

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

ADDENDUM NO. 3

September 25, 2020

This Addendum No. 3 (“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: Existing structural section of Fyffe Ave and McCloy has been updated to 11.2" HMA over 8" AB over 31" Lime Stabilized Soil. Insert Addendum sheets X1-X3.</p>
<p>Directive 2: Final Response/Addendum to be released by September 30, 2020, 5 PM.</p>
<p>Directive 3: San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP) in Supplemental Project Information is provided with this Addendum 3.</p>
<p>Directive 4: Contractor is to take special measures to protect all underground utilities where heavy equipment over 80,000 lbs will be crossing over underground utilities including but not limited to PG&E, CalWater, City of Stockton Sewer, Kinder Morgan Gas, and Port utilities.</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: Is to be placed between the abutment/permanent walls and the temporary walls. Bid item to be replaced with Lean Concrete Backfill. Adjustment to plan and bid item list per Addendum 4.</p>
<p>Q2: Reference Bid Item #032634 (Salvage Railroad Signal Equipment). Please provide detailed information of what equipment is required to be removed / salvaged and any work restrictions for completing this work (ie., work hours, weekend, stage, etc.,...). RESPONSE: Salvage railroad gate arm and signal equipment is called out on sheet 57 of 144, Phase II Plans Layout Demolition Sheet. Removal of the railroad crossing is only to take place once the</p>

Fyffe Avenue has been open to traffic. Coordination with the railroad per section 5-1.20C is required to work near the railroad. Work hours for the project are defined on page 01100-4 of the Project Specifications.

Q3: Please see the following questions regarding Bid Item #198010 (Import Borrow), Bid Item #240200 (Cement Treated Soil) and Special Provision Section 27 (Cement Treated Bases):

- a. Special provisions discuss unconfined compressive strength requirements and also that a borrow site investigation is currently being performed with specific recommendations to follow regarding type of fill material and cement percentage required. Will this be provided prior to bid date to be incorporated into pricing, or are all bidders required to price this work based on the 6% cement and dry soil unit weight of 120 PCF?
- b. Since Bid Item #240200 (Cement Treated Soil) quantity is only 3230 TN, it appears this item represents TN of cement only and the CY of soil that gets cement treated is compensated under Bid Item #198010 (Import Borrow). To avoid incorrect scope overlap, please clarify what specific scopes related to cement treatment pay under Bid Item #240200 / Cement Treated Soil versus Bid Item #198010 / Import Borrow (ie., cement buy / deliver, initial mix / remix of the cement treated soil, compaction of the cement treated soil, etc..).

RESPONSE: a. **The Fyffe Avenue Borrow Investigation Report was completed on 8-25-2020 and is included in the Supplemental Project Data available on the Port website. Cement treated soil will require 6% Portland Type I/II cement content as determined by dry weight of soil. Compacted soil/cement test specimens had an average moist unit weight of 122 PCF and moisture content of 15%, for a dry unit weight of 106 PCF.**

b. Import borrow is simply that and is defined by Caltrans standard specs as to what is included in the unit cost including the delivery of the material. Cement Treated Soil includes but, is not limited to the cost of the raw material, transportation of cement treated soil, labor, mixing with the soil, etc to form the cement treated section per Section 27 of the Special Provisions.

Q4: Will a bid item be added for k-rail traffic screen that is required, or is the screen cost to be included within the standard k-rail bid item?

RESPONSE: K-rail traffic screen is not required.

Q5: Reference Special Provisions / Attachment A / Section 60 (Page 01100-A-38). Section 60 for "Existing Structures" discusses removal of a variable height brick wall and footing. Please clarify scope for this - location, length / height to assume for bid purposes, etc..

RESPONSE: There is not removal of a variable height brick wall on the plans or estimate. Please disregard section 60 of the Special Provisions.

Q6: Addendum #1 / Directives #1 says approximately 200 days of rail flagging will be needed at Contractor's expense at \$500 per day. Is the intent for this dollar amount (\$100,000) to be the lump sum amount that bidders are to bid for Bid Item #779999A (Flagging Required by UPRR) and adjustments up / down from this to be compensated / credited by change order? Please clarify intent of number of days being provided for pricing purposes.

