

ADDENDUM NO. 2

**ELDER CREEK CHANNEL IMPROVEMENTS
WORK ORDER: F01911
AREA: CITY OF HIGHLAND
SYSTEM NO.: 3-201-1C**

BIDS OPEN: 1:00 P.M., THURSDAY, AUGUST 22, 2024

By Email via ePro System

Questions and Answers

1. Q - Are .cad files for the project available?
A - The CAD files for the Elder Creek Project are not available.
2. Q - What is the Engineers Estimate for the project?
A - The Engineer's Estimate for Elder Creek will not be available.
3. Q - Is there an engineer estimate available for this project (for bonding purposes)?
A - The Engineer's Estimate for this Project will not be available.
4. Q - Please provide as-built drawings for the existing concrete structure for removal takeoff.
A - See Addendum No. 1 Attachment No. 5 Elder Creek Channel Improvement As-Built Plan (1991) to reference the existing concrete structure.
5. Q - Will flood and earthquake insurance be required? If so, will the coverage be for the full contract value, or a sublimit such as \$5 million?
A - The Contractor must comply with the insurance requirements as stated within Section 7 of the special provisions.
6. Q - How will EVWD shut off the 2 waterlines when we install the new line?
A - It is within the scope of the Contractors duties to coordinate with various utility contractors as stated within Section 5 of these Special Provisions. Coordinating and shutting off the existing waterlines with EVWD is within the Contractors responsibilities.
7. Q - Please provide the structural detail for the CIP option of the 10'W x 14' H RCB.
A - The structural details for the Reinforced Concrete Box 10' Span x 14' Height per Latest Edition of AASHTO LRFD Bridge Design for Highway Loading using H20 per ASSHTO and be approved by the Engineer.
8. Q - Please advise what is the bid item for the Cast in Place option for 10'W x 14"H RCB?
A - Please refer to Bid item #64 - Precast Box 10' span X 14' High within the Proposal.
9. Q - Will the Contractor be allowed to use District property for a yard and/or staging area?
A - It is within the Contractors scope of work to locate and procure a space/yard for a staging area. Any proposed area needs to be submitted for approval by the Engineer.
10. Q - Please confirm that the drawings for the temporary fence to be installed per Section 10 General, Note 10 on page SP-48 are Plan Sheets-1 & 2 (Special Drawing I) included with the plans and paid in Bid Item 88.

A – Temporary Fence within the project should be placed under Bid Item #90 Temporary Fence (Type CL-6) as stated within the Special Provisions and as shown on the Plans.

11. Q- Please provide a copy of the Merris St and Abbey Way detour plans mentioned in the specifications on SP-55.

A – Please find the Detour plans within Addendum #2 - Attachment 1 - Detour plans for Merris St. and Abbey Way.

12. Q- Please provide a copy of the draft SWPPP for review.

A – Please prepare Bid item 13, 14, and 15 with the information as stated within Section 13 of these special provisions .

13. Q – Since Bid Item 35 is a lump sum item, please provide the limits of removal for the abandoned 3” steel gas line in Old Greenspot Rd.

A – The limits of removal of the existing abandoned steel gas line shall be length which lies within San Bernardino County Flood Control District Right-of-Way and any portion which interferes with the Elder Creek Channel project.

14. Q – Where does the installation of the AC Dike get paid?

A – The installation of the AC Dike is paid under item #48 Asphalt Concrete (Type A, ½” Maximum Grading)(PG64-10) and Bid Item #49 Place Asphalt Concrete Dike (Type A, ½” Maximum Grading) as stated within the Standard Specifications and these Special Provisions.

15. Q – Please clarify where the grading for CN 8. Construct Earthen Trapezoidal Channel is paid.

A - Grading for Elder Creek shall be in accordance with the project special provisions which includes Bid Item 41 Embankment and any other associated bid items.

16. Q – Please clarify which item(s) the construction of the reinforced concrete access ramp (CN 26) is paid.

A – The proposed concrete access ramp shall be paid within Bid item 50 – Class 1 Concrete (Inverts and Cutoff Walls), Class 1 Concrete (Walls, Deck and Parapets) as well as other associated bid items as shown on these plans.

