

DOCUMENT 00910

ADDENDA

**CONTRACT NUMBER 2-23-2
STOCKTON PORT DISTRICT
PHASE 2 AUXILIARY WATER LINE IMPROVEMENTS PROJECT**

ADDENDUM NO. 2

MARCH 17, 2023

This Addendum No. 2 {"Addendum"} is dated the date set forth above and modifies certain Bidding Documents issued by the Stockton Port District {"Port"} in connection with the Port's **PHASE 2 AUXILIARY WATER LINE IMPROVEMENTS PROJECT, CONTRACT No. 2-23-2**. 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. Bid Item No. 2 quantity reduced from 1,325 LF to 1,306 LF. See attached Revised Bid Form 00400.
2. Bid Item No. 4 quantity reduced from 1,765 LF to 1,705 LF. See attached Revised Bid Form 00400.
3. Bid Item No. 5 quantity reduced from 2,085 LF to 2,055 LF. See attached Revised Bid Form 00400.
4. Bid Item No. 13 quantity reduced from 18 EA to 17 EA. See attached Revised Bid Form 00400.
5. Section 2.0.6 of Attachment A – Special Provisions requires tracer wire to be installed with new water piping. Tracer wire shall be installed per manufacturer recommendations and shall be 12 – 14 gauge with 30-45 mil. high density polyethylene insulation, colored blue. Tracer wire shall include a solid copper core and meet requirements set forth by ASTM B3, ASTM B910, and ASTM D-1248. Tracer wire shall be spliced, where applicable, according to manufacturer recommendations and procedures.
6. Section 2.0.6 of Attachment A – Special Provisions requires warning tape to be installed with new water piping. Warning tape shall be installed per manufacturer recommendations and shall be 3 inches wide with aluminum backing. Warning tape shall be colored blue and contain black text that reads 'CAUTION BURIED FIRE WATER LINE BELOW'. Acceptable tape thickness is 0.13 mm. Warning tape shall be buried 18 inches above newly installed water line and conform to requirements set forth by ASTM D 1593 and ASTM D 638.

QUESTIONS AND ANSWERS

1. In regards to the 14-inch Gate Valve, we spoke to our material supplier and was informed that since 14-inch is an odd size, the gate valve has an approximate lead time of 10 to 12 weeks from the time of order. The project bids on March 30, 2023 with a Notice of Award tentatively scheduled for April 18, 2023. By the time contracts get executed and submittals approved for the materials, aggressively maybe done by May 2023. By the time materials (mainly the 14-inch Gate Valves) get here, it will be approximately early to mid-August and the project can start. Is that about the time the Port of Stockton is looking at as a start date? Please confirm.

ANSWER: The Port is understanding of longer lead times and will work with the Contractor as necessary to hold back the Notice to Proceed (NTP). Other work involved with the project may be performed that does not involve 14" Gate Valves. The Port would like to begin the Project as soon as reasonably possible and would like to eliminate delays. Project CPM should denote lead times to properly issue NTP.

2. At four locations (914+95, 920+20, 926+80 and 932+25) new fire service lines are shown to cross two sets of parallel existing RR tracks. At each location, the crossing under one set of tracks is shown to be contained in steel casing while the continuation under the other set of tracks does not. This is consistent with the casing footages noted in Bid Item 12. Are the tracks to be protected in place at these crossings? If so, how are these crossings anticipated to be achieved? 01100-1.2-A only references bores at the two spur crossings with 14" pipe, so we infer that horizontal boring is not anticipated for the 6" fire service crossings. Furthermore, horizontal boring would appear to be ruled out by the fact that the limited (approx. 5' to 6') space between the existing track and existing loading dock will not accommodate the required receiving pit. Even if the conditions could accommodate bores, casings would need to span both sets of tracks rather than just one at each location. Please clarify.

ANSWER: The tracks are to be removed and replaced along with ties, panels, ballast, sub ballast, etc. in locations with steel casings noted and without steel casings. There are no bores intended on this project. The intent for the casings is to protect the installed pipe underneath heavily used tracks. Please note that steel casing is not required under northernmost track as shown on drawings. Refer to Attachment No. 2 for rail removal instructions. Boring with casing is an acceptable alternative method at no additional cost.

ATTACHMENTS

1. Revised Bid Form Document 00400
2. Rail Replacement Trench Detail

RETURN THIS PAGE ONLY

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 2 FOR THE PORT'S PHASE 2 AUXILIARY WATER LINE IMPROVEMENTS PROJECT, CONTRACT NO. 2-23-2

Please sign and return this page only via email to bids@stocktonport.com to acknowledge receipt of Addendum No. 2 for this Project consisting of 3 pages plus Attachments listed in 'Attachments' section.

X.....
Signature

Date

.....
Printed Name

Company Name

END OF DOCUMENT