RESPONSE: Specific costs for flagging may be impacted by the Contractor means and methods. Yes, intent is to establish a set dollar amount for all bidders and the exact amount may be adjusted up or down by change order based on actual costs.

Q7: For Bid Item #130640 (Temporary Fiber Roll - 17,300 LF), please confirm that these are to be left in place and that the cost does not include removal of this LF quantity.

RESPONSE: Temporary fiber roll is to be removed at the direction of the Port's Construction Manager. Payment for removal of temporary fiber roll shall be included the bid item for Temporary Fiber Roll and no other compensation will be provided.

Q8: Reference Bid Item #200002A (Subgrade Preparation). For this lump sum bid item, does this include only the cost for the "subgrade preparation layer" at the bottom of fills noted for Section A of the Phase 1 typical cross sections? Therefore subgrade for Structural Sections #1, #2, #3 and #5 all pays under Roadway Excavation bid item. Or does all subgrade for the project pay under Bid Item #200002A?

RESPONSE: Bid item #200002A Subgrade Preparation is only for Structural Section A.

Q9: Quantity of 16,480 CY for Roadway Excavation (Bid Item #190101) appears considerably high based on cross sections provided in Addendum #1. Quantity would appear closer if bioswale CY excavation was included, but this quantity is assumed to pay under Basin Excavation (Bid Item #190168A). Please clarify and confirm Roadway Excavation bid item quantity. Also, "Summary of Quantities" tables are provided in the Phase 2 plans but for less CY so assumed not for the entire project as a whole. Can Phase 1 "Summary of Quantities" tables be provided as well to show recap of bid item quantities?

RESPONSE: Bioswale excavation is not included in the roadway excavation quantity. Roadway excavation in Phase 1 is 4,390 CY and 12,079 CY in Phase 2. The overall quantity is rounded up. The large volume in Phase 2 corresponds to cutting out where the roadway structural section will be placed in Phase 2 for Fyffe and McCloy. Note Phase 1 grading is not to subgrade. See detail on sheet X-2 for relationship between Phase 1 and Phase 2 grading for Fyffe and McCloy.

Q10: Bid Items #153221 and #839774 are both title "Remove Concrete Barrier" and both have different quantities. Can these be combined and / or please clarify the difference for each bid item.

RESPONSE: Please refer to Question 5 of Addendum 2.

Q11: Please clarify location / scope for "Clean Washed Gravel" (Bid Item #034770).

RESPONSE: Is to be placed between the abutment/permanent walls and the temporary walls. Bid item to be replaced with Lean Concrete Backfill. Adjustment to plan and bid item list per Addendum 4.

Q12: Phase 1 Layout Sheets L-2 and L-3 reference temporary retaining walls that contractor is to design. Please see the following questions:

- a. Please clarify intent of this wall and why a temporary wall is required.
- b. Are there any minimum design requirements / material types required for this wall.
- c. Which bid item does the design / install of this wall get paid under?
- d. Assumed this wall is required to be removed? Where compensated?

RESPONSE:

- a. A temporary wall is being placed to allow for the full height embankment loading to take place near the location of the abutment and permanent retaining walls. See project

Geotechnical Report for explanation on the embankment settlement analysis, liquefaction analysis, and slope stability analysis.

- b. The contractor is responsible for the design and construction of a temporary wall to fit the design of the Fyffe Grade Separation Project plans. It is assumed it might be a "Burrito Wall." The design criteria and materials are up to the Contractor in conformance with Caltrans Standard Specifications.**
- c. Because the Temporary Wall is contractor designed, quantities cannot be developed for it. Payment for the temporary wall including but, not limited to the design, materials, labor, and installation of the temporary wall are paid for under Import Borrow.**
- d. Temporary Wall is to remain in place. The abutment and permanent walls will be constructed in front of the temporary wall.**

Q13: Phase 2 Layout Sheets L-2 and L-3 reference permanent retaining walls #1 through #4 and to see the Structure Plans. Structure plans appear to reference MSE walls #1 through #4 and all appear to be pointing to approximate same location (didn't see a specific "retaining wall" reference). Are there both permanent retaining walls and MSE walls in these locations? If so, please clarify limits of the retaining walls required and which bid item these are to be compensated under.

