



ADDENDUM NO. 2

DATE: May 21, 2020
TO: ALL PLAN HOLDERS OF THE:
2020 PAVEMENT RESURFACING PROJECT
FROM: LYNETTE KONG – CITY OF MORGAN HILL
SUBJECT: CHANGES & CLARIFICATIONS

1) Under Notice Inviting Bids, Section 1 “Bid Acceptance”

- I. **ADD:** “Due to the current County Shelter in Place Order, the Development Services Center Office is closed to the public, but bids can be dropped off in-person to the Development Services Center during the normal business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding City-observed holidays.”

2) Under “Bid Schedule 1 – General”

- I. Under Bid Item #6, “12’ Wide Wedge Grind (2”)”, **CHANGE** the approximate quantity/unit of measure from 5,775 LF to **5,835 LF**.
- II. Under Bid Item #8, “2” Full Pavement Grind”, **CHANGE** the approximate quantity/unit of measure from 212,760 SF to **214,400 SF**.
- III. Under Bid Item #11, “4” Full Depth AC Pavement Repair (Revocable)”, **CHANGE** the approximate quantity/unit of measure from 11,410 SF to **6,410 SF**.
- IV. Under Bid Item #12, “6” Full Depth AC Pavement Repair (Revocable)”, **CHANGE** the approximate quantity/unit of measure from 31,700 SF to **41,700 SF**.
- V. Under Bid Item #15, “Slurry Seal (Type II)”, **CHANGE** the approximate quantity/unit of measure from 45,426 SY to **45,160 SY**.

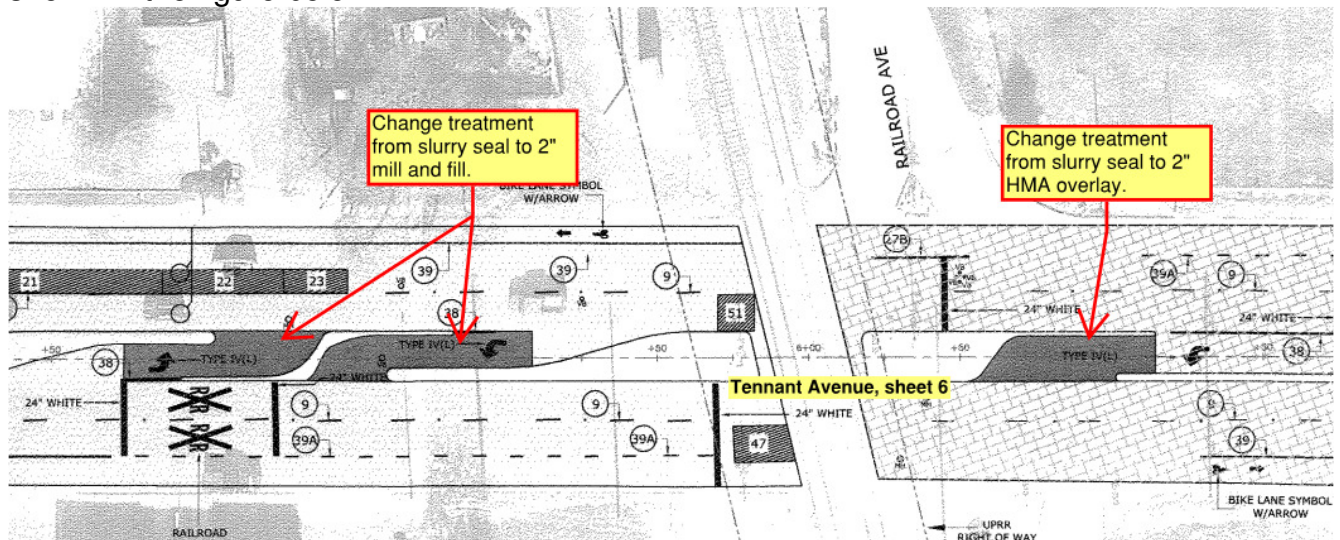
3) Under Technical Specifications, Section 11.50 “Pavement Micro-Milling”

