July 29, 2020

To: All holders of CONTRACT DOCUMENTS for:

Central Region Road Rehabilitation Project
County Project No. 2020-04

From: Eric Miller
Principal Civil Engineer
Engineering Division

Re: Addendum

You are hereby advised of the following revisions and/or clarifications to said Contract Documents:

PLANS:

1. Remove and replace Sheet 3 of the plans with Sheet 3 Revision 1
2. Remove and replace Sheet 10 of the plans with Sheet 10 Revision 1
3. Remove and replace Sheet 11 of the plans with Sheet 11 Revision 1

SPECIFICATIONS:

4. Remove page 13 and 14 “Schedule of Base Bid Items” and replace with “Schedule of Base Bid Items” Pages 13 Revision 1 and 14 Revision 1 enclosed in this addendum
5. Section 10 Special Provision:

10.13 MINOR CONCRETE (MINOR STRUCTURES)
   • Add Concrete Curb and Gutter section enclosed in this addendum.
   • Add Modified Valley Gutter section enclosed in this addendum.
   • Add Galvanized Steel Plates section enclosed in this addendum.
6. Section 10 Special Provision:

   • Add Section 10.20 HMA DIGOUT REPAIR enclosed in this addendum.
7. Change Section 10.20 FINAL CLEANUP to 10.21 FINAL CLEANUP.
NOTES:
1. ALL SECTIONS SHALL BE AT 4" THICK.
2. CONCRETE SHALL BE CLASS "B" (5 SACKS).
3. BOTH SIDES OF THE DITCH SHALL BE FORMED WITH 2"x4" LUMBER, AS SHOWN UNLESS OMITTED BY THE AGENCY ENGINEER.
4. CONCRETE FINISH SHALL CONFORM TO ORDINARY SURFACE FINISH PER SECTION 51 OF THE STATE STANDARD SPECIFICATIONS.
5. DITCH SIDES SHALL BE BACKFILLED AND COMPACTED IMMEDIATELY AFTER THE REMOVAL OF SIDE FORMS.
6. NO CONCRETE SHALL BE PLACED PRIOR TO FORM INSPECTION BY THE AGENCY ENGINEER.
7. ON FILLED GROUND, NO DITCH IS TO BE CONSTRUCTED UNTIL CERTIFICATION OF COMPACTION IS PROVIDED TO THE AGENCY BY THE GEOTECHNICAL ENGINEER.
8. NO EXPANSION JOINTS SHALL BE REQUIRED.

NOTE:
1. RSP SIZE TO MATCH CALTRANS RIPRA P SIZES.
2. RSP FLOW LINE TO MATCH (E) CULVERT FLOW LINE.

(Note: Diagrams and details are not fully transcribed due to formatting limitations)
### SCHEDULE OF BASE BID ITEMS
#### 2020 CENTRAL REGION ROAD REHABILITATION PROJECT

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Estimated Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Signs and Traffic Control</td>
<td>1</td>
<td>LS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Clearing and Grubbing</td>
<td>1</td>
<td>LS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Demolition and Removal</td>
<td>1</td>
<td>LS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Drilled Soil Nails</td>
<td>8</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Shotcrete Facing, 10-inch Thick</td>
<td>376</td>
<td>SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Check Plate Inlet Cover</td>
<td>21</td>
<td>SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Remove &amp; Replace Curb and Gutter - Standard</td>
<td>140</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Remove &amp; Replace Curb and Gutter - Rolled</td>
<td>10</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Reconstruct Drop Inlet Turning Structure</td>
<td>3</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Drop Inlet Turning Structure</td>
<td>2</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Catch Basin (Type “C”) with Gallery</td>
<td>1</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>12” Reinforced Concrete Pipe (Class V)</td>
<td>12</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Rock Slope Protection (RSP)</td>
<td>90</td>
<td>TON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Concrete Lined Ditch</td>
<td>890</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14a.</td>
<td>Modified Valley Gutter</td>
<td>77</td>
<td>SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14b.</td>
<td>Curb and Gutter – Type “D”</td>
<td>20</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td>Trash Screen</td>
<td>1</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Full Width Grind - 2”</td>
<td>107,900</td>
<td>SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Full Width Grind - 5.5”</td>
<td>40,000</td>
<td>SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>HMA Digout Repair - 8”</td>
<td>260</td>
<td>TON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>HMA Resurfacing - (Type &quot;A&quot; - 1/2&quot; Mix)</td>
<td>1,840</td>
<td>TON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>HMA Base Lift - (Type &quot;A&quot; - 3/4&quot; Mix)</td>
<td>860</td>
<td>TON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21.</td>
<td>Remove &amp; Replace HMA Dike - Type &quot;A&quot;</td>
<td>1,050</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22.</td>
<td>Remove &amp; Replace HMA Dike - Type &quot;C&quot;</td>
<td>170</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23.</td>
<td>Remove &amp; Replace HMA Dike - Type &quot;F&quot;</td>
<td>1,870</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24.</td>
<td>Remove &amp; Replace HMA Dike - Type &quot;E&quot;</td>
<td>470</td>
<td>LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Quantity</td>
<td>Unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>------------------------------</td>
<td>----------</td>
<td>------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Paving Mat</td>
<td>22,800</td>
<td>SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Adjust Monument</td>
<td>2</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Adjust Sewer Manhole</td>
<td>21</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Adjust Gas Valve</td>
<td>7</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Adjust Water Valve</td>
<td>24</td>
<td>EA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Base Bid: $
CURB AND GUTTER – TYPE “D”

