ADDENDUM No. 1
For
Request For Bids for Bundy Canyon Road Rehab Project and Slurry Seal Project (CIP 057-3/058-3)

The following amendments and clarifications are made to the Request for Bid Proposals for Professional Services. **ADDENDUM 1 MUST BE SIGNED AND RETURNED WITH PROPOSAL.**

Item 1 – Change in Bid Opening Date

Sealed bids will be received at the office of the City Clerk, located at 23873 Clinton Keith Road, Suite 110, Wildomar, California, 92595 until **3:00 pm** local time on **Thursday, January 22, 2026**, for furnishing all labor, material, tax, transportation, equipment, and services necessary.

Bids received after **3:00 pm** local time on **Thursday, January 22, 2026**, shall be returned unopened. Bids will be opened and tabulated immediately after the time bids are due in the City Council Chambers located at 23873 Clinton Keith Rd., Suite 106, Wildomar, California, 92595. Bids will be opened and tabulated immediately after the time bids are due in the City Council Chambers located at 23873 Clinton Keith Rd., Suite 106, Wildomar, California, 92595. Bidders, their representatives and other interested parties are invited to watch the bid opening in-person.

Item 2 – Response to Proposer's Questions

Question 1:

When is the tentative start date of the project?

Response:

Should the result of the lowest responsive and responsible bid be recommended by City Staff for contract award, City Staff anticipate recommending a Contract Agreement at the February 10, 2026 City Council meeting. Following approval of the contract by City Council, City Staff would issue a Notice of Award providing reasonable time to the Contractor for the approval of preconstruction submittals, business registration, encroachment permits, public notice, preconstruction meeting, and other items deemed necessary to obtain prior to construction commencing. Once the conditions in the Notice of Award are satisfied, a Notice to Proceed for the completion of work will be issued to the Contractor. Page 11 of the Bid Documents, under • **Time of Completion**, specifies:

"The time of completion of the work to be performed hereunder is the essence of this Contract. Delays and extensions of time may be allowed in accordance with the provisions of the Agreement for Construction Services. The time allowed for the completion of the work is **Fifty (50) Working Days**."

Question 2:

How much is the engineer's estimate? (duplicate questions received)

Response:

BASE BID - SCHEDULE "A" - $3,473,825.38

Page 22 of the Bid Documents, under Section C. Bid Schedule, specifies:

“NOTE: The award of contract will be made to the lowest responsible bidder submitting the lowest responsive bid. The lowest responsive bid shall be determined by the **TOTAL BID PRICE for SCHEDULE A only**, as calculated from Unit Prices.”

SCHEDUE “A” + ADDITIVE BID SCHEDULE “B” + ADDITIVE BID SCHEDULE “C” - $3,650,685.39

Awarding of Additive Bid Schedule B and/or Additive Bid Schedule C is at the discretion of the City.

Question 3:

Is there a budget for allowance?

Response:

There is no budget for allowance.

Question 4:

What is the bid amount that will be used for basis of award on this project? Base bid only, or base bid plus additives?

Response:

Page 22 of the Bid Documents, under Section C. Bid Schedule, specifies:

“NOTE: The award of contract will be made to the lowest responsible bidder submitting the lowest responsive bid. The lowest responsive bid shall be determined by the **TOTAL BID PRICE for SCHEDULE A only**, as calculated from Unit Prices.”

Awarding of Additive Bid Schedule B and/or Additive Bid Schedule C is at the discretion of the City.

Question 5:

Please clarify the intent for how Base Bid item no. 11, “Remove and Replace Asphalt Concrete Pavement and/or Subgrade to 3” Total Depth (Bundy Canyon Road)” will be paid. Will this item only pay for removal of the 3” digout, or is replacement of 3” of asphalt concrete identified on the plans also incidental to this item? The construction notes on the improvement plans seem to suggest that these digouts will be paid under the grinding and paving items, which is in conflict with the hatch legend notes. Please also clarify if the 3” depth will be measured from milled grade or existing surface.

Response:

Base Bid Item No. 11 is for the removal of 3" of AC and/or subgrade, then immediate replacement of 3" of AC. This item will pay for both the 3" removal and the 3" digout repair. This digout repair is an interim surface and is to be completed prior to the 1.5" grind (cold-mill) and 1.5" AC/ARHM overlay of the road. This 3" repair can be a ¾" Base Course or ½" Surface Course Mix Design, since it is an interim surface.

Base Bid Item No. 19 is for the removal of 3" of AC and/or subgrade, then immediate replacement of 3" of AC in various locations Citywide. This item will pay for both the 3" removal and the 3" digout repair. This digout repair must be finished with a ½" Surface Course Mix Design since it is not an interim surface.

Question 6:

Will the City allow for the 3" paving sections (including digouts) to be paved in a single 3" lift? Section 302-5.9.1 of the SSPWC allows for single lift thicknesses of up to 4 inches. Furthermore, industry standard for minimum lift thickness is 3 times the NMAS (nominal maximum aggregate size) of the mix. Paving a 1.5" lift with Greenbook Class B ¾" mix would potentially break the aggregate when rolled. Please advise.

Response:

Confirming the City would allow for single lift in accordance with the SSPWC (Greenbook).

Question 7:

In the bid item special provisions within the bid documents issued by the City, there are several sections where payment for detection loop replacement is identified as incidental to the HMA paving items. Please confirm replacement for all detection loops will be paid under Base Bid item #13.

Response:

Confirming replacement for all detection loops will be paid under Base Bid Item No. 13.

Conflicting language is hereby revised in the Bid Item Special Provisions.

Question 8:

In the bid item special provisions within the bid documents issued by the City, there are several sections where payment for the different HMA items is stated to be made by the SQUARE FOOT. Please confirm the asphalt placement items on this project will be made by the TON as shown on the current bid schedules.