- I. **Under Section a. “General”, ADD the following paragraph:** “With the exception of reporting to Caltrans and references to HMA overlay, the pavement micro-milling shall be in accordance with Section 36-3, “Pavement Smoothness” and Section 39-2.01C(3)(d)-(e), “Prepaving Inertial Profiler” and

“Prepaving Grinding” of the Caltrans’ Standard Specifications. For the purposes of bidding, the Contractor may assume a grind depth of 1/2” for the entire pavement micro-milling area; any changes to this amount shall be subject to a contract change order.

- II. **Under Section b., REPLACE “MEASUREMENT AND PAYMENT ” WITH:**
“The contract unit price per square foot for “Pavement Micro-Milling” will be measured by the square foot which includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals work involved, complete in place, including street sweeping, testing of the existing pavement’s smoothness and collecting data with an inertial profiler, identification of the pavement smoothness (International Roughness Index) for the left and right wheel paths in an individual travel lane, determination of the mean roughness index and area’s of localized roughness, off haul of pavement grindings, as shown on the plans, as specified in the CSS and these Technical Provisions, and as directed by the Engineer.”

- 4) **Construction Plans, sheet 6 “Tennant Avenue, Vineyard Boulevard to Ant Court”:** The paving treatments for the three left turn pockets along Tennant Avenue shall be changed from slurry seal to the adjacent paving rehabilitation treatment as shown in the figure below.



- 5) **Bidders’ Emailed Questions & Responses:** The following questions were emailed to the City’s project manager and the City’s responses are listed for reference:
- Question: Plan sheet 5 of 9 – The slurry seal quantity is listed as 200 SY. It appears the full length and width on Conduit Road receives a slurry seal. I think the quantity should be closer to 6,200 SY.
 - CITY RESPONSE: The 200 SY listed on sheet 5 for Condit Road is an error. The quantities listed on each plan sheet are listed on are for reference only and the Contractor shall bid the project based on the bid schedule within the Contract Specification.

- b. Question: Plan sheet 5 of 9 – The quantity summary indicates 2,500 SF of 6” AC dig-outs. Plan sheet 6 clearly shows 31 AC dig-out locations, but plan sheet 5 does not show any. Would you please clarify the location of the 2,500 SF of AC dig-outs on plan sheet 5?
- i. CITY RESPONSE: The 6” digout repairs shall be located and field marked by the Engineer within the Condit Road slurry sealing limits.
- c. Question: Plan sheet 6 of 9 – There is a 2” Mille & Fill area from Vineyard road to the RR tracks. Does this mean 2” full width milling in this area?
- i. CITY RESPONSE: Yes, Tennant Avenue from Vineyard Boulevard to west of the UPRR train tracks is to receive a full roadway width 2” pavement mill and HMA fill.
- d. Question: Plan sheet 6 of 9 – There is a 2” HMA Overlay area from the RR tracks to Ant Ct. Does this area get a 12’ wide wedge grind along the C&G prior to overlay?
- i. CITY RESPONSE: The 2” HMA overlay treatment for Tennant Avenue from the railroad tracks shall receive a 12’ wide wedge grind along the curb and gutter and median curbs prior to the overlay.
- e. Question: Plan sheets 3, 4 & 5 – The plan sheets for Dunne Avenue have micro-milling prior to all slurry seal. Plan sheet 6 for Conduit Road has slurry seal without micro-milling. Is this correct?
- i. CITY RESPONSE: E. Dunne Avenue from Monterey-Laurel shall receive micro-milling and slurry seal treatment. Condit Road from E. Dunne to north of Ford Store shall receive a slurry seal treatment only.
- f. Question: Plan sheets 3, 4 & 5 – The quantity summaries on the plan sheets list a total of 35,000 SF of 6” AC dig-outs. These dig-outs do not show-up on the plan sheets. Would you please clarify?
- i. CITY RESPONSE: The 6” digout quantities shall be located and field marked by the Engineer within the E. Dunne Avenue slurry sealing and 2” mill and fill limits.
- g. Question: Bid Item #11 – 4” AC Dig-Outs = 11,410 SF. Plan sheets 7 thru 9 indicate only 6,410 SF of 4” dig-outs and these plan sheets do not show locations. What is the correct quantity of 4” AC dig-outs, what are the sizes of the dig-outs, and what are the locations of the dig-outs?
- i. CITY RESPONSE: The total bid quantity for the 4” AC digout repairs is 6,410 square feet. Corrections to Bid Item #11, 4” Full Depth AC Pavement Repair will be addressed.
- h. Question: Bid Item #12 – 6” AC Dig-Outs = 31,700 SF. Plan sheets 2 thru 6 indicate 41,700 SF of 6” dig-outs but these plan sheets only show some of the locations. What is the correct quantity of ” AC dig-outs, what are the sizes of the dig-outs, and what are the locations of the dig-outs?
- i. CITY RESPONSE: The 6” digout quantities shall be located and field marked by the Engineer within the E. Dunne Avenue slurry sealing and

