



City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

ENGINEERING DIVISION

MAIN 209.831.6400
FAX 209.831.6439
www.cityoftracy.org

March 27, 2024

Plan Holders of:

Interstate 580/Patterson Pass Road/International Parkway Diverging Diamond Interchange Improvements Project, CIP 73147, Federal Project Number: ACSB1IM-580-1(982)E

Subject: Addendum No. 4

Attached is Addendum No. 4 for the above referenced project.

If you have any questions regarding this addendum, please contact me at (209) 831-6455.

Sincerely,

Anju Pillai
Senior Civil Engineer

Attachment

cc: Project File

ADDENDUM NO. 4

Date: March 27, 2024

Plan Holders of: **Interstate 580/Patterson Pass Road/International Parkway Diverging Diamond Interchange Improvements Project, CIP 73147, Federal Project Number: ACSB1IM-580-1(982) E**

All prospective bidders are hereby notified that modification and/or changes are to be made to the specifications, plans and proposal documents for this project, as entitled above.

The following items indicate additions and/or deletions to the above referenced project's documents and are hereby made a part thereof and are subject to all applicable requirements there under as if originally shown and/or specified. This addendum modifies the Bidding Documents and is hereby made part of the Contract Documents for this project to the extent as though it were originally included therein.

This addendum shall be acknowledged either by 1) acknowledging on the Signature of Bidder page of the Bid Proposal or 2) signing the last page of this addendum and submitting it with the bid. Any proposal not in compliance with this requirement may be rejected.

The documents of this project are hereby changed as follows:

Q4.01 Sheet 25 of 31 "Special Details – Patterson Pass Road OC (Widen)" table indicates girder H at length 41'-2.5". It is believed this should be 42'-2.5". Please confirm.

A4.01 Girder H length is 42'-2.5".

Q4.02 Sheet 25 of 31 "Special Details – Patterson Pass Road OC (Widen)" table indicates Girder A to have 18 strands, however the small table on the right side of the page showing No. of Debonded Strands adds up to a total of 22 strands. Please confirm if Girder A has 22 strands or 18 strands.

A4.02 Girder A has 22 strands.

Q4.03 In the Summary of Quantities (Q-1), under Minor Concrete, it shows Driveway Concrete of 26 CY, but the subtotal is 21 CY. However, per the Construction Details of C-26, it is calling out the Driveways as 0.45' HMA/1.75' Class II AB. Please provide complete design with material call outs.

A4.03 Quantity Sheet Q-1 revised and Bid Schedule revised (See Attachment A).

Q4.04 In the Summary In the Summary of Quantities (Q-1), under Minor Concrete, it shows the various quantity of materials per each specific concrete type (Sidewalk, Curb Ramp, Etc.). However, the subtotals do not correspond to the item totals. Please clarify.

A4.04 Quantity Sheet Q-1 revised and Bid Schedule revised (See Attachment A).

Q4.05 Please provide a construction joint detail when we place the new Jointed Plain Concrete Pavement (JPCP) next to the existing I- 580 Structural Section (E-1, per Typical Cross Sections "X-1") in both the Ramp and Accelerations Lanes.

A4.05 Refer to the revised detail on Sheet C-32 included in the Addendum Plan set.

Q4.06 Specification page GC-12, indicates Builders Risk insurance asking for "All Perils" , we need a more detailed list of what all perils is referencing. Our insurance carrier needs clarification.

A4.06 Please see Attachment B for general information on perils.

Q4.07 Can we turn in forms 15G and 12B with the good faith effort? Normally this is done with the Good Faith Effort.

A4.07 Exhibit 12B should be turned in with the bid proposal at the bid opening. 15G can be submitted with Good Faith Effort.

Q4.08 In addendum #2 many quantities changed, are you going to update the effected plan sheets?

A4.08 Revised plan sheets included with Addendum #4.

