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Addendum No. 3 **July 22, 2026**

City Project No.: 23-052
Geer Road Pavement Rehabilitation Project, Phases 1, 2 and 3

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:

Revise Technical Specs 11.18: HYBRID RADAR/VIDEO DETECTION SYSTEM, sentence 3:

Hybrid radar/video detection system shall ~~to~~ be Iteris Vantage Apex, ***NoTraffic, or approved equal***.

Item No. 2:

Q: With regards to the 11 traffic signal modifications between the three phases, is it your intent to have the electrical subcontractor completely repull new underground signal conductors at each location? After reviewing the electrical plan sheets, we have found inconsistencies between the notes and the conductor schedules.

A: Complete replacement of all signal conductors shall be as follows:

Int #	Intersection	All Signal Conductors to be Rewired
1	Golden State Blvd & Geer Rd	No
2	Canal Dr & Geer Rd	Yes
3	Hawkeye Ave & Geer Rd	Yes
4	North Ave & Geer Rd	Yes
5	Pedras Ave & Geer Rd	Yes
6	Tuolumne Rd & Geer Rd	Yes
7	Minnesota Ave & Geer Rd	Yes
8	Monte Vista Ave & Geer Rd	Yes
9	Christoffersen Pkwy & Geer Rd	No
10	Springer Dr & Geer Rd	No
11	Taylor Rd & Geer Rd	No

Where complete replacement is not required, some existing conductors shall remain and others shall be removed or replaced. Perform the conductor work at each intersection in accordance with the applicable plan notes and conductor schedule.

Item No. 3:

Q: The specs mention that subcontractors are subject to all of the requirements stated herein for the insurance requirements. One of the insurances required for the project is Contractor's Pollution Insurance. Are fence subcontractors doing the fence and gates required to have Pollution Insurance? Please advise and verify.

A: A separate policy is not required provided that the subcontractor's work is covered under the prime Contractor's pollution liability policy.

Item No. 4:

Q: The specs mention that bid item 53 install wood fence is to match existing however we can't tell what materials are being used and the height just by looking at the fence. Please provide spec, height, and detail for the wood fence.

A: Bid Item 53, Install Wood Fence, shall consist of a wood fence matching the height, materials and configuration of the existing fence. The Contractor shall verify existing conditions and coordinate access and construction timing with the Resident Engineer and property owner prior to fabrication and installation.

Item No. 5:

Q: Please provide specs, height, and a detail for bid item 54 wood gate.

A: Bid Item 54, Install Wood Gate, shall match the materials, configuration, and dimensions of the existing gate. The Contractor shall field verify the existing gate and coordinate access and construction timing with the Resident Engineer and property owner prior to fabrication and installation.

Item No. 6:

Q: Bid item 108 – vinyl fence, what color will the fence be?

A: It shall be white and shall match the style and configuration of the existing vinyl fence.

Item No. 7:

Q: I was wondering if there was an asbestos report for the Geer Road Pavement Rehabilitation Phases 1, 2, and 3 Project?

A: No asbestos report is available for the project. In accordance with Section 10.07, the Contractor shall perform asbestos sampling and testing before removing or demolishing existing concrete.

Item No. 8:

Q: Please clarify where Bid Item #73 for Remove Utility Box is located on the plans. We are currently not finding any callouts on the plans for this work to be performed.

A: See Bid Plans - Phase 2- DU-5.

Item No. 9:

Q: Please clarify where Bid Item #74 for Remove Backflow Preventer is located on the plans. We are currently not finding any callouts on the plans for this work to be performed.

A: See Bid Plans - Phase 2- DU-5.

Item No. 10:

Q: The City has stated that the Contractor shall pothole all utilities that may conflict with the work and that payment for such work is included in Bid Item No. 1. Please confirm whether Bid Item No. 1 includes potholing of underground utilities that:

a. Were not shown on the Plans
b. Were not identified in the utility pothole records provided
c. Were not reasonably inferable from the Contract Documents; and
d. Require potholing solely due to post-award USA markings.

If the City's position is that such work is included within Bid Item 1, please identify the assumptions, estimated quantity, quantity range, utility exposure count, utility crossing count, service crossing count, or other measurable basis used by the Engineer in preparing the Engineer's Estimate for this lump sum item.

A: Bid per the Bid Documents. Refer to Addendum No.1, Item No. 2.

Item No. 11:

Q: Please provide any available quantity support documentation, cross-sections, digital terrain information, or other information describing the basis of the Final Pay Roadway Excavation

quantities (Items 26, 80 and 144). Please also include all assumptions used to prepare the Engineer's Estimate for this final pay item.

A: Bid per the Bid Documents. As previously clarified in Addendum No.1, Item No. 1, bidders shall use the revised grading sheets, typical sections, specifications, and bid schedule quantities as the basis for bidding. No additional quantity-support documentation, digital terrain information, native AutoCAD files, or Engineer's Estimate assumptions will be provided.

Item No. 12:

Q: Signal and RRFB traffic handling requirements. Please clarify whether temporary signal operations, signal cutovers, traffic officer support, temporary pedestrian routing, or other intersection-specific measures will be required during signal and RRFB work.

A: Bid per the Bid Documents. The Contractor shall provide all traffic control, flagging, temporary pedestrian routing, and other measures necessary for signal and RRFB work under an approved Temporary Traffic Control Plan. All associated costs are included in Bid Item No. 2, Traffic Control System, per Section 10.03.

Item No. 13:

Q: Bid Items 118 and 119 include checking/testing the school existing irrigation system and modifying the existing school irrigation system for new planting. Section 10.49 requires the Contractor to document deficiencies before modifications, and Section 10.50 requires deficiency documentation to be reviewed and approved before modification work. Please confirm that repairs to pre-existing deficiencies in the school irrigation system discovered during testing will be paid separately and are not included in the lump sum bid item unless specifically shown on the plans. Please provide any known existing irrigation deficiencies or as-built information for bidding purposes.