RESPONSE: Permanent retaining walls #1-4 called out in the civil plans sheet L-2 & L-3 are the MSE walls #1-4 called out in the structure plans.

Q14: Sheet S-1 notes "proposed track", confirming no new RR track work as part of this project?

RESPONSE: The note calling out proposed track on sheet S-1 is for a future track that is not included in this project.

Q15: 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: In low permeability soils, accurate determination of groundwater levels is not possible based on short term water level observations per the Project Geotechnical Report. Groundwater has been observed at zero elevation and at -6 ft elevation at other times. If contractor encounters groundwater, they will be expected to dewater the site. Dewatering is not a bid item and is included the contract cost of all bid items and no additional compensation shall be provided for the contractor performing dewatering operations.

Q16: The typical cross section for the Detour Road, Line D, on Sheet X-2 calls for the paving section to be per Construction Note 1, which calls for .25' HMA on .50' AB on Subgrade Enhancement Geogrid. As this road is to be removed at the end of Phase 2, is the Geogrid required for this section?

RESPONSE: Due to heavy truck traffic and the duration of combined Phase 1 & 2 work, the geogrid is used to reduce the temporary structural section of HMA and AB. Leave section for the temporary road as is.

Q17: In regards to the 40" Cement Treat Section in Phase 1:

Will any cure time be required between lifts?

Will any cure time be required before placing the required import soil?

RESPONSE: Cure timing between lifts and before the placing of the required import soil will be at the discretion of the on-site project Geotechnical Engineer based on site conditions.

Q18: Phase 3 shows removals of the installed detour road and several other areas, however no details are provided as to how those areas are to be left at the end of the project. Please provide details.

RESPONSE: Removal of the detour road are indicated as Remove Base and Surfacing in L-5 to L-8 in Phase 2 and shall be left with the ground surface in smooth and uniform grade and compacted to 90% relative compaction. The ground shall be free of construction debris. Remove Base and Surfacing should conform to Caltrans Standard Specifications.

Q19: The response to Question 7 in Addendum #1 states that 25,000 CY of import material will be from a stockpile on Port property within 5 miles of the project is to be loaded and transported to and incorporated into the Project. Can you please provide details on the site? How is the site to be left after our operation, what are the approximate dimensions of the stockpile, will any badging/escorts be required to access the site, what type of soils are being exported from the site, is a soils report available, etc.?

RESPONSE: Contractor to disregard 25,000CY of Import from alternate Port site.

Q20: Section 47 Earth Retaining Systems offers several approved retaining systems for the MSE wall. The plans appear to show, and the Design Calculations specifically show an Ultrablock system. Ultrablock is not specifically mentioned in Section 47 as an approved system. Please clarify if Ultrablock is an approved system.

RESPONSE: Yes. Ultrablock is an approved system for this project.

Q21: Special Provision Section 60 Calls for the removal on an existing brick wall. We cannot find on the plans. Please provide the location of the wall to be removed. Additionally, where does the removal of the brick wall get paid?

RESPONSE: There is no removal of a brick wall on the project plans or estimate. Please disregard Section 60 of the Special Provisions.

Q22: Special Provisions Section 51 references Methacrylate crack treatment. Please confirm this is not required of the new bridge deck.

RESPONSE: Methacrylate crack treatment is not required for the new bridge deck.

Q23: Special Provisions Section 5 Control of Work, Paragraph 1.01.04 item (iv) "Contractor fails to pay Railway for the Temporary Construction License or Easement." Please specify what is required for "Temporary Construction License or Easement" and what the cost of this is.

RESPONSE: No Temporary Construction License or Easement is required. Please disregard this sentence in Paragraph 1.01.04.

Q24: Special Provisions Section 78 Incidental Construction references necessary work to capture the location of 3 survey monuments within the project limits as called out on the Layout Sheets. We cannot locate these on the Layout Sheets, please provide locations.

RESPONSE: Survey monuments are located outside the project limits. Disregard reference to survey monuments on Layout sheets.

Q25: Light Poles and Rail Signal Equipment are called out to be salvaged. Please provide location these items are to be taken once removed from the project.