Q4.09 Question – Q2.14/A2.14 – that K-rail is to be installed for this work, but the quantities for K-rail and crash cushions was not changed for this increase. Are the quantities going to be revised, along with the effected plan sheets (traffic handling, Q-sheets)?

A4.09 Revised plan sheets included with Addendum #4.

Q4.10 Please verify the correct quantity amount for Bid Item #92 MINOR CONCRETE (Misc Construction) – 850 CY. More specifically, the quantity for the Textured Concrete is under stated.

A4.10 Quantity Sheet Q-1 revised and Bid Schedule revised (See Attachment A).

Q4.11 Please provide schedule of proposed relocation of existing utilities to be done by others (PG&E, Comcast, Lumen, Zayo, AT&T, Crimson Oil, etc.).

A4.11 See Section 5-1.36C(3) for working days assigned to the utility owners to relocate or protect in place their utilities during construction.

Q4.12 Special Conditions Part 3.2 does not list the Special Provisions as a Contract Document. Should Special Provisions replace Item (I) Technical Provisions?

A4.12 Special Provisions would replace Technical Provisions.

Q4.13 General Conditions Part 3.3 (A) states that Caltrans Standard Specifications Sections 1 through 9 do not apply to these Contract Documents. Special Conditions 3.3 (D) indicates 12 subsections of the Caltrans Standard Specifications that are specifically incorporated. Special Condition 7.8 (A) then refers to Section 6-2 of the Caltrans Standard Specifications, which was not listed in Part 3.3(D) and would not apply according to Part 3.3. Furthermore Special Provisions indicate changes being made to Caltrans Standard Specifications Sections 5-1.20A, 5-1.20D, 5-1.23B(2)(a), 5-1.23B(2)(b), 5-1.32, 6-1.02, 6-1.03B, 7-1.02K(6)(j)(iii), and 8-1.04C which have been deemed non-applicable. Please clarify the appropriate parts of Caltrans Standard Specifications Sections 1 through 9 that will need to be followed.

A4.13 Follow General Conditions Part 3.3 and any instructions issued in bid addendums applicable to this section.

Q4.14 Plan Sheet R-8 (Retaining Wall Quantities) shows Wall #4 as being 153 LF long. Plan Sheet R-6 shows Wall #4 as being 564 LF in length. Can you please verify and adjust quantities for bid item numbers 40, 41, 64, 69 and 123.

A4.14 Retaining wall sheets revised and Bid Schedule revised (See Attachment A).

Q4.15 Please clarify any material requirements pertaining to Bid Item Number 90 for Gravel Filters. This item is depicted by the Drainage Details Plan Sheets DD-5 and DD-6, but the required material composition is not identified by the City or Caltrans Specifications.

A4.15 Gravel filter shall conform to the attached SSP 72-8, Gravel Filter.

Q4.16 Special Provision Section 5-1.36C(3) lists required work days for utility relocations that are to be performed during the contemplated interchange construction. Upon review of the third party utility relocations on Plan Sheets U-4, U-5, U-6, U-9 and U-10; there is no apparent reason that the Crimson Oil Casing work, the Lumen/Zayo joint fiber trench and the A T & T relocation cannot occur now. Please indicate what, if any, contemplated interchange construction work must occur prior to these third party utility companies starting their work and more importantly completing their required work.

A4.16 See Section 5-1.36C(3) for working days assigned to the utility owners to relocate or protect in place their utilities during construction.

Q4.17 The Typical Cross Sections plans indicate portions of existing pavement being removed or buried beneath slope fills. The Stage 2 Construction Plans indicate the removal of portions existing Ramps PPR1, PPR2 and PPR4. The Stage 1 Construction Plans indicate temporary pavement to be installed. There are not pay items for any full or partial pavement demolition required. Please add quantities and pay items for this work.

A4.17 All pavement removal items are included and paid for as "Roadway Excavation".