A: Bid per the Bid Documents. Section 10.49 requires documentation of existing deficiencies. Section 10.50 includes approved modifications, repairs, replacements, adjustments, or upgrades necessary to address identified deficiencies in the lump sum bid item. No known deficiency documentation or as-built information is available.

Item No. 14:

Q: The bid schedule includes landscape maintenance / maintenance and establishment period of 365 days as lump sum items, and Section 10.71 requires landscape maintenance for 365 calendar days beginning on the approved Start of Maintenance Period date. Please clarify how the 365-day landscape maintenance and establishment period will be paid: monthly progress payments, partial at planting acceptance and balance after final maintenance acceptance, or another schedule. Please also confirm whether the 365-day period extends contract time and whether liquidated damages apply during the maintenance-only period.

A: The 365-calendar-day Landscape Maintenance and Establishment Period is separate from the 400 working days allowed for completion of all other Contract work. The maintenance and establishment period shall begin on the Start of Maintenance Period date approved by the Engineer.

The Contractor shall complete all work other than landscape maintenance and establishment within the 400-working-day Contract time. Liquidated damages associated with failure to complete the non-maintenance work within the Contract time will not apply solely because the approved Landscape Maintenance and Establishment Period remains in progress.

Payment for the Landscape Maintenance and Establishment Period will be made in monthly progress payments proportional to the maintenance satisfactorily performed, with the remaining balance paid upon completion and acceptance of the landscape maintenance and establishment work.

Item No. 15:

Q: Section 11 states electrical service for irrigation is included near Calaveras Way, Christoffersen Parkway, and Springer Drive, and Section 11.06 states the City will arrange single-phase electrical service through Turlock Irrigation District and pay TID fees directly, while the Contractor installs conduit and conductor from transformer to service panel per TID standards. Please confirm that all TID service application, service connection, meter, transformer, and utility fees will be paid directly by the City and are excluded from the Contractor's bid. Please provide the TID service point locations, service panel requirements, conductor sizing, and any TID design drawings for bidding.

A: Bid per the Bid Documents. Per Section 11.06, the City will arrange the electrical services and pay Turlock Irrigation District service fees directly. The Contractor shall furnish and install the service equipment, conduit, and conductors in accordance with the Plans and TID requirements. No additional TID design information will be provided.

Item No. 16:

Q: Please confirm that contractors will be given ample time to review any forthcoming addenda and request clarification.

A: The City will issue addenda in accordance with the Contract Documents. Bidders are responsible for reviewing all addenda and submitting requests for clarification before the applicable deadline. No extension of the bid date is anticipated.

Item No. 17:

Q: Please provide all allowable lane closure hours and any restrictions applicable to:

a. Geer Road mainline
b. Signalized intersections
c. School zones
d. RRFB crossing locations
e. Weekend operations

A: Section 5.19 limits work to 7:00 a.m.–5:00 p.m., Monday through Friday; work outside these hours requires prior written approval. Geer Road and signalized intersections shall remain open, with at least one 12-foot lane maintained in each direction. Bid per the Bid Documents.

Item No. 18:

Q: Will multiple work zones be permitted to operate simultaneously within a phase, or will construction be limited to one active work area at a time?

A: Bid per the Bid Documents. Contractor must comply with the approved schedule, traffic handling and staging plans, access requirements, and Section 8.02 project milestones, unless otherwise approved.

Item No. 19:

Q: Section 5.26 requires Geer Road to remain open to traffic at all times with at least one 12-foot lane open in each direction, no night work, and traffic open in all directions including turning movements during intersection reconstruction. Please provide approved traffic handling plans or typical staging details demonstrating how full-depth pavement rehabilitation, FDR, intersection reconstruction, curb/median work, and paving are to be performed while maintaining one 12-foot lane each direction and all turning movements at all times. If the Contractor proposes alternate staging to maintain access and reduce duration, please confirm the review and approval process.

A: Bid per the Bid Documents. Traffic handling and staging shall conform to the Traffic Handling Plans. Per Section 10.03, any proposed alternate staging requires City review and authorization through the Contractor's Temporary Traffic Control Plan.

Item No. 20:

Q: Are detours anticipated or permitted for side street closures, signal modification work, or RRFB installations? If so, will approved detour routes be provided by the City?

A: Bid per the Bid Documents. Section 10.03 permits street closures or detours, if needed, subject to an approved Temporary Traffic Control Plan and City authorization. The Contractor shall propose any detour routes; separate City-prepared detour plans will not be provided.

Item No. 21:

Q: Will police officers or other traffic enforcement personnel be required during any portion of the work, including signal modifications, lane shifts, or intersection construction? If required, please clarify responsibility for associated costs.

A: Bid per the Bid Documents. Police officers or other traffic enforcement personnel are not required.

Item No. 22:

Q: Are 24-hour lane closures allowed provided at least one 12' lane is open for each direction of travel?

A: Yes, Per Section 5.17, the full width of the open lane traveled way shall be open when construction is not actively in progress, including after 4:00 p.m. Fridays, weekends, and designated holidays. At all other times, maintain one 12-foot lane in each direction unless otherwise approved by the Engineer.

Item No. 23:

Q: Reference can be made to note 8 on sheet 56 of the plans. This note requires a temporary traffic signal detection if existing system is damaged or disabled for a period of 5 or more days. Are those days counted consecutively?

A: Yes. The five-day period referenced in Note 8 on Plan Sheet 56 means five consecutive calendar days.

Item No. 24:

Q: Reference can be made to note 1 on sheets 56, 136 and 215 of the plans. Is there any costs associated with the Traffic Control Permit. How many days should the contractor allow for approval of the permit?

