



CITY OF EL PASO DE ROBLES
"The Pass of the Oaks"

BID ADDENDUM NO. 1

Dry Creek Road Repairs

DPW PROJECT NO. 17-19C

BID ADDENDUM ISSUE DATE: June 16, 2020

BID OPENING: June 25, 2020 at 2:00 PM

NOTE: IT IS NECESSARY TO INCLUDE A SIGNED BID ADDENDUM WITH YOUR BID PROPOSAL IN ORDER FOR THE PROPOSAL TO BE DEEMED RESPONSIVE

I acknowledge receipt of this Bid Addendum, which consists of these 9 pages with additional information and clarification. I further acknowledge that the Bid Proposal submitted for this project incorporates the information contained in this Bid Addendum.

Company Name: _____

Signature: _____

Title: _____

Date: _____

-
1. See attached additional information with regards to establishing construction survey controls (horizontal and vertical). Also, City will provide 3D CAD files to successful contractor.
 2. Per TS-9 Roadway Excavation, there are no compaction requirements below the 18-inch pulverized materials.
 3. Question: TS-10.06 General Application – Paragraph 2 and Plan Sheet 14 Typical Section 1 Paragraph 2 states the maximum treatment is 12-inch. Plan sheet 14 Typical Section 1 indicates 13-inch. Which one applies?

Response: 13-inch applies as indicated on the Typical Section 1 detail on Plan Sheet 14.

4. The City property at northeast corner of Dry Creek and Airport Road may be used as a construction laydown area.
5. The surface course thickness asphalt shall be placed at 3-inches maximum.
6. HMA quantities on Bid Item No. 8, includes additional tonnage for contingencies to address certain areas that maybe encountered during roadway grading. Use of the contingency shall be at the City's sole discretion.
7. Question: Are there enough existing grade rings to lower the MH 18" or will the cone or shafting need to be removed?

Response: The existing manholes have grade rings that can be removed to lower the manhole covers, however, the contractor should assume there ARE NOT enough grade rings to lower the manholes to 18" below finish surface elevation.

8. Question: Are the existing manholes pre-cast or poured in place?

Response: The manhole shafts, cones, and grade rings are pre-cast.

9. Question: If the existing MH's are poured in place do they need to be sawcut, and lowered then re-poured?

Response: Manhole shafts, cones, and grade rings are pre-cast and can be disassembled if necessary.

10. See "SUMP DRAINAGE" at sta. 66+00 detail on sheet 15 for additional elevations. Grate to be Type 36R Grate, per Caltrans Standard Drawing D75B.

11. The City will allow the use of Class II Aggregate Base as a substitute to the Sand Slurry Backfill currently called out in the Bid Documents for the conduit trenching backfill. The trench still needs to be backfilled and compacted to the surface, or the open trench needs to be protected until the lime and/or cement treatment work occurs.

12. Question: Can the pulverizing mixing, lime, cement treatment all happen in one move in and the traffic drive on the exposed compacted subgrade surface?

Response: Contractor shall provide a compacted drivable surface and maintain at a minimum, one (1) lane for vehicular travel at all times.

13. See revised Roadside Swale Detail on sheet 14.

#

June 1, 2020

170291-01

City of Paso Robles
Attn: Ditas Esperanza
Email: ditas@prcity.com

Subject: Dry Creek Road Rehabilitation Project

Dear Ditas:

In response to the questions from John R. Sanders provided in an email to PEI on May 28, PEI has prepared three informational exhibits.

Attachment A, "Survey Control Points Table" & Attachment B, "Monument Table" convey the control points and monuments provided to PEI in the original topographic survey file. Attachment C, "Centerline Horizontal & Vertical Information" provides information about the beginning and end of the centerline stationing included in the Plans.

Additional, once a Contractor has been awarded the project, PEI will make all design information, including the 3D CAD file, available to the Contractor.

If you have any questions regarding this report, please do not hesitate to contact us at (805) 781-2265.