Curb and Gutter – Standard Type “D” shall conform to UCS DWG #105 and UCS DWG #100.

Transverse weakened plane and expansion joints for curb and gutter shall be placed in accordance with Section 73-1.03 of the Standard Specifications. Weakened plane joints shall be in 16’ intervals and expansion joints shall be 48’ on centers.

The edges of the curb and gutter shall be rounded with an edging tool. Weakened plane joints shall be placed in a true straight line which shall be at right angles or radial to the curb line, and at right angles to the surface of the concrete. Weakened planes for curb and gutter shall not exceed one-eighth inch (1/8”) in width and shall be formed by means of an approved weakened plane scoring tool, or a steel bar inserted into the surface to form the weakened plane and removed; or by means of approved strips of forming material which may be left in place. When the forming material is left in place, the top edge shall be slightly below the surface of the concrete. After the surface has been finished, the joint shall be edged with an edging tool having a one-eighth inch (1/8”) radius.

Contractor shall saw cut, demolish, and remove one (1) foot asphalt concrete in front of the lip of gutter, eight (8) inches deep. Paving of 1’ wide x 8” deep HMA plug shall be included in unit price for “Curb and Gutter – Type “D”.

Class II Aggregate Base shall be compacted to 95% relative compaction and will be paid under “Curb and Gutter – Type “D”.

New work adjacent to existing shall match the existing as closely as possible, except where shown on the Plans.

MEASUREMENT

“Curb and Gutter – Type “D” shall be measured by linear foot (LF).

PAYMENT

The contract price paid for each item, shall include full compensation for furnishing all labor, materials including Class II aggregate base, tools, coordinating with utility companies and working around their facilities, equipment, and incidentals necessary to complete the work including structure excavation & backfill, furnishing, placing and removing formwork and false work, reinforcing steel, curing, water testing, saw cutting, compaction, construction and maintenance of temporary path of travel and colorized sample preparation as shown on the Plans and specified herein, for completing in place all the work involved in constructing these items, as shown on the Plans and specified in the Standard Specifications and these Special Provisions, or as directed by the Engineer and no separate payment will be made.

All removed materials, unless otherwise indicated on the Plans or specified herein, shall become the property of the Contractor and shall make arrangements for disposal outside the road right-of-way and no separate payment will be made.
MODIFIED VALLEY GUTTER

Modified Valley Gutter shall be installed per plan and UCS DWG 100 as modified in the plans and these special provisions.

Transverse weakened plane and expansion joints for valley gutter shall be placed in accordance with Section 73-1.03 of the Standard Specifications. Weakened plane joints shall be in 16’ intervals and expansion joints shall be 20’ on centers.

The edges of the valley gutter shall be rounded with an edging tool. Weakened plane joints shall be placed in a true straight line which shall be at right angles or radial to the curb line, and at right angles to the surface of the concrete. Weakened planes for valley gutter shall not exceed one-eighth inch (1/8”) in width and shall be formed by means of an approved weakened plane scoring tool, or a steel bar inserted into the surface to form the weakened plane and removed; or by means of approved strips of forming material which may be left in place. When the forming material is left in place, the top edge shall be slightly below the surface of the concrete. After the surface has been finished, the joint shall be edged with an edging tool having a one-eighth inch (1/8”) radius

Contractor shall sawcut, demolish, and remove 12” asphalt concrete in front of the lip of gutter, 8” deep. Paving of 1’ wide x 8” deep HMA plug shall be included in Valley Gutter unit price.