A: Bid per the Bid Documents. There is no cost for Traffic Control Permit.

Item No. 25:

Q: Reference can be made to note 11 on sheets 56, 136 and 215 of the plans. Please confirm that work taking place on Geer Road is covered by Traffic Handling Plans included in the project documentation and that no additional plans will be required unless deviated from the plans provided.

A: Per Note 11, Geer Road work is covered by the shown Traffic Control Plans unless Contractor deviates from the plans.

Item No. 26:

Q: Section 2.02, Existing Utilities, Facilities and Site Conditions, states that the Contractor is responsible for verifying existing utilities, facilities, site conditions, and subsurface conditions, and that the City will not be responsible for the type and character of subsurface conditions encountered.

Please clarify whether the City intends bidders to bear the risk of materially differing site conditions, latent conditions, undisclosed utility conflicts, groundwater conditions, hardpan, abandoned facilities, or other unknown physical conditions that were not identified in the Contract Documents and could not reasonably be verified through investigations practically available to bidders during the bidding period.

If so, please identify the specific Contract provisions that allocate such risks to the Contractor and explain how those provisions are intended to be applied in conjunction with Section 5.03, Differing Site Conditions.

A: Section 2.02 requires bidders to investigate conditions reasonably ascertainable during bidding and requires the Contractor to verify and protect existing utilities and facilities during construction. It does not supersede Section 5.03.

Conditions that materially differ from the Contract Documents, the Contractor's job site examination, or those ordinarily encountered shall be addressed in accordance with Section 5.03. The Contractor must promptly notify the City Engineer before disturbing the condition. The City

Engineer will investigate and determine whether an adjustment of time, payment, or both is warranted. Bid per bid documents.

Item No. 27:

Q: Please identify all geotechnical investigations, borings, potholes, utility investigations, test pits, field verifications, CCTV inspections, as-built records, and other information relied upon by the Engineer in developing the plans, specifications, quantities and engineer's estimate.

A: Bid per the Bid Documents. No additional information will be provided.

Item No. 28:

Q: The specifications state that the contractors are responsible for verifying subsurface conditions prior to bidding through borings or other means. Please identify:

a. Locations available for investigation
b. Required permits
c. Traffic control requirements
d. Utility clearance requirements
e. Property access limitations
f. Any restrictions on potholing or borings

A: Bid Documents do not require bidders to perform pre-bid potholing, borings, or other intrusive subsurface investigations. Pre-bid site review shall be limited to nonintrusive observations from publicly accessible areas.

Following award, comply with the applicable Contract Document requirements. No entry onto private property or disturbance of pavement, soil, or existing facilities is permitted without prior authorization.

Item No. 29:

Q: Please identify the subsurface conditions assumed by the Engineer in establishing the design and quantities, including expected groundwater elevation, anticipated hardpan, unsuitable material, trench stability assumptions, and excavation conditions.

A: The Bid Documents do not establish a project-wide groundwater elevation or specific assumptions regarding the presence or depth of hardpan, trench stability, or excavation conditions. Available subsurface information is provided in Appendix A, Final Pavement Report. Refer to Section 10.18A, and Section 5.03.

Item No. 30:

Q: The specifications state that the City will not be responsible for subsurface conditions and the contractors shall verify conditions independently. Please clarify whether bidders are intended to rely on any information furnished by the City concerning existing conditions, utility locations, geotechnical information, as-built records, or design assumptions.

A: Bidders may use the information furnished Bid documents as the basis for preparing their bids, subject to the qualifications and limitations stated in the Contract Documents. Utility locations and

existing-condition information are approximate and shall be verified by the Contractor as required by Sections 2.02, 5.39, and 10.01.

Conditions that materially differ from the information furnished by the City shall be addressed in accordance with Section 5.03, Differing Site Conditions.

Item No. 31:

Q: Section 10.13 Remove Existing Improvements, sub section Clearing and Grubbing states in part that "contractor shall remove all existing abandoned pipeline and conduits of any type or use" on the project. Please clarify the intent of this specification. If contractors are to remove all water lines, sewer lines, storm drain lines and gas lines that have been abandoned on past projects please provide a unit of measure and unit of pay, item description (pipe sizes and types) and plan sheets showing abandoned lines and depths of pipe to be removed. Please also identify if any of these abandoned utilities are encased in concrete or backfilled with CLSM. If this information is not readily available, what assumptions were used to generate the Engineers probable cost for this work.

A: Section 10.13 does not require removal of all abandoned utility facilities throughout the project limits. Removal is limited to abandoned facilities encountered within the excavation or improvement limits that interfere with the work.

With the Engineer's approval, abandoned utility lines and structures that do not require removal may remain in place and shall be filled with slurry or plugged, as applicable. Facilities specifically identified for removal shall be paid under the applicable bid item; otherwise, work required under Clearing and Grubbing is included in the Clearing and Grubbing bid item.

Item No. 32:

Q: Section 5.39 Utility Verification, Delays allows the Contractor 10 days to perform all potholing on the project and submit a Utility Verification Plan for review. Is that 10 days intended to cover potholing for all phases or is that intended as 10 days per phase? Please identify the assumptions used by the Engineer in establishing the 10-day utility verification period, including anticipated pothole quantities, utility exposure counts, utility owner coordination requirements, and review durations.

A: Section 5.39 requires submission of the Utility Verification Plan within 10 business days of Award; it does not require completion of all project potholing within that period. The Engineer has 5 business days to review the plan. Potholing shall be performed sufficiently in advance of the applicable work area or phase. No estimated pothole quantities or additional assumptions will be provided.