Very truly yours,
PAVEMENT ENGINEERING, INC.



Jonathan Edholm,
Project Manager

Attached: Attachment A - "Survey Control Points"
Attachment B - "Found Monument Table"
Attachment C - "Centerline Horizontal & Vertical Information"

Attachment A – “Survey Control Points Table”

SURVEY CONTROL POINTS				
PT. NO.	NORTHING	EASTING	ELEV.	DESC.
1	2438155.55	5784143.85	843.33	#5 REBAR CAP WALLACE GROUP
31	2437901.61	5783166.22	831.94	COTTON SPINDLE WASHER WG
42	2437814.32	5780349.14	821.58	X ON WV CONC
46	2437811.97	5780122.02	820.50	X ON TC
128	2437856.74	5781210.34	825.58	3" ALM BENCHMARK 5
135	2437921.25	5783377.04	837.42	#5 REBAR CAP WALLACE GROUP
188	2437779.25	5782656.94	826.93	MAGNAIL WASHER WG
189	2437839.53	5782145.87	832.25	1" IRON PIPE WALLACE GROUP
191	2437806.94	5782473.43	833.02	MAGNAIL AERIAL TARGET21109
192	2437754.43	5784862.98	844.08	MAGNAIL AERIAL TARGET21137
195	2437839.54	5781613.00	826.76	COTTON SPINDLE WASHER WG
198	2437811.43	5780659.29	823.20	1" IRON PIPE WALLACE GROUP
220	2437863.94	5780061.17	818.82	#5 REBAR CAP WALLACE GROUP
222	2437835.64	5779478.48	817.80	#5 REBAR CAP WALLACE GROUP
223	2437911.14	5779003.82	815.44	#5 REBAR CAP WALLACE GROUP
233	2437921.25	5778424.96	813.09	#5 REBAR CAP WALLACE GROUP
234	2437927.52	5777802.88	808.27	#5 REBAR CAP WALLACE GROUP
237	2437955.28	5777158.96	809.34	MAGNAIL WASHER WG
238	2437960.78	5776094.00	800.45	MAGNAIL AERIAL TARGET 21113
240	2438607.96	5777162.15	805.64	MAGNAIL AERIAL TARGET21150

Attachment B – “Found Monument Table”

FOUND MONUMENT COORDINATE TABLE				
PT. NO.	NORTHING	EASTING	ELEV.	DESC.
3	2437895.87	5777181.89	807.56	BENT 3/4" IRON PIPE
4	2437896.29	5777180.05	808.67	NAIL AND TIN IN AC
5	2437898.03	5777182.23	808.68	NAIL AND TIN IN AC
6	2437895.75	5777184.02	808.63	NAIL AND TIN IN AC
8	2437801.98	5781191.30	826.38	1" IRON PIPE CAPPED LS5751
98	2437899.70	5777183.28	808.68	COTTON SPINDLE WASHER LS4845
128	2437856.74	5781210.34	825.58	3" ALM BENCHMARK 5
129	2437819.76	5782096.71	830.34	NAIL AND TIN IN AC
130	2437818.50	5782095.15	830.42	NAIL IN AC
131	2437811.54	5782532.56	831.91	3" ALUMINUM CAP
132	2437804.80	5782824.59	827.12	2" STEEL C CHANNEL
133	2437857.43	5782935.33	831.01	#5 REBAR NO CAP
193	2437849.55	5781709.23	828.60	1" IRON PIPE CAPPED LS5751
199	2437864.34	5780775.68	824.85	#5 REBAR NO CAP
221	2437819.50	5780145.13	821.05	1" IRON PIPE CAPPED LS5751
239	2437901.02	5777133.33	807.96	#5 REBAR CAPPED LS5812
244	2431352.08	5765393.87	737.17	2" BRASS CAP POST MILE 30.09CALTRANS
251	2437886.15	5779415.05	817.63	#5 REBAR CAPPED LS5812
253	2437880.21	5779938.79	820.00	BENT #5 REBAR
258	2437855.92	5779745.10	818.42	2.5" BRASS CAP LS6923

