

ANTIOCH

CALIFORNIA

OPPORTUNITY LIVES HERE

ADDENDUM NO. 1

TO
CONTRACT DOCUMENTS
FOR
ANTIOCH CAPE SEAL PROJECT 2020
IN
ANTIOCH, CALIFORNIA
P.W. 328-12

ISSUED
MARCH 26, 2020

This Addendum No. 1 must be signed by the bidder and attached to the CONTRACT PROPOSAL PACKAGE for consideration by the City. The City reserves the right to disregard any proposal, which does not include this Addendum. The City may waive this requirement at its sole discretion.

SEE ATTACHED ADDENDUM ITEMS

Prepared By:


Scott Buening, P.E.



BIDDER'S CERTIFICATION

I acknowledge receipt of this Addendum No. 1 and accept all conditions contained herein.

Company Name Printed

Signature of Bidder

ADDENDUM NO. 1
ANTIOCH CAPE SEAL PROJECT 2020
P.W. 328-12

Issued March 26, 2020

- 1) The first paragraph of the Special Provisions is amended to state the following:

"NOTICE IS HEREBY GIVEN THAT sealed bids will be received by the Office of the City Clerk of the City of Antioch at Antioch City Hall located at 200 "H" Street Antioch, California 94531-5007, until 2:00 p.m., March 31, 2020, at which time bids will be publicly opened and read at the parking lot directly south of Antioch City Hall located at 200 "H" Street Antioch, California 94531-5007, for the following project:

- 2) The first paragraph of Section A-1, "Bid Opening and Award", is amended to state the following:

"Sealed proposals will be received by the Office of the City Clerk, City Hall, located at 200 "H" Street, Antioch, California, until 2:00 p.m., on March 31, 2020 publicly opened and read at the parking lot directly south of Antioch City Hall at 2:00 p.m., on March 31, 2020.

- 3) Section C-10, "Traffic Stripes and Pavement Markings", is amended to state the following":

"Pavement striping alignment lines and pavement marking locations shall be established by the application of cat tracks or dribble lines and approved by the City prior to the placement of permanent facilities. All permanent traffic striping and pavement markings shall be thermoplastic with a minimum thickness of 0.060-inch.

All existing traffic stripes (traffic lines), pavement markings and pavement markers shall be replaced. The new traffic stripes (traffic lines), pavement markings and pavement markers shall be installed in accordance with the most current standard plans published by the State of California, Department of Transportation, and as directed by the Engineer and conform to the provisions in Section 84, "Traffic Stripes and Pavement Markings", and Section 85, "Pavement Markers", of the Standard Specifications and these Special Provisions.

In the areas where existing stop bars and associated pavement markings are removed and replaced, Detail 22 shall be installed in the middle of the street, extending fifty feet (50') from the stop bar.

Full compensation for Traffic Stripes, Pavement Markings and Pavement Markers shall be considered as included in the lump sum price paid for Thermoplastic Traffic Stripes, Pavement Markings and Pavement Markers and no separate payment will be made therefore.

- 4) Section C-11-3.01C(5)(e), "Maintenance Sweeping", is deleted from the Special Provisions.
- 5) The second paragraph in Section C-11-3.03C(3)(c), "Mixer and Spreader Truck Calibration" of the Special Provisions is amended to state the following:

"Calibrations shall take place a maximum of two (2) days prior to application of micro-surfacing. The Contractor shall notify the Engineer a minimum of 3 working days prior to

calibration so that City representatives may make arrangements to observe.”

- 6) Section C-11-3.03C(5), “Application Rate of Aggregate” of the Special Provisions is amended to state the following:

“Micro-surfacing spread rates must be within the ranges shown on the following table (No Exceptions):

Micro-surfacing Type	Application Range (lb. of dry aggregate/sq.yd.)
Type II	16 – 20

The micro-surfacing mixture shall be uniformly spread on the existing surfacing within the rate specified without spotting, re-handling, or otherwise shifting of the mixture.

Weight shall be determined from calibrations and revolutions per day and verified with weight back tickets. The revolutions for each truck shall be submitted to the construction inspector prior to the start of work and the final revolution count shall be submitted to the construction inspector at the end of the day for every day micro-surfacing is applied, work shall not be permitted until these requirements are met.

All weight tickets including aggregate and emulsion tickets shall be turned in on a daily basis. For material that is stockpiled prior to the start of the project, those tickets are required on a daily basis and at the end of the business day. In that case, upon project completion, weight back tickets are required for the emulsion and leftover stockpile aggregate shall be deducted and removed.

Full compensation for conforming to all requirements specified in section C-11-3.03, “Micro-Surfacings” shall be considered as included in the contract unit price paid per ton for “Micro-Surfacing (Type II)”.

The Contractor shall use a spread rate of 17 pounds of dry aggregate per square yard to determine the contract bid item for ‘Micro-surfacing Type II’.”

- 7) The second paragraph in Section C-11-3.03C(9)(c), “C-11-3.03C(9) Test Strip” of the Special Provisions is amended to state the following:

“The Contractor shall construct a test strip for evaluation by the Engineer two (2) working days prior to the micro-surfacing application. The test strip shall be 500 feet to 1,000 feet long and shall consist of the application courses specified. The test strip shall be constructed at the same time of day or night that the full production of micro-surfacing will be placed and may be constructed in two (2) days when multiple course applications are specified. The location of the test strip shall be specified by the City”.

- 8) All work on Auto Center Drive will stop fifty feet (50’) south of the Union Pacific Railroad right of way.