Q4.18 The Stage 1 Construction Plans indicate temporary paving into the existing median of Route 580. No sawcut along the existing pavement is indicated prior to performing this widening and traffic would need to drive across the existing rumble strips in the median of Route 580 in order to drive along the shifted traffic. 1) Will sawcutting the existing pavement prior to temporary paving be necessary? 2) Will routing traffic across the existing rumble strips be permitted?

A4.18 Removal of the existing shoulder and replacement with temporary pavement is no longer proposed for the I-580 median shoulders. The existing rumble strips will be ground out and replaced with AC.

Q4.19 Please indicate whether the Contractor may use asphalt rubber, preformed compression or silicone joint material for the Seal Pavement Joints and Seal Isolation Joints pay items at their own discretion or whether a particular material must be used for this work.

A4.19 Joint seal materials shall conform to Section 41-5, Joint Seals, of the Caltrans Standard Specifications.

Q4.20 The Special Provisions Standard Plans List includes many revised standards labeled with a "RSP" designation that are to be included with the project plans. Most of the listed "RSP" revised standard plans are in the plan set, however the following RSP plans are not found among the project plans: RSP A10F, RSP A10G, RSP A10H, RSP A24E, RSP A40E, RSP A62DA, RSP D90, RSP H9, RSP B11-79 and RSP B11-80. Please indicate whether the original 2022 Standard Plans are appropriate to use or if additional revised standard plans should be issued.

A4.20 2022 Revised Standard Plans (RSP), dated 11/18/22, will need to be used for the project. These additional RSP sheets have been included with Addendum #4.

Q4.21 Our interpretation of Plan Sheets U-4 and U-5 are that an existing overhead PG&E powerline and Comcast fiber optic line are to be relocated from an alignment directly over the proposed bridge widening to a variable distance of under 1 foot to 15 feet between the centerline of the utility poles to the edge of bridge deck. 1) Can the overhead utilities be shifted to a distance roughly 50 feet from the edge of proposed deck instead of the alignment depicted or be installed underground across Interstate 580. 2) If the powerline must be installed as depicted, has The City arranged for temporary deactivation of the powerlines and shielding the cables during construction?

A4.21 Per Section 5-1.36C(3), contractor is responsible for arranging with the utility owner for temporary deactivation of the powerlines, if needed.

Q4.22 Reviewing Google Earth images of the site, several slope slides were evident along Eastbound Interstate 580 adjacent to both Ramp alignments PPR3 and PPR4 the beginning of last year. 1) Have the conditions that contributed to these slope failures been corrected? 2) In the event more slope slides occur prior to or during construction will the Contractor be tasked with correcting the condition as extra work?

A4.22 The slopes between the mainline and eastbound ramps will be stabilized with permanent erosion control as part of the work.

Q4.23 Please clarify the required buried depth and material requirements under Bid Item Number 43 for 8" Corrugated High Density Polyethylene Pipe Conduit. The piping is shown on Plan Sheets L-3 and L-4 as Irrigation Cross Overs, but is not described by the City or Caltrans Specifications or Standard Drawings.

A4.23 The 8" Corrugated HDPE will be installed per Caltrans Standard Plan H-8. The proposed HDPE needs to be in conformance with Section 20-2.07 Irrigation Conduit of the Caltrans Standard Specifications.

Q4.24 Addendum 3 Answer A3.16 provides a pipe trench patch. Can the open cut work be performed during the detour of Eastbound Interstate 580 as shown on Plan Sheet DE-1?

A4.24 Contractor to determine sequencing of work along I-580 in accordance with the lane closure charts.

Q4.25 Please indicate the existing pavement section bidders should assume for the existing private road.

A4.25 Potholes undertaken along the existing private road noted an asphalt pavement thickness of 2-inches.

Q4.26 Please confirm that Bid Item Number 118 should be for End Anchor Assembly (Type SFT-M) instead of Type SPT-M.

