

DOCUMENT 00910
ADDENDA
CONTRACT NUMBER 3-20-9
PORT OF STOCKTON
FYFFE AVENUE GRADE SEPARATION

ADDENDUM NO. 4

September 30, 2020

This Addendum No. 4 (“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:

<p>Directive 1: Document 00400 Bid Form has been updated</p>
<p>Directive 2: Please find requested Appendix E from Terracon's Geotechnical Report, which is Twining's Geotechnical Report dated 01/30/2020.</p>
<p>Directive 3: On Addendum Sheet L-2 thru L-3, P-2, D-2 thru D-3, the location of Temporary Wall moved back by two feet to provide space for constructability. Import Borrow quantity updated to 194,700 CY and Roadway Excavation quantity updated to 10,200 CY.</p>
<p>Directive 4: A supplemental bid item for Import Borrow (off-site) has been added to account for contractor costs including but, not limited to securing, transporting, placing, and compacting import borrow material from a location not identified in the Borrow Site Investigation Report dated 8/25/2020.</p>
<p>Directive 5: On Addendum Sheet S-1, “PROPOSED TRACK” updated to “PROPOSED TRACK (NIC)” to clarify.</p>
<p>Directive 6: On Addendum Sheet S-4, deck elevations are added to the deck contours.</p>
<p>Directive 7: On Addendum Sheets S-5 through S-7, “PHASE” updated to “STAGE” to avoid the potential confusion with PHASE 1 and PHASE 2 work.</p>
<p>Directive 8: On Addendum Sheets S-9 and S-10, MSE wall call-out updated.</p>
<p>Directive 9: On Addendum Sheet S-11, included relative location of temporary retaining wall, and the backfill limits for lean concrete and clean washed gravel.</p>
<p>Directive 10: On Addendum Sheet S-12, #5 end diaphragm longitudinal bars updated to #7.</p>
<p>Directive 11: On Addendum Sheet S-13, the non-structural pilaster is included in the section view to show the relative location to bridge roadway.</p>

<p>Directive 12: On Addendum Sheets S-14, included relative location of temporary retaining wall, and the backfill limits for lean concrete and clean washed gravel.</p>
<p>Directive 13: On Addendum Sheets S-15 through S-18, updated the cement treated soil and aggregate layers, and removed elevation call outs.</p>
<p>Directive 14: On Addendum Sheet S-19, roadway moment slab updated to include a shear key.</p>
<p>Directive 15: On Addendum Sheet S-20, structural pilaster and non-structural pilaster details updated for constructability.</p>
<p>Directive 16: On Addendum Sheet U-1 thru U-4 have been updated to add stationing for Concrete Slab limits, as well as to remove bid item for Cap Water Pipe, Relocate Hydrant, and Remove Pipe.</p>

QUESTIONS:

<p>Q1: We cannot locate on the plans any callout for Clean Washed Gravel, per Bid Item 034770. Where is this required? RESPONSE: Limits of Clean Washed Gravel and new bid item Lean Concrete Base are shown on Sheets S-11 and S-14. Note that the Clean Washed Gravel and Lean Concrete Base are filled between the temporary wall and the abutment/wingwalls.</p>
<p>Q2: Stage Construction Sheets for Phase 2 plans appear to depict K-rail in legend for Type 3 barricades. Depicted similar in plan view as well. Please clarify which are temp railing (type k) versus type 3 barricade - wording on plan view correct, etc,.. RESPONSE: Type 3 Barricades and K-Rail are depicted per the CAMUTCD standard symbol. Callouts have been verified to confirm location intent. Type 3 Barricade quantity updated. Also note that flashing arrow sign and FAS support or trailer to be paid under bid item Traffic Control System.</p>
<p>Q3: Reference Sheet S-5. Note #2 under "Proposed Construction Sequence - Phase 1" states that contractor is to perform dewatering. Is dewatering anticipated and if so, please add a bid item for dewatering. RESPONSE: A lump sum bid item for Temporary Dewatering and Non-Storm Water Discharge Control System has now been added as a Supplemental Bid Item in the event groundwater is encountered.</p>
<p>Q4: It is unclear where the hydrant called out for relocation on Sheet U-3 is being relocated to, the note says to U-2. Please clarify where this hydrant is being relocated to. RESPONSE: Bid item 709999A Cap Water Pipe, Relocate Hydrant, and Remove Pipe has been removed from the Bid Form and is no longer a bid item.</p>
<p>Q5: The Waterline to be removed on Sheets U-2 and U-3, please provide information. What size is the pipe, what type of pipe, capping details. RESPONSE: See response to Q4 above.</p>
<p>Q6: Reference Phase 1 plans, Sheet SC-2. Note #1 discusses grading for McCloy Ave and Golf Course Road, but doesn't appear to show this work in construction areas. Please clarify. RESPONSE: Note on sheet SC-2 has been updated. See attached.</p>

