
Addendum No. 2

DATE: May 1, 2025

TO: ALL PLANHOLDERS OF THE 2025 Pavement Rehabilitation Project

FROM: YAT CHO – PROJECT ENGINEER

RE: RESPONSES TO QUESTIONS AND CLARIFICATIONS / REVISIONS TO TECHNICAL SPECIFICATIONS

RESPONSES TO QUESTIONS AND CLARIFICATIONS

1. *Will areas and locations be provided for 2", 3", and 4" Base repair?*
 - a. **City Response** –No, this will be further clarified after the bidding process. This will be provided by inspection/project manager prior to construction. 2" base repairs are not included in the scope of work for this project.
2. Does the city have any information/boring logs that show if the existing section of AC has Paving fabric/petromat in it?
 - a. **City Response** – The City does not have this information.
3. What are the cities Tentative dates for Award of Contract, and Start of Work?
 - a. **City Response** – Tentative date for project award through City Council is 5/21/25. Start of work is typically a month to 1.5 months from project award. it is dependent on how quickly the contract may be turned around with bonds and insurances.
4. Please confirm that RAP will be allowed in ¾" mix for Full-Depth Repairs.
 - a. **City Response** – The City will allow the use of Reclaimed/Recycled Asphalt Pavement in the ¾" mix for Full-Depth Pavement Repairs.
5. As of January 1, 2024, Section 42704.6 of the California Public Resources Code requires local agencies that have jurisdiction over street or highway specifications to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and reduce levels of greenhouse gas emissions through material choice and construction methods. Specifically, local agencies shall allow Reclaimed Asphalt Pavement (RAP) in Hot Mix Asphalt (HMA) at or above the level allowed in Caltrans Standard Specifications effective October 22, 2018. Caltrans specifications allow the contractor to use up to 25 percent RAP in HMA as a contractor option. It has been shown that the use of RAP in HMA reduces cost and greenhouse gas emissions while providing pavement performance equal to or better than RAP free HMA. Will this project

comply with the January 1, 2024, mandate and allow the use of up to 25 percent RAP in HMA?

- a. **City Response** – The City allows the use of RAP, as specified in Caltrans Standards Specifications, in asphalt mixes used in the $\frac{3}{4}$ ", intermediate lifts of HMA placed.
6. What is the basis of award?
 - a. **City Response** – The basis of award for this project will be the lowest responsive, responsible bidder. Per Section 17 of "Instructions to Bidders", *"The lowest bid will be the lowest bid price on the base contract without consideration of the prices on the additive or deductive items."* Bid Schedules I and II will be used to determine the lowest bid price.
7. What is the estimated Start Date for this project?
 - a. **City Response** – The estimated Start Date for this project is mid-June, pending timely completion and execution of the Contract.
8. Quantities are off an all Bid Schedules in comparison to what is shown on the plan sheet tables – SF by approx. 5% and AC by about 9%. Please confirm this is your intent.
 - a. **City Response** – Yes, additional quantities were included in the bid schedule to account for any errors in estimation. Please use the quantities provided in the Bid Schedules for bidding.
9. Do you have any additional information regarding the Full Depth Pavement Repair items on Bid Schedules I & II? There are only a few shown on the plan sheets. Can you confirm the minimum/maximum width these would be?
 - a. **City Response** – Full Depth Pavement Repairs shown on the plans are approximate locations. Additional areas of pavement repairs may be added pending the pavement condition following the full milling of the street. For the purposes of bidding, Contractors can assume the minimum width of additional Full Depth Pavement Repairs to be 4'.
10. For the Full Depth Pavement Repair, Section 15 in the Specifications, is it acceptable to use the grinder for digout edges instead of sawcutting? Also, will the repair areas be determined prior to the Asphalt Milling and Filling work, or will they need to be determined after the full milling of the street, prior to AC overlay?
 - a. **City Response** – Alternative methods for digouts, such as use of a grinder, can be proposed at the preconstruction meeting, as long as the alternative method will result in a clean, vertical edge for the digouts. Areas of repair have been approximated, and additional areas may be added pending the pavement condition following the full milling of the street, prior to AC overlay.
11. Will the above mentioned project be awarded based on the Base Bid (Schedule 1 & 2) or base plus alternative 1?
 - a. **City Response** – The basis of award for this project will be the lowest responsive, responsible bidder. Per Section 17 of "Instructions to Bidders", *"The lowest bid will be the lowest bid price on the base contract without consideration of the prices on the additive or deductive items."* Bid Schedules I and II will be used to determine the lowest bid price.
12. If we cannot leave more than a .15 drop off between lanes after milling and it is a 3" or 4" mill how can we do the patching after milling?

