EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

CONSTRUCTION & MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

DATE: May 29, 2025

TO: All Prospective Bidders

SUBJECT: **Addendum No. 1**
2025 ZOB Road Maintenance Surface Treatment Projects

Submit proposals for this work with the understanding and full consideration of this Addendum No. 1. The revisions declared in this Addendum are essential parts of the Contract.

ITEM NO.	LOCATION, PAGE, OR DRAWING NO.	DESCRIPTION OF CHANGE
1.01	Cover N-1	Bidders are instructed to change the bid date from "June 4, 2025" to "June 10, 2025" on the cover and the 1st paragraph of the Notice to Bidders on Page N-1.
1.02	N-1	Bidders are instructed to replace "Type 2 micro-surfacing and crack sealing" in bullet A on page N-1 of the Notice to Bidders with "Type 1 micro-surfacing"
1.03	A-2	Bidders are instructed to replace "tire rubber modified sealer" in the 2nd paragraph of Article 3 in the Agreement with "Type I micro-surfacing".
1.04	A-2	Bidders are instructed to replace "Bid Schedules A through J" in the 3rd paragraph of Article 3 in the Agreement with "Bid Schedules A through I".
1.05	A-3	Bidders are instructed to replace "Bid Schedules A through J" in the 1st sentence of the 1st paragraph of Article 6 in the Agreement with "Bid Schedules A through I".
1.06	A-28 – A-31	Bidders are instructed to replace pages A-28 through A-31 with the attached A-28 REV through A-32 REV.
1.07	B-1	Bidders are instructed to replace "tire rubber modified surface sealer (TRMSS)." With "Type I micro-surfacing treatment" In the 7th bullet on page B-1 of Exhibit B.
1.08	B-6	Bidders are instructed to delete Section 6 in Exhibit B and replace with the attached Section 6.
1.09	Exhibit C	Bidders are instructed to replace the heading "TRMSS" with "Type 1" in Exhibit C.
1.10	P-3 – P-7	Bidders are instructed to delete all bid schedules from pages P-3 through P-7 and replace with the following note: "Page Intentionally Left Blank, Complete Bid Schedule in Quest"

Indicate receipt of this Addendum No. 1 by filling in the number of this Addendum in the space provided on the signature page of the Proposal. Holders who have already mailed their Proposal can contact Jen Rimoldi at 530-621-7592 (email: Jennifer.rimoldi@edcgov.us) to arrange return of their Proposal. Inform all suppliers and subcontractors as necessary. The Department of Transportation is only sending this Addendum by posting on QuestCDN's website at: https://www.questcdn.com/. You must be a Contract Documents holder on the Quest Plan Holder Report and comply with the requirements of this Addendum No. 1 when submitting your bid.

END OF ADDENDUM NO. 1

Brian Mullens
Brian Mullens (Jun 2, 2025 08:29 PDT)

Approved by:
Brian Mullens, Deputy Director

06/02/2025
Date

Rafael Martinez (Jun 2, 2025 12:40 PDT)

Approved by:
Rafael Martinez, Director
Department of Transportation

Date

EXHIBIT A

2025 ZOB ROAD MAINTENANCE SURFACE TREATMENTS
CONTRACT NO. 8465

CONTRACTOR'S BID AND BID PRICE SCHEDULE

BASE BID – SCHEDULE A – DEERFIELD ESTATES (PLACERVILLE)

ITEM NO.		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
1	120100	TRAFFIC CONTROL SYSTEM	LS	1		
2	130100	JOB SITE MANAGEMENT	LS	1		
3	377500A	TYPE I MICRO-SURFACING	SQYD	5,493		
4	84000	STOP BARS	EA	1		
5	84001	RPM'S – TYPE D [BLUE]	EA	2		
TOTAL FOR BASE BID – SCHEDULE A						

BASE BID – SCHEDULE B - EASTWOOD PARK #5 (CAMERON PARK)

ITEM NO.		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
6	120100	TRAFFIC CONTROL SYSTEM	LS	1		
7	130100	JOB SITE MANAGEMENT	LS	1		
8	377500A	TYPE I MICRO-SURFACING	SQYD	7,416.26		
9	84000	STOP BARS	EA	2		
10	84001	RPM'S – TYPE D [BLUE]	EA	4		
TOTAL FOR BASE BID – SCHEDULE B						

BASE BID – SCHEDULE C – BLACK OAK ESTATES #6 (CAMERON PARK)

ITEM NO.		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
11	120100	TRAFFIC CONTROL SYSTEM	LS	1		
12	130100	JOB SITE MANAGEMENT	LS	1		
13	377500A	TYPE I MICRO-SURFACING	SQYD	4,663.90		
14	84000	STOP BARS	EA	2		
15	84001	RPM'S – TYPE D [BLUE]	EA	2		
TOTAL FOR BASE BID – SCHEDULE C						

