

Purchasing Division

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November 4, 2016

**ADDENDUM #3
SPECIFICATION NO. PW15-34
BID OPEN DATE: November 30, 2016**

To All Bidders of Record:

Acknowledge receipt of this addendum by enclosing one signed copy of this addendum with your bid document. *Failure to do so may subject bidder to disqualification. This addendum form is part of the bid documents. It modifies them as follows:*

1. On Sheet 7 of 17 of the project plans, the eastbound lanes from Station 58+50 to Station 73+56 call for a 2" full-width mill and 2" ARHM overlay. This will essentially replace the asphalt in kind, without raising the crown of the overall height of the road surface. At station 73+56, it calls for ending the 2" full-width mill, but continuing the 2" ARHM overlay. This will result in an increased height of the road surface and thus a bump will be created at the transition at station 73+56. In addition, the cross-hatch pattern depicting the 2" full-width mill does not end, despite the note calling for an end to the 2" full-width mill. Please clarify the city's intent for the eastbound lanes at Station 73+56.

On Sheet 7 of 17 at Station 73+56 Eastbound, End 2" Full-width Mill shall be corrected to read as Continue 2" Full-width Mill. The cross-section shown on the plan depicts the City's intent for lane treatment.

2. Construction Note #47 on Sheet 10 of 17 of the project plans calls to remove and replace the 12"x18" tee and 8" gate valve on the existing 12" ductile iron pipe that runs underneath the railroad crossing. Will the City please provide a cross-section detail and/or profile of the existing pipe at the valve location?

On Sheet 10 of 17 for Construction Note #47, the City will provide a record drawing showing the profile of the existing pipe at the valve location. (See attached Drawing # 86-140A)

3. It is unclear how the City developed the bid quantities for the concrete improvements. Please provide some clarification on how these quantities were reached.

The quantities given in the proposal for concrete improvements are approximate only. Location and area not shown on the plan will be determined and marked by the City inspector.

4. Union Pacific Rail Road (UPRR) Crossing Right of Entry.

When the project is awarded, the contractor will be provided with a link from UPRR to get a contractor's right of entry for work in the UPRR right of way. UPRR will provide insurance language that MUST be used in order to process the request for the contractor's right of entry. This process is 30 days. Flagger cost is \$1,600.00 per day.

Addendum # 3 received: Date: _____

Company

Address of Company

Authorized Signature

City

State

Zip Code

Name and Title, Typed

Telephone Number, Including Area Code