-point turning motion of trash trucks and other delivery trucks. Residential vehicle use will also damage the surfacing especially during hot summer months. The solution is to Hot Mix Asphalt pave these Cul-De-Sacs up to the BCR instead of applying cape seal. Please acknowledge.

A: Concurred. Will use cold plane and overlay at all cul-de-sac areas. Refer to Section 1 of this Addendum No.2, and also Attachment #1 and Attachment #2 for updated Exhibit and Proposal Pages.

Q: Upon review of Addendum 1, items were added for patch repair and crack seal on Acre and Newmark, both concrete streets. Guidelines for crack seal is greater than 2". Being a concrete material the County should state specific materials to be used, not use generic term of 'minor concrete'. In reference to concrete patching, no guidelines are given on size of patch requiring replacement, just guidelines on method of patching. Both streets have several areas with 'alligator' cracking of various sizes. Since both new items are lump sum, the County needs to provide more details, or these streets should be completed on a Supplemental Work at Force Account Basis. Another option would be for the County to determine quantities of repair and crack seal, which would be designated by the field inspector.

A: The item for crack seal and patch repair on Acre Lane and Newmark Street has been revised within this addendum. The County will use asphalt for crack seal, crack fill and patching within these two roads (Acre Lane and Newmark Street). The payment for crack seal, crack fill, and patching on Acre Lane and Newmark Street will be measured by linear footage and square footage, respectively. Refer to **Section 1, part e** of this Addendum No.2 for crack seal/fill detail.

ATTACHMENTS:

Attachment #1: Addendum No. 2 Exhibit Sheet 31B of 31

Attachment #2: Revised/add Proposal Pages Addendum No. 2 P-4, P-5

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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. 2 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. 2 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. 2 and I fully understand the intent and detail of Addendum No. 2, 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.