BASE BID – SCHEDULE D – BLACK OAK ESTATES (CAMERON PARK)

ITEM NO.		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
16	120100	TRAFFIC CONTROL SYSTEM	LS	1		
17	130100	JOB SITE MANAGEMENT	LS	1		
18	377500A	TYPE I MICRO-SURFACING	SQYD	8,688.02		
19	84000	STOP BARS	EA	4		
20	84001	RPM'S – TYPE D [BLUE]	EA	3		
TOTAL FOR BASE BID – SCHEDULE D						

BASE BID – SCHEDULE E - TRAVOIS (RESCUE)

ITEM NO.		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
21	120100	TRAFFIC CONTROL SYSTEM	LS	1		
22	130100	JOB SITE MANAGEMENT	LS	1		
23	377500A	TYPE I MICRO-SURFACING	SQYD	10,396.12		
24	84000	STOP BARS	EA	1		

25	84001	RPM'S – TYPE D [BLUE]	EA	7		
				TOTAL FOR BASE BID – SCHEDULE E		

BASE BID – SCHEDULE F – HOLLOW OAK (EL DORADO HILLS)

		ITEM DESCRIPTION	**UNIT OF MEASURE**	**ESTIMATED QUANTITY**	**UNIT PRICE (IN FIGURES)**	**ITEM TOTAL (IN FIGURES)**
26	120100	TRAFFIC CONTROL SYSTEM	LS	1		
27	130100	JOB SITE MANAGEMENT	LS	1		
28	377500A	TYPE I MICRO-SURFACING	SQYD	19,275.92		
29	84000	STRIPING – DETAIL 21 [4"]	LF	130		
30	84000	LIMIT LINE	EA	8		
31	84001	RPM'S – TYPE D [BLUE]	EA	10		
				TOTAL FOR BASE BID – SCHEDULE F		

BASE BID – SCHEDULE G – CREEKSIDE GREENS 2&3 (EL DORADO HILLS)

		ITEM DESCRIPTION	**UNIT OF MEASURE**	**ESTIMATED QUANTITY**	**UNIT PRICE (IN FIGURES)**	**ITEM TOTAL (IN FIGURES)**
32	120100	TRAFFIC CONTROL SYSTEM	LS	1		
33	130100	JOB SITE MANAGEMENT	LS	1		
34	377500A	TYPE I MICRO-SURFACING	SQYD	31,298.02		
35	84000	STRIPING – DETAIL 22 [4"]	LF	50		
36	84000	STOP BARS	EA	13		
37	84001	RPM'S – TYPE D [BLUE]	EA	13		
				TOTAL FOR BASE BID – SCHEDULE G		

BASE BID – SCHEDULE H – HIGHLAND VIEW 3A (EL DORADO HILLS)

		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
38	120100	TRAFFIC CONTROL SYSTEM	LS	1		
39	130100	JOB SITE MANAGEMENT	LS	1		
40	377500A	TYPE I MICRO-SURFACING	SQYD	6,105.16		
41	84001	RPM'S – TYPE D [BLUE]	EA	4		
TOTAL FOR BASE BID – SCHEDULE H						

BASE BID – SCHEDULE I – WEST VALLEY VILLAGE (EL DORADO HILLS)

		ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE (IN FIGURES)	ITEM TOTAL (IN FIGURES)
42	120100	TRAFFIC CONTROL SYSTEM	LS	1		
43	130100	JOB SITE MANAGEMENT	LS	1		
44	377500A	TYPE I MICRO-SURFACING	SQYD	74,020.04		
45	84000	STRIPING – DETAIL 22 [4"]	LF	6.300		
46	84000	STRIPING – DETAIL 24 [4"]	LF	14,740		
47	84000	STRIPING – DETAIL 29 [4"]	LF	530		
48	84000	STRIPING – DETAIL 38 [8"]	LF	2,860		
49	84000	STRIPING – DETAIL 39 [6"]	LF	26,995		
50	84000	STRIPING – DETAIL 39A [6"]	LF	2,725		
51	84000	STOP BAR	EA	26		
52	84000	STOP AHEAD	EA	5		
53	84000	SCHOOL LEGEND	EA	2		
54	84000	TURN ARROW – TYPE 4 [LEFT]	EA	17		

55	84000	ARROW – TYPE 2 [B]	EA	1		
56	84000	ARROW – TYPE 3 [L]	EA	3		
57	84000	ARROW TYPE 3 [R]	EA	4		
58	84000	BASIC CROSSWALK	EA	8		
59	84000	BASIC YELLOW CROSSWALK	EA	5		
60	84000	BIKE LANE SYMBOL W/PERSON	EA	10		
61	84001	RPM'S – TYPE D [BLUE]	EA	9		
TOTAL FOR BASE BID – SCHEDULE I						

TOTAL FOR SCHEDULES A, B, C, D, E, F, G, H, AND I	

6 – Type I Micro-Surfacing

6.1 Summary

Section 6 includes specifications for applying micro-surfacings.

