

ADDENDUM NUMBER 2

FOR THE

CITY OF LEMOORE

INDUSTRIAL PARK DEVELOPMENT
PHASE 1 & PHASE 2

May 28, 2020



OWNER:
City of Lemoore
711 W. Cinnamon Drive
Lemoore, CA 93245
(559) 924-6700

PREPARED BY:
A&M
310 W Murray Avenue
Visalia, CA 93291
(559) 429-4747

ADDENDUM NUMBER 2

The following additions, deletions, or modifications shall become part of the Contract Documents for the City of Lemoore Industrial Park Development Phase 1 & Phase 2 project:

REVISIONS TO NOTICE INVITING SEALED BIDS:

REVISION:

Modify the following bid date as follows on Page BC-1:

Sealed bids will be received at the office of the City Clerk, City Hall, 119 Fox Street, Lemoore CA, 93245 until 2:00 P.M., **June 18th 2020** on the clock designated by the City or its representative as the bid clock, and promptly thereafter all bids that have been duly received will be publicly opened and read aloud at the Cinnamon Municipal Complex, 711 W. Cinnamon Drive, Lemoore, CA 93245 for furnishing to said City all labor, materials, equipment, transportation, and services necessary to perform the construction of the industrial park development, and other items as depicted in the specifications, as follows:

INDUSTRIAL PARK DEVELOPMENT PHASE 1 & PHASE 2 PROJECT

Instructions to bidders, plans, specifications, and bid forms may be inspected at the office of the Project Engineer, c/o A&M, 310 W Murray Avenue, Visalia, California 93291, and copies of said documents may be obtained at said office upon payment of fifty dollars (\$100.00) for each set (non- refundable). An electronic copy in PDF format is available for no cost by calling 559-429-4747. No bid will be received unless it is made on a bid form furnished by the City. Special attention of prospective bidders is called to the "Instructions to Bidders", for full directions as to bidding.

There will be a non-mandatory Pre-Bid meeting held at 9:00 AM, Friday, May 22, 2020. The meeting will be held at the project site at the corner of 19th Avenue & Enterprise Drive. Interested Bidders are encouraged to attend. **The last day to submit questions will be until 2:00 PM on June 12th, 2020.**

Any questions regarding this project during the bidding phase shall be directed to the Project Engineer, Mr. Orfil Muniz, PE at 559-429-4747 or email to orfil@am-engr.com and he will field the questions and provide the clarifications or answers to your questions.

Time of completion for the work for Phase 1 shall be one hundred twenty (120) working days and an additional twenty days (20) working days if Phase 2 is awarded from (a) the date of commencement of the work as established in the City's Notice to Proceed, or (b) if no other date is established in a Notice to Proceed from City, the date of Contractor's actual commencement of the Work (including mobilization).

--

REVISIONS TO BID CONDITIONS:

REVISION:

Modify the following paragraph as follows on Page BC-8:

O. TIME OF COMPLETION AND LIQUIDATED DAMAGES

Time of completion for the work for Phase 1 shall be one hundred twenty (120) working days and an additional twenty days (20) working days if Phase 2 is awarded from (a) the date of commencement of the work as established in the City’s Notice to Proceed, or (b) if no other date is established in a Notice to Proceed from City, the date of Contractor’s actual commencement of the Work (including mobilization).

--

REVISION:

Modify the following quantities as follows on the PHASE 1 – BASE BID on Page BC-11:

8	20	L.F.	Install 12" Ductile Iron Water Main Pipe, complete and in place @ _____ Dollars Per Linear Foot Sum Amount.	_____/L.F.	
9	3770	L.F.	Install 12" C900 Water Main Pipe, complete and in place @ _____ Dollars Per Linear Foot Sum Amount.	_____/L.F.	

--

Add the following to the PHASE 1 – BASE BID on Page BC-13:

43	1	L.S.	Environmental Stewardship @ _____ Dollars Per Lump Sum Amount.	_____/L.S.	
----	---	------	--	------------	--

--

Add the following to the PHASE 2 – ADDITIVE ALTERNATE BID on Page BC-15:

32	1	L.S.	Environmental Stewardship @ _____ Dollars Per Lump Sum Amount.	_____/L.S.	
----	---	------	--	------------	--

REVISIONS TO SPECIFICATIONS:

REVISION:

Specifications added two Geotechnical reports which were performed by Technicon Engineering Services, Inc titled "GEOTECHNICAL INVESTIGATION REPORT PROPOSED INDUSTRIAL DEVELOPMENT HIGHWAY 41 AND IDAHO AVENUE LEMOORE, CALIFORNIA" & "Supplement to Geotechnical Engineering Investigation".

