



City of Guadalupe

2022 Pavement Rehabilitation Project

Bid Addendum #1

Response to Bidder Questions

September 14, 2022

Question: What is the engineer's estimate on this project?

Answer: The engineer's estimate for the base project is \$1.7 million.

Question: Regarding the drought conditions, does the City of Guadalupe intend to sell water for this project at a hydrant meter?

Answer: The City will require a hydrant meter for tracking purposes only. That hydrant meter and any associated water will not have any costs associated with it.

Question: Does the City have a Caltrans Encroachment Permit for work adjacent to Hwy 1? If yes what is the cost for the double permit?

Answer: No

Question: 3. What is the anticipated start date?

Answer: The City would like to start this project as soon as possible after the award date, which is scheduled for October 11, 2022.

Question: Does this project include the Caltrans Standard 9-1.07 Payment Adjustments for Price Index Fluctuations?

Answer: No.

Question: Can the contractor use water curing for the Lime/ Cement Treatment or do you have to use emulsion?

Answer: Yes, but the material must stay moist at all times.

Question: There appears to be two #30 bid items?

Answer: See revised Bid Schedule.

Question: What item does the Contactor put the potholing costs into the bid?

Answer: Addendum No. 1 adds Section TS-1.07(A) Potholing to the Technical Specifications. Payment for Potholing is included in the individual items of work for which it is necessary, as indicated in Section TS-1.08 Payment.

Question: Where are the digouts located for the Alternative bids 1, 2, & 3?

Answer: Unless otherwise shown on the plans, the digouts are located at the curb ramps. On streets to receive an FDR, the digouts at the ramps are on the adjacent streets.

Question: Under what item do the unsuitable areas get paid for or would that be a separate CCO?

Answer: These would be addressed in a separate change order.

Question: Regarding survey, does the engineer have Northing/Easting Coordinate data that will be provided for construction?

Answer: The ramp locations on 10th Street, 12th Street, and 9th Street were surveyed by Geo-West Land Surveys. The ramps at the intersection of Santa Barbara Street and West Main Street were surveyed by Karp Land Surveys. AutoCAD drawings are available for these locations.

All other curb ramps were designed using field measurements and a level survey with local elevation control.

Question: Some ramps (Santa Barbara and La Purisma) show a 2' HMA patch back while other ramps of the exact style (Mahoney and Carlin) do not. Is that intentional or do all ramps get a 2' HMA patch back?

Answer: All ramps on non-FDR streets should have a 2' HMA patch back (digout). On FDR streets, only the side streets should have a patch back.