

ADDENDUM NO. 3

**MOUNTAIN AVENUE
WORK ORDER: H15037
AREA: SAN ANTONIO HEIGHTS**

BIDS OPEN 10:00 A.M., THURSDAY, DECEMBER 1, 2022

BIDS OPEN 10:00 A.M., THURSDAY, DECEMBER 8, 2022

BIDS OPEN: 3:00 P.M., THURSDAY, DECEMBER 8, 2022

By Email via ePro System

Amend the Special Provisions as follows:

1. Add Section 10-1.45 Quality Control Program, Page SP-92, to read as follows:

The Contractor shall prepare a Quality Control Program that will be reviewed and approved that complies with Section 5-1.01, Section 19-5.03, Section 39-2.01A and other sections of the Caltrans 2015 Standard Specifications. The Contractor shall include a work plan within the project, as requested by the Engineer. The price paid for Quality Control Program shall be included within bid item #19 – Rubberized Asphalt Concrete (Type G) and shall include the furnishing of these plans, services, equipment and work.

2. Add to Section 10-1.01 Order of Work, Page SP-46, replace the 8th Paragraph to read as follows:

The Contractor shall submit a Construction Phasing Plan for the entire project limits, detailing the proposed construction and staging for approval by the Engineer at least two weeks (10 working days) prior to the start of construction. The construction phasing plan must include crack sealing/filling activities if needed on the project, this plan should include materials, submittals, price per TON and also duration of activity.

3. Add to Section 10-1.01 Order of Work, Page SP-46, after the 8th Paragraph to read as follows:

Fifth Order of Work – The Contractor shall submit for approval their Quality Control Plan which outlines the testing for the entire project and must include a paving plan which outlines the equipment used, Construction Phasing Plan as well as testing in the field and at the plant. The Quality Control Plan must conform to the Caltrans 2015 Standard Specifications and the County QAP as well as any additional requirements ordered by the Engineer.

Provide Answers to the below list of bidder's questions

- Q1: Based on the Resurfacing road table shown on plan sheet # 4, All coldmill is to be 10' wide header cut. However, the typical details shown on plan sheet # 5 calls out 5' header cut. Please clarify what is the correct width for the header cut.
- A1: Please follow the Treatment Group Detail on Sheet 5 showing a 5-foot header cut on each side of the road. The Table on sheet #4 reflects total width of header cut on the road segment.
- Q2: There is not thickness specific for the leveling course HMA, Please specify the thickness of leveling course.
- A2: The Asphalt Concrete (Leveling Course) is to be furnished and installed as crack seal/fill throughout the project, there is no uniform layer of Asphalt Concrete (Leveling Course) within the project as indicated with the typical sections.

- Q3: Based on the typical section detail and SP-73, leveling course HMA is to be used to fill cracks. Please confirm no separate crack seal and fill is required, If required, please advise which bid items is to include the cost.
- A3: Asphalt Concrete (Leveling) is to be used to fill the existing cracks within this Project in lieu of crack fill/seal. This item is to be paid per ton, in place, as stated in the Special Provisions and no additional compensation will be allowed therefore.
- Q4: Weed kill is not specified on plan or spec. Please confirm no weed kill is required.
- A4: The Contractor shall clean the cracks on the pavement prior to filling with Asphalt Concrete (Leveling Coarse) with the use of weed killer. The price paid for furnishing and apply Weed Killer shall be included in the price paid for Bid Item #19 - Rubberized Asphalt Concrete (Type-G).
- Q5: Regarding bid # PWG123-LANDD-4783 and Work Order # H15037 – Mountain Avenue, I don't see any item for the testing. Does the county provide all compaction and other testing required for the project? If contractor has to provide all field testing, can you please release addendum to tell all contractor has to include that cost in the bid? I don't see clear spec for that.
- A5: The Contractor shall follow the **10-1.45 QUALITY CONTROL PROGRAM SPECIFICATION** within this Special Provisions and as shown on this Addendum. This testing of each material (Asphalt and Concrete) shall be included in the associated Bid Item being tested.
- Q6: K-Rail removal: per the spec # 10-1.22, existing K-Rail has to be removed and delivered to a place per the county's direction. Please advise if the cost is to be included in bid item #21.
- A6: The removal, coordination, and transport of the existing K-Rail shall be included in the costs of Midwest Guard Railing Bid Item #21.
- Q7: Midwest Guarding Railing: the quantity of bid item #21 is much less than bid item #20, Per the spec, K-Rail is to be removed under bid item # 21. The total Length of K-Rail removal is closer to bid item #20 rather than bid item #21. Please provide a total length of K-Rail Removal.
- A7: Please bid Item #21 as shown on the bid. The End Treatment piece (Bid Item #22 – Midwest Guardrail End Terminal System) shall include the installation of the end treatment and an additional guardrail lengths of 50LF or as shown on the plan and no additional compensation will be allowed therefore.
- Q8: Remove Existing Tree in Conflict: part construction notes #12 some trees are to be removed, please advise what bid item is to cover the cost.
- A8: The cost of removing portions of the existing tree – Construction Note #12 – shall be included in the costs of the removal of concrete sidewalk (Bid Item #10 Remove Concrete (Ramp, Sidewalk, Spandrel, and Cross Gutter)
- Q9: Quantity for PCC Improvement: Is it possible to provide the quantities of each PCC improvement items for information only? To provide accurate price, more information is needed about the PCC improvement.
- A9: Please bid the items as you see it.

Q10: What is the maximum RAP % content allowable in the AC mixes for the project?


A10: The maximum allowable RAP content for AC is 15% max, Type-G and Type-A.

Q11: Not all locations has K-Rail where MGS exists currently. Please confirm if the existing guardrail, at where there is no existing K-Rail, has to be replaced in the same shift, but it doesn't need to be replaced whole run in one shift as long as there is some protection either existing or new MGS. So if the run is 500 LF, half of the run can be new MGS and the other half can be existing MGS temporarily.

A11: The contractor shall not leave any portions of the turns unprotected throughout the project where guardrail is existing or to be removed and replaced. The contractor shall schedule their construction activities to ensure that the safety of the public is addressed at all time, as approved by the Engineer.

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. 3 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. 3 will NOT be accepted.**

BRENDON BIGGS, 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. 3 and I fully understand the intent and detail of Addendum No. 3, 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.