--

REVISION:

The following report has been added to the construction documents "Kashian Industrial Development - Initial Study Mitigated Negative Declaration" dated July 2018.

--

REVISION:

Modify Section 02513 Asphalt Concrete Paving as follows:

SECTION 02513 ASPHALT CONCRETE PAVING PART 1 - GENERAL

1.01 DESCRIPTION

- A. This section includes materials, testing, and installation of asphalt concrete pavement, aggregate base course, herbicide, ~~prime coat, tack coat, and seal coat.~~

1.02 RELATED WORK SPECIFIED ELSEWHERE

- A. Section 01300: Shop Drawings and Submittals
- B. Section 02223: Trenching, Backfilling and Compacting

1.03 SUBMITTALS

- A. Submit eight copies of a report from a testing laboratory verifying that aggregate material contains less than 1 percent asbestos by weight or volume and conforms to the specified gradations and characteristics. Submit batch test results prior to permanent paving.

1.04 TESTING FOR COMPACTION

- A. Test for subgrade and base compaction as described in Section 02223, Trenching, Backfilling and Compacting. Test for asphalt concrete compaction per Section 302-5 of the Standard Specifications "Greenbook".

PART 2 - PRODUCTS

2.01 ASPHALT CONCRETE PAVING

- A. Asphalt concrete paving shall conform to PG 64-10 as listed in Section 5

“Asphalt Concrete Pavement” of the Standard Specifications.

2.02 AGGREGATE BASE COURSE

- A. Aggregate base shall be crushed aggregate base as specified in Section 5 “Asphalt Concrete Pavement” of the Standard Specifications. Aggregate shall contain less than 1 percent asbestos by weight or volume and should not exceed 3/4 inch in diameter.

~~2.03 PRIME COAT~~

- ~~A. Prime coat shall be slow curing (SC 70) in accordance with Section 5 “Asphalt Concrete Pavement” of the Standard Specifications.~~

~~2.04 TACK COAT~~

- ~~A. Tack coat shall conform with Section 5 “Asphalt Concrete Pavement” of the Standard Specifications and shall be either PG 64-10 paving asphalt or Grade SS-1h emulsified asphalt.~~

2.05 ASPHALT

- A. Asphalt shall be PG 64-10. Asphalt content in the asphalt concrete shall be 5.5 percent to 6.0 percent.

2.06 AGGREGATE FOR ASPHALT CONCRETE

- A. Aggregate shall be in accordance with Section 5 “Asphalt Concrete Pavement” of the Standard Specifications. Aggregate shall contain less than 1 percent asbestos by weight or volume.

~~2.07 SLURRY SEAL COAT~~

- ~~A. Seal slurry shall be Emulsion Aggregate Slurry with Type II grade aggregate per Section 5 “Asphalt Concrete Pavement” of the Standard Specifications.~~

2.08 HERBICIDE OR WEED KILLER

- A. Use Spike 80W, Elanco Products Company; Pramitol 30 WP, CIBA-Geigy, or approved equal.

PART 3 - EXECUTION

3.01 INSTALLATION

- A. ~~Apply prime coat to all areas to be paved.~~ Producing, hauling, placing, compacting and finishing of asphalt concrete shall conform to Section 5 “Asphalt Concrete Pavement” of the Standard Specifications.

3.02 CONNECTIONS WITH EXISTING PAVEMENT

- A. Where new paving joins existing paving, chip the existing surfaces 12 inches back from the join line so that there will be sufficient depth to provide a minimum of 1-1/2-inches asphalt concrete. Dispose of waste material offsite. Tack coat chipped areas prior to placing the asphalt concrete. Meet lines shall be straight and the edges vertical. Paint the

edges of meet line cuts with liquid asphalt or emulsified asphalt prior to placing asphalt concrete. After placing the asphalt concrete, seal the meet line by painting with a liquid asphalt or emulsified asphalt and then immediately cover with clean, dry sand.