Response:

Confirming TON is the correct Unit for the Measurement and Payment for Base Bid Items No. 8 - 10.

Conflicting language is hereby revised in the Bid Item Special Provisions.

Question 9:

Both Type I and Type II RAP Slurry are called out on the bid schedule, but there is only one gradation of RAP aggregate (Un-Extracted and Extracted) on Page 88 of the Specifications. Is this the Type II RAP gradation, and if so is there a gradation for Type I RAP?

Response:

For Base Bid Item No. 17 only, "PME-RAP" is hereby removed from the Description in the Bid Schedule. A conventional Type I Slurry Seal is acceptable using aggregate in accordance with SSPWC Table 200-1.7.2.

Page 88 of the Bid Documents, TABLE 302-15.2.2.2 is for a Type II PME-RAP gradation.

Conflicting language is hereby revised in Section C. Bid Schedule and the Bid Item Special Provisions.

Question 10:

Table 302-15.8 calls out the Wet Track Abrasion Test (WTAT) for the RAP slurry. The WTAT was developed as a mix design procedure on virgin aggregate, is there a special procedure to be used for this test when using RAP aggregate, e.g. rolling of the sample?

Response:

There is not a special procedure used for RAP aggregate versus virgin aggregate for WTAT. The procedure is the same.

Item 3 – Revised Bid Schedule and Special Provisions

Attached is the revised "Section C. Bid Schedule" of the Project Bid Documents. **Bid proposals shall be submitted using the revised "Section C. Bid Schedule" attached hereto. Bid proposals not submitted on the revised documents shall be deemed non-responsive.**

Attached is an Errata to the "Bid Item Special Provisions" incorporating these changes.

Approved By: Cameron Luna
Cameron Luna (Jan 14, 2026 17:18:25 PST) DATE: 01/14/26
Cameron Luna
Project Manager, Associate Engineer

Acknowledged By: _____ DATE: _____
Proposer's Signature

ADDENDUM NO. 1 MUST BE SIGNED AND RETURNED WITH PROPOSAL

ADDENDUM 1

Section C.
Bid Schedule

The following quantities are approximate only and are given for the purpose of comparing proposals. The City does not expressly or by implication agree that the actual amount of work will correspond with quantities given herein, but reserves the right to increase or decrease the amount of any class or portion of the work as may be deemed necessary or advisable by the City Engineer. Payment will be based upon the actual quantities installed or constructed, unless otherwise specified.

Base Bid Schedule "A" – Bundy Canyon Road, Citywide Dig Out Repairs and Slurry Seal					
Item No.	**Description**	**Units**	**Estimated Quantity**	**Unit Price**	**Total Price**
1	Mobilization, Demobilization, Bonds, Insurance and Miscellaneous	LS	1		
2	Traffic Control System	LS	1		
3	Water Pollution Control Program	LS	1		
4	Construction Survey	LS	1		
5	Install Signing and Striping	LS	1		
6	Grind (Cold-Mill) Existing Asphalt Concrete (1.5" Min.)	SF	440,651		
7	Grind (Cold-Mill) Existing Asphalt Concrete (3" Min.)	SF	241,359		
8	Construct 1.5" ARHM Overlay (STA 10+00 to STA 70+00)	TON	3,498		
9	Construct 1.5" AC Overlay (STA 112+88 to STA 243+00)	TON	3,537		
10	Construct 1.5" Asphalt Concrete Base Pavement	TON	2,406		
11	Remove and Replace Asphalt Concrete Pavement and/or Subgrade to 3" Total Depth (Bundy Canyon Road)	SF	12,852		
12	Construct 6' Wide Drainage Swale as Shown on Plans. Contractor to Grade to Drain.	LF	1,275		
13	Replace Existing Traffic Signal Loops to Match Existing	EA	31		

ADDENDUM 1

Base Bid Schedule "A" – Bundy Canyon Road, Citywide Dig Out Repairs and Slurry Seal					
Item No.	**Description**	**Units**	**Estimated Quantity**	**Unit Price**	**Total Price**
14	Adjust Existing Water/Gas Valve to Grade	EA	59		
15	Adjust Existing Manhole to Grade	EA	21		
16	Construct 6" AC HMA Dike Per County of Riverside Standard No. 212 and Backfill 4' From Top of Curb	LF	510		
17	Apply Type I Slurry Seal (85,000 SQFT) - SEE APPENDIX A	TON	57		
18	Apply Type II PME-RAP Slurry Seal (1,876,955 SQFT) - SEE APPENDIX A	TON	1,550		
19	Remove And Replace Asphalt Concrete Pavement and/or Subgrade To 3" Total Depth (Citywide) - SEE APPENDIX B	SF	12,776		
				Total In Figures:	

TOTAL BID PRICE "SCHEDULE A" IN WORDS:

_____

_____

ADDENDUM 1

Additive Bid Schedule "B" - Almond Street (South) - Bundy Canyon Road to CDS					
Item No.	**Description**	**Units**	**Estimated Quantity**	**Unit Price**	**Total Price**
1	Traffic Control System	LS	1		
2	Construction Survey	LS	1		
3	Grind (Cold-Mill) Existing Asphalt Concrete (1.5" Min.)	SF	8,182		
4	Construct 1.5" ARHM Overlay	TON	82		
5	Install Signing and Striping	LS	1		
				Total In Figures:	

TOTAL BID PRICE "ADDITIVE SCHEDULE B" IN WORDS:

_____

_____

Additive Bid Schedule "C" – Slurry Seal Exhibit G and Exhibit H					
Item No.	**Description**	**Units**	**Estimated Quantity**	**Unit Price**	**Total Price**
1	Traffic Control System	LS	1		
2	Water Pollution Control Program	LS	1		
3	Apply Type II PME-RAP Slurry Seal (389,222 SQFT) - SEE APPENDIX A	TON	330		
4	Install Signing and Striping	LS	1		
				Total In Figures:	

TOTAL BID PRICE "ADDITIVE SCHEDULE C" IN WORDS:

_____

_____

ADDENDUM 1

TOTAL BID PRICE SCHEDULE A + SCHEDULE B + SCHEDULE C IN FIGURES:

_____

TOTAL BID PRICE SCHEDULE A + SCHEDULE B + SCHEDULE C IN WORDS:

_____

_____

NOTE: The award of contract will be made to the lowest responsible bidder submitting the lowest responsive bid. The lowest responsive bid shall be determined by the **TOTAL BID PRICE for SCHEDULE A only**, as calculated from Unit Prices.

