

DOCUMENT 00910

ADDENDA**CONTRACT NUMBER 3-20-9
PORT OF STOCKTON
FYFFE AVENUE GRADE SEPARATION****ADDENDUM NO. 1****September 10, 2020**

This Addendum No. 1 (“Addendum”) is dated the date set forth above and modifies certain Bidding Documents issued by the Port of Stockton (“Port”) in connection with the Port’s **FYFFE AVENUE GRADE SEPARATION, Contract No. 3-20-9**. All capitalized terms not otherwise defined herein shall have the meanings provided in the Bidding Documents. There are no other amendments to the Bidding Documents other than those which are expressly contained in this Addendum.

DIRECTIVES:

1. Approximately 200 days rail flagging will be needed. Rail flagging to be provided by Central California Traction Co. (CCTC) at contractor’s expense for \$500 per 8-hour day.
 2. Replace Sheets D-1, D-2, D-3, and D-4 “Drainage and Contour Grading Plan” with attached revised sheets.
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QUESTIONS:

1. The Contour Grading plans provided shows all the Finish Grade Elevations but there are no Original Ground Elevations shown. We need this information in order to quantify the Cut/Fill Volumes on this project. Can you please provide us with the CAD Files and/or for Cross-Sections in 25’-50’ intervals?

RESPONSE: The Drainage and Contour Grading Plan has been updated to provide original ground elevations under the fill slope per this addendum. Electronics of the cross sections only are being made available per this addendum as well.

2. Are there cross sections available?

RESPONSE: Electronic cross sections are available per this request.

3. Can we get CAD files for the project?

RESPONSE: No other electronics are being made available at this time.

4. Can we get Contour drawings with the contour elevations identified with grades for the Embankments?

RESPONSE: Drainage and Contour Grading Plan have been updated. See attached Sheets D-1 – D-4.

5. Can we get the existing topographic drawings, the existing topographic lines are very vague and hard to see on the layout drawings?

RESPONSE: See responses above.

6. During the site visited it appeared a portion of the new proposed Golf Course Rd was constructed, is the Port of Stockton going to revise the drawings to indicate the new constructed elevations prior to construction? Will there be a reduction in the embankment quantity?

RESPONSE: The Golf Course Road has been constructed to finished subgrade elevation. A change order reducing the quantity of import borrow will be executed prior to construction.

7. A gentleman from Terracon indicated during the meeting that there will be 25,000 cy from another adjacent project that will be incorporated into the embankment. Is there a geotechnical and analytical report for this soil? Who is responsible for loading and transporting the soil to the site? If it is part of this Contract will there be a separate bid item created in order to be compensated for this particular scope of work? If we are loading, are we loading from a stockpile(s)? Can you provide an address for the site and a contact? If the other project is responsible for loading and hauling how many cubic yards can they furnish daily?

RESPONSE: Loading and transporting of import soil to the project site is the contractor responsibility and payment for the bid item is paid for under Import Borrow and no other compensation shall be paid unto. Please refer to the project specifications and the Caltrans Standard Specifications. Loading of the 25,000 CY of material will be from a stockpile on Port property within 5 miles of the project site.

8. The Port mention an executed contract would go out to the low apparent bidder in November, after it is finalized when do you expect a Notice to Proceed to be issued? Would the Port of Stockton wait till the spring once the rainy season was over or would it start sometime in late November or early December?

RESPONSE: Please refer to Project Specification General Conditions for timing constraints.

9. Are there any permit restrictions, for example Fish & Wildlife or Army Corps of Engineers?

RESPONSE: The project has obtained coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. The San Joaquin Council of Governments (SJCOG) must be notified a minimum of 30 days in advance of start of construction, so that they may conduct pre-construction inspections. The Port will be responsible for notifying SJCOG.

10. The Fyffe Ave Bridge replacement drawings show Precast Bulb Tee Girders. As a local producer, Bulb Tee girders have been phased out and replaced with "California Wide Flange Girders". Would the Port of Stockton/designer consider supplementing/redesigning based on using CA WFG in order for local produces to fabricate the product? Also, using WFG's may also provide value engineering to reduce depth or number of girders depending on cross section chosen.

RESPONSE: California Standard pretensioned Wide-Flange girder is acceptable in lieu of specified California Standard Bulb-Tee girders. Contractor shall be responsible for the girder design and plans. Plans shall include details of girder, precast deck panels, concrete deck slab, bearings, and abutment plan revisions to accommodate new girder design. All designs and plans shall be done to Caltrans standards, specification and stamped and signed by a California Registered Civil Engineer. Contractor is reminded to include the overhead clearance requirements and construction constrains in the design of Wide-Flange girders and the potential new deck systems. Cost to do this work shall be included in the bid items and no additional payment for this work will be allowed after bid is awarded.

11. The plans do not provide existing grades / contour lines in all areas within the project limits where new grading occurs. This existing topo information is needed in order to analyze / verify the earthwork properly. Please provide CAD files for this project. If CAD files are not available, please provide PDF plan sheets that show the existing grades within the project limits.

RESPONSE: The Drainage and Contour Grading Plan has been updated to provide original ground elevations under the fill slope per this addendum. Electronics of the cross sections only are being made available per this addendum as well.

ATTACHMENTS

- Sheets D-1, D-2, D-3, and D-4 of Drainage and Contour Grading Plan
- Appendix A, CPT Settlement
- Appendix B, Select CPT Soil Strength Parameters
- Appendix C, Slope Stability
- Appendix D, Pile Axial Analysis
- Geotechnical Report by Terracon dated 4/29/2020
- Cross Sections

RETURN THIS PAGE ONLY

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 1 FOR THE PORT'S FYFFE AVENUE GRADE SEPARATION, CONTRACT NO. 3-20-9

Please sign and return this page only via email to jdias@stocktonport.com to acknowledge receipt of Addendum No. 1 for this Project consisting of 3 pages plus Attachments listed in 'Attachments' section.

X _____
Signature Date

Printed Name

Company Name

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