17. Q – Please provide a bid item for payment of CN 68 Install Precast RCB 10.0’W x 12.0’ H to be installed from Sta. 29+06.50 to 29+68.00.

A – For the Installation of the precast RCB 10.0W x 12.0 H, please see updated bid item list and amended special provisions.

18. Q – Per the project specifications construction activities should be avoided during the rainy season, typically from October to April. Due to the bid date and submittal period, should the Contractor expect the Construction NTP to be provided during the rainy season or will the start of construction be delayed.

A – The NTP will be issued by the Contracts Division once the submittals have been approved and determined by the Engineer.

19. Q – Addendum 1 added Item 13 to Section 101.01 starting that the work between 24+00.00 to 29+06.60 shall be completed within 120 working days. On Page SP-85 under Construction Site Vibration Monitoring, it states that the work between East Highland SD and Old Greenspot Rd must be completed in 60 working days. Please clarify the number of working days allowed for completion of the work in this area.

A - For the proposed work between station 24+00.00 to 29+00.00, please refer to the amended special provisions.

20. Q – How many days should the Contractor anticipate for the District's Consultant to perform the Pre-Construction Inspection between Stations 23+70 to 29+87? What assistance will be required by the Contractor during this inspection?
A – The Contractor should not need to provide any days or assistance for the Pre-Construction Inspection for this project. Coordination within the project is included in the various items of work for the Contractor.
21. Q – On Page SP-88, it states that example photos of the noise barrier are provided in the Green Pages. These examples do not appear to be in the Green Pages, please provide.
A – Please follow the given standards within the special provisions - Construction Site Noise Mitigation – Temporary Noise Barrier requirements as no pictures are to be provided.
22. Q – I have a different & lesser Quantity than on the Bid Item, please provide.
A – It is within the Contractors responsibility to bid the job as they see it.
23. Q – What is the thickness for the Class 2 Backing?
A – The Class 2 Backing within the project has a section of 1.25 feet thick.
24. Q- What is the bid item AC Dike?
A – The installation of the AC Dike is paid under item #48 Asphalt Concrete (Type A, ½" Maximum Grading)(PG64-10) and Bid Item #49 Place Asphalt Concrete Dike (Type A, ½" Maximum Grading) as stated within the Standard Specifications and these Special Provisions.
25. Q – What is the bid item for the 4" thick gravel and what type of gravel?
A – Please see the updated bid items list and the amended special provisions.
26. Q – What is the bid item for the Access Ramp?
A – The proposed concrete access ramp should be paid within Bid item 50 – Class 1 Concrete (Inverts and Cutoff Walls), Class 1 Concrete (Walls, Deck and Parapets) as well as other associated bid items as shown on these plans.
27. Q - 4" blow off on sht 6 is relocate by EVWD however sht 10 const note 47 does not say that, please advise.
A – Construction note 47 refers to items on Sheet 14 not to item on sheet 6.
28. Q – Could not find this item on the plans, please advice.
A – Light Class Rock has been removed from estimate bid item no longer exist.
- 29A. Q – Please provide location of the slurry backfill.
A - Slurry Backfill will be place between the Precast Box and Shoring from Sta. 24+13.69 to Sta. 29+86.77 as shown on these plans.
- 29B. Q – Is bid item 41 Embankment consist of the backfill outside structure backfill? If so my takeoff is a lot more than the quantity
A – The Embankment bid item consists of all areas that are not Structural Backfill – 95% compaction as stated within the special provisions and as calculate by the District.
30. Q – Please provide a copy of the environmental clearance and permits, the geotechnical exploration report, and the City of Highland permit that is mentioned in the special provisions.
A – The environmental clearance documents are included within Addendum No. 1.