3.03 PREPARATION OF SUBGRADE

- A. Excavate and shape subgrade to line, grade, and cross section shown in the Drawings. The subgrade shall be considered to extend over the full width of the base course.
- B. Compact the top 30 inches of subgrade (trench zone) to 90 percent relative compaction or as shown on plans.
- C. The finished subgrade shall be within a tolerance of ± 0.08 of a foot of the grade and cross section shown and shall be smooth and free from irregularities and at the specified relative compaction.

3.04 COMPACTION OF AGGREGATE BASE AND LEVELING COURSES

- A. Begin compaction and rolling at the outer edges of the surfacing and continue toward the center. Apply water uniformly throughout the material to provide moisture for obtaining the specified compaction. Compact each layer to the specified relative compaction before placing the next layer.

3.05 APPLYING HERBICIDE OR WEED KILLER

- A. Apply weed killer or herbicide on base prior to placing pavement. Apply at the rate recommended by the manufacturer to control dawning brome grass, puncture vine, and plaintain. Apply from outside of curb to opposite outside of curb and for the full width of curbless roadways and parking areas.

~~3.06 PLACING PRIME COAT~~

- ~~A. Apply prime coat to the surface of the leveling course of aggregate base at the rate of 0.25 gallon per square yard per Section 5 "Asphalt Concrete Pavement" of the Standard Specifications.~~

~~3.07 PLACING TACK COAT~~

- ~~A. Apply tack coat on surfaces to receive finish pavement per Section 5 "Asphalt Concrete Pavement" of the Standard Specifications. Apply tack coat to metal or concrete surfaces that will be in contact with the asphalt concrete paving.~~

3.08 PLACING ASPHALT PAVING

- A. Place asphalt paving to a minimum thickness of 5 inches unless otherwise shown in the Drawings. Install in accordance with Section 5 "Asphalt Concrete Pavement" of the Standard Specifications. Maintain existing cross sectional slope and crown of roadway.

3.09 COMPACTION OF ASPHALT CONCRETE PAVING

- A. Compact until roller marks are eliminated and a density of 92 percent minimum to 98 percent maximum has been attained per ASTM D 2041.

~~3.10 APPLYING SLURRY SEAL COAT~~

~~3.11 After final paving, apply slurry seal coat per Section 5 “Asphalt Concrete Pavement” of the Standard Specifications at the rate of 10 to 18 pounds of dry aggregate per square yard to the repaved section and to any area damaged by the Contractor during construction. Replace obliterated striping in kind.~~

3.12 SURFACE TOLERANCE

- A. After paving has been installed and compacted, spray water over the entire paved area. Correct any areas where water collects and does not drain away.

END OF SECTION

--

REVISIONS TO SPECIAL PROVISIONS PART I, SUPPLEMENTARY CONDITIONS:

REVISION:

Add the following paragraph on Page SC-8:

SECTION 18 ENVIRONMENTAL STEWARDSHIP

More than one Mitigated Measure (MM) exists on the job site. Refer to the attached Initial Study/ Mitigated Negative Declaration for the “Kashian Industrial Development” which was prepared by QK, Inc. and dated July 2018 and herein included in construction documents for detailed descriptions of MMs. Contractor shall be responsible for the implementation and all costs associated with the implementation of the Mitigated Measures (MM) to avoid potentially significant effects from the project.

REVISIONS TO SPECIAL PROVISIONS PART II, CONSTRUCTION DETAILS:

REVISION:

Add the following paragraph on Page CD-19:

BID ITEM 43 – ENVIRONMENTAL STEWARDSHIP

This item shall conform to the Initial Study/ Mitigated Negative Declaration Document for the “Kashian Industrial Development” which was prepared by QK, Inc. and dated July 2018.

The contract unit price paid shall be lump sum and shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals and for doing all the work involved in

"Environmental Stewardship" complete and in place.

REVISION:

Add the following paragraph on Page CD-33:

BID ITEM 32 – ENVIRONMENTAL STEWARDSHIP

This item shall conform to the Initial Study/ Mitigated Negative Declaration Document for the “Kashian Industrial Development“ which was prepared by QK, Inc. and dated July 2018.