Item No. 33:

Q: Please confirm that the City's 10-working-day review period allowed for City review of the Utility Verification Plan will be treated as a City-owned activity and will not consume Contractor float or working days if it impacts the critical path. Please also confirm how delays caused by the utility owner response times, utility conflicts, or redesign resulting from utility conflicts will be compensated.

A: The Engineer's review period for the Utility Verification Plan is five (5) business days. If utility conflicts are identified, the subsequent ten (10) working-day period for the Engineer's response shall be shown as a City-owned activity in the Contractor's baseline schedule.

Entitlement to additional time or compensation resulting from utility-owner delays, utility conflicts, or associated design revisions will be evaluated based on the cause and actual effect on the controlling work, in accordance with the applicable change order, delay, and claims provisions of the Contract Documents. No adjustment will be provided for delays resulting from untimely Contractor coordination.

Item No. 34:

Q: Please clarify whether any utility cover adjustments (lowering and raising), utility relocations, or utility facility modifications will be performed by utility owners versus the Contractor.

A: The plans identify utility work to be performed by parties other than the Contractor within the callouts (e.g., "BY XXX"). Utility work not specifically identified as being performed by others is assumed to be the Contractor's responsibility.

Item No. 35:

Q: Are there any known utility relocations or contracts currently pending that may affect construction sequencing or schedule?

A: Bid per the Bid Documents. Utility-owner work identified in Section 5.38, primarily adjustments of existing facilities to proposed grade, will be performed by the respective utility owners. Contractor-performed adjustments and modifications are identified in the Plans, Specifications, and Bid Schedule. Refer to Addendum No.2, Items 25 and 27.

Item No. 36:

Q: Specs require video of SS and SD mainline. Please confirm no lateral video inspection is required.

A: No. Section 10.09 requires storm drain laterals to and between catch basins to be video inspected as storm drain mains. Sanitary sewer laterals are not required to be fully video inspected; the mainline inspection shall document each lateral connection, including its location, clock position, and a view into the lateral connection for damage.

Item No. 37:

Q: Please detail the process for City review/acceptance of video inspections and time frame contractor should allow for City acceptance.

A: The Contractor shall provide the City at least 48 hours' notice of each inspection and submit the video, inspection documentation, and written certification within 24 hours after the inspection. The Engineer must authorize the certification before HMA placement.

Section 10.09 does not establish a separate review duration. The Contractor shall coordinate the inspection and submittal with the Engineer and account for the required authorization in its construction schedule.

Item No. 38:

Q: Please clarify whether the 14-day limitation referenced in Section 10.09 is measured in calendar days or working days and identify the date from which compliance will be measured.

A: The 14-day limitation shall be measured in calendar days, counted backward from the date removal of the existing roadway begins within the applicable work area. Refer to Section 10.09.

Item No. 39:

Q: Please provide the spacing of existing joints for the SD and SS lines. Since the specifications required 360° inspection of all joints, this information is needed to assist in determining time required for inspections as required in 10.09 of the project specifications.

A: In accordance with Section 10.09, the Contractor shall inspect each joint encountered during the video inspection. Joint-spacing information for the existing sewer and storm drain lines is not available.

Item No. 40:

Q: What are the flows that the contractor should anticipate during inspection. Please advise what an acceptable video entails if the flows are such that an unobstructed video cannot be obtained.

A: Flow data is not available. An acceptable video shall provide an unobstructed view sufficient to document the condition of the pipe, joints, and lateral connections in accordance with Section 10.09. If flow or debris prevents the required inspection, the Contractor shall flush the line and repeat the inspection as necessary.

Item No. 41:

Q: Please confirm bypass pumping will not be required as part of the video inspection.

A: Bypass pumping is not required by Section 10.09. However, the Contractor shall provide all equipment and methods necessary to complete the required video inspections, including a combination hydro-vac flush truck.

Item No. 42:

Q: If debris is found during initial video inspection, please clarify who will be responsible for costs associated with removing the debris.

A: Per Section 10.09, the Contractor shall remove debris and repeat the inspection as necessary. All associated costs are included in the lump sum price for Video Sewer and Storm Drain.

Item No. 43:

Q: Please outline what course of action is to be taken if the integrity of the pipeline is discovered to be marginal during the first video inspection.

A: If the initial video inspection identifies a pipeline condition that may be susceptible to damage from the proposed work, the Contractor shall document the condition and notify the Engineer before proceeding with construction in the affected area. The Engineer will review the documented condition and provide direction regarding the affected work.

Item No. 44:

Q: Please provide a count for the number of laterals that the contractor will encounter. If an exact count is not available, please provide assumptions used to generate the Engineer's Estimate for this item of work.

A: A verified count of existing laterals is not available. Bid Item 9 is a lump-sum item and shall include the inspections required by Section 10.09 for the existing sewer and storm drain facilities within the roadway reconstruction limits.

Item No. 45

Q: Project Specification section 10.18 Earthwork states that "if the top of the existing utility is less than 12" below the bottom of subgrade or less than 15" below the bottom of the subgrade compaction limit for High Risk Utility Facilities", excavation shall be performed with approved means/methods and back filled with CLSM per the shallow alternative pavement section. Can the Contractor assume that the FDR operations can be performed implementing industry standard practices over utilities that have in excess of 12" (common utility) and 15" (high risk utility) of cover from top of facility elevation to bottom of FDR section?

A: Yes. Bid per the Bid Documents.

Item No. 46:

Q: Sections 10.18 and 10-21 require alternate methods where shallow utilities fall within specified clearance thresholds. Please provide all known station/offset locations, depths, and owner information for transmission gas pipelines and other high-risk utilities within the FDR limits. Please confirm the required horizontal and vertical clearance thresholds for FDR and scarification near these utilities, and whether any required alternate section beyond the bid quantity will be paid under the Shallow Utility Alternative Pavement Section item or by change order.