RESPONSE: Some light poles may be able to be redistributed to Port personnel on-site during removal however for bidding purposes, assume all poles and rail signal equipment to be stored at the Port building located at 120 Hooper Street. Contact Ricardo Navarro at (209) 623-3272.

Q26: Please confirm settlement monitoring will be provided by others.

RESPONSE: Terracon, the project Geotech will monitor settlement and it will be paid by others.

Q27: On Plan Sheet SC-1, Stage 1 Note 1 state to construct Golf Course Drive Road "G" between Stations 17+00 and 27+00. There is no indication on any of the Staging Drawing as to when work on Golf Course Drive Road "G" between Stations 11+15 and 17+00 is to take place. Please provide more information.

RESPONSE: See Stage 1 Construction Sequence #3 on same sheet. Assume contractor will do one side of the road at a time. Contractor must maintain driveway access to Port tenants at all times.

Q28: There is no indication that Golf Course Road "G" is to be removed in the demolition plans for either Stage 1 or Stage 2 between Stations 11+00 and 17+00. Please clarify.

RESPONSE: Between "G" stations 11+00 and 17+00, roadway to be constructed in Phase 1 Stage 1. Removal of base and surfacing in this section is within the limits of the roadway prism and is paid for under Roadway Excavation.

Q29: 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: Disregard bid items. Port to relocate hydrant separately. Bid item list to be updated accordingly in Addendum 4

Q30: 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: Disregard bid items. Port to handle as a separate project. Bid item list to be updated accordingly in Addendum 4

Q31: 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: Stage Construction Sheet for Phase 2 to be updated and included in Addendum 4.

Q32: Reference Special Provisions / Attachment A / Section 27 (Page 01100-A-30). Section 27 discusses use of the dredge spoils being desired and that it must meet Caltrans specifications for embankment fill. For bid purposes, please confirm that bidders are to assume these desired sources for import borrow will all meet any required specifications.

RESPONSE: No, bidders should not assume that. Although the Port is providing the sources of possible locations of import borrow material, the contractor is responsible for ensuring the use of Caltrans Standard bid item conforms to Caltrans Standard Specifications.

Q33: For Sheet Q-1, how were the "Earthwork Quantities" table calculation figured for the "Surplus Material" column?

RESPONSE: Phase 2 earthwork generates more roadway excavation than roadway embankment. Since the amount of time between Stage 1 & Stage 2 is not known, a surplus of material is

generated accounting for shrinkage and swell. The Port CM will provide a location to dispose of excess material.

Q34: Which bid item does contour grading pay under?

RESPONSE: Embankment construction including contour grading is not a Caltrans standard bid item. Payment of earthworks is paid under Import Borrow and Roadway Excavation.

Q35: Special provision reference a Table 6 for density requirements. Is this the correct table?

RESPONSE: The Fyffe Avenue Borrow Investigation Report dated 8/25/2020 has been provided as Supplemental Bidder Data on the Port website. Cement treated soil will require 6% Portland Type I/II cement content as determined by dry weight of soil. Compacted soil/cement test specimens had an average moist unit weight of 122 PCF and moisture content of 15%, for a dry unit weight of 106 PCF.

Q36: Reference Phase 2 plans, Sheet L-1. Approx. Station 14+00 of "F" Line shows what appears to be a permanent concrete barrier. Please clarify the type / detail for this barrier.

RESPONSE: Concrete Barrier is Type K Rail and indicated as Type K on the Summary of Quantities sheet of the Phase 2 plans and paid for per bid item Concrete Barrier (Type K). Permanent K rail is to be added once traffic is open on the Fyffe Ave Grade Separation to block use of the existing railroad crossing at the old Fyffe Ave alignment.

Q37: Reference Phase 1 plans, Sheet X-1. Is that correct that Phase 1 / Stage 2 requires import borrow to be placed to an elevation (profile grade) that is 0.24' above final grade?

RESPONSE: Import borrow placed for construction of the embankment along Fyffe are intended to construct the 2:1 fill slopes in their ultimate Phase 2 location. By holding the hinge point (HP) location in both Phases 1 and Phase 2 and constructing the grading per the detail on sheet X-1 means the finished grade centerline elevation of the embankment in Phase 1 is approximately 0.24' below the profile grade elevation for Phase 2. There will likely be settlement of the embankment that is not possible to accurately account for between Phase 1 and Phase 2. The roadway profile must be constructed per the profile grade elevations in Phase 2 in order to construct a smooth roadway.