The contract unit price paid shall be lump sum and shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals and for doing all the work involved in "Environmental Stewardship" complete and in place.

REVISIONS TO DRAWINGS:

REVISION 1:

- Hess Strom Water Lift Station - Sheet 33 has been modified to reflect a smaller hatch opening. Opening is modified to a 36”x48” Opening and noted as Revision No. 1 on plans.

REVISION 2:

- Demolition Plan Phase 1 – Sheet 5 has been modified to include a stockpile location for excess earthwork for Phases 1 & 2.

CONTRACTOR QUESTIONS:

Q1: Can you clarify where the Hess Basin Bypass Pump Station needs to be set up to handle that large flow?

A1: There is no definite location on where the Hess Basin Bypass will be located. There is an existing pump station at the tie-in point. Contractor to recommend pump station location. Contractor shall coordinate stormwater pumping with new Hess Basin location.

--

Q2: What is the peak flows that need to be bypassed for the 12” SS line tie in?

A2: According to the Draft Wastewater Treatment and Collection System Master Plan which was prepared by Caroloo Engineers, the maximum flows for the area is 0.129 MGD as shown as Monitoring Site L-07.

CITY OF LEMOORE | CHAPTER 4 | WASTEWATER TREATMENT AND COLLECTION SYSTEM MASTER PLAN

Table 4.2 Dry Weather Flow Summary

Monitoring Site	Dry Weather Flow				Overall (mgd)
	(Mon – Thur) (mgd)	(Friday) (mgd)	(Saturday) (mgd)	(Sunday) (mgd)	
L-01	0.178	0.166	0.175	0.186	0.177
L-02	0.328	0.312	0.336	0.364	0.332
L-03	0.466	0.445	0.474	0.501	0.469
L-04	0.166	0.159	0.17	0.194	0.17
L-05	0.72	0.689	0.751	0.78	0.729
L-06	0.213	0.197	0.196	0.225	0.21
L-07	0.129	0.129	0.121	0.119	0.126
L-08	0.224	0.212	0.229	0.264	0.229
L-09	0.094	0.09	0.091	0.102	0.094
L-10	0.207	0.205	0.219	0.256	0.215
L-11	0.685	0.669	0.7	0.737	0.692
L-12	0.427	0.411	0.422	0.43	0.424
L-13	0.034	0.031	0.015	0.011	0.028
L-14	0.041	0.034	0.043	0.055	0.042
L-15	0.682	0.693	0.673	0.673	0.681
Total Influent	1.785	1.742	1.784	1.852	1.788

Notes:

- (1) Source: Sanitary Sewer Flow Monitoring, V&A Consulting Engineers, Inc. (2017).
- (2) Overall Dry Weather Flow = ((4 × Monday – Thursday) + (Friday) + (2 × Weekend)) / 7.
- (3) Total Influent is flow entering WWTP and is equal to Sites S-647+14+15.

Q3: Is the base rock under the concrete improvements paid for in the base rock item or as incidental work in the individual concrete pay items?

A3: All base rock will be paid for under the “Aggregate Base” bid proposal item.

--

Q4: Does the City really want a prime coat per section 02513 3.06?

A4: Refer to REVISION 2, in this addendum (ADDENDUM NUMBER 2) for modifications to the Technical Specifications.

--

Q5: Does the City really want a slurry seal (since this is new asphalt) per section 02513 3.10?

A5: Refer to REVISION 2, in this addendum (ADDENDUM NUMBER 2) for modifications to the Technical Specifications.

Q6: The plans show a base rock access road around the ponding basin. Is this base rock to be paid under the base rock item?

A6: Yes, all base rock shall be paid under “Aggregate Base” bid item.

--

Q7: Will more days be added to the contract if the alternate work is awarded?

A7: Yes, 20 Working Days will be added.

--

Q8: Is the trench patch paving incidental to the pipe work or will it be paid in the asphalt item?

A8: Asphalt work will be paid under Asphalt Concrete Pavement by the TON as shown on the bid documents.

--

Q9: Will a traffic detour be allowed while working on 19th Ave? I don't see it being possible to keep a lane of traffic open while installing the sewer, it is too deep.