<p>Q7: Can you provide elevations on drawing S-4 for the deck elevations? RESPONSE: Sheet S-4 has been updated. See attached.</p>
<p>Q8: Is it possible to change the item number listing, simple start with Item No. 1 and go numerical down the list instead of utilizing Caltrans codes? On bid date it could be quite difficult to furnish numbers to our bid runner, this would simplify and add for less confusion. RESPONSE: We have modified the bid form to include an item # column in addition to the Caltrans Bid Item Code.</p>
<p>Q9: Item 130310 "Rain Event Action Plan" has bid quantity of 10 and the unit measurement of LS (Lump Sum), shouldn't this be EA (Each)? RESPONSE: Bid document updated to each.</p>
<p>Q10: Is it possible to create a bid item for the temporary retaining wall, the item could be lump sum? If not how will the Contractor be paid for this scope of work? RESPONSE: Temporary wall is paid for under Import Borrow. There is no way for the engineer to develop an accurate unit cost as design parameters of the wall is a function of the materials used.</p>
<p>Q11: Is it possible to provide the summary of quantities sheet for Phase I plans? RESPONSE: No summary of quantity sheet to be provided for Phase I plans.</p>
<p>Q12: Are the bid items for structure excavation and structure backfill to include the bridge abutment, wing walls and MSE walls? Can the Port confirm the quantities are correct and provide a quantity summary for these items? RESPONSE: The bid item for structure excavation includes excavation for the construction of abutment footings, and pilaster footings. The bid item for structure backfill includes the backfill around and over abutment footings and pilaster footings. The "silo" backfill of the gap between abutments and Phase I temporary retaining wall, and the "silo" backfill of the gap between wingwalls and Phase I temporary retaining wall are the bid item 034770 CLEAN WASHED GRAVEL. Please note is an update to bid item 034770 quantity. MSE wall backfill is part of import borrow.</p>
<p>Q13: Please confirm that the abutment piles and footings are to be constructed during Phase I as shown on sheet S-5. RESPONSE: Abutment piles and footings are to be constructed in Phase 2 only after Phase I temporary retaining walls have been installed and settlement has taken place to a level determined appropriate by Terracon, the on-site Geotechnical Engineer.</p>
<p>Q14: Were there any borings completed at the new bridge location and is there a log of test borings available? RESPONSE: Appendix E of Terracon Geotechnical Report refers to Twining's geotechnical report, which includes a Foundation Report and log of test borings. Twining Geotechnical Report is also being included in this addendum.</p>
<p>Q15: Addendum #2 / Directive #2 revised the project working days, the wording was slightly different than the original bid advertisement language. To clarify, Phase 1 must be completed within 65 WD from date when contract time commences and Phase 2 must be completed within 160 WD from when contractor is given direction to commence with Phase 2 (separated window / no concurrent WD). RESPONSE: Confirmed.</p>

Q16: What is intent for project start date to commence Phase 1 work (ie., intent for HMA paving during winter months, colder temperatures, shorter paving windows; or temp suspension after award until Spring 2021 to start, etc,..).

RESPONSE: Roads may be paved in colder, wetter weather assuming that falls within the constraints found in Caltrans Standard Specifications and the project specifications.

Q17: Phase 2 staging plans (Stage 1, 2 and 3) do not specifically mention the structures work. The Structures plans (S-5, S-6 and S-7) appear to have different phasing / staging naming - broken down into Phase 1, Phase 2 and Phase 2. Please confirm structure phasing within Phase 1 and 2 plan set's staging plans.

RESPONSE: Structure work to be installed in Phase 2 after earth settlement period. Contractor's temporary retaining system to be constructed in Phase 1. Phasing / staging naming in Structure plan sheets S-5 through S-7 has been changed from "PHASE" to "STAGE" to avoid any possible confusion in Addendum 4.

Q18: Please clarify scope / location work associated with Bid Item #731502A (Concrete Slab - 50 CY).

RESPONSE: Bid item Concrete Slab is shown on the Phase I Utility plans. Callouts to clarify the dimensions of the concrete slabs have been added and the quantity updated. Concrete slabs are to protect existing Kinder Morgan and City of Stockton Sewer facilities.

Q19: What are the work hours allowed on Saturdays and Sundays?

RESPONSE: Working hours are the same as M-F. Hours may be modified outside of normal working hours by Port CM. Pile driving will not be permitted after hours. Normal grading and crane work may be permitted after hours. Inspection and or oversight cost will be paid by the Port.

Q20: Please clarify trench detail and bedding / backfill requirements for drainage piping.