2" mill and fill limits.

- i. Question: I have another question for you regarding the three small micro-mill/slurry areas on Tennant Avenue. The one left turn pocket on the east side of the RR tracks will need to receive a 2" overlay or that section will be 2" lower than the surrounding area. I think you should drop the slurry and just overlay those 3 turn pockets.
 - i. CITY RESPONSE: The slurry seal treatments for the three left turn pockets on Tennant Avenue, between Vineyard Boulevard and Butterfield Boulevard, will be revised to the applicable, adjacent treatment on Tennant. Contractor shall be responsible for furnishing the appropriate equipment to cold mill the pavement and protect the existing concrete median islands. The scope change and quantity change will be addressed.

- j. Question: For the 2020 Pavement Resurfacing Project, bid item 13 – 3" CIR is paid for by the SF. Due to the Recycling Agent and Cement additives for the CIR not being a separate bid item and we will not know the percentage to use until after the CIR Mix Design is prepared, what percentage of Recycling Agent and Cement do we use for bidding purposes?
 - i. CITY RESPONSE: The Contractor is responsible for the development of the site specific CIR mix design to meet the project's acceptance criteria. The Contractor must bid accordingly based on the reference standards and specifications, industry practices, and project experience.

- k. Question: How are we to guess on the percentages since the Mix Design (that will determine the proper percentages of each additive) won't be known until after the contract is awarded and core samples have been taken? If we bid the project at 2% Asphalt Emulsion (possible) but the Mix Design comes in at 3%, will the City pay the difference? This would also be a bid advantage/strategy. To be fair to all bidders and the City, the City should specify the percentages of additives to use since we are bidding off of an unknown.
 - i. CITY RESPONSE: This project's CIR specification has been utilized on the last two CIR projects for the City and there have been no issues with bidding and administering the CIR work. The Contractor is responsible for the development of the site specific CIR mix design to meet the project's acceptance criteria and no additional money will be paid to the Contractor for underestimated bid assumptions on the cement and asphalt emulsion content. The Contractor must bid accordingly based on the reference standards and specifications, industry practices, and project experience.

- l. Question: The Micro Mill portion (Section 11.50 page 18) of the project does not specify the depth of the grind? What is the intent of the city on this work? A depth determines how many trucks and how much material is coming off the street. Also is inertial profiler required for this project? If so an item should be added.