Contractor's Name (Printed): _____

Bidders Signature: _____
(Same Signature as on Proposal)

Bidders Name (Printed): _____

Bidders Title: _____

Date: _____

ADDENDUM 1 **ERRATA TO BID ITEM SPECIAL PROVISIONS**

REMOVE AND REPLACE ASPHALT CONRETE PAVEMENT AND/OR SUBGRADE TO 3" TOTAL DEPTH (BUNDY CANYON ROAD/CITYWIDE)

Contractor shall Sawcut and Remove Existing Asphalt Concrete Pavement and/or Subgrade to a depth shown on the construction plans for Bundy Canyon Road, Appendix B for Citywide repairs, or as directed by the City Engineer. Except as otherwise called for on the plans, all asphalt concrete pavement cuts shall be cut to neat, clean, and straight lines to the satisfaction of, and as directed by the City Engineer.

Care shall be exercised not to damage adjacent concrete curbs/gutters, concrete driveways, pavement, and landscape/irrigation. Gutters, pavement, driveways or curbs damaged by construction operations shall be replaced at the Contractor's expense. Damaged landscaping or irrigation shall be replaced or repaired in kind to good working condition. Residue from removal operations shall not be permitted to flow or travel into gutters, onto adjacent surfaces or parkways. All residues shall be completely removed by sweeping and properly disposed. No washing of residues into drainage structures will be allowed.

Asphalt Paving

Dense Graded Asphalt Concrete (DGAC) Overlay Type C2-PG 64-10

This item shall include construction of Minimum Dense Graded Asphalt Concrete (DGAC) overlay, to the depth as shown on the Plan, in accordance with Subsections 203-6, "Asphalt Concrete," and 302-5, "Asphalt Concrete Pavement," of the SSPWC, except as modified or supplemented herein. The asphalt concrete overlay shall be placed in one lift.

Tack coat shall be Grade SS-1H per subsection 302-5.4 of the Standard Specifications. Tack coat shall be applied at a rate not to exceed one-tenth (1/10) gallon per square yard uniformly in one coat on all vertical joints on A.C. catching and P.C.C. surfaces and edges against which AC is to be placed.

Curbs, walks, gutters, and other structures shall be carefully protected, and any adjoining improvement damaged by spattering or tracking with tack coat shall be thoroughly cleaned.

The contact surfaces of all cold pavement joints, curbs, gutters, etc. shall be painted with Grade SS-1h emulsified asphalt immediately before the adjoining AC pavement is placed. The Contractor shall clean the existing pavement surface, including gutters, immediately prior to application of the tack coat. Cleaning shall be accomplished by means of a self-propelled, mechanical street sweeper. The Contractor shall also be responsible for sweeping areas inaccessible to mechanized sweeping equipment. All debris generated shall be removed from the project site and properly disposed of. Use of air blowing equipment shall be prohibited.

Contractor shall also submit to the City, for the Engineer's approval, the workplan and phasing to complete the pavement repair to achieve the design cross-section as shown on the Project Plans.

The initial breakdown rolling and the finished rolling shall be accomplished with a two-axle tandem roller, minimum 8 to 10 tons.

Abrasive grinding shall conform to the first paragraph and last four paragraphs of Section 42-2.02, "Construction," of the Caltrans Standard Specifications, with the following exception: Residue from grinding operations shall be removed from the project site and properly disposed of at the Contractor's expense.

Corrective work described above shall be at the Contractor's expense.

Temporary surfacing shall be placed only when directed by the Engineer, to safeguard the public. Payment for temporary surfacing shall be included in the unit price bid herein (1.5" DGAC Overlay), unless otherwise specified in these Specifications.

Contractor shall construct Hot Mix Asphalt Base Course to the depth as shown in the Plans. Asphalt concrete pavement shall conform to Section 302-5 "Asphalt Concrete Pavement" and Section 203-6, "Asphalt Concrete," of the standard specifications and supplements below.

Prior to the placement AC pavement, the Contractor shall set reference points as necessary in order to all water valves covers and manholes may be located after pavement placement.

A minimum of five (5) working days prior to the paving operation, as outlined in the Contractor's approved construction schedule, the Contractor shall submit to the Project Engineer his pavement supplier's certification of gradation and oil content for the asphalt concrete to be used for this Contract. Composition and gradation shall meet the requirements of Section 203-6.4.3 "Composition and Grading," of the Standard Specifications.

The work to be performed under this Item consists of constructing a 1.5-inch (1.5") asphalt concrete pavement base course.

The provisions of Section 302-5, "Asphalt Concrete Pavement and Section 203-6, "Asphalt Concrete," of the Standard Specifications, shall apply to permanent resurfacing except as modified and supplemented below:

All asphalt concrete pavement shall conform to Subsection 203-6 of the Standard Specifications and all asphalt concrete pavement shall be constructed in accordance with Subsection 302-5 of the Standard Specifications.

MATERIALS: Asphalt Concrete Base Course: B-PG 64-10

Pavement thickness for the Asphalt base course shall be a minimum of 1.5-inches.