- a. **City Response** – It is the responsibility of the contractor to maintain a safe access for the public through the work zone. The Contractor will be responsible for proposing temporary traffic control and phase the work to complete the work.
13. Can't the City submit to a minimum width or length of patch, say 4', to make the bidding process more competitive?
- a. **City Response** – The approximate widths of Full Depth Pavement Repairs on the plans are a minimum of 4'. For the purposes of bidding, Contractors can assume the minimum width of additional Full Depth Pavement Repairs to be 4'.

REVISIONS TO TECHNICAL SPECIFICATIONS

- 1. See attached for redlined revisions to the Technical Specifications for the following sections:
 - a. Section 12 – Pavement Milling/Grinding
 - i. Additional language
 - b. Section 15 – Full Depth Asphalt Pavement Repair
 - i. Additional language.
 - c. Section 19 – Crack Seal
 - i. Additional language.

ADDENDUM ACKNOWLEDGMENT

Bidder acknowledges receipt of this addendum, which shall be attached to the proposal.

Contractor's Representative

Date

THIS DOCUMENT SHALL BECOME A PART OF THE PROJECT SPECIFICATIONS

SECTION 12 – PAVEMENT MILLING/GRINDING

Part 1 - GENERAL

1.01. DESCRIPTION:

- A. Pavement milling, and profile grind shall consist of cold milling existing asphalt concrete in areas to receive asphalt concrete full depth repairs, asphalt concrete fill, and asphalt concrete overlay treatments as shown on the plans and described in these technical specifications. Milling shall be in conformance with Section 39-3.04 “Cold Planing Asphalt Concrete Pavement” of the CSS.
- B. The work to be completed consist of furnishing all labor, equipment, materials, and performing all operations necessary for the cold milling of existing asphalt concrete in areas to receive asphalt concrete full-depth repairs, asphalt concrete fill, and asphalt concrete overlay treatments as shown on the plans and described in these technical specifications.
- C. Milling shall be in conformance with Section 39-3.04 “Cold Planing Asphalt Concrete Pavement” of the CSS.
- D. Pavement milling/grinding may encounter existing paving fabric on previously overlaid streets. No additional payment will be made for this condition.
- E. When applicable, the Contractor shall measure and confirm the pay quantities of the wedge and conform grinding with the Engineer prior to the resurfacing operation.

1.02. RELATED SECTIONS

- A. Section 01 – Project Records and Submittals
- B. Section 03 – Public and Agency Notifications
- C. Section 04 – Temporary Controls
- D. Section 07 – Traffic Control Systems
- E. Section 09 – Temporary Pavement Markings
- F. Section 11 – Clearing and Grubbing
- G. Section 13 – Asphalt Concrete Pavement
- H. Section 14 – Asphalt Concrete Fill / Overlay
- I. Section 15 – Full Depth Asphalt Pavement Repair
- J. Section 18 – Existing Utility Facilities’ Adjustment

1.03. REFERENCES

- A. City of Morgan Hill
 - i. Standard Specifications and Details (latest edition)

B. California Department of Transportation (CalTrans)

- i. CalTrans Standard Specifications Section 39-3.04 "Cold Planing Asphalt Concrete Pavement"

Part 2 - PRODUCTS

- A. Any milling and profile grind at corners, returns, driveways, pavers, adjacent to existing utility boxes that are not to be adjusted, and hard to get areas shall be done with special grinding equipment capable of grinding in such areas without damaging the existing conditions

Part 3 - EXECUTION

3.01. GENERAL

- A. Pavement milling and profile grind shall not be allowed more than 48 hours prior to scheduled overlay (fill) operation without written authorization from the Engineer.
- B. If the milled/grinded pavement surfaces are not paved with asphalt concrete on the same day, the Contractor shall post and maintain "UNEVEN PAVEMENT" signage in advance of the milled areas, along the milled street, adjoining side streets, and driveway approaches. The signage shall be placed on Type 1 barricades with working flashing beacons. The Contractor shall remove all signage upon completing of paving operations.
- C. Cold milling machines shall be operated so as to not produce fumes or smoke. They shall be capable of planing/milling the pavement without requiring the use of a heating device to soften the pavement during, or prior to, the cutting operation.
- D. The Contractor shall be responsible for maintaining all milled surfaces in order to prevent tire and suspension damage to vehicles and to prevent hazards to bicyclists and pedestrians.
- E. Prior to milling, the Contractor shall remove any dirt or debris covering the edge of the roadway and AC Berm to establish the original edge. Debris from the grinding operations shall be removed from the roadway by a commercial, heavy-duty vacuum sweeping truck immediately after grinding operations and to the satisfaction of the inspector/project engineer prior to, during, and after pavement milling operation. Street sweeping shall include truck routes during both milling and paving operations.