Applying a micro-surfacing consists of spreading a mixture of a micro-surfacing emulsion, water, additives, mineral filler, and aggregate on the pavement.

6.2 Submittals

Immediately after sampling, submit two 1-quart samples of micro-surfacing emulsion taken in the presence of the Engineer.

6.3 Micro-surfacing Emulsions

Take two 1-quart samples of micro-surfacing emulsion for Department acceptance testing.

For a micro-surfacing emulsion, the quality control laboratory must perform sampling and testing at the specified frequency and location for the quality characteristics shown in the following table:

Micro-Surfacing Emulsion

Quality characteristic	Test method	Minimum sampling and testing frequency	Sampling location
Tests on emulsion:			
Saybolt Furol Viscosity, at 25°C (Saybolt Furol seconds)	AASHTO T 59	Minimum 1 per day per delivery truck	Delivery truck
Storage stability, 1 day (max, %)			
Sieve test (max, %)			
Residue by distillation or evaporation (min, %)	AASHTO T 59	Minimum 1 per day per delivery truck	Delivery truck
Tests on residue:			
Penetration at 25 °C	AASHTO T 49	Minimum 1 per day per delivery truck	Delivery truck
Softening point (min, °C)	AASHTO T 53		
Torsional recovery (min, %) or Elastic recovery, 25 °C (min, %)	California Test 332 AASHTO T 301		

6.4 Department Acceptance

For micro-surfacing emulsions, acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

Micro-surfacing Emulsion Acceptance Criteria

Quality characteristic	Test method	Requirement
Tests on emulsion:		

Saybolt Furol Viscosity at 25 °C (Saybolt Furol seconds)	AASHTO T 59	15–90
Sieve test (%)	AASHTO T 59	0.30
Storage stability, 1 day (max, %)	AASHTO T 59	0–1
Settlement, 5 days (max, %)	ASTM D244	5
Residue by evaporation (min, %)	California Test 331	62
Tests on residue by evaporation:		
Penetration at 25 °C	AASHTO T 49	40–90
Softening point (min, °C)	AASHTO T 53	57

[a]Settlement test on emulsion is not required if used within 48 hours of shipment.

Acceptance of aggregate, except mineral filler, is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

Aggregate Acceptance Criteria

Quality characteristic	Test method	Requirement
Los Angeles Rattler loss (max, %): At 500 rev	California Test 211a	35
Percent of crushed particles (min, %)	California Test 205	95
Durability (min)	California Test 229	65
Sand equivalent (min): Type II Type III	California Test 217	65 65

[a]California Test 211 must be performed on the aggregate before crushing. The aggregate supplier must certify that the crushed aggregate being used on the project is manufactured from the source aggregate complying with the LA Rattler requirements.

An aggregate sand equivalent test represents 300 tons or 1 day's production, whichever is less.

If the test results for aggregate sand equivalent do not comply with the specifications, you may remove the micro-surfacing represented by the test results or request it remain in place with a payment deduction.

If your request is authorized, the Department deducts $2.00 per ton of micro-surfacing for each noncompliant aggregate sand equivalent test.

6.5 Micro-surfacing Emulsions
A micro-surfacing emulsion must be grade MSE.

A micro-surfacing emulsion must be a homogeneous mixture of asphalt, an elastomeric polymer, and an emulsifier solution. Add an elastomeric polymer modifier to asphalt or emulsifier solution before emulsification.

6.6 Aggregate
Aggregate must comply with the quality characteristic requirements shown in the following table:

Aggregate Requirements

Quality characteristic	Test method	Requirement
Los Angeles Rattler loss (max, %): At 500 rev	California Test 211a	35
Percent of crushed particles (min, %)	California Test 205	95
Durability (min)	California Test 229	65
Sand equivalent (min): Type II Type III	California Test 217	65 65

[a]California Test 211 must be performed on the source aggregate before crushing. The aggregate supplier must certify that the crushed aggregate being used on the project is manufactured from the source aggregate complying with the LA Rattler requirements.

6.7 Mineral Fillers
If a mineral filler is used, it must be type I or type II portland cement. A mineral filler used during mix design must be used during production.