- i. CITY RESPONSE: The quantity of pavement micro-milling grinding generated along E. Dunne Avenue (Monterey-Laurel) is subject to the results of the Contractor's measurement of the pavement's smoothness. For the purposes of bidding, the Contractor may assume a grind depth of 1/2" for the entire micro-milling area; any changes to this amount shall be subject to a contract change order. The intent of the pavement micro-milling is to improve the existing pavement smoothness of E. Dunne Avenue (Monterey-Laurel), prior to the placement of the slurry seal treatment. The cost to furnish, operate, test and collect data to measure pavement smoothness with the inertial profiler for E. Dunne Avenue (Monterey-Laurel) shall be included as part of the pavement micro-milling bid item (bid item #9).

- m. Question: Working hours are confusing regarding night work. Is the intent of the city to have Condit, East Dunne and Tennant to be performed at night? Specifically the grinding work? Or is it just related to the railroad track And Caltrans Right-away areas to be done at night?
 - i. CITY RESPONSE: The night shift working hours listed under Section 7.1(B) of the Special Provisions are specified for the pavement digout repairs, pavement milling and micro-milling, slurry sealing, and overlay operations along Condit, E. Dunne, and Tennant to mitigate impacts to daytime traffic. The work within the UPRR and Caltrans' right-of-way shall be in accordance with the right-of-entry/encroachment permit/agreements. The night shift hours listed for potential closures on Caltrans' highway ramps are the anticipated allowable working hours to complete the work.

- n. Question: I do understand that Encino, Roble and Via Castana are to be performed during the day shift. – Residential
 - i. CITY RESPONSE: The working hours for the residential streets are listed under Section 7.1(B) of the Special Provisions for Encino Drive, Roble Drive, and Via Castana.

- o. Question: There is a bid item for Traffic Control Systems (bid item #2) but the technical provisions for Full Depth AC Pavement Repair (bid items #11 & #12) and Asphalt Concrete Overlay (bid item #14) state that the contract unit prices for those items should include traffic control and flagging. Please confirm which item we should use for traffic control.
 - i. CITY RESPONSE: All traffic control and flagging costs should be bid under bid item #2, "Traffic Control Systems." Bid items #11 and #12 should not include traffic control and flagging.

- p. Question: Similarly, there is a bid item for Temporary Pavement Delineation (bid item #4) but the technical provisions for Full Depth AC Pavement Repair (bid items #11 & #12) and Asphalt Concrete Overlay (bid item #14) state that the contract unit prices for those items should include temporary striping and delineation. Please confirm which item we should use for temporary striping.

- i. CITY RESPONSE: All traffic temporary striping and delineation costs should be bid under bid item #4, "Temporary Pavement Delineation." Bid items #11, #12, and #14 should not include temporary striping and delineation.

- q. Question: Technical provision 3.00 Water Pollution Control includes "Water pollution control work shall conform to the requirement in the "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual" and the "Construction Site Best Management Practices (BMPs) Manual". The Contractor shall install the BMP's as called out in the WPCP and doing all work...". Is the intent for the Contractor to prepare and submit the WPCP/SWPPP for this project?
 - i. CITY RESPONSE: The project is not required to file for coverage under the State Water Resources Control Board's General Construction Permit, however, the Contractor must prepare the project specific water pollution control plan and implement and maintain best management practices to mitigate all illegal discharges into the storm drain system or receiving waters to complete the project's construction for the entire project duration.

- r. Question: Plan sheets #7 and #8 include quantities for 20' cold planning at overlay conforms (2") but only one location (at Sunnyside Avenue and Encino Drive) on sheet #7 is noted. I don't see where there are any conforms on sheet 8 but quantities are listed
 - i. CITY RESPONSE: The 20' cold planning quantity on sheet 8, Encino and Roble Drive accounts for conform grinding at the intersection of Roble Drive/Encino Drive and the crossing intersections with La Alameda.

Attachments: None

ADDENDUM ACKNOWLEDGMENT

Bidder acknowledges receipt of this addendum, which shall be attached to the proposal.

Contractor's Representative

Date

THIS DOCUMENT AND THE ATTACHMENTS SHALL BECOME PART OF THE PROJECTS SPECIFICATION