31. Q – What is the engineer's estimate
A – The Engineer's Estimate for this Project will not be available to the bidders at this time.
32. Q – The steel casing items (#70,/#71/#86/#87) state that the casing shall be installed by the Bore, Jack, and /or tunnel method. Please indicate whether open cut will be an allowable method if field conditions make it feasible.
A – Open cut method will be allowable for installation of steel casing as approved by the Engineer.
33. Q – Reference Bid Item #86 and #87 The EVWD Standard S-113 shows casing spacers, yet there is not a carrier pipe called out. Will casing spacers be required?
A – No due to only casing to be installed at this time.
34. Q – Temporary fence is shown to be outside of the FCD R/W and there is no indication of a TCE. Please confirm that the Contractor will be allowed to install the temporary fence outside of FCD R/W as shown on the plans.
A- The Contractor can not install the temporary fence outside of the FCD right-of-way without a TCE. The Engineer will have a TCE prior to the installation of the fence on this project.
35. Q – Section A-A of the Trapezoidal Channel on Drawing C-2 shows what appears to be curbs on both sides but there are no callouts for this work. Please provide details for these curbs. If they are required.
A – Please refer to Caltrans Standard plan H52 or the construction of the trapezoidal channel section A-A.
36. Q - Per Section A-A on the as-built plans provided in Addendum 1 for the existing trapezoidal RCB, the RCB was built on an existing concrete channel. What was the Thickness of the existing concrete channel, and does it contain rebar?
A – The existing concrete channel thickness is not given, please bid accordingly.
37. Q – What is the maximum weight allowed for vehicles/equipment to be on top of the existing RCB from Sta 24+00 (+/-) to 29+68(+/-)?
A – The District will not state the maximum weight allowed on the existing RCB, the means and methods of construction is within the contractors responsibilities.
38. Q – What is the length of the rails to be removed in the Rail & Wire Revetment?
A – The length of the rails are not given, please bid accordingly.
39. Q – Please clarify where the shoring is to remain in place per Bid Item.
A – The shoring to remain in place, if not removable, is from station 23+75 to station 29+68.77
40. Q – The RCB from Sta. 29+06.50 to 29+68.00 is called out to be Precast. Please indicate which Bid Item this work will be paid?
A – Please see the updated Bid Items list and revised special provisions and bid accordingly.
41. Q – Can we reuse the existing rock for rip rap construction?
A – Existing rocks will be salvaged and re-used as the design rock revetment and invert. Rocks that are to be re-used shall be cleaned of all debris and conform to the specification and gradation of Section 72-2.02B, "Rock" of the Standard Specifications prior to placement.

42. Q – 51-1.01A States the Contractor has the option to construct the RCB culverts as either cast-in-place or precast as shown in the Plans and specified in these special Provisions. Does this include Sta. 24+13 – 29+06?
A – The RCB - 10'W x 14'H RCB will be a Precast RCB as shown on the Bid Items list.
43. Q – Is Jensen Precast the only vendor allowed?
A – The Contractor can submit any vendor for approval on this project as long as the material/item meeting the project specifications.
44. Q – The various boring logs included in the Geotechnical Report all indicate rocky conditions (cobbles/boulders) with refusal depth ranging from 1?? To 8.5?? It also notes caving of vertical or vertical or near-vertical excavations may be an issue in trenches and excavations less than 5 feet in depth. These conditions are not conducive to typical shoring installation (sheet piles, beam/plate, etc). Construction Site Vibration Monitoring on SP-85 of the Special Conditions States?? For demolition and removal of existing concrete structure between East Highland Strom Drain and Old Greenspot Road, installation of the precast box and removal of plate shoring? Please clarify the term plate shoring. Does this preclude the contractor from using an appropriately sized trench shield to preform this work?
A – the term “plate shoring” refers to the placement of a steel plate between two I-beams. The shoring must meet the requirements of Section 10 of these Special Provisions.
45. Q – Can Merris St. and Abbey Way be closed at the same time?
A – The Contractor has to request and attain approval from the Engineer regarding the closure of the Abbey Way and Merris St.
46. Q – Please clarify if any of the access roads around the Elder Creek Channel or the Low Flow Channel south of Abbey Way, require aggregate base or gravel at finish surface?
A – Please place aggregate base or gravel on the areas as shown on the plans.
47. Q – On Proposal Page P-10 Subcontractor List?? Does the percent line mean percent of each bid item or total percentage of subcontracted work?
A – The Constructor is to fill out the subcontractor form and state which bid item will be subcontracted as well as the % of that item. The Contractor can contact Contracts for any further clarification on the instruction to fill out this form properly prior to bid.
48. Q – On plan sheet 6 of 26. Detail A Note: AC Dike. What type? How Does It Get Paid? Note: Install Gravel 4". What Type? How Does It Get Paid? Note: Remove Existing Gravel & Replace In Kind. How Does Replace In Kind Get Paid?
A – Please see the updated Bid Items List and amended special provisions on where to bid AC Dike and gravel.
49. Q – On plan sheet 6 of 29. There is a note (Structural Backfill 1-Sack Slurry) Can you provide location or detail for Bid Item 40 – Structure Backfill 1-Sack Slurry = 1,750 cy?
A – Structural backfill shall be used within the area as shown within the Precast Box Sta. 24+00 to 29+06.50 as shown within these plans.
50. Q – Will you allow placing concrete instead of using Bid Item 64 – Soil Cement On 1.5:1 Slope for 64 CY?
A – Please refer to Addendum 1 plan revisions for further information.