Tack coat shall be SS-1h as specified and applied per Section 302-5 of the Standard Specifications. Prior to placement of the asphalt base course, the contractor shall apply a Prime Coat in accordance with Section 302-5.3 of the Standard Specifications to the subbase material. The Asphalt Concrete shall be placed when the atmospheric temperature is 60 degrees Fahrenheit (60°F) and rising. Asphalt concrete shall not be placed during unsuitable weather.

Asphalt Concrete for roadway resurfacing shall be placed and spread with a self-propelled-type paving machine or other method approved by the Project Engineer and shall be finish-rolled in accordance with the Standard Specifications.

Certified quantity tickets for the asphalt concrete shall be submitted to the City Inspector on the job site as the material is delivered and signed, so as to certify delivery and acceptance. Any

material, for which quantity tickets are not submitted as the material is delivered, will not be accepted.

Measurement and Payment
The contract unit price paid per SQUARE FOOT of REMOVE AND REPLACE ASPHALT CONRETE PAVEMENT AND/OR SUBGRADE TO 3" TOTAL DEPTH shall include full compensation for furnishing all labor, materials, tools, equipment, incidentals, for doing all work involved in removing, disposing and/or stockpiling AC Pavement, repair of subgrade as directed, all surface preparation, tack coat, compaction, ~~detection loop replacement,~~ installing and removing temporary asphalt as needed to conform with installation phasing requirements and to provide pavement transitions, applying and cleaning up excess material, as specified in the Standard Specifications and these Special Provisions, as shown on the plans and as directed by the Engineer, and no additional compensation will be allowed therefore.

CONSTRUCT 1.5" ASPHALT CONCRETE OVERLAY
Dense Graded Asphalt Concrete (DGAC) Overlay Type C2-PG 64-10
This item shall include construction of Minimum Dense Graded Asphalt Concrete (DGAC) overlay, to the depth as shown on the Plan, in accordance with Subsections 203-6, "Asphalt Concrete," and 302-5, "Asphalt Concrete Pavement," of the SSPWC, except as modified or supplemented herein. The asphalt concrete overlay shall be placed in one lift.

Tack coat shall be Grade SS-1H per subsection 302-5.4 of the Standard Specifications. Tack coat shall be applied at a rate not to exceed one-tenth (1/10) gallon per square yard uniformly in one coat on all vertical joints on A.C. catching and P.C.C. surfaces and edges against which AC is to be placed.

Curbs, walks, gutters, and other structures shall be carefully protected, and any adjoining improvement damaged by spattering or tracking with tack coat shall be thoroughly cleaned.

~~Overlay item shall include replacement of all damaged traffic detection loops as shown on the plans, or encountered in the field. Loop replacement shall be per Caltrans Standard Plan ES-5A and ES-5B and shall conform to Caltrans Standard Specifications. Contractor's cost for replacement of detection loops shall be incorporated and paid as part of this item.~~

The contact surfaces of all cold pavement joints, curbs, gutters, etc. shall be painted with Grade SS-1h emulsified asphalt immediately before the adjoining AC pavement is placed. The Contractor shall clean the existing pavement surface, including gutters, immediately prior to application of the tack coat. Cleaning shall be accomplished by means of a self-propelled, mechanical street sweeper. The Contractor shall also be responsible for sweeping areas inaccessible to mechanized sweeping equipment. All debris generated shall be removed from the project site and properly disposed of. Use of air blowing equipment shall be prohibited.

The Contractor shall use a paving machine for the placement of the asphalt concrete overlay. The asphalt paving machine shall be equipped with a hydraulically extendable variable width screed with heating and vibration for uniform compaction and surface texture over the entire width of the paving mat. The standard screed width shall be ten feet (10'), capable of extension to at least 12 feet.

The initial breakdown rolling and the finished rolling shall be accomplished with a two-axle tandem roller, minimum 8 to 10 tons.

The Contractor shall water-test all finished Asphalt Concrete surfacing prior to final inspection. Any irregularities causing water to stand shall be corrected at the Contractor's expense.

Upon completion, the pavement surface shall be true to grade and cross section, in accordance with Subsection 302-5.6.2, “Density and Smoothness,” of the SSPWC. If the finished surface does not meet the specified surface tolerance, it shall be brought into tolerance by abrasive grinding, utilizing diamond cutting blades followed by a fog seal coat applied to the areas which have been ground.

Abrasive grinding shall conform to the first paragraph and last four paragraphs of Section 42-2.02, “Construction,” of the Caltrans Standard Specifications, with the following exception: Residue from grinding operations shall be removed from the project site and properly disposed of at the Contractor’s expense.

Corrective work described above shall be at the Contractor’s expense.

Temporary surfacing shall be placed only when directed by the Engineer, to safeguard the public. Payment for temporary surfacing shall be included in the unit price bid herein (1.5” DGAC Overlay), unless otherwise specified in these Specifications.

Measurement and Payment
The contract unit price paid per ~~SQUARE FOOT~~ TON for CONSTRUCT 1.5” ASPHALT CONCRETE OVERLAY shall include full compensation for all surface preparation, tack coat, compaction, ~~detection loop replacement~~, materials, labor, tools, time, equipment, and incidentals required to complete the work. No additional compensation will be allowed therefore for either method selected by the contractor.

CONSTRUCT 1.5” ASPHALT RUBBERIZED HOT MIX (ARHM) OVERLAY
Contractor shall construct Asphalt Rubber Hot Mix Overlay to the depth as shown in the Plans. Asphalt Concrete surface course shall be Asphalt Rubber Hot Mix, ARHM-GG-C, wet process, as specified in Section 203-11 “Asphalt Rubber Hot Mix (ARHM)” and 302-5 “Asphalt Concrete Pavement” of the Standard Specifications and shall conform to the following:

All surfaces to be overlaid shall be cleaned by the use of a broom and a vacuum sweeper. The overlaid surface shall be free of water, dust, or other foreign material before tack coat is applied.