- F. The material collected from pavement grinding operations shall be immediately removed from the site of the work. The removal crews shall follow within fifty (50) feet of the milling/wedge cutting machine, unless otherwise directed by the Engineer.
- G. All pavement edges shall be cut to a vertical edge to the specified milled depth. The Contractor may use milling machine, saw cutting, or jackhammer equipment to cut the vertical edge in the pavement.
- H. Where lanes are open to traffic, the drop-off between adjacent travel lanes must not be more than 0.15 feet.
- I. No drop-off shall remain between the existing pavement and the milled/grind area when the pavement is open to the public traffic at all transverse joints. No drop-off shall remain between all adjoining driveway approaches on arterial streets and the milled pavement area when the pavement is open to public traffic. If asphalt concrete has not been placed to the level of existing pavement before the pavement is open 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 12:1 or flatter to the level of the milled area. The same method shall be used on all structures, which includes utility structures, that are left above the traveled asphalt surface.
- J. Asphalt concrete for temporary tapers may be spread and compacted by any method that will produce a smooth transition in the riding surface. Asphalt concrete tapers shall be completely removed, including removing all loose material from the underlying surface, before placing the permanent surfacing. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper.
- K. All milling operation for all overlay work and pavement milling shall have multiple sensors for profile grinding.
- L. Contractor/Subcontractor shall provide a milling machine that mills a level surface. Gouging of the pavement surface caused by the mill such as unlevel teeth or worn out drums is unacceptable and will need to be repaired by the contractor prior to any further work through a leveling course prior to any further paving work.
- M. Milled surface shall be swept, blown off, cleaned, inspected, and approved by City Project Manager or Inspector prior to tack oil application.
- N. All pavement repairs designated to be performed within the areas to receive pavement grinding and/or milling shall be dug out after the pavement

grinding, to the depth specified in the plans, and replaced up to the surrounding grade.

- O. Pavement milling and grinding at corners, returns, driveways, pavers, hard to access areas, and other existing conditions shall be done with special grinding equipment capable of grinding such areas without damaging existing conditions.
- P. The contractor shall be responsible to correct any damages created to any existing conditions, and no additional compensation will be allowed therefor.

3.02. WEDGE GRIND

- A. Wedge grinding shall be parallel to the direction of traffic and be triangular wedge of the width specified in these Technical Specifications and of the depth at the lip of gutter pan, at driveway approaches, at concrete median curbs, at storm drain inlets, and any other structures at the roadway edges, as specified in these Technical Specifications below the structure edge.
- B. Any sections of asphalt that become loose after wedge grinding shall be removed and disposed of by the Contractor at their own expense.

3.03. CONFORM GRINDING

- A. Conform grinding shall provide a gradual transition of the width and depth specified in these Technical Specifications and shown on the Plans to conform the new pavement section to the existing pavement.

Part 4 - MEASUREMENT AND PAYMENT

The contract unit price per square feet for “2” Full Pavement Grind/Mill”, “3” Full Pavement Grind/Mill”, and “4” Full Pavement Grind/Mill”, includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals for doing all the work involved, complete in place, including street sweeping, off haul of grindings, as shown on the plans, as specified in the CSS and these Technical Provisions, and as directed by the Engineer.

NO ADDITIONAL COMPENSATION SHALL BE MADE FOR PAVEMENT GRINDING IN EXCESS OF THE WIDTH SPECIFIED IN THESE TECHNICAL SPECIFICATIONS AND SHOWN ON THE PLANS UNLESS SO DIRECTED BY THE ENGINEER.

PAVEMENT GRINDING MAY ENCOUNTER EXISTING PAVING FABRIC ON PREVIOUSLY OVERLAID STREETS. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS CONDITION.

THE CONTRACTOR SHALL MEASURE AND CONFIRM THE PAY QUANTITIES OF THE WEDGE AND CONFORM GRINDING WITH THE ENGINEER PRIOR TO THE RESURFACING OPERATION.

