



PUBLIC WORKS DEPARTMENT
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Addendum No. 3

April 3, 2023

City Project No.: 22-001
Citywide Street Rehabilitation and Improvement Project Package 1

Plan holders:

This addendum includes revisions to Plans and Specifications and provides clarifications and answers to questions submitted to the City.

Revisions to Plans and Specifications

The following additions, deletions or modifications shall become part of the Contract Documents:

Strikethrough text (~~text~~) indicates deletions.

Bold Italicized text (***text***) indicates additions

Item No. 1:

Bid opening date is extended with this Addendum. Sealed proposals will now be received by the City Engineer of the City of Turlock, Public Works Department/Engineering Division, 156 S. Broadway, Suite 150, Turlock, California 95380, until **2:00:00 pm (local time) on April 11, 2023.**

Item No. 2:

Q1: Addendum 2 was sent out on 3/3/23 that had extensive changes related to the plans / specs and various items of work. The contractor respectfully requests additional time on top of the current bid date extension of 4/7/23 provided in Addendum 3 to ensure all contract documents and items of work have been covered accurately.

A1: Please refer to Item 1 above. Bidder referred to Addendum 2 issued on 3/3/23 and Addendum 3, but the correct reference would be Addendum 1 on 3/23/23 and Addendum 2.

Item No. 3:

Q2: Traffic control plan sheets on page TC-02/TC-03, sequence of construction, directs the contractor to construct half of the roadway, one block at a time. Note 5 for each stage 1 & 2 for every street indicates that each half of the block must be constructed completely prior to shifting traffic and moving to the subsequent block. This would mean removing asphalt concrete, performing base repairs, pavement grinding, placing aggregate, asphalt concrete paving, and any underground / electrical upgrades to be performed half a block at a time. Some concerns with this

approach are: 1) 120 working days may not be adequate to complete the work with this type of sequencing and, 2) It is not a very sufficient and / or cost-effective way to construct a new roadway system. For paving aesthetics and rideability there would be excessive joints of which could potentially be penetrated with water in the future and create subgrade issues. Please advise if this is how the city intends to construct each street or provide an alternate staging plan?

A2: Plans depict one approach to providing traffic control and constructing the roadway. Contractors may propose a different approach for approval by the City as part of their submittal requirement for Temporary Traffic Control Plan. Contractor's attention is directed to Section 12 "Work Zone Mobility" which is included as part of the Technical Specifications in Section 10 (internal page 32) of Special Provisions.

End of Addendum No. 3