All existing cracks which are exposed, and which the cracks are hairline to 1/8” in width, shall be air-blown with compressed air, and cleaned to expose the AC with the appearance of clean edges. Cracks greater than 1/8” in width shall be routed to remove all loose AC particles and to leave a cracked edge line that is sound and integral with no secondary fractures emanating from the crack line. Areas that are badly fractured shall be brought to the attention of the City’s representative, prior to routing. These cracks, which are greater than 1/8” in width, shall then be air-blown with compressed air to the same extent as hereinbefore specified.

Crack sealant shall be a slow setting asphalt emulsion SS-1h, Type I, in accordance with Section 203-5. Material shall be nozzle injected and applied such that the cracks that are hairline and up to 1/8” in width shall be filled by “squeegees”, wherein, the emulsion is forced into the cracks. The resultant filled crack line shall result with filled asphalt emulsion and with an upward concaved

surface. Cracks greater than 1/8" in width shall be filled with asphalt emulsion by nozzle injection and the asphalt emulsion shall be similarly worked into the crack to fill the crack void. The filling of the crack void shall be worked in with "squeegees" or other hand tools to leave a surface which is level and not downwardly concaved.

The Contractor shall provide adequate quality control measures to ensure that delivery of asphalt rubber shall be neither to slow nor too fast to prevent stopping of the paving operation and/or cooling of the asphalt rubber material. Material delivery scheduling and handling is critical to provide for optimum compaction opportunity and maximize ride quality performance.

Rock dust blotter material shall be required immediately after the completion of the "finish rolling" and prior to opening to traffic to prevent bleeding and tracking of the asphalt rubber material.

Rock dust blotter shall be per Section 200-1.2 of the Standard Specifications and shall be uniformly applied using a mechanical spreader, which distributes uniformly at a rate of approximately three (3) pounds per square yard. Compaction rollers shall not be allowed on the rock dust covered pavement surfaces. All excess rock dust blotter shall be removed from the street at the end of each workday. The removal of the rock dust blotter shall include removal from adjacent streets as needed. No excess rock dust blotter shall be left on any street after normal work hours. The cost of this application will be included into the contract unit bid price for ARHM.

The Asphalt Rubber Hot Mix surface course shall be gap-graded (ARHM-GG) class and grade C2-PG 64-10.

Pursuant to CalRecycle grant requirements, all crumb rubber used in the Rubberized Asphalt Concrete (RAC) Hot-Mix must be from California-generated waste tires only and processed in California. Recycled end-of-life crumb rubber that meets all specifications and standards can be used, as appropriate. All binder material used must contain a minimum of 300 pounds (or equivalent to [15%] by weight) of the tire derived crumb rubber per ton of rubberized binder. The binder may be either asphalt rubber/field blend or terminal blend.

Pursuant to CalRecycle grant requirements, the contractor shall complete a Reliable Contractor Declaration form (CalRecycle 168) prior to authorizing contractor to commence work on constructing ARHM overlay.

If awarded as part of the contract, Additive Schedule B and/or Additive Schedule C shall comply with these specifications.

Measurement and Payment

The contract unit price paid per ~~SQUARE FOOT~~ TON for CONSTRUCT 1.5" ASPHALT RUBBERIZED HOT MIX (ARHM) OVERLAY shall include full compensation for furnishing all labor, materials, tools, equipment to perform all work involved including surface preparation, crack sealing, installing and removing temporary asphalt as needed to conform with installation phasing requirements and to provide pavement transitions not greater than 0.5", and furnishing, applying and cleaning up excess rock dust blotter as specified herein and as shown on the construction plans and no additional compensation will be allowed therefore.

CONSTRUCT 1.5" ASPHALT CONCRETE BASE PAVEMENT

Contractor shall construct Hot Mix Asphalt Base Course to the depth as shown in the Plans. Asphalt concrete pavement shall conform to Section 302-5 "Asphalt Concrete Pavement" and Section 203-6, "Asphalt Concrete," of the standard specifications and supplements below.

ADDENDUM 1

Prior to the placement AC pavement, the Contractor shall set reference points as necessary in order to all water valves covers and manholes may be located after pavement placement.

A minimum of five (5) working days prior to the paving operation, as outlined in the Contractor's approved construction schedule, the Contractor shall submit to the Project Engineer his pavement supplier's certification of gradation and oil content for the asphalt concrete to be used for this Contract. Composition and gradation shall meet the requirements of Section 203-6.4.3 "Composition and Grading," of the Standard Specifications.

The work to be performed under this Item consists of constructing a 1.5-inch (1.5") thick asphalt concrete pavement base course.

The provisions of Section 302-5, "Asphalt Concrete Pavement and Section 203-6, "Asphalt Concrete," of the Standard Specifications, shall apply to permanent resurfacing except as modified and supplemented below:

All asphalt concrete pavement shall conform to Subsection 203-6 of the Standard Specifications and all asphalt concrete pavement shall be constructed in accordance with Subsection 302-5 of the Standard Specifications.

MATERIALS: Asphalt Concrete Base Course: B-PG 64-10

Pavement thickness for the Asphalt base course shall be a minimum of 1.5-inches.

Tack coat shall be SS-1h as specified and applied per Section 302-5 of the Standard Specifications. Prior to placement of the asphalt base course, the contractor shall apply a Prime Coat in accordance with Section 302-5.3 of the Standard Specifications to the subbase material. The Asphalt Concrete shall be placed when the atmospheric temperature is 60 degrees Fahrenheit (60°F) and rising. Asphalt concrete shall not be placed during unsuitable weather.