New work adjacent to existing shall match the existing as closely as possible, except where shown on the Plans. The Contractor shall perform a water test on gutters upon completion of valley gutter construction. The test must be performed in the presence of the inspector and must demonstrate to the Engineer’s satisfaction that positive drainage through the gutter will be achieved with the valley gutter as constructed. If required by the Engineer, the Contractor shall replace any unsatisfactory valley gutter and replace said at no additional cost.

MEASUREMENT

“Modified Valley Gutter” shall be measured by Square foot (SF).

PAYMENT

The contract price paid for each item, shall include full compensation for furnishing all labor, materials including Class II aggregate base, tools, coordinating with utility companies and working around their facilities, equipment, and incidentals necessary to complete the work including structure excavation & backfill, furnishing, placing and removing formwork and false work, reinforcing steel, curing, water testing, saw cutting, compaction, construction and maintenance of temporary path of travel and colorized sample preparation as shown on the Plans and specified herein, for completing in place all the work involved in constructing these items, as shown on the Plans and specified in the Standard Specifications and these Special Provisions, or as directed by the Engineer and no separate payment will be made.

All removed materials, unless otherwise indicated on the Plans or specified herein, shall become the property of the Contractor and shall make arrangements for disposal outside the road right-of-way and no separate payment will be made.
CHECK PLATE INLET COVER

Before ordering the galvanized steel check plates, the Contractor shall schedule a field meeting with the Engineer to confirm the exact dimensions of the drainage structures.

Galvanized steel check plates shall conform to the applicable specifications of ASTM A653, A786, A36, and G-90 galvanized.

The galvanized steel check plates shall be gauge 3 (0.2391 inches) in thickness and have the following mechanical properties:

1. Yield strength = 38 ksi; ultimate tensile strength = 52 ksi

The surface finished of the galvanized steel check plate shall have raised diamond lug pattern that provides skid resistance, slightly shiny silver color, grainy and sparkled surface.

MEASUREMENT
Check Plate Inlet Covers shall be measured by square foot (SF).

PAYMENT

The contract price paid for “Check Plate Inlet Cover” shall include full compensation for furnishing all labor, materials (hot-dip galvanized steel bolts, steel angles, washers and others) and tools as shown on the Plans and specified herein, for completing in place all the work involved in constructing these items, as shown on the Plans and specified in the Standard Specifications and these Special Provisions, or as directed by the Engineer.
10.20 **HMA DIGOUT REPAIR**

Hot Mix Asphalt Digout Repair shall conform to the applicable provisions in Section 39 “Asphalt Concrete” and section 42-3, “Grinding” of the Standard Specifications and these Special Provisions. Digout repair shall consist of grinding and/or excavation and placement of asphalt concrete within the limits (areas & depths) as shown on the Plans or as designated by the Engineer.

No RAP allowed in Hot Mix Asphalt mix design unless approved by Engineer. Petroleum based lubricants are prohibited for use in truck beds, aprons, tools, paver hopper, screed and rakes.

All removed material shall become the property of the Contractor and shall be disposed of outside the right-of-way. The resulting base subgrade shall be recompacted prior to placing new materials as shown on the Plans or specified herein. **Compaction shall be 95 percent relative density minimum.** Soft areas shall be referred to the Engineer for direction. **Edges of existing pavement, where not ground, shall be neatly trimmed.** All existing pavement surfaces and vertical edges shall be applied with a tack coat of SS-1 emulsion.

Prior to placing the HMA all leaves, debris and branches will be removed from the area to be paved.

Hot mix asphalt shall be Type A, ¾ inch maximum with PG 64-16 liquid asphalt.