Attachment C – "Centerline Horizontal & Vertical Information"

Station 10+00

Northing: 2437899.75

Easting: 5777183.32

Elevation: 808.68

Station 71+90

Northing: 2437941.07

Easting: 5777183.32

Elevation: 837.79





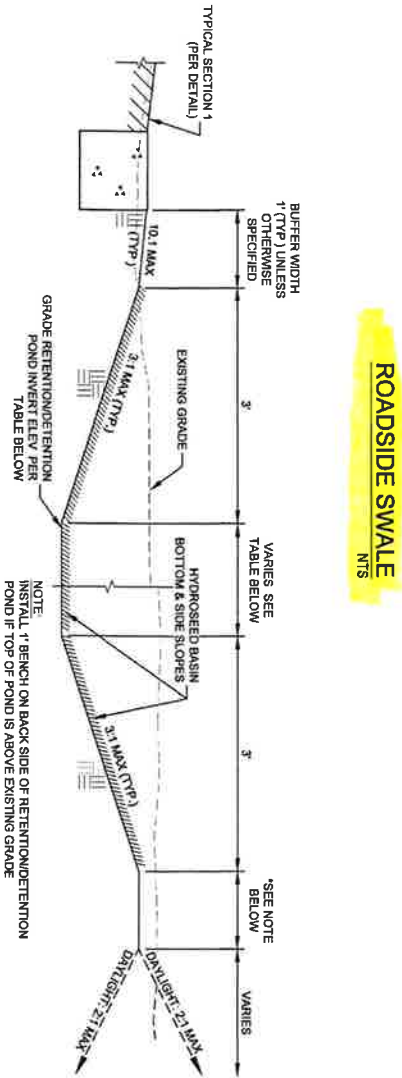
City of Paso Robles
 1" = 500'
 Dry Creek Road Rehab Project
 Control Point Map



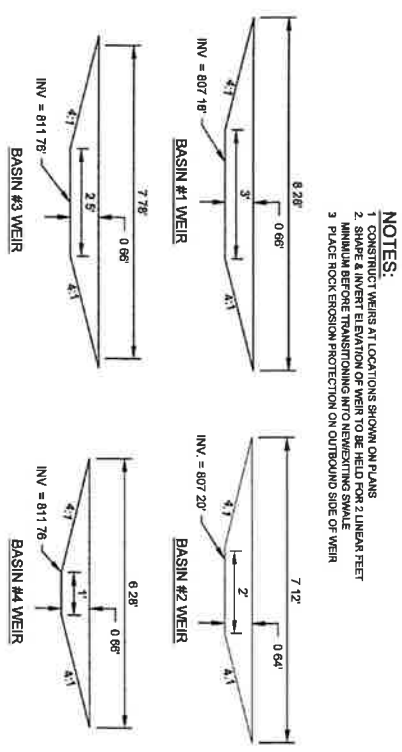
Sheet 1 of 1

Start Station	End Station	Trench Depth	Buffer Width
31718.0	31777.5	1'	18 to 1'
32407.7	32380.2	1'	1'
32484.7	41400.7	1'	1'
4208.6	49343.7	1'	1'
49893.7	49451.5	1'	1'
46624.0	49482.5	1'	1'
49482.5	49492.5	1'	1' to 1'
50427.9	50437.9	1'	1' to 1'
54721.1	54724.8	1'	1'
54724.8	66425.0	1.5'	1'
66425.0	71490.0	1'	1'

Start Station	End Station	Trench Depth	Buffer Width
15453.0	21409.0	1'	1'
24444.5	28412.2	1'	1'
28779.4	35486.4	1'	1'
36427.9	36483.5	1'	1'
37431.7	39400.4	1'	1'
39453.7	39465.1	1'	1'
40443.6	42423.2	1'	1'
42466.2	45464.5	1'	1'
46407.8	62445.0	1'	1'
65424.8	66425.0	1.5'	1'