Asphalt Concrete for roadway resurfacing shall be placed and spread with a self-propelled-type paving machine or other method approved by the Project Engineer and shall be finish-rolled in accordance with the Standard Specifications.

Certified quantity tickets for the asphalt concrete shall be submitted to the City Inspector on the job site as the material is delivered and signed, so as to certify delivery and acceptance. Any material, for which quantity tickets are not submitted as the material is delivered, will not be accepted.

Measurement and Payment

The contract unit price paid per ~~SQUARE FOOT~~ TON for CONTRUCT 1.5" ASPHALT CONCRETE BASE PAVEMENT shall include full compensation for furnishing all labor, materials, tools, equipment to perform all work including surface preparation, installing and removing temporary asphalt as needed to conform with installation phasing requirements and to provide pavement transitions, applying and cleaning up excess material and no additional compensation will be allowed therefore.

ADDENDUM 1

APPLY TYPE I SLURRY SEAL/TYPE II PME-RAP SLURRY SEAL
This Bid Item shall include the supply and placement of Type I Slurry Seal or Type II PME-RAP Slurry Seal as indicated in APPENDIX A – Slurry Seal Exhibits. For this section, the term "Streets" shall be inclusive of the City parking lots shown on Exhibits E and F. Type II PME-RAP Slurry Seal shall conform to Section 302-15 of the Greenbook (added). The unit price per ton of Slurry Seal area shall include the cost for all the work involved including the following:

302-15.1 General. PME-RAP slurry seal surfacing shall consist of the mixing, spreading and application of a stable mixture of polymer modified emulsified asphalt, reclaimed asphalt pavement aggregate, water, and set control agents at the Work site.

The Contractor shall make arrangements for and provide an aggregate stockpile site a minimum of 3 Working Days prior to starting the Work. Aggregates shall not be stockpiled on native material unless approved by the Engineer. The stockpile site shall be clean and free from any materials which may be detrimental to the production and performance of PME-RAP slurry seal surfacing.

Surface Preparation
Surface Preparation shall conform to Section 302-4.8 of the General Provisions, and these specifications. Prior to applying slurry seal material, all traffic striping and markings shall be removed in conformance with the specifications for the bid item for "Signing and Striping". Prior to applying slurry seal material, Contractor shall notify the Engineer of all cracked and broken pavement to be considered for AC removal and repair in accordance with the Bid Item for "Remove And Replace Asphalt Concrete Pavement and/or Subgrade To 3" Total Depth", the Plans and Specifications, and to the satisfaction of the Engineer.

Contractor shall remove, by method of wet sandblasting, all existing striping and markings prior to placement of slurry seal. The Contractor shall remove/reinstall all pavement markers where removed.

Cleaning, removal and proper disposal of slurry material on manholes, valve boxes, and survey monuments and markers.

CRACK FILL
This Bid Item shall include the supply and placement of Crack Fill. Preparation of the pavement surface to receive slurry seal includes the cleaning of all cracks and the application of weed control a minimum of 7 days prior to the installation of Crack Fill. Existing cracks which are exposed, and which are hairline to 1/8" in width, shall be treated with weed killer, air-blown with compressed air, and cleaned to expose the AC with the appearance of clean edges. Cracks greater than 1/8" in width shall be routed to remove all loose AC particles and to leave a cracked edge line that is sound and integral with no secondary fractures emanating from the crack line. Areas that are badly fractured shall be brought to the attention of the City's representative, prior to routing. These cracks, which are greater than 1/8" in width, shall then be air-blown with compressed air to the same extent as hereinbefore specified.

The Contractor shall sweep the streets before the process and two times after the process is complete to remove all debris or as directed by the Engineer. Post slurry seal process, there shall be no less than two weeks apart between sweeps. Following crack filling and prior to applying slurry seal material, the pavement surface shall be clean and free from dirt, oil, grease deposits, and other foreign items.

ADDENDUM 1

The Contractor shall complete CRACK FILL on a street a minimum Three (3) Weeks prior to applying slurry seal finish. The Contractor shall not proceed with application of the slurry seal until the Engineer has approved the surface preparation.

302-15.2 Materials.

302-15.2.1 Polymer Modified Emulsified Asphalt (PME). PME shall be grade PMCQS-1h conforming to 203-3.4.5 of the Greenbook ***except the polymer content shall be a minimum of 3.0 percent by weight of residual asphalt***.

302-15.2.2 Reclaimed Asphalt Pavement (RAP) Slurry Seal Aggregate.

302-15.2.2.1 General. RAP used to produce RAP slurry seal aggregate shall conform to 203-7.2.2, except for sand equivalent, and the requirements shown in Table 302-15.2.2.1.

TABLE 302-15.2.2.1

Tests	Test Method	Requirements
Percentage Wear, 500 Revolutions [1]	ASTM C131	35% Maximum
Sand Equivalent	ASTM D2419	60 Minimum
Soundness (5 Cycles) [1]	ASTM C88	15% Maximum
Durability	CTM 229	55 Minimum

Notes:

1. On RAP retained on No. 4 sieve.

302-15.2.2.2 Grading. The grading of the combined RAP aggregates shall conform to the requirements shown in Table 302-15.2.2.2.

TABLE 302-15.2.2.2

Requirements	Un-Extracted RAP Aggregate	Extracted RAP Aggregate (ASTM D1856)
	% of Combined Aggregate Passing Sieves (ASTM C136)	% of Combined Aggregate Passing Sieves (ASTM C136)
3/8” (9.5 mm)	100	
No. 4 (4.74 mm)	90 - 100	100
No. 8 (2.36 mm)	60 - 90	90 - 100
No. 16 (1.18 mm)	35 - 60	65 - 90
No. 30 (600 µm)	23 - 45	40 - 60
No. 50 (300 µm)	12 - 30	25 - 42
No. 100 (150 µm)	5 - 20	15 - 30
No. 200 (75 µm)	0.5 -10	10 – 20
Residual Asphalt Content (ASTM D6307), %		6.0 – 8.5

302-15.2.2.3 Water. Water shall conform to 203-3.2 of the Greenbook.