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Target value limit</th>
<th>Allowable Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1”</td>
<td>100</td>
<td>--</td>
</tr>
<tr>
<td>3/4”</td>
<td>90–98</td>
<td>TV ± 5</td>
</tr>
<tr>
<td>1/2”</td>
<td>70–90</td>
<td>TV ± 6</td>
</tr>
<tr>
<td>No. 4</td>
<td>42–58</td>
<td>TV ± 5</td>
</tr>
<tr>
<td>No. 8</td>
<td>29–43</td>
<td>TV ± 5</td>
</tr>
<tr>
<td>No. 30</td>
<td>10–23</td>
<td>TV ± 4</td>
</tr>
<tr>
<td>No. 200</td>
<td>2.0–7.0</td>
<td>TV ± 2.0</td>
</tr>
</tbody>
</table>

The coarse aggregate shall contain 100% crushed rock. The percentage of crushed particles will be determined by Test Method of No. Calif. 205, except that no particle shall be considered a crushed particle unless it has three or more fractured faces, regardless of size.

See Standard Specification 39-2.02 “Type A Hot Mix Asphalt” for additional HMA mix design requirements. If not prepared specifically for this project, the mix design shall have been done within the last six (6) months.

The Contractor shall submit the following items to the Engineer at least ten (10) working days prior to the placing of any Hot Mix Asphalt Digout Repair:

- A list of material sources
- Aggregate samples per Section 39-1.03C, “Job Mix Formula Submittal,” of the State Standard Specifications
- Asphalt concrete mix design
- Certificate of Compliance per Section 6-3.05E, “Certificates of Compliance” of the State Standard Specifications
The County of Marin will provide independent compaction testing services as it deems necessary. Density will be determined using a nuclear gage. Contractor is solely responsible for constructing the project in accordance with the Plans and Specifications and shall hire their own testing services accordingly.

The Contractor shall verify with the Engineer the location and configuration of all Digout areas prior to starting work. These areas will be the limits of work and no payment will be made for work outside these limits.

Cleveland Avenue shall have a full width digout from 0+00 to 6+50. Digout quantities are shown on Project Plan sheet 2 and will be marked in the field by the engineer upon request by the contractor.

**HMA digout repairs will involve 8” excavation at finish grade and paving back 6” of ¾” HMA Base Lift and 2” HMA Resurfacing. The contractor must place the HMA Base Lift in two lifts.**

The Contractor shall ONLY excavate such digout areas which can be paved back the same day. Where vehicular access is a particular concern, the Contractor shall not excavate far in advance of the paving operations without proper traffic controls and the approval of the Engineer. No excavated digout area shall be left open overnight.

Digout repair areas that are removed by jack-hammering or any other means other than by a mechanical operated self-propelled equipment (such as a grinder and/or excavator) shall be paid for under this item Hot Mix Asphalt Digout Repair and shall be measured by the tons of asphalt concrete placed.

When subgrade is exposed during the digout repair operation, the Contractor shall, as directed by the Engineer, remove unsuitable materials or unstable subgrade using small equipment. The Contractor shall exercise care to avoid unnecessary deterioration of the existing subgrade.

Unsuitable material is defined as material the Engineer determines to be:

1. of such unstable nature as to be incapable of being compacted to specified density using ordinary methods at optimum moisture content; or

2. too wet to be properly compacted and circumstances prevent suitable in-place drying prior to incorporation into the work; or

3. otherwise unsuitable for the planned use.

If subgrade has not been stabilized to 90 percent or greater relative compaction, the first lift of asphalt concrete base shall be “floated” onto the subgrade by means of a small tracked loader, dozer, hand shoveling, and light compaction equipment. In such cases, the initial lift shall then be allowed to thoroughly cool before equipment or traffic is allowed onto the asphalt base course. After cooling, if cracks occur, they shall be marked by the Engineer and dug out by the Contractor and the excavated area filled with fabric and hot asphalt concrete material of a thickness equal to twice the thickness of the adjacent asphalt concrete base.

The Contractor shall make arrangements for the disposal of the excavated materials.
**MEASUREMENT**

Hot Mix Asphalt Digout Repair shall be determined from certified weigh master tickets, relative to the amount of asphalt delivered, placed and compacted. The Engineer shall be supplied with a copy of each certified weigh ticket for the Engineer’s records.

**PAYMENT**

The contract unit price paid per ton (TON) for “HMA Digout Repair” shall include all labor, materials and equipment necessary to complete the work (including excavation, disposal of excavated material and providing and placing asphalt) shown on the Plans and specified herein.

Payment for the removal of unsuitable material and replacement with asphalt concrete shall be included in the unit price.
Please contact bids@marincounty.com with any additional questions.

Bidders shall acknowledge receipt of this addendum as indicated on the Plans per Public Contract Code. Failure to do so may render bidders bid non-responsive.

END OF ADDENDUM