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Date: 9/10/2025

City Project No.: 25-041

Addendum No.: 01

Plan holders:

Item No. 1 – Specification Clarification

Revisions to Specifications

The following additions, deletions or modifications shall become part of the Contract Documents:

Strikethrough text (~~text~~) indicates deletions.

Bold Italicized text (**text**) indicates additions.

Project Specifications:

Item No. 1 – Sections 10.03, 10.04, 10.06, and 10.07

Remove pages 71-74 and replace with the attached pages.

If you have any questions, please call me at (209) 668-5366 or email at omolina@turlock.ca.us.

Sincerely,
Oscar Molina, E.I.T.
Assistant Engineer

must be performed or costs that must be incurred incident to the initiation of meaningful work at the site and for which payment is not otherwise provided in the contract.

(1) When 5 percent of the original contract amount is earned, 50 percent of the amount bid for mobilization, or 5 percent of the original contract amount, whichever is less, may be paid.

(2) When 10 percent of the original contract amount is earned, 75 percent of the amount bid for mobilization or 7.5 percent of the original contract amount, whichever is less, may be paid.

(3) When 20 percent of the original contract amount is earned, 95 percent of the amount bid for mobilization, or 9.5 percent of the original contract amount, whichever is less, may be paid.

(4) When 50 percent of the original contract amount is earned, 100 percent of the amount bid for mobilization, or 10 percent of the original contract amount, whichever is less, may be paid.

(5) Upon completion of all work on the project, payment of any amount bid for mobilization in excess of 10 percent of the original contract amount will be paid.

10.02 EROSION CONTROL:

Contractor is required to provide an Erosion and Sediment Control Plan (ESCP) for review and approval by the City of Turlock Engineering Division. A blank ESCP worksheet is available to download from the City's website at <https://ci.turlock.ca.us/buildinginturlock/landdevelopment/improvementplan.asp>. The plan must be approved prior to beginning of work on-site. Contractor shall implement Best Management Practices (BMPs) before construction occurs both in the area of work, as well as staging areas. Contractor shall maintain BMPs in good working condition at all times. Contractor shall provide drain inlet protection, at a minimum. The completed ESCP and required BMPs must be in place prior to soil disturbing construction activities.

PAYMENT:

The cost to create and implement an ESCP shall be considered as included in the various contract items, and no additional compensation shall be made.

10.03 TRENCH REPAIR (PER MODIFIED DETAIL T-2):

Aggregate Base

Aggregate base shall conform to the provisions in Section 26, "Aggregate Base", of the Caltrans Standard Specifications and these special provisions. Paragraph 2 of Section 26-1.02A, "Class 2 Aggregate Base", shall be amended to read as follows:

"Aggregate shall conform to the grading and quality requirements shown in the following tables."

The aggregate base grading shall be ¾" maximum and shall be class 2.

Native Material:

Native material shall be compacted to 95% relative compaction per Modified Detail T-2.

Asphalt Concrete:

For bidding purposes, the Contractor shall assume the existing asphalt thickness is 5 inches. If field conditions reveal asphalt thickness greater than 5 inches, the Contractor shall notify the City, and a change order will be issued for the additional work required.

PAYMENT:

The contract price paid for Aggregate Base, ***Native Material compaction, and Asphalt Concrete*** shall be included in the bid item “Trench Repair (Per Modified Detail T-2)” and shall include full compensation for furnishing all labor, material, tools, equipment and incidentals, and for doing all the work involved in placing and compacting the Aggregate Base, ***Native Material, and Asphalt Concrete*** and no additional compensation will be allowed therefore.

10.04 GRIND AND PAVE OVERLAY (PER MODIFIED DETAIL T-3)

Existing asphalt concrete pavement shall be ground at the locations and to the dimensions shown on the plans.

Grinding asphalt concrete pavement shall be performed by the cold planing method. Grinding of the asphalt concrete pavement shall not be done by the heater planing method.

Cold planing machines shall be equipped with a cutter head not less than 30-inches in width and shall be operated so as not to produce fumes or smoke. The cold planing machine shall be capable of planing the pavement without requiring the use of a heating device to soften the pavement during or prior to the planing operation.

The depth, width and shape of the cut shall be as indicated on the typical cross sections or as directed by Engineer. The final cut shall result in a uniform surface conforming to the typical cross sections. The outside lines of the planed area shall be neat and uniform. Planing asphalt concrete pavement operations shall be performed without damage to the surfacing to remain in place.

Planed widths of pavement shall be continuous except for intersections at cross streets where the planing shall be carried around the corners and through the conform lines. Following planing operations, a drop off of more than 0.15-foot will not be allowed at any time between adjacent lanes open to public traffic.

Where transverse joints are planed in the pavement at conform lines, no drop-off shall remain between the existing pavement and the planed area when the pavement is opened to public traffic. If asphalt concrete has not been placed to the level of existing pavement before the pavement is to be opened to public traffic a temporary asphalt concrete taper shall be constructed. Asphalt concrete for temporary tapers shall be placed to the level of the existing pavement and tapered on a slope of 30:1 or flatter to the level of the planed area.