****END OF SECTION****

SECTION 15 - FULL DEPTH ASPHALT PAVEMENT REPAIR

Part 1 - GENERAL

1.01. SUMMARY

- A. The work to be done consists of furnishing all labor, equipment and materials and performing all operations necessary for the full-depth asphalt concrete repair in all areas designated by the plans and the Engineer.
- B. The streets to receive 3", 4" and 6" Full Depth, Asphalt Concrete pavement repairs shall include areas designated by the Engineer and as specified on the plans shall be dug out to the depth(s) specified on the plans and in these technical provisions, (pavement milling is recommended and preferred) removed, and replaced with full-depth AC, unless otherwise directed by the Engineer. The AC shall be placed in two with the uppermost lift of not less than 0.15 ft. or more than 0.20 ft. The minimum width of any repair shall be as field marked.
- C. The Contractor shall make all arrangements for disposal of excavated materials.
- D. All edges shall be saw-cut unless otherwise approved by the Engineer. Asphalt concrete in repair sections shall be placed in lifts in accordance with Section 39-6 "Spreading and Compacting", and shall be Type A, 3/4" maximum, medium gradation per Section 39-2, "Materials" of the CSS, and Section 13 – Asphalt Concrete Pavement, of these Technical Specifications. Removed materials shall be disposed of legally.
- E. Additional street digouts/asphalt pavement repair may be added by the Engineer anywhere within the City Limits.

1.02. RELATED SECTIONS

- A. Section 01 – Project Records and Submittals
- B. Section 03 – Public and Agency Notifications
- C. Section 04 – Temporary Controls
- D. Section 07 – Traffic Control Systems
- E. Section 09 – Temporary Pavement Markings
- F. Section 11 – Clearing and Grubbing
- G. Section 12 – Pavement Milling / Grinding
- H. Section 13 – Asphalt Concrete Pavement
- I. Section 14 – Asphalt Concrete Fill / Overlay
- J. Section 18 – Existing Utility Facilities' Adjustment

1.03. REFERENCES

A. City of Morgan Hill

- i. Standard Specifications and Details (latest edition)

B. California Department of Transportation (CalTrans)

- i. CalTrans Standard Specifications Section 39-4.01 "Subgrade";
- ii. CalTrans Standard Specifications Section 93 "Liquid Asphalts";
- iii. CalTrans Standard Specifications Section 94 "Asphaltic Emulsions";
- iv. CalTrans Standard Specifications Section 39-8.01 "Measurement";
- v. CalTrans Standard Specifications Section 39-5.01 "Spreading Equipment";
- vi. CalTrans Standard Specifications Section 39 "Asphalt Concrete";

C. American Society of Testing Materials (ASTM)

- i. ASTM D-2041 – Maximum Theoretical Density

Part 2 - PRODUCTS

2.01. GENERAL

- A. The asphalt concrete overlay shall be Type A, 12.5 mm (1/2") medium maximum gradation, in accordance with the CSS.

- i. Note: No percentage of Reclaimed Asphalt Pavement (RAP) shall be permitted in the asphalt concrete placed as the final lift/wearing course on any City streets to be overlaid with this project.

- B. Asphalt binder shall be PG 64-10.

- C. Paint binder (tack coat) shall be applied to all horizontal and vertical surfaces to receive asphalt concrete surfacing. The paint binder shall be furnished and applied in accordance with Sections 39-4.01 "Subgrade", 93 "Liquid Asphalts", and 94 "Asphaltic Emulsions" of the CSS.

2.02. EQUIPMENT

- A. In addition to the requirements of Section 39-5.01 "Spreading Equipment" of the CSS, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device(s). When placing asphalt concrete, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor.

B. Ski devices shall be a minimum length of at least 30 feet with a rigid one-piece unit whereby the entire length activates the sensor.

B-C. Equipment such as rollers should consist of steel drum vibratory and pneumatic rollers. The admitters on the rollers should be inspected every day and in well-functioning condition prior to start of work.

2.03. UNSUITABLE MATERIAL

- A. Unsuitable material is defined as material the Engineer determines to be:
 - i. Of such unstable nature as to be incapable of being compacted to specified density using ordinary methods at optimum moisture content.
 - ii. Too wet to be properly compacted and circumstances prevent suitable in-place drying prior to incorporation into the work; or
 - iii. Otherwise unsuitable for the planned use.