6.8 Micro-Surfacing Mix Designs
The micro-surfacing mix design must have the material proportion limits shown in the following table:

Micro-surfacing Mix Design Proportion Limits

Material	Proportion limits
Micro-surfacing emulsion asphalt residual content (% of dry weight of aggregate)	5.5–10.5
Water and additives	As Required
Mineral filler (% of dry weight of aggregate)	0–3

The micro-surfacing mix design must comply with the requirements shown in the following table:

Micro-surfacing Mix Design Requirements

Quality characteristics	Test methods	Requirement
Wet cohesion: At 30 minutes (set) (min, kg-cm) At 60 minutes (traffic) (min, kg-cm)	Technical Bulletin 139	12 20
Excess asphalt (max, g/m2)	Technical Bulletin 109	540
Wet stripping (min, %)	Technical Bulletin 114	90
Wet track abrasion loss 6-day soak (max, g/m2)	Technical Bulletin 100	810
Displacement: Lateral (max, %) Specific gravity after 1,000 cycles of 57 kg (max)	Technical Bulletin 147A	5 2.10
Classification compatibility (min, grade points)	Technical Bulletin 144	(AAA, BAA) 11
Mix time at 25 °C (min)	Technical Bulletin 113	Controllable to 120 seconds

[a]Test methods are by the International Slurry Surfacing Association.

6.9 Tack Coats
If there is a bid item for tack coat, you must coat the pavement surface with an asphaltic emulsion mixed with additional water before applying a micro-surfacing. The maximum ratio of water to asphaltic emulsion must be 2 to 1. Apply the tack coat at a rate from 0.08 to 0.15 gal/sq yd. The exact rate must be authorized.

You determine the grade of slow-setting or quick setting asphaltic emulsion to be used.

6.10 Proportioning
Field conditions may require adjustments to the proportions within the authorized mix design during construction.

6.11 Scratch Course Boxes
Spread the scratch courses with the same type of spreader box used to spread micro-surfacings except use an adjustable steel strike-off device instead of a final strike-off device.

6.12 Wheel Path Depression Boxes
Each wheel path depression box must have adjustable strike-off device between 5 and 6 feet wide to regulate depth. The wheel path depression box must also have devices such as hydraulic augers capable of:

1. Moving the mixed material from the rear to the front of the filling chamber
2. Guiding larger aggregate into the deeper section of the wheel path depression
3. Forcing the finer material towards the outer edges of the spreader box

6.13 Test Strips
If micro-surfacing placement will require more than 1 day, you must construct a test strip. The test strip must be:

1. From 300 to 450 feet long
2. The same as the full production micro-surfacing
3. On 1 of the application courses specified at an authorized location
4. At the same time of day or night the full production micro-surfacing is to be applied

If multiple application courses are specified, you may construct test strips over 2 days or nights.

The Engineer evaluates the test strip after traffic has used it for 12 hours. If the Engineer determines the mix design or placement procedure is unacceptable, make modifications and construct a new test strip for the Engineer's evaluation.

6.14 Placement

Repair Wheel Path Depressions

Fill wheel path depressions and irregularities with micro-surfacing material before spreading micro-surfacing. If the depressions are less than 0.04 foot deep, fill with a scratch course. If the depressions are 0.04 foot deep or more, fill the depressions using a wheel path depression box.

Spread scratch courses by adjusting the steel strike-off of a scratch course box until it is directly in contact with the pavement surface.

Spread micro-surfacings with a wheel path depression box leaving a slight crown at the surface. Use multiple applications to fill depressions more than 0.12 foot deep. Do not apply more than 0.12 foot in a single application.

Allow traffic to compact each filled wheel path depression for a minimum of 12 hours before placing additional micro-surfacings.

6.15 Micro-surfacing Pavement Surfaces

The micro-surfacing spread rates must be within the ranges shown in the following table: Micro-surfacing type	Application range (lb of dry aggregate/sq yd)
Type II	10–20
Type IIIa	20–32
Type IIIb	30–32

[a]Over asphalt concrete pavement. [b]Over concrete pavement and concrete bridge decks.
Within 2 hours after placement, micro-surfacings must be set enough to allow traffic without pilot cars. Protect the micro-surfacings from damage until it has set and will not adhere or be picked up by vehicle tires. Micro-surfacings must not exhibit distress from traffic such as bleeding, raveling, separation or other distresses.

Micro-surfacing must be Type I.

6.16 Payment
The payment quantity for micro-surfacing is the weight determined by combining the weights of the aggregate and micro-surfacing emulsion. The payment quantity for micro-surfacing does not include the weights of added water, mineral filler, and additives.

Full compensation for all work associated with Type 1 Micro-surfacing application is provided for under the bid item for Type 1 Micro-surfacing.