51. Q – Per sheet 11 of 29, note 5, the 2.0' x 2.0' RCB is to be constructed per 2018 Caltrans Standard D80, the smallest span is shown at 4.0"? Please confirm that 2.0' x 2.0' RCB shall be built per the dimensions given for a Span (S) = 4.0" and Height (H) = 2.0'?
- A – The RCB is 2.0' x 2.0' and should be built per standard and design as shown on Sheet 11.
52. Q – Sheet 11 of 29 shows a detail for the RCB Concrete Apron and Cut-off wall. Does this apron and cut-off wall get paid under Bid Item 51 Class 1 Concrete (2.0' x 2.0' CULVERTS) or under bid item 55 MINOR CONCRETE (APRON AND CUT-OFF WALL(48" ?? RCP))?
- A – The RCB Concrete Apron and Cut-off wall are part of Bid Item 50 – Class 1 Concrete (Walls, Decks and Parapets).
53. Q - Please confirm what type of invert shape the 2.0' x 2.0' RCB shall have?
- A – The invert of the 2.0' x 2.0' RCB shall be sloped to the westside.
54. Q – Bid Item 35 remove and dispose existing 3" gas, where is this line located? Where is it shown on the plans?
- A – Please direct your attention to sheet 6 of 29 on Detail "A" for information about the gas line.
55. Q – The waterline on both bridges (Abbey and Merris) will need to be taken out of service during construction, what is the duration in which these water lines can be out of service?
- A - The Contractor will have to coordinate and schedule with EVWD when turning off the service. The Contractor will have to comply with Section 5 – Control of Work when working with Utilities.
56. Q – Shoring that is to be left in place, is this optional or a requirement.
- A – The Contractor is allowed to leave the shoring in place per Bid Item 9 – Shoring (To Remain in Place) and also the contractor shall submit to the Engineer their plan on how they plan on using shoring within this project per Addendum #1.
57. Q – Plan Sheet C-1A 12 of 29? ¼ Ton Concrete Rock Protection Detail shows Class 2 Backing with Filter Fabric under ¼ ton concreted rock. Please provide depth of the Class 2 Backing and what bid item covers the measurement and payment for this work.
- A – See Addendum 1 for updated plan sheet C-1A.
58. Q – Where is the concrete rock slope protection Light Class located on the plans?
- A – The Light Class Concrete Rock Slope protection has been removed from the project.
59. Q – Please clarify the following? The drivable concrete rock surface (bid item 69) covers rock protection in the flat areas, and the concrete rock slope protection ¼ ton (bid item 66) covers the side slopes?
- A – The proposed drivable concreted rock surface is in the invert as well as the access roads and the concreted-rock slope protection (1/4 Ton, Method A) is used for the slope protection as shown on sheet 12.
60. Q – Bid Item 60 JUNCTION STRUCTURE PER SPPWC 333-2 (48" RCP) has a quantity of 1 EA. There appears to be 2 EA shown in the contract drawings. On sheet P-7 Lateral "H" existing at station 10+20.73 appears to be a 48" existing RCP junction structure. Please confirm the quantity.
- A – Please see the revised Bid Item lists per Addendum #2.
61. Q – It appears that one of the 48" RCP Junction Structures is listed as 2 different Stations. On sheet P-2 there is a 48" RCP shown at STA 23+41.16, on sheet C-2 this same junction structure is labeled as STA 23+34.63. Please confirm the correct station.