Part 3 - EXECUTION

3.01. GENERAL

- A. The asphalt concrete shall be placed in two lifts with the uppermost lift thickness not less than 0.15 feet and not more than 0.20 feet.
- B. The minimum width of any repair shall be marked in the field.
- C. All edges shall be saw-cut, unless otherwise approved by the Engineer.
- D. The material remaining in place, after removing surfacing and base to the required depth, shall be graded to a plane, watered, and compacted to 95% relative compaction. After compaction and prior to placing of asphalt concrete, the vertical edges of the existing pavement shall receive a tack coat.
- E. The finished surface of the remaining material shall not extend above the grade established by the Engineer.
- F. The compacted surface shall be smooth, dense, well bonded, and of uniform texture and appearance. The compacted surface course of asphalt concrete shall be free from ruts, humps, depressions, or irregularities. When a straightedge 3.6 meters (12 feet) long is laid on the finished surface and parallel with the centerline of the road or driveway, the surface shall not vary more than 0.006 meters (0.02 feet) from the lower edge of the straightedge.
- G. The transverse slope of the finished surface shall be uniform to a degree such that no depressions greater than 0.02 feet are present when tested with a straightedge., 12 feet long, laid in a direction transverse to the centerline and extending from edge to edge of a 3.05-meter (10-foot) pass.

- H. All pavement edges shall be cut to a vertical edge to the specified milled depth. The Contractor may use milling machine, saw cutting, or jackhammer equipment to cut the vertical edge in the pavement.
- I. Any ridges, indentations, or other objectionable marks left in the surface of the asphalt concrete shall be eliminated by rolling or other means. The use of any equipment that leaves ridges, indentations, or other objectionable marks in the asphalt concrete shall be discontinued. Asphalt concrete pavement shall include the application of a paint binder.
- J. When placing continuously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to grade of the previously placed mat and will reproduce the grade in the new mat within a 0.01-foot tolerance.
- K. Should the method and equipment furnished by the contractor fail to produce a layer of asphalt concrete conforming to the above requirements, including straightedge tolerance of Section 39-6.03, the paving operations shall be discontinued upon notice of the Engineer, and the Contractor shall modify his equipment or furnish substitute equipment within three (3) working days of such notice of the Engineer.
- L. The area to which the paint binder has been applied shall be closed to public traffic. All possible care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction. A drop-off of more than 0.10-foot will not be allowed at any time between adjacent lanes open to public traffic.
- M. All pavement repairs designated to be performed within the areas to receive pavement grinding and/or milling shall be dug out after the pavement grinding, to the depth specified in the plans, and replaced up to the surrounding grade.
- N. Pavement milling and grinding at corners, returns, driveways, pavers, adjacent to existing utility structures not to be adjusted, hard to access areas, and other existing conditions shall be done with special grinding equipment capable of grinding such areas without damaging existing conditions.
- O. The contractor shall be responsible to correct any damages created to any existing conditions, and no additional compensation will be allowed therefor.
- ~~O.P.~~ All construction joints, such as asphalt collar around utilities, and other transverse joints, shall be sand sealed.

3.02. UNSUITABLE MATERIAL

- A. In the event that underlying subbase material is unsuitable, it shall be excavated below the depth required above and disposed of. The limits of removal shall be designated by the Engineer and shall be in one-inch increments.
- B. Compensation shall be at per inch price based on the bid for 6-inch deep pavement repair divided by 6 inches for each additional inch of depth.
- C. The resulting space shall be filled with a single lift of asphalt.

3.03. EXISTING TREE ROOTS

- A. In the event existing tree roots are encountered, the Contractor shall stop all work adjacent to the exposed roots and notify the City. The Contractor or City shall contact a certified tree arborist to inspect any exposed roots and evaluate the health of the tree.

Part 4 - MEASUREMENT AND PAYMENT

- A. 3" Full Depth Pavement Repair (Revokable), 4" Full Depth Pavement Repair (Revokable), and 6" Full Depth Pavement Repair (Revokable) shall be measured by the square foot as marked in the field by the Engineer. No payment shall be made for materials placed outside of the limits marked by the Engineer. The contract unit prices paid per square foot for "3" Full Depth Pavement Repair" (Revokable), "4" Full Depth Pavement Repair (Revokable)," "6" Full Depth Pavement Repair (Revokable)" shall include full compensation for furnishing all labor, material, equipment, tools, and all other incidentals and for doing all work involved in furnishing and placing full depth AC pavement repair, complete in place, including staged construction, temporary conforms, traffic control, flagging, temporary striping and delineation, prime coats, tack coats, and paint binders, as specified herein and as directed by the Engineer.
- B. ADDITIONAL DEPTH OR REPAIR SHALL BE COMPENSATED AT A "PER INCH" PRICE OBTAINED BASED ON DIVIDING THE 6-INCH FULL DEPTH AC PAVEMENT REPAIR UNIT PRICE BY 6-INCHES LIKEWISE, THE REDUCTION IN DEPTH OR REPAIR SHALL BE CREDITED TO THE CITY ON A "PER INCH" BASIS. THERE WILL BE NO PRICE NEGOTIATIONS ON THE CONTRACT UNIT PRICE PAID FOR THE BID ITEMS FOR FULL-DEPTH AC PAVEMENT REPAIR OR ADDITIONAL 1" REPAIR OR 2" REDUCTION IN REPAIR THICKNESS EVEN IF THE ACTUAL AMOUNT OF WORK IS DIFFERENT FROM THE ENGINEER'S ESTIMATE BY 25% OR GREATER.