RESPONSE: Contractor to refer to San Joaquin County Standard Detail R-29, Typical Trench Backfill detail for compaction requirements around proposed storm drain pipes. No change to the quantities is necessary.

Q21: Reference Storm Water Quality Memo dated April 24, 2020. The 2nd to last paragraph on page 2 discusses catch basins being retrofitted with trash capture devices (BioClean Connector Pipe Screens - CPS). Are these required to be completed by the Contractor as part of this project? If so, what locations and please add a bid item for these.

RESPONSE: As the stormwater discharge is to onsite basins and not a connected to an MS4 system, trash capture devices are not required with this project.

Q22: Per Item #390132 Hot Mix Asphalt (Type A), is Section 9-1.07, Payment Adjustments for Price Index Fluctuations of the Caltrans 2018 Standard Specifications, applicable?

RESPONSE: Supplemental bid item Payment Adjustment for Price Index Fluctuations has been added to bid item list.

Q23: Are Bid Item #150749 "Remove Metal Post 13 each" and Item #803061A "Remove Post 13 each" a duplicate?

RESPONSE: Bid item 803061A has been removed from the bid item list.

Q24: Is the Contractor required to do QC testing on the HMA(A), AB, Structural Concrete, etc.?

RESPONSE: Terracon has been retained by the Port to provide all testing.

Q25: The plans are requiring that the Contractor construct a Temporary retaining wall at the ends of the abutment fills. Are we able to abandon in place these temporary retaining walls and incorporate them in our structural backfill behind the structural concrete abutments?

RESPONSE: Yes, the temporary walls are intended to remain in place. It's only called a temporary because it does not have a permanent face.

Q26: Please clarify what the Cement Treated Soil Layer is. On sheet X-1 it is showing 40", while on sheets S-15 & 16, it is showing 4'0".

RESPONSE: The cement treated soil layer is 40" over 8" of an aggregate layer. S-15 thru S-17 have been updated to reflect such.

Q27: We would like to submit Terragrid RX1200 for consideration as a functional equivalent to the Tensar TX8 specified on the above referenced project.

RESPONSE: More research is required by the Project Engineer and Geotechnical Engineer to verify the Terragrid RX1200 is an equivalent product and meets the performance requirements found in the project specifications. The project has been designed to accommodate the specifications of the Tensar TX8 product. Subgrade Enhanced Geogrid may be the Tensar TX8 or approved equal as directed by the engineer.

Q28: For Phase 1 / Stage 1 work, staging plans call for interior portions of Golf / Detour Roads to be constructed first (no public / traffic impacts) and then end tie-in sections to be constructed afterwards under reversing control flagging with one side completed at a time assumed. Does not appear this is feasible in a 6am-6pm window since the work involves existing road demo / removal, subgrade, geogrid, aggregate base and HMA paving. Is there a detour option that will be allowed, or will traffic be allowed to drive on a dirt / AB surface for a short period of time? If not, please clarify intent on how this work is to be completed in a single daytime work window even if built in halves.

RESPONSE: A detour option for the Port tenants may be considered during construction at the discretion of the Port. Coordination with Port's Construction Manager on timing and schedule will be necessary to minimize impacts to Port tenants.

Q29: Addendum #3 / Question #12 states that the temporary walls pay under Import Borrow (no bid item to be added). Question #61 states that a bid item may be addressed in Addendum #4. Please clarify.

RESPONSE: Temporary wall to be paid under Import Borrow. See response to Q10.

Q30: Reference Addendum #3 / Question #40 implies the Contractor has all testing / QC costs. Questions #58 and #59 note that some import borrow testing is the contractor and also that Terracon is being retained by the Port to complete "all testing" for roadway exc / import borrow. Please clarify.

RESPONSE: Terracon has been retained by the Port to provide all testing.

Q31: Please consider a 1 week extension to October 14th, 2020 for new bid date. Currently we aren't supposed to have next / final addendum until end of day September 30th (essentially October 1st) to be able to start reviewing and coordinating with subs / suppliers. There are still bidder's questions from previous question deadline that are not answered yet. In addition, Addendum #3 states next addendum will have a new bid form (new numbering, added items and deleted items), new plan sheets for quantity summaries, potential new Structure exc / backfill quantities, etc,.. This will not leave enough time to evaluate / incorporate into proposal.

RESPONSE: No extension granted. Bid due date remains October 7, 2020, 3:00 PM.

Q32: Please further clarify Addendum #3 / Question #64, response is confusing.

RESPONSE: Structures plans including the concrete piles, pile cap, abutment, and MSE walls are to be constructed in Phase 2, after the Geotechnical Engineer has verified adequate settlement has taken place. In Phase 1, a temporary wall is designed and constructed by the contractor to support the full height embankment to allow for settlement of the existing ground.