A – The proposed 48" RCP Junction Structure is shown on sheet P-2 STA. 23+41.16 as well as sheet C-2 Sta. 23+33.62.

62. Q- What is dimension C for the 12" DIP Junction Structure?

A - The dimension C for the 12" DIP Junction Structure is 12-inches.

63. Q – Please confirm if all of the 24" RCP Junctions Structures have an A=90° and a C = 12" dimension of 1.00'

A – Each of the 24" RCP Junction Structures have A = 90°, B = 24", and C = 12".

Amend the Special Provisions as follows:

1. Add to Section 10-1.01 General

13. All construction activities from Station 23+75.00 to 29+86.77 can not start prior to March 1, 2025.
The Contractor will follow the other guidelines stated in the special provisions and Addendum #1.

2. Replace Section 14 Paragraph 1 Construction Site Vibration Monitoring

For demolition and removal of existing concrete structures between East Highland Storm Drain and Old Greenspot Road, Contractor must complete work within said reach within 120 working days, 60 working days for demolition of existing structures and 60 working days for installation of the precast box and removal of plate shoring. Contractor is responsible for costs associated for not meeting the above stated working days which includes but is not limited to: a) District's Consultant fees for monitoring; and b) Residents relocation costs; and c) District's incurred costs. The Contractor must adhere to the following special mitigation measures to minimize and monitor construction site vibration:

3. Add to Section 26-1.04 Payment

The contract price paid cubic yards for "**Install Gravel 4" Thickness Replace in Kind**" shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in removing and replacing Aggregate Base, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

4. Replace Section 39, to read as follows:

39 ASPHALT CONCRETE

Add to list under "miscellaneous areas" of section 39-2.01A(2):

8. Hot mix asphalt driveways

Replace the 1st paragraph of section 39-2.01B(11) with:

For miscellaneous areas and dikes:

1. Choose the aggregate gradation from:

1.1. 3/8-inch Type A HMA aggregate gradation

1.2. dike mix aggregate gradation

2. Asphalt binder must be Grade PG 70-10.

3. Minimum asphalt binder content must be:

3.1. 6.40 percent for 3/8-inch Type A HMA aggregate gradation

3.2. 6.00 percent for dike mix aggregate gradation

Add to section 39-2.01B(9):

Location of asphalt concrete driveways or sidewalks are approximate; therefore, you must notify the Engineer before stating work.

Add to section 39-2.01C(3)(b):

Soil must be sterilized in areas to be surfaced with asphalt concrete over compacted native ground.

Pesticides used for soil sterilization must conform to section 20-1.02C.
Prior to sterilizing, the soil must be prepared in accordance with Section 19-1.03C.
The soil must be sterilized with one of the following pesticides, or approved equal, applied at the maximum label rate unless otherwise directed by the Engineer:

- 1. Trifluralin emulsifiable concentrate
- 2. Dichlobenil
- 3. Or approved equal

Pesticides must be mixed according to the manufacturer's recommendations and must be applied by a device approved by the Engineer. Pesticides must not be applied more than 8 hours prior to placing asphalt concrete surfacing. Pesticides must not be applied more than 12 inches beyond the areas to be surfaced.