A4.26 Bid Item description revised to "End Anchor Assembly (Type SFT-M)".

Q4.27 Reviewing Caltrans Standard Plan D87B, pertaining to Plastic Pipe Downdrains, which is not listed as a Standard Plan by the Special Provisions, it appears each 18" Plastic Downdrain location should also have a Tapered Inlet. Please confirm that tapered inlets will be required and add a pay item for these devices if deemed necessary.

A4.27 Caltrans Standard Plan D87B is added as a standard plan and tapered inlets are required. A new Bid Item #78 "18" Tapered Inlet" is added for 3 EA. Please refer to revised Bid Schedule (Attachment A).

Q4.28 Please confirm that the DWR Siphon Pipe is simply laying on the surface of the ground and that no installation details are needed to relocate the pipe. If installation details are necessary for the relocation, please provide the details needed for the relocation.

A4.28 The DWR siphon pipe segment is laying on the surface and is not connected to any pipe system. There is no installation required for the DWR pipe siphon segment. It just needs to be moved slightly further into the DWR property so it is not in the way of the proposed work in that location.

Q4.29 When do we expect to receive the Revised Plans reflect to the Addendums Quantities changes?

A4.29 Revised plan sheets included with Addendum #4.

Q4.30 Time consuming, we need revise plans so we can verify the changes of K-Rail, temporary ac pavement... etc.

A4.30 Revised plan sheets included with Addendum #4.

Q4.31 For future adding bid items and avoid mistake, please continue with new bid item numbers at the bottom of the page, so we don't have to renumber the bid items our bidding system.

A4.31 Bid Schedule will be renumbered only if adding or deleting bid items.

Q4.32 What type of Joint sealant it to be used for Bid Item 60 Seal pavement Joint 47,200 LF and Bid Item 61 Seal Isolation Joint 9,190 LF

A4.32 Joint seal materials shall conform to Section 41-5, Joint Seals, of the Caltrans Standard Specifications.

Q4.33 When can we anticipate the City issuing the revised plan sheets that are mentioned throughout Addendums 1-3? While the bid summary has been revised, it is difficult to accurately capture the changes without revised plan sheets.

A4.33 Revised plan sheets included with Addendum #4.

Q4.34 This questions is for bid item 96: DWR Woven Fence. Per the attached plan sheet C-30, general note #4 states "All tubular posts shall be filled with concrete or capped". Since it

mentions that note #4, does it mean we can install the posts per the attached document A86 circled in red?

A4.34 Posts to be installed per the details shown on the plans.

Q4.35 Sheet 25 of 31 "Elevation" – Indicates 1-1" dia. x 12" Bolts @ northernmost 14 girders only and southernmost 14 girders only. Given that there are 4 spans of girders and between 15 to 17 girders per span, it is unclear what/which 14 girders these notes are referring to. Please clarify

A4.35 The bolts are for attachment of the intermediate diaphragms, which only occur in the middle two spans. The notes are referencing the girders in each of those spans. The intent is to ensure that the two exterior girders in each span do not have the inserts placed on the exterior side of the spans. Therefore, 13 of the girders in the Southernmost 14 are the same 13 girders in the Northernmost.

Q4.36 Per Addendum #3, the quantities of Bid Item #11 Temporary Barrier System increased by 9,900 LF, to allow for the temporary widening of the median shoulder. However, in adding this "new" stage, a new Staging plan will be required. Some of the items that need to be thought about, prior to placing the new run of temporary barrier for the median work are:

- a. We will need to shift the existing pavement striping towards the outside shoulder.
- b. The existing rumble strips will need to be ground out and replaced with HMA.
- c. Is there enough room next to the existing abutment to shift the traffic over.
- d. Is the outside shoulder capable of handling the temporary traffic loads.
- e. Is the Increased K-rail enough for the two new runs.
- f. Will the working days be increased to accommodate this additional work?
- g. Various item quantities will need to be adjusted (striping, markings, crash cushions, signs, etc.).