A: Bid per the Bid Documents**.** Known locations and depths are shown on the DU sheets. Per Sections 10.18 and 10.21, minimum vertical clearance is 12 inches for utilities and 15 inches for high-risk utility facilities. No separate horizontal clearance is specified. Actual Shallow Utility Alternative Pavement Section quantities will be measured and paid by square foot under the applicable bid item. Refer to Technical Specs Section 10.23 and Addendum No. 2, Items 1 and 22.

Item No. 47:

Q: Plan sheet 131 detail 2/DU-1 details the dimensions for CLSM backfill referenced for use for utilities that have less than the required clearances from bottom of FDR section. Case B of this detail shows the CLSM extending from the top of utility to the bottom of the FDR. Please confirm the intent of this detail is to place CLSM directly on top of the utility as shown in the detail or is there

some other method that the City would prefer based on utility and pipe type? If so, please provide an alternative.

A: Yes. For Case B, CLSM shall be placed from the top of the existing utility to the bottom of the FDR-C section, as shown in Detail 2/DU-1.

Refer to Section 5.39. The Contractor shall verify the utility type and coordinate with the utility owner before placement. Any alternative method required by the utility owner shall be submitted to the Engineer for approval.

Item No. 48:

Q: Please provide any groundwater elevations, groundwater observations, geotechnical information, dewatering assumptions, or other information relied upon by the Engineer in evaluating groundwater conditions during design. If no such information is available, please confirm that no groundwater information was relied upon in developing the plans, specifications, or Engineer's Estimate.

A: Bid per bid documents.

Item No. 49:

Q: Reference can be made to Bid Item 6 and Section 10.07. Specifications state the ISA plan "identified the potential presence of hazardous materials within the project limits that require further investigation prior to and during construction activities". Please confirm whether the Contractor is responsible only for preparing and implementing the Lead and Hazardous Materials Compliance Plan or if the Contractor must also include all sampling, laboratory testing, notifications, monitoring, handling, profiling, transport and disposal costs for ADL soil, ACCM concrete and lead/chromium striping under bid item 6. If contractor is responsible for these costs, please provide estimated quantities, locations, acceptance criteria and disposal assumptions for bidding purposes. If none are available, please provide any assumptions used to generate the Engineer's estimate of probable costs for this item of work. Please also identify any assumptions used to prepare the Engineer's Estimate, including assumed quantities of impacted soil, ACCM concrete, hazardous striping removal, testing frequency, waste characterization requirements, and disposal classifications.

A: Bid per the Bid Documents. Bid Item 6 includes preparing and implementing the Lead and Hazardous Materials Compliance Plan, including required sampling, testing, notifications, monitoring, handling, and disposal under Section 10.07. No additional information will be provided.

Item No. 50:

Q: The bid schedule includes large concrete removal across curb, curb and gutter, and flatwork removal. Section 10.07 requires sampling/testing of existing concrete prior to demolition if concrete is removed. For existing concrete items that are to be removed, please confirm whether the City has performed any asbestos-containing construction material testing. If no testing has been performed, please confirm whether all asbestos surveys, Certified Asbestos Consultant work, SJVAPCD notifications, testing, handling, and disposal are to be included by the Contractor, and identify the pay item for that work.

A: Asbestos-containing construction material testing has not been performed. In accordance with Section 10.07, the Contractor shall perform the required asbestos survey, sampling, and testing through a Certified Asbestos Consultant; provide applicable SJVAPCD notifications; and handle, remove, and dispose of asbestos-containing materials in accordance with applicable regulations.

This work shall be included in Bid Item 6, Lead and Hazardous Materials Compliance Plan.

Item No. 51:

Q: Section 10.07 states that if roadside soils are disturbed by excavation, grading, trenching, or utility work, the soil must be evaluated for ADL and, where applicable, agricultural chemical residues including OCPs and arsenic. Please provide the specific station limits, lateral limits, depths, and anticipated quantities of soil requiring ADL and agricultural chemical residue evaluation. If these limits are not known, please confirm that any testing handling, profiling, transport, disposal, or treatment of impacted soil beyond normal excavation handling will be paid as extra work.

A: Specific station limits, depths, and quantities of soil requiring evaluation have not been established. In accordance with Section 10.07, the Contractor shall evaluate roadside soils disturbed by excavation, grading, trenching, or utility work for ADL and, where applicable, agricultural chemical residues.

Refer to Section 10.07. Required sampling, testing, handling, profiling, transportation, disposal, or treatment shall be included in the Lead and Hazardous Materials Compliance Plan bid item. This work will not be paid as extra work solely because impacted material is identified through the required evaluation.

Item No. 52:

Q: Section 10.07 states existing white and yellow thermoplastic traffic striping may contain hazardous concentrations of lead or chromium and must either be tested or assumed hazardous if removed by cold planning, grinding, or sandblasting. The bid schedule includes cold planning, thermoplastic traffic stripe, thermoplastic pavement markings, and green MMA pavement markings. Please confirm whether existing traffic striping and markings within cold plane or grind areas may be recycled with the grindings, or whether removed striping/markings must be separated, tested, handled, and disposed of as hazardous waste. If separation or hazardous disposal is required, please provide quantities and identify the applicable pay item.

A: Existing thermoplastic striping and markings disturbed with pavement materials may be recycled with the grindings in accordance with applicable regulations. In that case, separate sampling and analysis of the striping material is not required.

If the removed striping or markings will not be recycled, the Contractor shall either test the material or assume it contains hazardous concentrations of lead or chromium and handle and dispose of it accordingly. Any required testing, handling, and disposal shall be included in Bid Item 6, Lead and Hazardous Materials Compliance Plan. No separate quantities or pay item will be provided.