Replace section 39-2.01C(3)(c) with:

39-2.01C(3)(c) Prime Coat

Apply a slow-setting asphaltic emulsion as a prime coat to AB areas designated by the Engineer and at a spread rate from 0.15 to 0.35 gal/sq yd. Do not apply more prime coat than can be absorbed completely by the AB in 24 hours.
You may modify the prime coat application rates if authorized.
Close areas receiving prime coat to traffic. Do not allow tracking the prime coat onto pavement surfaces beyond the job site.

Replace the 2nd paragraph of section 39-2.01D with:

Payment for prime coat and tack coat is considered included in the payment for hot mix asphalt types shown in the bid item list.

Delete the row for *For RAP Substitution equal to or less than 15%* in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e).

Delete the row for *For RAP Substitution greater than 15%* in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e).

For RAP Substitution greater than 15% Moisture susceptibility (max, psi, dry strength)	AASHTO T 283	300 ^h
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Replace footnote h for the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e) with:

- ^hNot required for the following areas in District 8:
- 1. Riverside County: Route 10, post mile 56.95 to 156.49; Route 111, post mile 0.00 to 28.53
 - 2. San Bernardino County: Route 15, post mile 29.00 to 186.24; Route 40; Route 58; Route 138, post mile 0.00 to 15.20; Route 395

Replace the row for *Moisture susceptibility (min, psi, wet strength)* in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e) with:

Moisture susceptibility (min, tensile strength ratio)	AASHTO T 283 ⁱ	70
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Delete the row for *For RAP substitution equal to or less than 15%* in the table in the 1st paragraph of section 39-2.02B(2).

Delete the 1st paragraph “Not required in the follow area: 1 through 4 of section 39-2.02B(2)

Delete the 2nd, 3rd & 4th paragraphs of section 39-2.02B(2)

Replace the row for *Moisture susceptibility, wet strength* in the table in the 1st paragraph of section 39-2.02B(2) with:

Moisture susceptibility (min, tensile strength ratio)	AASHTO T 283 ^{c,d}	70
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Replace *Reserved* in section 39-2.02B(3) with:

The grade of asphalt binder for Type A HMA must be [PG 70-10](#).

For Type A HMA using RAP substitution of 15 percent or less of the aggregate blend, the grade of the virgin binder must comply with the PG binder grade specified above.

Replace the 2nd and 3rd paragraphs of section 39-2.02B(5) with:

RAP must be processed from asphalt concrete removed from pavement surfaces.

RAP must be stored in stockpiles on smooth surfaces free of debris and organic material.

Stockpiles must consist only of homogeneous RAP. You may process and stockpile RAP throughout the project's life. Processing and stockpiling operations must prevent material contamination and segregation.

Replace the 2nd paragraph of section 39-2.02B(11) with:

RAP must be within ± 3 of RAP percentage shown in your Job Mix Formula Proposal form without exceeding 15 percent.

Add to section 39-2.03A(1):

You must not use RAP in the production of RHMA-G.

Delete the row for *Moisture susceptibility (min, psi, dry strength)* in the table in item 2 in the list in the paragraph of section 39-2.03A(4)(e)(i).

Replace the row for *Moisture susceptibility (min, psi, wet strength)* in the table in item 2 in the list in the paragraph of section 39-2.03A(4)(e)(i) with:

Moisture susceptibility (min, tensile strength ratio)	AASHTO T 283	70
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Delete the row for *Moisture susceptibility, dry strength* in the table in the 1st paragraph of section 39-2.03B(2).

Replace the row for *Moisture susceptibility, wet strength* in the table in the 1st paragraph of section 39-2.03B(2) with:

Moisture susceptibility (min, tensile strength ratio)	AASHTO T 283	70
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Add to section 39-2.03B(3)(a):

The grade of asphalt binder for RHMA-G must be [PG 64-16](#).

Add to section 39-2.04A(1):

You must not use RAP in the production of OGFC.