A4.36

- a. The new stage is shoulder work only and does not require shifting traffic. Traffic will remain in the existing lane configuration.
- b. Cold plane and overlay of the existing rumble strips have been included in the revised sheets included with Addendum #4.
- c. Yes.
- d. Based on as-built information, both inside and outside shoulders are at full depth similar to mainline.
- e. Yes, the quantity increase in k-rail reflects what is required for construction of temporary shoulder widening on EB and WB I-580.
- f. The number of working days are not increased.
- g. See revised Bid Schedule (Attachment A)

Q4.37 We are having trouble locating details regarding Bid Item #89 – Relocate DWR Siphon Pipe. Other than the note called out on sheet L-2, we can not find any further information. Can the City please provide a detail for the work, and any other pertinent information such as if the pipe is active, flow rates, allowable shut down times, ect?

A4.37 The DWR siphon pipe segment is laying on the surface and is not connected to any pipe system. There is no installation required for the DWR pipe siphon segment. It just needs to be

moved slightly further into the DWR property so it is not in the way of the proposed work in that location.

Q4.38 Bid Item Number 93 for Miscellaneous Iron and Steel is listed as a Final Quantity. Plan Sheets DQ-1, DQ-3, DQ-4 and DQ-5 indicate no quantity for Misc. Iron and Steel under Drainage System/Units 10c, 10h, 20h, 20i, 20j, 28e, 28h, 28k, 40b and 40d. Plan Sheet Q-1 lists the minor concrete dikes required, Plan Sheet C-29 indicates reinforcing steel in these dikes, but the quantity of reinforcing is not tabulated. Please adjust this Final Quantity accordingly.

A4.38 See revised Bid Schedule (Attachment A).

Q4.39 The electrical system quantities plan sheets EQ-1 EQ-2 and EQ-3 each indicate "Jack & Bore" locations. The Caltrans specifications differentiate between Jack and Drilling (87-1.03B(3)(d)) and Horizontal Directional Drilling (87-1.03B(3)(c)). Please confirm that either method will be permitted at the Contractor's discretion.

A4.39 Per Caltrans Specification 87-1.03B(3)(a), "Install conduit under pavement by either the horizontal directional drilling method or jack and drill method."

Q4.40 Caltrans Standard Plan D87D for Overside Drains indicates details for Hot Mix Asphalt and corrugated metal flume sections. We have been unable to locate a detail indicating concrete overside drains. Plan Sheet DD-3 does depict a concrete overside drain, but does not provide dimensions or whether reinforcing is required.

A4.40 Refer to the revised detail on Sheet DD-4a included in the Addendum Plan set.

Q4.41 Please confirm that this project will not require a Traffic Control Supervisor as the Bid Schedule does not include a pay item for this scope of work.

A4.41 No separate bid item for Traffic Control Supervisor. Traffic Control is the contractor responsibility per the specifications that needs to be covered under existing bid items.

Q4.42 Please confirm that the project will not require Detectable Warning Surface as the Bid Schedule does not include a pay item for this scope of work.

A4.42 Detectable Warning Surface is required and will be installed per Section 73-1.02B of Caltrans Standard Specification. A new Bid Item "Detectable Warning Surface is added for 540 SQFT. Please refer to revised Bid Schedule (Attachment A).

Q4.43 Please confirm whether the detail for textured paving shown on Plan Sheet C-12 applies to only the ramp gores or also to the islands shown on Plan Sheets C-13 thru C-22.

A4.43 Same texture paving will apply to both gore and island areas.

Q4.44 Plan Sheet C-12 indicates Brick Red (ASTM-STD Color, Typ.) on the surface of the textured concrete. The specifications do not indicate whether this coloring must be mixed into the concrete or will be applied to the surface of the concrete as a stain. The method of payment for this coloring is also not defined by the Contract Documents.