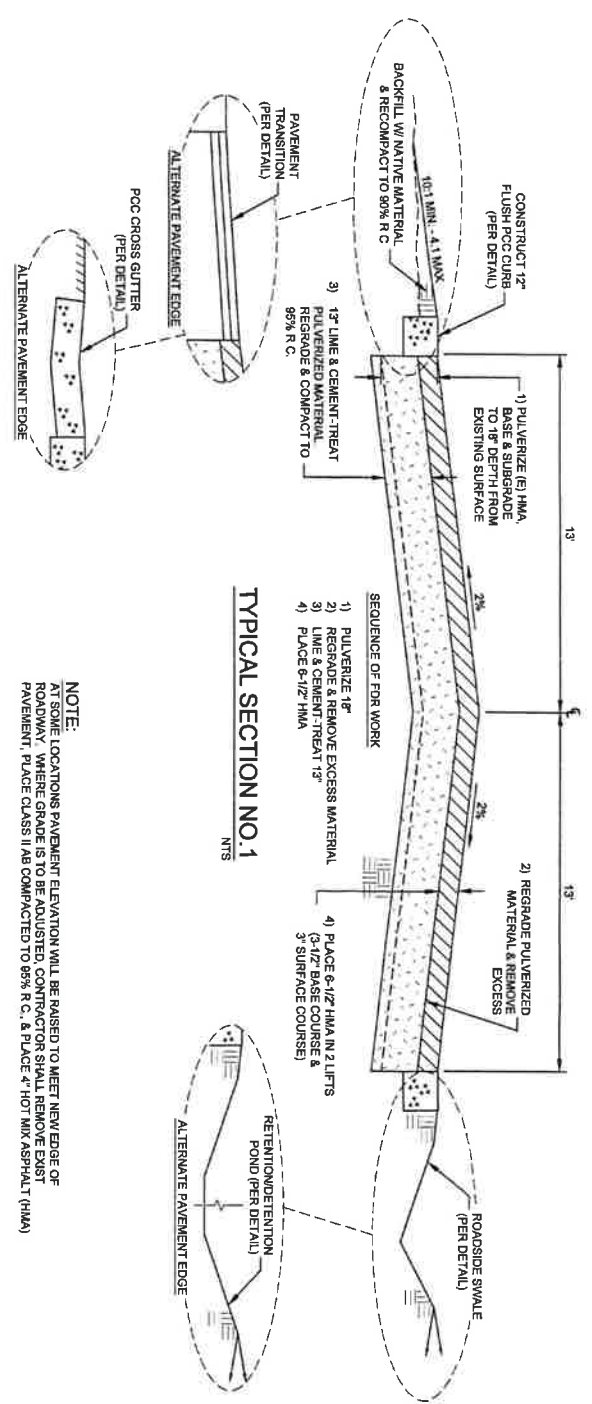


Basin Station	End Station	Side of Road	Basin Width	Trench Depth	Buffer Width	Bottom Elevation
1	24493.0	North	6'	1'	5'	806.66'
2	24493.0	South	6'	1'	5'	808.86'
3	21489.0	North	14'	1'	1'	811.47'
4	21490.0	South	6'	1'	1'	811.47'

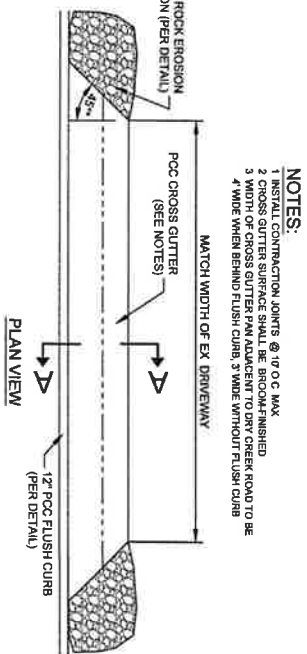
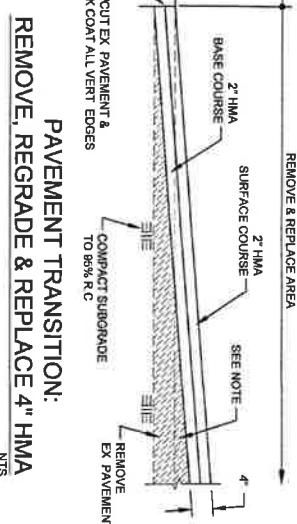