Item No. 53:

Q: Sheet 55 of the plans shows existing telecom and electrical facilities within the vicinity of the proposed storm drain improvement. Since exact depths of the existing utilities are not called out on

the plans, please confirm that bidders may rely upon the utility elevations and utility relationships depicted in the project cross sections for bidding purposes. If bidders are not intended to rely upon the cross sections, please identify the information relied upon by the Engineer in developing the proposed storm drain improvements.

A: The utility elevations shown in the cross sections are based on available pothole data and interpolation between pothole locations. This information was used in developing the proposed storm drain improvements. Bidders shall verify existing utility locations and depths in accordance with Sections 5.39 and 10.01.

Item No. 54:

Q: Please clarify the City's requirements for temporary ADA-compliant pedestrian detours during sidewalk, curb ramp, and RRFB construction activities.

A: Bid per the Bid Documents. In accordance with Sections 10.03 and 10.15, the Contractor shall maintain ADA-compliant pedestrian access and provide signage and pedestrian rerouting for City authorization before any closure. Pedestrian routes on both sides of Geer Road shall not be closed simultaneously.

Item No. 55:

Q: For the bus shelter resets shown in the bid schedule, is the Contractor responsible for temporary bus stop relocations, transit agency coordination, temporary signage, or other passenger accommodations during construction?

A: Yes. The Contractor shall coordinate the bus shelter resets and any temporary bus stop relocations with Turlock Transit and provide temporary signage and passenger accommodations necessary to maintain bus service during construction. This coordination and temporary work shall be included in the Traffic Control System bid item.

Item No. 56:

Q: During traffic signal modification work, will temporary traffic signal operation, temporary signal equipment, or traffic officer control be required to maintain operations?

A: Existing traffic signals shall remain operational during the work except for temporary shutdowns authorized by the Engineer. The Contractor shall coordinate the work and provide temporary traffic control, including flaggers or traffic officers when required. Temporary signal equipment is not anticipated. Refer to Section 11.

Item No. 57:

Q: May RRFB crossings be temporarily closed during installation activities, or must pedestrian crossing functionality remain active at all times?

A: Per Section 10.03, RRFB crossings may be temporarily closed only under a City-authorized Temporary Traffic Control Plan that maintains pedestrian traffic through an approved detour or alternate route.

Item No. 58:

Q: Please provide the City's anticipated sequencing and staging assumptions utilized in developing the Engineer's Estimate, project duration, traffic control requirements and project milestones.

A: Bid per the Bid Documents. Sequencing, staging, traffic control, contract duration, and milestones are established by Sections 4, 5.26, 8.02, and 10.03 and the Traffic Handling Plans. The Contractor shall prepare its schedule and Temporary Traffic Control Plan accordingly. No additional Engineer's Estimate assumptions will be provided.

Item No. 59:

Q: Reference can be made to the Traffic Handling Plans for the various phases of work. The plans depict the work within each project phase being further divided into individual construction stages. Please clarify whether the staging limits shown on the plans are mandatory and must be followed exactly as depicted, or whether the Contractor may modify stage limits, sequencing, and work areas to improve construction efficiency, pavement quality, public convenience, and overall project delivery, provided that all traffic handling, access, safety, and project milestone requirements are maintained. For example, please confirm whether the Contractor may place the final pavement lift over larger continuous areas, or over an entire phase, after completion of preceding work within that phase, rather than placing the final lift separately within each individual stage, provided all contract requirements are satisfied.

A: The traffic handling and staging shown on the Plans shall be followed unless an alternative is authorized by the engineer. The Contractor may submit proposed modifications to stage limits, sequencing, and work areas, provided all traffic handling, access, safety, phasing, and project milestone requirements are maintained.

Placement of the final pavement lift over larger continuous areas may be proposed as part of an alternate staging plan but shall not proceed without prior City authorization.

Refer to Addendum No. 2, Item No. 23.

Item No. 60:

Q: Please clarify whether the Contractor may place the lower HMA lifts within individual construction stages (including major intersections), then defer placement of the final HMA lift until all stages within a phase have been completed and are available for top lift paving. This approach would allow placement of the final HMA lift in a single continuous paving operation, reducing construction joints, improving pavement smoothness and ride quality, and improving construction efficiency while maintaining all traffic control, public access, and project milestone requirements.

A: The Contractor may place the lower HMA lifts within individual construction stages and defer the final HMA lift for placement in a continuous operation within each phase, subject to prior City authorization of the proposed alternative staging and sequencing.

The Contractor shall maintain all traffic control, access, safety, pavement protection, and project milestone requirements.

Item No. 61:

Q: Please clarify the maximum allowable duration between:

• Cold planning and FDR operations.
• FDR completion and HMA paving.

A: The Contract Documents do not establish a maximum duration between cold planing and FDR-C operations or between FDR-C completion and HMA paving.

The Contractor shall schedule and protect the work in accordance with Section 10.21 and Section 30-4 of the State Standard Specifications. Microcracking of the completed FDR-C surface shall occur 48 to 56 hours after placement. At pavement conform lines, no more than 7 calendar days shall elapse between cold planing the transverse joint and placing permanent surfacing.

Item No. 62:

Q: Does the City have any available staging, stockpile, or material laydown areas that may be used by the Contractor during construction?

A: No. Refer to Section 5.17.

Item No. 63:

Q: Contractors have submitted multiple requests for clarification regarding scope, utility conflicts, subsurface conditions, payment provisions, quantity assumptions, and specification interpretation. Because responses to these requests may generate additional clarification questions or reveal information not previously available to bidders, please clarify whether bidders may submit follow-up questions arising directly from information contained in future addenda or responses issued after the bidder inquiry deadline. If follow-up questions will not be accepted, please confirm that bidders may rely upon a reasonable interpretation of the Contract Documents and information available at bid time where no opportunity exists to seek further clarification.