Q38: Reference Specification Section 01100 / Page 8, Paragraph 1.16 (Permits). Permits notes such as electrical, irrigation, grading, slope protection, etc. Please clarify which permits and costs for any that the Contractor is required to obtain for this project.

RESPONSE: Dewatering, if-required, can be pumped into the Port storm drain system within the project limits. Contractor to discharge through filter system in compliance with SWPPP plan.

Q39: Few areas of specifications alluded to staking being provided by the Owner. Is there any Construction Staking that the Contractor is not required to provide / include cost for under Bid Item #070000A?

RESPONSE: Please disregard Section 01100-1.14 of the Special Provisions. The contractor is to provide construction staking per Section 5-1.26 on page 01100-A-15 and paid for under bid item code 070000A.

Q40: Please confirm all testing / QC costs to be covered by the Owner (import borrow, etc,..).

RESPONSE: Testing and QC costs are to be paid per Caltrans Standard Specifications, if not otherwise specifically denoted in the Project Specifications.

Q41: What are allowed work days / hour windows for any scopes required to be completed under flagging / within 25' of nearest track?

RESPONSE: It could be assumed that flagging would be allowed during the normal project working hours of the project per section 01100-4 section 1.7, however the Contractor will need to coordinate directly with Randy Egusquiza of CCTC and UP to determine specific requirements.

Q42: 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: The plans reflect the grading work for the future Fyffe Avenue and future McCloy Avenue alignment. The note should reflect that.

Q43: Reference Phase 2 plans, Sheet SC-2. Appears hatching shown +/- Station 25+00 on "F" Line. Is this intended to show work in this stage?

RESPONSE: Solid hatching represents the temporary retaining wall constructed in Phase 1. Cross hatching represents the striping completed from SC-1.

Q44: It is our understanding that only 45 WD's are allowed to complete Phase 1 plans work for both Stage 1 (construct new Golf Course Road, construct Detour Road and make tie-ins for Golf Course / Detour Roads) and Stage 2 (Place all import for Fyffe / McCloy Ave). This does not appear to be a reasonable timeframe to complete this amount of work. Please modify / extend this WD window.

RESPONSE: Per Directive 2 of Addendum 2, project completion time shall be amended as follows: Work shall be finally completed within 65 working days for Phase 1 from the date when the contract time commences to run and within 160 working days from when Phase 2 is to begin.

Q45: Reference Specification Section 01500 / Page 3, Paragraph 1.14 (Traffic Control). Section implies that construction traffic will only allowed between 10am-4pm (trucking for import borrow, AB, HMA, etc,..). Please confirm this will be waived for material import hauling, especially with the tight WD windows since less than 6 hours actually allowed (risk of trucks carrying material being outside that window and not allowed in, etc,..).

RESPONSE: Per section 0100-4 section 1.7, work days and hours are Monday - Friday, 6:00 am - 6:00 pm local time. Work at the site on weekends or holidays is permitted. Work window outside those just stated may be approved at the discretion of the Port of Stockton Construction Manager.

Q46: Please provide the Geotechnical Reports and information regarding existing conditions at the site.

RESPONSE: Geotechnical report dated 4/29/2020 was provided with Addendum 1 and is still available on the Port's website: www.portofstockton.com, Business tab, Bids/Proposals section.

Q47: Please clarify overall intent regarding phases / stages as they relate to placement of the import borrow, temporary retaining wall (contractor to design), permanent retaining walls, permanent MSE walls, etc,.

RESPONSE: Intention of the temporary retaining wall is to have the contractor designed temporary wall support the full height embankment fill to create settlement of the original ground and embankment slope due to consolidation. Once the settlement has occurred to an acceptable limit determined by the Port's Geotechnical Engineer, Terracon, the contractor will be allowed to move on to Phase 2 construction. That settlement time is unknown and there will likely be a delay between Phase 1 and Phase 2 construction. The contractor designed retaining system must accommodate the placement of Abutments and pilaster foundations shown on S-8 in phase 2. Contractor to start retainage system, in phase 1, at the bottom of abutment and pilaster footing to

allow for pile and pile cap foundation placement. Additional caution and measure should be considered for all underground utilities in the path of heavy equipment operations.