Add to Section 39-2.03D Payment

The contract price ton paid for “**Asphalt Concrete (Type A, ½” Maximum Grading)**” shall be considered full compensation for furnishing all labor, materials, equipment, and incidentals, including constructing asphalt concrete Type A pavement including non-machine placement at

locations where necessary, complete in place, as shown on the plans and as specified in the Standard Specifications and these Special Provisions, and as directed by the Engineer.

Add to Section 39-2.03 D Payment

The contract price feet paid for “**Place Asphalt Concrete Dike**” shall be considered full compensation for furnishing all labor, materials, equipment, and incidentals, including constructing asphalt concrete Type A dike including non-machine placement at locations where necessary, complete in place, as shown on the plans and as specified in the Standard Specifications and these Special Provisions, and as directed by the Engineer.

Add to section 39-3.01A:

You must test yellow traffic striping and pavement marking material for lead content before to removal. If the materials contain hazardous materials, appropriate handling and disposal is required.

The removed surfacing materials must be disposed of.

Replace “Not Used” in section 39-3.03C with:

Before removing the dike, the outside edge of the asphalt concrete to remain in place must be cut to a neat line. The cut must be a minimum depth of 0.17-foot.

The dike must be removed in such a manner so that the surfacing which is to remain in place is not damaged.

You must dispose of the removed asphalt concrete dike.

Add to section 39-3.04C(1):

Cold planing machines must be capable of producing a planed surface with no grooves greater than 3/8-inch in width and 3/16-inch in depth, and must be operated at a speed and in a manner to produce such a surface. The noise level produced by the combined planing operation must not exceed 86 dBA at a distance of 50 feet at right angles to the direction of travel.

Where utility access fixtures exist within the area to be planed, these must be protected from damage. At manhole locations a rectangular pattern of planer cuts must be performed (prior to through planing) to a depth of not less than 0.10-foot and no closer than 1 foot from the outside of the manhole frame. These must be extended far enough to allow meeting the minimum specified depth of cut with the through planing operation. At your option and sole expense, you may arrange with the utility owners to lower manhole frames and covers to clear planing operations. You must lower valve covers, as needed, to clear planing operations.

Planed widths of pavement must be continuous except for intersections at cross streets where the planing must be carried around the corners and through the conform lines.

Add to section 39-3.04C(3):

The material planed from the roadway surface, including material deposited in existing or improved gutters or on the adjacent traveled way, must be removed and disposed of outside the highway right of way in accordance with the provisions in section 14-10 and section 14-11.

Replaced section 39-3.04C(4) with:

Where transverse joints are planed in the pavement at conform lines, no drop-off greater than 0.10-foot must 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 the existing pavement before the pavement is to be opened to public traffic, a temporary asphalt concrete transition must be constructed. Asphalt concrete for a temporary transition must 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 transitions must be commercial quality “hot” or “cold” mix and must be spread and compacted by any method that will produce a smooth riding surface. Temporary

asphalt concrete transitions must be completely removed, including the removal of loose material from the underlying surface, before commencing subsequent restoration or paving operations. Such removed material must be disposed of outside the highway right of way in accordance with the provisions in Section 5-1.20B(4), Section 14-10, and Section 14-11.

Add to section 39-3.05A:

The locations of cut lines shown on the plans are approximate only; the exact locations will be determined by the Engineer.

Add to section 39-3.05C:

Surfacing must be removed without damage to surfacing that is to remain in place. Damage to pavement which is to remain in place must be repaired to a condition satisfactory to the Engineer, or the damaged pavement must be removed and replaced with new asphalt concrete if ordered by the Engineer. Repairing or removing and replacing pavement damaged outside the limits of pavement to be replaced will be at your expense and will not be measured nor paid for.

Replace section 39-2.07B(3) with:

39-2.07B(3) Asphalt Binder

The grade of asphalt binder for minor HMA must be $\frac{3}{4}$ " Aggregate Gradation, PG 70-10.
For minor HMA using RAP substitution of 15 percent or less of the aggregate blend, the grade of the virgin binder must comply with the binder grade specified above.

Replace "Reserved" in section 39-3.03C with:

Before removing the dike, the outside edge of the asphalt concrete to remain in place must be cut to a neat line. The cut must be a minimum depth of 0.17-foot.