A: Questions submitted after the bidder inquiry deadline will not receive a response. All addenda become part of the Contract Documents and shall govern bidding; bidders shall not rely on interpretations that conflict with the Contract Documents.

Item No. 64:

Q: As a follow-up to Addendum No. 2, Items 12 and 13, the City has indicated that Exhibit 12-B, Bidder's List of Subcontractors (DBE and Non-DBE), Parts 1 and 2, is required for identification of subcontractors and compliance with applicable subcontractor listing requirements and must be submitted with the bid. Since the Contract Documents already require submission of a subcontractor listing identifying subcontractors in accordance with applicable subcontractor listing requirements, please clarify what additional information is intended to be obtained through Exhibit 12-B that is not already captured on the required subcontractor listing form. Alternatively, if Exhibit 12-B remains a mandatory bid submittal, will the City consider allowing submission of Exhibit 12-B by the apparent low bidder within four (4) business days after bid opening?

A: Bid per the Bid Documents. Exhibit 12-B, Parts 1 and 2, remains a mandatory bid submittal and shall be submitted with the bid, as clarified in Addendum No. 2, Items 12 and 13. Submission after bid opening will not be permitted.

Item No. 65:

Q: Addendum No. 2, Item 22 states that the quantities for Bid Items 34, 87, and 151 were developed from preliminary potholing investigations and extrapolated based on roadway length within each construction phase. Please identify the assumptions used to develop these estimated quantities, including assumed utility depths, utility conflict rates, utility coverage percentages, utility investigation information, and the basis used to extrapolate the estimated quantities throughout each phase.

A: The quantities for Bid Items 34, 87, and 151 are estimates and are not based on predetermined utility depths, conflict rates, coverage percentages, or measured plan limits.

The exact locations and limits requiring the Shallow Utility Alternative Pavement Section are not fully known and shall be determined through the Contractor's required utility verification and potholing. Actual accepted quantities will be measured and paid under the applicable bid item at the contract unit price per square foot.

Item No. 66:

Q: Please confirm the bid proposal is to be submitted to the City of Turlock in sealed envelope and not online at open.gov

a. Currently the project is not listed on open.gov under the City of Turlock tab.

A: Confirmed. As stated in the Bid Documents, Notice to Contractions, the bid proposal shall be submitted to the City of Turlock in a sealed envelope at the address shown on the cover sheet. See Notice to Contractors and Proposal Submittal Checklist.

Item No. 67:

Q: Reference Section 8.02 Project Milestones -

a. The section states when existing asphalt surfaces have been demolished by way of cold planning, the contractor has eight calendar days to perform the related earthwork, grading, and initial paving (first lift) otherwise liquidated damages apply.

I. Would the City be willing to remove all liquidated damages in the FDR -C areas as this duration does not allow for much leeway in the activity and any related underground activities.
II. If no to removing LD's then perhaps extending the duration in the FDR-C areas. i.e. working days as opposed to calendar days. Please advise.

A: No modification will be made section 8.02. Bid per bid documents.

Item No. 68:

Q: Please confirm bid quantities for Cold Planing AC Pavement bid items in each phase are accurate.

A: The bid quantities for the Cold Planing AC Pavement items are correct as shown.

Item No. 69:

Q: Please confirm the variable cold plane activity in the intersections, Phase 1 X-1 Geer Rd intersection for example, are paid for under the roadway excavation bid item and not under the cold plane activity.

A: The variable cold planing work at intersections will be paid under the Roadway Excavation bid item and not under the Cold Plane AC Pavement bid item.

Item No. 70:

Q: Please confirm the anticipated start date for this project and/or end date.

A: The start date will be established by the Notice to Proceed. The Contractor shall begin work within ten (10) working days after the earliest start date stated in the Notice to Proceed and complete all work, including punch list items, within four hundred (400) working days.

Item No. 71:

Q: What is the project duration?

A: Refer to Bid Documents, Agreement, Time for Performance.

Item No. 72:

Q: Lastly, when is the last day to submit questions?

A: Per Bid Documents, Notice to Contractors, questions regarding alleged patent ambiguity of the plans, specifications, or estimate must be submitted in writing at least five (5) business days, not including City holidays, prior to bid opening. After this time, the City will not consider these questions as bid protests.

Item No. 73:

Q: Could you please clarify the exact deadline date for submitting questions/requests for information?

A: Per Bid Documents, Notice to Contractors, questions regarding alleged patent ambiguity of the plans, specifications, or estimate must be submitted in writing at least five (5) business days, not including City holidays, prior to bid opening.

Item No. 74:

Q: Does the Section 10.09 video sewer/storm drain inspection requirement apply to the full pavement rehabilitation limits across all three phases, or only to the areas receiving full-depth reclamation with cement (FDR-C)?

This directly affects the footage of sewer and storm drain main subject to inspection and is a significant driver of pricing for Bid Item 9. We would appreciate a response as soon as possible given the bid date.

A: Section 10.09 applies to existing sewer and storm drain mains within the full-depth roadway reconstruction limits across all three phases, including areas receiving FDR-C or full-depth HMA. It does not apply to areas receiving only cold planing and HMA overlay.

Item No. 75:

Q: We're currently putting together our bid proposal for Geer Road Pavement Rehabilitation Phases 1, 2, and 3. To ensure our numbers are perfectly accurate, could you please clarify:

a. What is the expected project duration/estimated start and end dates?
b. Is this project subject to prevailing wage? If so, could you share the wage determination/rate sheet?

A: Refer to Bid Documents, Agreement, Time of Performance. Time for Performance is indicated in Item 5 on Page 41 of the Specifications. The project is subject to both State and Federal prevailing wage requirements. See Section 5.02 Prevailing wage for clarification. Refer to Addendum No. 2, Item No. 3 for Federal Wage Rates.