A4.44 Caltrans Standard Specification 73-4 allows the dry shake method. Integral color mixes are also allowed. There is no specified method on this contract. There is no separate payment for coloring or finishing concrete.

Q4.45 Addendum 3 Answer A3.19 indicates that the Engineer's Estimate is \$40 million. In the event the City receives a lowest responsive bid drastically higher than the Engineer's Estimate, will the City be able to award the Contract? If so, is there a maximum threshold value that would prevent the award from being made?

A4.45 City will make the decision based on its discretion.

Q4.46 For bid item no. 46, Hydroseed, what is to be included? ECL-1 does not show the step for hydroseeding or material needed for this item.

A4.46 Hydroseed is a component of the erosion control process depicted in the upper-right table labeled 'Erosion Control' on sheet ECL-1. This entails providing and installing a seed mix according to Caltrans Standard Specifications (Section 21). Compost, fiber rolls, seed mix, and bonded fiber matrix are required to fulfill the task, with each item being bid on separately.

Q4.47 For Fiber Rolls on ECL-1, it states Type 1 AND Type 2, but within EC-1 to EC-10 fiber rolls do not list what type to be used. Please clarify as to where Type 1 and Type 2 will be installed.

A4.47 Type 1

Q4.48 Seems to be a discrepancy on the length of R.W No. 4 as well. Please verify if the length should be 153' or 564'? Please adjust the quantity accordingly as well.

A4.48 Retaining wall sheets revised and Bid Schedule revised (See Attachment A).

Q4.49 Bid Item 158. Quantity seems way low. What is included in this item? Please verify that the EE quantity of 308 LB is correct.

A4.49 The quantity for Bid Item "Miscellaneous Metal (Bridge)" is revised to 1,036 LB.

Q4.50 Bid Item 143. What is included in this item? Where are the drill and bond dowels into the existing bridge for the barrier rail paid for? In the barrier items?

A4.50 Per Caltrans Standard Specifications, 83-3, drill and bond dowels for Concrete Barriers is included in the unit price paid for Concrete Barriers. There are drill and bond dowels between the existing bridge and the new bridge. See plans for locations.

Q4.51 Is Item 121 Type 60M or Type 60MS? Also, the quantity appears to include the length on the Bridge (Item 159-Type 60MA).

A4.51 Bid Item description revised to "Concrete Barrier (Type 60MS)" and quantity revised to 470 LF.

Q4.52 Item 123 quantity should be 1708 LF (RW2=914'+RW3=230'+RW4=564').

A4.52 The quantity for Bid Item "Concrete Barrier (Type 842A)" is revised to 1,710 LF.

Q4.53 Item 124 is for Barrier at RW3 which should be included with other RW Barriers (not Type 842B).

A4.53 Bid Item "Concrete Barrier (Type 842B)" is deleted.

Q4.54 Per Addendum #3, in addition to submitting Exhibit 15-G DBE Commitment and Exhibit 15-H Good Faith Effort, being due within 5 business days from bid opening, can Exhibit 12-B Bidder's List of Subcontractor (DBE and non-DBE) – Part I and Exhibit 12-B Bidder's List of Subcontractor (DBE and non-DBE) – Part 2, be also be turned in within the 5 business days from bid opening?

A4.54 No, Exhibit 12-B should be provided with the bid proposal at the bid opening.

Q4.55 Can the city please provide us with the costs for the encroachment permits that are required in the specifications?

A4.55 The cost for the encroachment permits that are required for the project are determined by the issuing agency.

All other items remain unchanged.

DocuSigned by:
Koosun Kim
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Koosun Kim
City Engineer

END OF ADDENDUM NO. 4

ATTACHMENT A- UPDATED BID SCHEDULE

ATTACHMENT B- GENERAL INFORMATION ON PERILS

ATTACHMENT C- UPDATED PLAN SHEETS