The dike must be removed in such a manner so that the surfacing which is to remain in place is not damaged.

You must dispose of the removed asphalt concrete dike.

Add to section 39-3.04C(1):

Cold planing machines must be capable of producing a planed surface with no grooves greater than 3/8-inch in width and 3/16-inch in depth, and must be operated at a speed and in a manner to produce such a surface. The noise level produced by the combined planing operation must not exceed 86 dBA at a distance of 50 feet at right angles to the direction of travel.

Where utility access fixtures exist within the area to be planed, these must be protected from damage. At manhole locations a rectangular pattern of planer cuts must be performed (prior to through planing) to a depth of not less than 0.10-foot and no closer than 1 foot from the outside of the manhole frame. These must be extended far enough to allow meeting the minimum specified depth of cut with the through planing operation. At your option and sole expense, you may arrange with the utility owners to lower manhole frames and covers to clear planing operations. You must lower valve covers, as needed, to clear planing operations.

Planed widths of pavement must be continuous except for intersections at cross streets where the planing must be carried around the corners and through the conform lines.

Add to section 39-3.04C(3):

The material planed from the roadway surface, including material deposited in existing or improved gutters or on the adjacent traveled way, must be removed and disposed of outside the highway right of way in accordance with the provisions in section 14-10 and section 14-11.

Replaced section 39-3.04C(4) with:

Where transverse joints are planed in the pavement at conform lines, no drop-off greater than 0.10-foot must 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 the existing pavement before the pavement is to be opened to public traffic, a temporary asphalt concrete transition must be constructed. Asphalt concrete for a temporary transition must 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 transitions must be commercial quality "hot" or "cold" mix and must be spread and compacted by any method that will produce a smooth riding surface. Temporary asphalt concrete transitions must be completely removed, including the removal of loose material from the underlying surface, before commencing subsequent restoration or paving operations. Such removed material must be disposed of outside the highway right of way in accordance with the provisions in Section 5-1.20B(4), Section 14-10, and Section 14-11.

Add to section 39-3.05A:

The locations of cut lines shown on the plans are approximate only; the exact locations will be determined by the Engineer.

Add to section 39-3.05C:

Surfacing must be removed without damage to surfacing that is to remain in place. Damage to pavement which is to remain in place must be repaired to a condition satisfactory to the Engineer, or the damaged pavement must be removed and replaced with new asphalt concrete if ordered by the Engineer. Repairing or removing and replacing pavement damaged outside the limits of pavement to be replaced will be at your expense and will not be measured nor paid for.

5. Add to Section 51-12 Payment

Full compensation for conforming to the requirements of this section shall be considered as included in the contract prices paid linear foot for "**Precast Box 10' Span X 12' High**" of work involved and no additional compensation will be allowed therefore.

Attachments

- 1. Revised Bid Item Sheet Addendum 2, P-4 through P-8. Use these pages for bidding purposes**
- 2. Detour Plan – Elder Creek Channel Detour Plan**

The addition of these requirements shall be considered in concert with existing documents in preparation of bids. **THE BIDDER’S CERTIFICATION FOR THIS ADDENDUM NO. 2 SHALL BE SIGNED BY THE SAME PERSON WHO SIGNS THE PROPOSAL AND SHALL BE SUBMITTED WITH THE PROPOSAL. ANY proposal not accompanied by a signed BIDDER’S CERTIFICATION (below) acknowledging receipt of this Addendum No. 2 will NOT be accepted.**

Noel Castillo, Director
Department of Public Works

By: 
Andy Silao, P.E., Chief
Contracts Division

AS:mb

BIDDER'S CERTIFICATION:
By my signature hereunder, I acknowledge receipt of Addendum No. 2 and I fully understand the intent and detail of Addendum No. 2, which I have considered in my preparation of the attached proposal.

Bidder's Signature	Date

Note: The page containing the executed BIDDER’S CERTIFICATION (just this page), must be included with the proposal.