Q48: At the pre-bid meeting, Port's staff mentioned the Clearing and Stripping (trees & bushes) materials generated from the Port three (3) Borrow Sites and the Project Site can be leaved adjacent to the borrow sites. Please clarify.

RESPONSE: Access and vegetation are contractor's means and methods. Contractor will repair damage to port road or infrastructure. Additional caution and measure should be considered for all underground utilities in the path of heavy equipment operations.

Q49: Request a minimum 1 week extension for this bid to at least October 14th, 2020.

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

Q50: Can you provide elevations on drawing S-4 for the deck elevations?

RESPONSE: Contours to be updated with Addendum 4.

Q51: On the layout drawings, a note calls for a temporary retaining wall. Can you clarify what the intent is of this wall? It appears to overlap with the new abutment, so not sure what its purpose is.

RESPONSE: See responses above.

Q52: 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 will modify the bid item list in Addendum 4 to include an Item # column in addition to the Caltrans Bid Item Code.

Q53: 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 item to be each. To be updated in Addendum #4.

Q54: On the new bid form issued in Addendum #2 - I didn't see anything lined out, in bold, etc,.. did any of the bid items or quantities change? If not, what was updated?

RESPONSE: See Question #5 and Response in Addendum 2: "There are two (2) 'Remove Concrete Barrier' Bid Items #153221 & #839774. Is it duplicate?" RESPONSE: Bid item for #153221 should be removed. Bid item for Keep 839774 should remain and the quantity is correct. Please see attached revised Bid Form, Document 00400.

Q55: The phase 1 layout plans show limits for temporary walls at the abutments, wing walls and mse walls. Could you please provide more information for the temporary walls including profiles, specifications, and method of payment?

RESPONSE: See responses to questions above regarding the temporary walls.

Q56: Please refer to bid item # 240200, Cement Treated Soil, with a quantity of 3230 ton. It appears payment for this bid item is based on the quantity of cement used to treat the soil, and would provide compensation for furnishing and mixing the cement. Could you please confirm? Additionally, per spec section 27 it looks like soil material will required to be imported for this layer. As such, is this volume of soil also paid as imported borrow

RESPONSE: See response to Q3 above.

Q57: As per the Borrow Investigation Report, it looks like there is more than enough available material at the three stockpiles identified in the report for this project. Could you please confirm that there is enough imported material in these three locations for this project? Is the contractor required to pay the Port any royalties for this material? Additionally, if there is enough material at these three stockpiles is there any requirement that bidders obtain the import from any other source?

RESPONSE: The Contractor is responsible for obtaining the import borrow per the contract documents.

Q58: Assuming the contractor gets the imported borrow from the locations identified in the Borrow Investigation Report, will he still need to perform sampling and testing as per section 6, Control of Materials, of the specifications

RESPONSE: The Contractor is responsible for sampling and testing of any import borrow per Section 6 of the Project Specifications.

Q59: Under 19-10.04 Payment, it states each lift of fill should be tested for density and water content at a frequency of at least one test for every 5,000 square feet of the lift. Is the Port going to perform this testing or is it the responsibility of the contractor

RESPONSE: The Port is retaining Terracon to perform all testing.

Q60: Is there a plan holders list for the project?

RESPONSE: There is not a formal plan holders list for the project.

Q61: 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: To be included in Addendum 4.

Q62: Is it possible to provide the summary of quantities sheet for Phase I plans?

RESPONSE: To be included in Addendum 4.

Q63: 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: To be included in Addendum 4.

Q64: Please confirm that the abutment piles and footings are to be constructed during Phase I as shown on sheet S-5.

RESPONSE: Phase 1 requires temporary retaining wall for all piles and pile caps to be installed in Phase 2.

ATTACHMENTS

- Addendum Sheets X-1, X-2, and X-3 of Phase I Plans, per Directive 1.
- San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP), per Directive 3.

RETURN THIS PAGE ONLY

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 3 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. 3 for this Project consisting of 10 pages plus Attachments listed in 'Attachments' section.

x _____
Signature

Date

Printed Name

Company Name

END OF DOCUMENT