Asphalt concrete for temporary tapers shall be commercial quality and may be spread and compacted by any method that will produce a smooth riding surface. Temporary asphalt concrete tapers shall be completely removed, including the removal of all loose material from the underlying surface, before placing the permanent surfacing. Such removed material shall be disposed of outside the highway right of way in accordance with the provisions in Section 7-10 of the Standard Specifications.

The material planed from the roadway surface, including material deposited in existing gutters or on the adjacent traveled way, shall become the property of Contractor and shall be disposed of at Contractor's expense. Removal/sweeping operations of cold planed material shall be concurrent with planing operations and follow within 50 feet of the planer, unless otherwise directed by Engineer.

Cold plane operations shall be scheduled such that not more than 7 calendar days shall elapse between the time when pavement is ground and placement of hot mix asphalt.

Hot Mix Asphalt (HMA) shall conform to the provisions in Section 39, "Hot Mix Asphalt," of the Caltrans Standard Specifications.

The HMA construction process shall be standard. The aggregate gradation of the top lift shall be ½" and the HMA type shall be type A. The binder shall be PG ~~70-10~~ 64-10.

Contractor shall submit a quality control plan with the JMF. The JMF will not be accepted until the quality control plan is submitted.

Contractor shall tack coat all surfaces to receive HMA and shall conform to the Caltrans Standard Specifications Section 39, "Hot Mix Asphalt."

The Contractor shall include in the bid the cost of asphalt concrete placement over the trench in accordance with Modified Detail T-3, "Grind and Pave Overlay."

QUANTITIES:

Quantities of Grind and Pave Overlay are to be paid for by the square ~~yard~~ foot will be calculated on the basis of the dimensions shown on the plans adjusted by the amount of any change ordered by Engineer. No allowances will be made for grinding outside those dimensions unless otherwise ordered by Engineer.

PAYMENT:

The contract price paid per square ~~yard~~ foot for Grind and Pave Overlay shall include full compensation for furnishing all labor, material, tools, equipment and incidentals, and for doing all the work involved in grinding, complete in place, as shown on the plans, specified in the standard specifications and these special provisions, and as directed by Engineer.

10.05 ALLOWANCE FOR ADJUST FRAMES AND COVERS TO GRADE:

Frames and covers of new and existing manholes, valve boxes, monuments, etc., shall be adjusted to grade and shall conform to the provisions in Section 12-12, "Adjusting Manhole Frames, Monuments and Valve Boxes", of the Standard Specifications and these special provisions.

PAYMENT:

An allowance is included on the bid form for Adjusting Frames and Covers to Grade. The cost of work shall be determined either by a mutually agreeable lump sum price or per Exhibit B of the Agreement, "Payment by Force Account". If the actual cost of work exceeds the allowance provided on the bidding form, a change order will be generated to compensate the Contractor for the difference.

10.06 PREPARE EXISTING SURFACE

Contractor shall prepare the existing surface prior to placing hot mix asphalt. Preparing the surface shall consist of sweeping the entire area to remove debris, organic matter, dirt, etc. Any work that will be required to fill potholes or make the surface suitable for paving shall be paid as extra work, through Force Account.

Any work that will be required to repair potholes or make the surface suitable for paving shall be paid as extra work. A pothole is defined as any hole or depression in the pavement that is less than 1 square yard in size and is 1 inch or greater in depth. As directed by the Engineer, pavement repairs of potholes and failed pavement may include digout patches consisting of:

- Removal of failed asphalt concrete at least 1 foot beyond the area using a pavement saw or milling machine
- Removal of section at least 50% thicker than the existing asphalt concrete thickness
- Compaction of existing base material
- Tack coat vertical faces of asphalt concrete
- Placement of HMA, including three passes of a non-vibratory roller with the resulting patch flush with surrounding pavement.

Prior to placing the Hot Mix Asphalt, the pothole and surrounding area shall be cleaned and all surfaces shall be tack coated per Section 39, "Hot Mix Asphalt" of the Standard Specifications.

PAYMENT:

Full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all of the work involved with preparing the existing surface as specified above, shall be considered as included in the price paid for ~~HMA or RHMA-G~~ Grind and Pave Overlay (Per Modified Detail T-3) and no additional compensation will be allowed therefor.

10.07 HOT MIX ASPHALT:

Hot Mix Asphalt (HMA) shall conform to the provisions in Section 39, "Hot Mix Asphalt," of the Caltrans Standard Specifications.

The HMA construction process shall be standard. The aggregate gradation of the top lift shall be ½" and the HMA type shall be type A. The binder shall be PG ~~70-10~~ 64-10.

Contractor shall submit a quality control plan with the JMF. The JMF will not be accepted until the quality control plan is submitted.

Contractor shall tack coat all surfaces to receive HMA and shall conform to the Caltrans Standard Specifications Section 39, "Hot Mix Asphalt."

10.08 FINAL CLEANUP:

Upon completion of the work, the Contractor shall remove all equipment, debris, and shall leave the site in a neat clean condition to the satisfaction of the Engineer. The Contractor shall clean the area of all construction related materials and sweep the entire project area including sidewalk and gutter thoroughly. All construction signs, cones, barricades, and conflicting markings shall be removed. At the request of the Contractor, a final punchlist will be provided. After all items of the punchlist have been completed to the satisfaction of the Engineer, the Engineer will issue substantial completion. The accrual of working days will cease after substantial completion has been issued.