A9: Yes, a traffic control plan with a traffic detour will be allowed and will be required to be submitted before the commencement of work.

--

Q10: Has the City or the developer completed the Indirect Source Review (ISR) from the San Joaquin Valley Air Pollution Control District? The contractor cannot get a dust plan approved without a complete ISR. Nor can the contractor get an ISR, this must be completed by the owner of the property.

A10: The General Plan EIR requires that all new development that is consistent with the General Plan land use designations, such as the proposed Project, be subject to Best Management Practices to reduce dust and other air pollutant emissions, as well as mandatory compliance with all applicable SJVAPCDs rules and regulations.

These rules and regulations include, but are not limited to, Rule 2201 (New and Modified Station Source Review), Rule 4002 (National Emission Standards for Hazardous Air Pollutants), Regulation VIII (Fugitive PM10 Prohibitions), and Rule 9510 (Indirect Source Review [ISR]). The construction and operation of the proposed Project would also be subject to SJVAPCD's Regulation VIII (Fugitive PM10 Prohibitions). Implementation of Mitigation Measures MM AQ-1 through MM AQ-3 requires that the proposed Project comply with applicable SJVAPCD rules and regulations to reduce construction and operational impacts as described in the mitigation.

With implementation of this mitigation, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

The city's scope of work for this project is no subject to an ISR at this time; however, the contractor shall be responsible for any work associated with a ISR if noncompliance with mitigation measures becomes an issue.

--

Q11: What are the specifics of discharge requirements of ground water once captured for dewatering purposes?

A11: Contractor is directed to the "Dewatering Requirements" notes located on construction documents.

--

Q12: The T-lock liner that is called out in the plans for the two pump structures was discontinued by the manufacturer in December. This is coming from my suppliers. I was wondering if Ravencoat would be an acceptable substitute. It is used in many of the same applications where we used to use the T-lock liner in years past. It is a spray on epoxy coating used in sewer systems. Also, the storm drain pump station has the arrow from the T-lock note pointing to the outside of the pump station. Did you want that waterproofing layer on the outside or inside of the pump station?

A12: Provide quote for T-Lock liner as specified in the plans, substitutions will be reviewed at the time of construction submittal reviews. T-Lock liner layer will be applied on the inside of the pump station per manufacturers recommendations.

--

Q14: Also on the storm drain pump station, the opening at the top of the station is shown with the note “10 ft x 3 ft Hatch Opening” but also has the note “Install 36” x 48” Lockable Aluminum Hatch Cover, H-20 Rated” pointing to the same opening. I was wondering which of the two was correct or what we were to be installing there.

A14: Use the 36”x48” Opening. Plans (Sheet 33) has been revised to reflect this change.

--

Q15: On sheets 33 and 35 of the project plans it shows the valve box with the note “12x20x8 Precast or Cast-In-Place Concrete Vault (Rated H20)”. There is no precast vault at that size so the box would have to be cast-in-place. The walls also appear to be only 6” thick. We would need to know what the rebar design would need to be to achieve that strength so we can properly build the box as requested. Could you please supply some more details on the reinforcing for that vault?

A15: For bidding purposes, use a 2’ Thick Wall with #7 Rebar @ 8” O.C., & a 2’ Thick Pad with #8 Rebar at 12” O.C. If a cast-in-place vault is to be used for project, the vault shall be designed, signed & sealed by a registered CA Civil Engineer and submitted to the project engineer for approval.

--

Q16: There is the note “Install 12’x12’ Double Door Lockable Aluminum Hatch Cover w/ Gasket Seal and Spring Assisted Lid, Rated H-20”, on sheet 33 it doesn’t show where that hatch would be located or if you intend to have two of them on the vault. Could you please supply some more details about the location/composition of those hatch covers?

A16: 12’x12’ Double Door Lockable Aluminum Hatch Covers shall be installed in a manner where the doors provide access to the inside valves. Contractor to provide shop drawings before installation.

NOTE: One copy of this Addendum Number 2 shall be signed by the Contractor and must be submitted with the bid as acknowledgement of receipt and the acceptance of this Addendum Number 2.

Prepared by: 
Orfil Muniz, P.E.
A&M Consulting Engineers

May 28, 2020
Date

Accepted by: _____
Contractor (signature)

Date