****END OF SECTION****

SECTION 19 – CRACK SEAL

Part 1 - GENERAL

1.01. DESCRIPTION:

- A. The work to be done consists of furnishing all labor, equipment and materials and performing all operations necessary for the application of crack treatment material to seal cracks as directed by the Engineer.
- B. This work shall include sealing all pavement cracks up to 3/8-inch in width or as directed by the Engineer, for the full length visible including cracking around all manholes, water valve boxes, monuments and traffic signal loops.
- C. Crack sealing shall be performed after the following item of work has been performed: clearing and grubbing and full depth AC pavement repair and pavement micro-milling.
- D. If wet pavement conditions exist, the Contractor shall reschedule with the Engineer an appropriate time to crack seal.
- E. **The Engineer shall make final determination of the crack seal schedule to be followed.**
- F. Locations to receive crack treatment / crack sealing shall be within the City of Morgan Hill limits. Locations may be outside of the project limits.

1.02. REFERENCES

- A. City of Morgan Hill
 - i. Standard Specifications and Details (latest edition)
- B. California Department of Transportation (CalTrans)
 - i. CalTrans Standard Specifications Section 37-6 – Crack Treatment

1.03. RELATED SECTIONS

- A. Section 07 – Traffic Control Systems
- B. Section 11 – Clearing and Grubbing

1.04. SUBMITTALS

- A. The Contractor shall submit a signed mix design covering the specific materials to be used on the project. The mix design submittal shall comply with Section 37-6.01C "Submittals" of the CSS.

Part 2 - PRODUCTS

- A. Crack sealing material shall be hot applied asphalt sealing compound, type 3 crack treatment material complying with the requirements of Section 37-6, "Crack Treatment" of the CSS. The material shall be heated and applied in accordance with the manufacturer's specifications. Material shall be of a type so as to not track, string or in any way be transferred to traffic after initial setting of the material. All due care and diligence shall be used to ensure the proper placing and setting of the material prior to allowing traffic on it.

Part 3 - EXECUTION

3.01. GENERAL

- A. Contractor shall allow seven (7) days after spray of any weeds within or at edges of pavement to ensure successful eradication prior to crack seal operations. If unsuccessful, the Contractor shall respray until the cracks are clean and dry to receive crack treatment. The Contractor can request to clear cracks of any weeds with a powered wire wheel, or equivalent approved method. Any deviations from spraying of weeds as the method of weed removal shall be approved by the Engineer prior to start of work.
- B. The street shall be swept with a power broom before start of application of crack seal.
- C. Cracks in the street pavements shall be sealed with hot applied sealing compound after cleaning of the cracks with a hot air lance.
- D. Routing of the cracks is not required, but cracks shall be blown out by compressed air prior to sealing operations.
- E. The crack sealant shall be applied in such a manner that it shall not protrude above the surface more than 1/4 inch. Any material more than 1/4 inch above the crack shall be spread with a squeegee to obtain a level surface over the filled crack.
- F. All cracks shall be free of moisture prior to sealing. No moisture shall be visible on the street at the time of sealant placement.
- G. In the event the material is transferred to vehicles prior to the opening of the street to traffic, the Contractor shall be responsible for cleaning those vehicles to the satisfaction of the Engineer and the vehicle owner.

Part 4 - MEASUREMENT AND PAYMENT

Crack sealing (revokable) shall be measured per lineal foot of crack receiving sealant. Payment for the crack seal work shall be per linear foot of sealant applied as necessary to seal all cracks and shall include furnishing all labor, materials, and equipment for transporting and placement of crack seal including all clearing and grubbing and preliminary and subsequent operations for the pavement cracks in accordance with Caltrans specifications and as modified by these special provisions and no additional payment shall be made therefore.

****END OF SECTION****