Q33: There are several indications in Addendum #3 that it is the Port's intent that the "temporary retaining wall" will not actually be removed, but incorporated in the final project. Can the Port provide design parameters for this (dimensions, etc.)? Based strictly upon what is shown for the temporary wall on the Layout Sheets L2 and L3, there will be a conflict between the temporary wall and the geogrid layer required for the MSE wall, and potentially for the footing of the wing walls.

RESPONSE: The temporary wall design parameters are a function of the material used to construct the wall. As such, it's not possible to provide design information. It is up to the contractor's engineer to design.

Q34: Phase 1 / Sheet X-1 shows Section A being constructed on "F" line to Station 29+46. Phase 2 / Sheet X-1 shows Section 2 being constructed on "F" line to Station 31+13 (full section of 0.55' HMA / 0.80' AB / Subgrade Geogrid). West end of "F" line gets a cold plane to conform / tie in old and new "F" line. Should there also be a cold plane between Station 29+46 - 31+13 to conform / tie in old and new "F" line at east end? Staging plans do not mention work order / tie in for this area like Phase 1 / Stage 1 staging plans do. Layout Demolition sheets also do not show any remove base and surfacing for this existing "F" line, full depth reconstruct also can't be completed to new HMA level in single 6am-6pm work shift. Please clarify.

RESPONSE: Section 29+46 - 31+13 is full depth reconstruction. Removal of existing structural section within existing roadway prism is paid for under roadway excavation. Contractor to work with Port Construction Manager (RE) to complete an acceptable level of work in order to minimize/eliminate impacts to the Port's West Complex tenants.

Q35: Looking at the plans and specs on the temp wall and abutment, I am having a hard time trying to figure out how to build the bridge. Stage 1, we have to build the footings, then stage 2 build the rest of the abutment with an almost 40 foot wall of dirt within 2-4 feet of the new abutment and wing walls. Then, we have to strip our forms and put geocomposite drain on the backside of the walls in this 2 or 4 foot span, at a height of almost 40 feet. The way you have it staged out, there is no way to reasonably build this bridge. There will also be a conflict between the tie backs for the MSE walls and a portion of the temporary shoring wall. Do you plan to address the constructability issues in addendum 4? I do not see how it can be built the way you have it staged right now.

RESPONSE: The space between abutment stem wall and the temporary wall is now 6' per the revised structural plans attached in this addendum. This is believed to be sufficient for installation of forms, pour concrete, form removal, and geocomposite drain installation. The space between wing wall and the temporary wall is 4'. Considering the wingwall height tapers down over the 30' length, it's believed to be sufficient for installation of forms, pour concrete, form removal, and geocomposite drain installation. If a section of the temporary wall conflicts with MSE reinforced fill installation, portions of the temp retaining wall can be removed when installing the MSE reinforced fill with approval of the Project Engineer.

Q36: On the Fyffe Grade Separation Project, we will be needing a large amount of water for construction and dust control. Can you please forward me who I can talk to about supplying water for the project?

RESPONSE: At the pre-bid meeting, bidders were informed that water will be made available for the contractor for construction use on this project. The Port does not charge for fire water to help reduce the project cost.

Q37: Are separate Railroad Liability Policies required for UPRR and BNSF, or is one RRPL policy naming both rail companies acceptable?

RESPONSE: One policy naming UPRR/BNSF & CCTC is acceptable.

Q38: Addendum #3 / Question #12 states that the temporary walls are to remain in place and the abutments / permanent walls will be constructed in front of the temporary walls (which is how they appear to be shown on Sheet S-1). Sheet S-19 shows the geogrid strap lengths ranging from 9' to 22' depending on height and type. This appears to be in conflict with temporary walls being in place for full embankment height as shown on Sheet S-1. Appears temporary walls would have to be shifted back away from abutments in order to not conflict with the MSE wall geogrid, however this would not allow for full height embankment loading near abutments / permanent retaining walls as noted in Question #12. Please clarify this.

RESPONSE: See response to Q35 and Addendum 4 Civil and Structural Sheets.

Q39: Please further clarify Addendum #3 / Question #64, response is confusing.

RESPONSE: See response to Q13.

ATTACHMENTS

- Document 00400 Bid Form
- Appendix E - Twining Geotechnical Report
- Civil Plan Addendum Sheets L-2 thru L-3, P-2, & D-2 thru D-3, U-1 thru U-4 on Phase I and U-2 thru U-3 on Phase II, SC-2 on Phase I and SC-1 thru SC-3 on Phase II, & Q-1
- Structural Plan Addendum Sheets S-1, S-4 thru S-7, S-9 thru S-20

RETURN THIS PAGE ONLY

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 4 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. 4 for this Project consisting of 7 pages plus Attachments listed in 'Attachments' section.

x _____
Signature

Date

Printed Name

Company Name

END OF DOCUMENT