302-15.2.2.4 Set Control Agents. Set control agents shall conform to 203-5.4.2.5 of the Greenbook.

ADDENDUM 1

302-15.3 Mix Designs. Mix designs shall conform to 203-5.2 of the Greenbook for Type II aggregate and the following:

The percentage of emulsified asphalt and residual asphalt content shall conform to the requirements shown in Table 302-15.3.

TABLE 302-15.3

Tests	Test Method	Requirements
Emulsified Asphalt, % by weight of dry RAP Aggregate	--	10.0-14.0
Residual Asphalt Content, % by weight of dry RAP Aggregate	ASTM D6307 [1] Or CTM 382 [1]	12.0 Min.

Notes:

1. Sample size shall be 500g minimum.

The amount of set control agents to be included shall be that amount necessary to ensure that PME-RAP slurry seal surfacing can support vehicular traffic within 60 minutes after the completion of application.

Field adjustments to the set control agents may be made in accordance with the approved mix design.

302-15.4 Scheduling, Public Convenience and Traffic Control. Scheduling, public convenience, and traffic control shall conform to 302-4.5 and Part 6 of the Greenbook and the Special Provisions. "No Parking" signs must be submitted for approval by the Agency. The Contractor shall only post Agency-approved "No Parking" signs unless otherwise directed by the Engineer.

302-15.5 Continuous Flow Mixers and Mixing. Mixing shall be performed on the Work site by the use of continuous-flow mixers conforming to 302-4.3 of the Greenbook and the following:

Prior to the beginning of slurry operations, the Contractor shall furnish current licensed weighmaster's certificates indicating the net weight capacity of the aggregate bin of each mixer. Except for partial loads to complete a Day's schedule, or for patching, each mixer shall be filled to its rated capacity and the Engineer and the Contractor shall each keep a daily count of the number of loads and/or partial loads applied to the surface of the existing pavement by each mixer. Each aggregate bin shall have permanent calibration marks in maximum increments of 2 tons.

The Contractor shall have a minimum of 2 fully-operational continuous flow mixers available for use on the Work site at all times. These mixers shall be available for inspection by the Engineer at least 48 hours prior to commencing the Work.

302-15.6 Spreading and Application.

315-15.6.1 General. Spreading and application shall conform to 302-4.8 of the Greenbook and the following.

315-15.6.2 Utilities. The Contractor will be required to work around all existing utility facilities and to seal up to the edges of said facilities. During sealing operations, the Contractor shall

cooperate with the owners of any utility covers and shall cover and completely protect said covers with heavy plastic or other suitable material. Raised pavement markers shall be removed or covered and completely protected as directed by the Engineer. The Contractor shall exercise care to prevent slurry from being deposited on concrete surfaces and shall remove slurry from surfaces not designated to be sealed. Covering of slurry on concrete surfaces with sand, cement, or paint will not be acceptable.

302-15.6.3 Application Temperature. Application temperature shall conform to 302-4.6.3 of the Greenbook.

302-15.6.4 Aggregate Application Rate.

302-15.6.4.1 General. ~~Dry RAP~~ aggregate shall be applied at a rate ***of 8 to 10 pounds per square yard over existing pavement for Type I applications only.*** *For Type II applications,* Dry RAP aggregate shall be applied at a rate ***12 to 15 pounds per square yard over existing pavement, 14 to 16 pounds per square yard over micro-milled pavement,*** and at ***a minimum of 19 pounds per square yard over chip seals.*** The exact rate shall be approved by the Engineer.

302-15.6.4.2 Corrective Action. When the Engineer determines that the application rate does not conform to the requirements, the Contractor shall take immediate corrective action. When the rate is less than the minimum amount required, the Contractor shall re-apply additional PME-RAP slurry seal material to the nonconforming area to meet the requirements.

302-15.7 Rolling. After the completion of spreading and application, and when able without tracking, PME-RAP slurry seal surfacing shall be rolled with 3 passes of a pneumatic roller conforming to 302-2.3.5 of the Greenbook.

302-15.8 Field Sampling and Testing. During the performance of the Work, the Agency will take at least 2 field samples of the mixed slurry per slurry mixer per Day. The Wet Track Abrasion Test sample shall not be transported until the slurry has set as defined by ASTM D3910. Field samples shall conform to the requirements shown in Table 302-15.8.

TABLE 302-15.8

Tests	ASTM Test Method	Requirements	
		Min.	Max.
Wet Track Abrasion Test, Weight Loss, gm/ft^2 (gm/m^2)	D3910[1]	0	60 (650)
Consistency Test (mm)	D3910[1]	20 min. 40 max.	
Extraction Test (Calculated Emulsion Content, %)	D6307[2], CT 382[2]	± 1 % of mix design	
Water Content (% of Dry RAP Aggregate Weight)	See Note 3	< 31	

Notes:

1. Modified ASTM D3910 to include No. 4 (4.75 mm) aggregate or greater and to be performed using field samples. Subsection 6.4.4.7, ASTM D 3910 may be modified to use a microwave oven for drying the specimen after the abrasion cycle is complete and the debris washed off.

2. ASTM D6307 and California Test Method 382 to allow a minimum of 500 ± 50 grams sample.
3. Weigh a minimum of 500 grams of homogenized mixed slurry into a previously tared quart can with a friction lid. The lid shall be placed on the can to prevent loss of material during transportation. Place the can with the lid off in an oven and dry to constant mass at 220^0F ± 10^0F (110^0 C ± 5^0C).
4. The 3/8-inch (9.5 mm) template shall be used.