- NOTES:**
1. LOCATIONS SHOWN ON PLAN
 2. SHALL INVERT ELEVATION OF WEIR TO BE HELD FOR 2 LINEAR FEET MINIMUM BEFORE TRANSITIONING INTO NEWWEIGHT SWALE
 3. PLACE ROCK EROSION PROTECTION ON OUTBOUND SIDE OF WEIR

RETENTION/DETENTION POND WEIRS
NTS

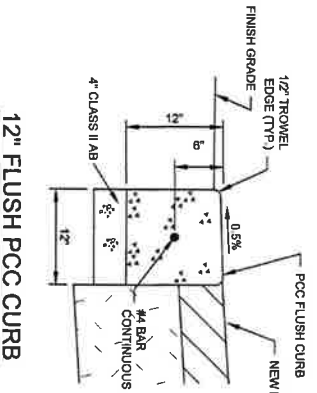


- NOTE:**
AT SOME LOCATIONS PAVEMENT ELEVATION WILL BE RAISED TO MEET NEW EDGE OF ROADWAY. WHERE GRADE IS TO BE ADJUSTED, CONTRACTOR SHALL REMOVE EXISTING PAVEMENT, PLACE CLASS II AB COMPACTED TO 95% R.C., & PLACE 4\"/>

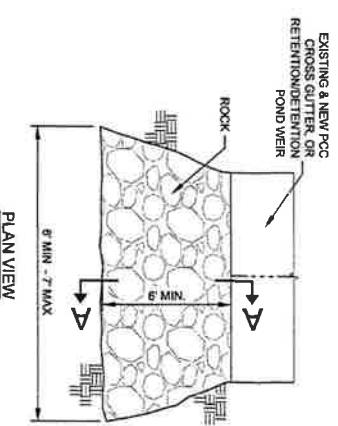


- NOTES:**
1. MIN. TRANSPORTATION Joints @ 10' O.C. MAX
 2. CROSS GUTTER SURFACE SHALL BE BROOM-FINISHED
 3. WIDTH OF CROSS GUTTER PAV ADJACENT TO DRY CREEK ROAD TO BE 4' WIDE WHEN BEHIND FLUSH CURB, 3' WIDE WITHOUT FLUSH CURB

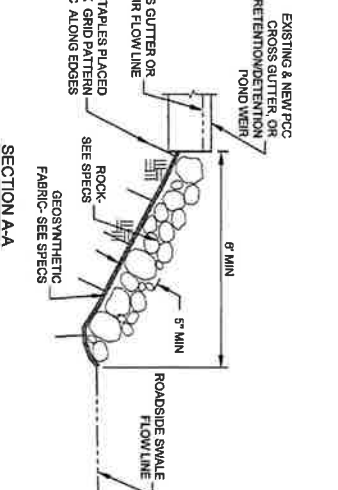
PCC CROSS GUTTER
NTS



12\"/>



ROCK EROSION PROTECTION
NTS



SECTION A-A



CITY OF PASO ROBLES
DRY CREEK ROAD PROJECT

DETAILS

Pavement Engineering Inc.
You can ride on our reputation
Corporate Office:
3485 Sacramento Drive, Suite A
San Luis Obispo, CA 93401
805.781.2265

REV	DATE	DESCRIPTION	APP

DATE: FEBRUARY 2020
SCALE: 1" = 20'
PROJECT NUMBER: 170291
DESIGNER: JRE & BNR
SHEET NUMBER: 14