Item No. 76:

Q: According to the bid form, the project is divided into 3 phases. Please provide a time line/milestone for each phase for bidding purposes.

A: Bid per the Bid Documents. The Contract duration is 400 working days. No separate completion timeline or milestone is established for each phase. The Contractor shall schedule and sequence the phases in accordance with Sections 5.24, 5.26, and 8.02 and the Traffic Handling Plans.

Item No. 77:

Q: Referring to sheet PP-1 of phase 2 and phase 3, the mulch is shown as dark brown rubber bark mulch. Please confirm the project intends to use rubber mulch to cover the planting area since Rubber mulch is not recommended for planting areas

A: Yes. Dark brown rubber bark mulch, 3 inches thick, shall be installed in the planting areas as shown on the Plans and specified in Section 10.67. The Contractor shall obtain approval prior to ordering and installation.

Item No. 78:

Q: The details on Sheets ID-1 and ID-2 indicate plastic valve boxes for the quick coupling valves, ball valves, remote control valves, and splice boxes. However, city standards specifications require concrete valve boxes with cast iron. Please clarify the intended valve box type.

A:The design intent is to locate valve boxes within planting areas wherever feasible. Plastic valve boxes are intended for installation in planting areas and are acceptable in these locations. Where valve boxes must be installed within sidewalks, concrete pavement, or other hardscape areas, they shall be concrete valve boxes in accordance with City standards and specifications.

Item No. 79:

Q: Referring to sheet IP-1 of phase 2, please provide an as-built for the irrigation system at the Crowell elementary school to verify the existing controller type and the available station. Otherwise, please clarify the wire system of the existing system, conventional or 2-wire system. Also, confirm that the existing controller has enough available stations for the new station added.

A: As-built information for the existing Crowell Elementary School irrigation system is not available. In accordance with Sections 10.49 and 10.50, the Contractor shall field verify and test the existing controller, wiring configuration, and available station capacity before beginning the irrigation work. If modifications are required to serve the proposed planting areas, the Contractor shall submit recommendations to the Engineer for review and approval before proceeding.

Item No. 80:

Q: The trenching detail 5/ID-1 of both phase 2 & 3 specifies clean backfill for trenching pipe. However, the note 2 in the detail requires 4" of sand around the mainline. Please clarify.

A: The detail is intended to require 4 inches of screened sand bedding and surround around the mainline pipe only, in accordance with Note 2. The remainder of the trench shall be backfilled with clean backfill as specified.

Item No. 81:

Q: Per the irrigation legend, sleeves are specified as Schedule 80 (SCH 80). However, the sleeving detail indicates Schedule 40 (SCH 40). Please clarify which sleeve material specification is intended.

A: The Schedule 40 PVC sleeve shown in the standard detail is generally intended for sidewalks and similar hardscape crossings. For this project, particularly in Phase 3 where sleeves are installed beneath roadways to connect raised medians, Schedule 80 PVC sleeves are intended due to the greater loading conditions and need for additional structural protection. Therefore, the Schedule 80 sleeve specified in the irrigation legend reflects the design intent for this project.

Item No. 82:

Q: Please clarify the method to install a sleeve under existing pavement and/or existing streets, boring or sawcutting. If sawcutting is allowed, provide a detail for repairing the existing paved area.

A: The method of installing sleeves beneath existing pavement and/or existing streets is considered the Contractor's means and methods. The Contractor shall select an appropriate installation method (e.g., boring or sawcutting) in accordance with the project specifications and the requirements of the governing agency. If sawcutting is utilized, pavement restoration shall be performed in accordance with the project specifications and applicable agency standards.

Item No. 83:

Q: Per the planting plans on Sheet PP-3 of phase 3, three (3) new trees are shown within existing tree wells without a proposed irrigation system. Please confirm that these trees will be watered by the existing irrigation system. Otherwise, please clarify the method for watering these trees.

A:These trees will be watered by the existing irrigation system.

Item No. 84:

Q: Please confirm that all irrigation systems of phase 2 and phase 3 are domestic irrigation system and no reclaimed water system requirements applies. Otherwise, please advise.

A: Phase 2 and Phase 3 irrigation systems are designed for domestic water.

Item No. 85:

Q: Referring to planting plans of phases 2 & 3, the design is shown only trees with 28' OC spacing. To minimize unwanted weed germination, please confirm that soil amendments for soil preparation are only required around the tree trunk only and soil amendments for the entire planting areas are not required. Otherwise, please advise.

A: Yes. Weed control should be addressed through mulch and proper landscape maintenance.

Item No. 86:

Q: Per the bid item #126 description, “control wire and conduit”. According to the irrigation plans sheets IP-1 & IP-2 of phase 2, there is no wire crossing paving area, therefore wire conduit will not be needed. However, the bid item #126 description states “control wire and conduit”. The item description can be modified to remove “conduit”. Please advise.

A: No new control wire crossings beneath paved areas are shown in Phase 2. However, the Contractor shall field verify the existing school irrigation controller, wiring configuration, and routing before construction. Conduit shall be provided where required based on verified field conditions. Bid Item 126 will remain unchanged.

Item No. 87:

Q: Has the City identified any existing brick-constructed manholes within the project limits? If so, please provide their locations and any associated special construction or replacement requirements.

A: No brick-constructed manholes were identified by the city within project limits.

Item No. 88:

Q: I already received the bid bond on the original form found in the specs. In Add 2 you issued a new form removing the 2nd No. In Project No, do I have to request a new bid bond on the new form or will the original still be sufficient?

A: No. Revised form provided in Addendum No. 2 needs to be used.

End of Addendum No. 3