ASTM D3910, modified per 203-5.2 of the Greenbook, shall be used on field samples during performance of the Work. These results will be used in conjunction with 302-15.10.2.2.

The Contractor may perform "referee" sampling on its behalf. Each referee sample shall be taken immediately before, during or after the sampling by the Agency. No changes in machine calibration will be allowed between sampling. The Agency will observe the referee sampling to insure compliance with specified procedures. The Agency shall be given the opportunity to observe the remaining portions of the WTAT to assure the accuracy of the referee test. The Contractor shall notify the Engineer at least 24 hours in advance of actual test performance. The referee WTAT shall be performed by an independent, certified laboratory. The results of each referee test will be compared to the respective test performed by the Agency. At the discretion of the Engineer, the referee test may be used as a basis to modify the result of the respective test performed by the Agency. All costs for referee testing shall be considered as included in the Contract Unit Price for emulsion-aggregate slurry.

If the test results fail to meet the Specifications, the Contractor shall cease spreading slurry seal produced by the nonconforming mixer until the Contractor demonstrates the mixer is producing slurry seal which conforms to the Specifications.

Street Sweeping

The contractor shall include two post-slurry sweeps of each street, scheduled two weeks apart. The posting of temporary no-parking signs indicating dates of street sweeping shall be included so that sweeping is effective and helps limit the number of parked cars on those dates. Street sweeping post-slurry application shall be included as part of the bid item unit cost.

302-15.9 Measurement. The basis of measurement shall be the weight of materials, in tons, used in the Work, as determined by licensed weighmaster certificates.. Upon completion of the Work, the Contractor shall submit to the Engineer licensed weighmaster certificates for materials delivered to the Work site and incorporated into the Work.

PME-RAP slurry seal will be measured by the total of the tonnage of polymer modified emulsified asphalt and RAP slurry seal aggregate used in the Work.

The Contractor shall submit to the Engineer, no later than noon of the first Working Day following the day of delivery, licensed weighmaster certificates showing the weight of emulsified asphalt and RAP slurry seal aggregate delivered to the Project stockpile/storage site. Only PME and RAP aggregate intended for use on the Work shall be delivered to the Project stockpile/storage site. Deliveries shall not be made on Saturday, Sunday, or holidays unless otherwise approved by the Engineer. Prior to acceptance of the Work, the Contractor shall also submit to the Engineer licensed weighmaster's certificates showing the weight of PME and RAP aggregate remaining at the Project site. Payment may be determined by deducting the weight of unused PME and unused RAP aggregate from the total weight of each material delivered to the Project

stockpile/storage site, to ensure specifications are met. The Engineer will compare these quantities to the quantities calculated by multiplying the number of loads spread by each continuous-flow mixer times the net weight capacity of each mixer. The Engineer will adjust the calculated weights for partial loads and deduct the quantities of each material used to prevent tracking, if any. If there is an unaccountable difference between the respective weights, final measurement will be determined by the Engineer using the method showing the lesser weight.

The Contractor shall furnish, operate, maintain, and remove portable scales at the stockpile site. Scales shall be calibrated, certified, and sealed after installation and prior to initial use by a State of California Department of Food and Agriculture, Division of Measurement Standards, Registered Service Agency. A listing of registered service agencies is available at the following: https://www.cdfa.ca.gov/dms/programs/rsa/rsalistings/rsaListings.html

302-15.10 Payment.

302-15.10.1 General. Payment for PME-RAP slurry seal surfacing will be made at the Contract Unit Price per TON for "PME-RAP SLURRY SEAL SURFACING." Payment will be reduced in accordance with 302-15.10.2.

No separate or additional payment will be made for portable scales, calibration, scheduling, public convenience, or traffic control unless otherwise specified.

302-15.10.2 Payment Reduction for Noncompliance.

302-15.10.2.1 General. Payment to the Contractor will be reduced for failure of the field test samples to conform to the WTAT requirements specified in 302-15.8.

302-15.10.2.2 Reduction in Payment Based on WTAT. If the average of all WTATs performed per continuous-flow mixer, per Day, fails to conform to the requirements specified in 302-15.8, the Contractor agrees that payment for the Work represented by the failed tests shall be reduced as shown in Table 302-15.10.1.2.

TABLE 302-15.10.1.2

WTAT Loss gm/ft^2 (gm/m^2)	Payment Reduction (Percent)
0 – 60 (0 – 650)	0
60.1 – 75 (650.1 – 810)	15
75.1 – 80 (810.1 – 860)	30
80.1 – 99 (860.1 – 1070)	70
99.1 or greater (1070.1 or greater[1])	100

Notes:

1. Slurry seal surfacing with WTAT loss greater than 99.1 gm/m2 (1070.1 gm/ft2) shall be removed to the satisfaction of the Engineer.

Traffic Control shall be included in all items of work and no additional compensation will be paid. The Contractor shall submit to the City Engineer for approval the Type II PME-RAP Slurry Seal mix proportions and source prior to beginning the work.

If awarded as part of the contract, Additive Bid Schedule C shall comply with these specifications.

Measurement and Payment

ADDENDUM 1

The contract unit price paid per TON of APPLY TYPE I SLURRY SEAL/TYPE II PME-RAP SLURRY SEAL shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals for doing all the work involved in applying Type I/II Slurry Seal, complete in place, including developing and submitting mix designs, constructing test strips, and cleaning of the pavement, crack cleaning and weed control (spraying), monumentation protection/cleaning, and for doing all work involved in the purchase and installation of Type I/II Slurry Seal as specified in the Standard Specifications and these Special Provisions and as directed by the Engineer.

- END OF ERRATA -