



ADDENDUM NO.2

Invitation for Bids (IFB) for VCTC Emergency Repairs to Sespe Creek Overflow Railroad Bridge Approach & Embankment

IFB ISSUED JULY 12, 2024

ADDENDUM NO. 1 ISSUED JULY 17, 2024

ADDENDUM NO. 2 ISSUED JULY 19, 2024

The Ventura County Transportation Commission (VCTC) issues this addendum to inform prospective bidders of revisions to the Invitation for Bids package and is hereby made a part of the emergency procurement documents. The following changes, additions, and/or clarifications shall be made to the requirements for the above-mentioned project. In case of a conflict between the original bid package and this Addendum, this Addendum shall govern.

All requirements contained in the bid package shall apply to this Addendum, and the general character of the project called for in this Addendum shall be the same as originally set forth in the applicable portions of the bid documents, unless otherwise specified under this Addendum. All incidental work necessitated by this Addendum, as required to complete this project, shall be included in the bid, although not specifically mentioned in this Addendum.

Prospective bidders shall acknowledge receipt of this Addendum as part of the quote submittal.

MODIFICATIONS TO INVITATION FOR BIDS FOR VCTC EMERGENCY REPAIRS TO SESPE CREEK OVERFLOW RAILROAD BRIDGE APPROACH & EMBANKMENT:

M1: The application for the 401 Water Quality Certification under the Regional General Permit 63 was submitted on July 19, 2024. A copy of the application as described in the solicitation materials is included as Addendum No. 2 - Attachment 1.

M2: The solicitation instructions to submit a quote have been revised to include quote selection criteria as Section 13 "Quote Selection." Please see the revised solicitation instructions in Addendum No. 2- Attachment 2.

M3: Section 3: "Interpretation and Questions" of the solicitation instructions has been revised to correct the contact email from cbrooks@ventura.org to cbrooks@goventura.org and is reflected in Attachment 2.

M4: Attachment 2.C: Exhibit replaces Attachment 2.B: Exhibits in its entirety.

- Exhibits revert to original pile embedment
- Clarify track stationing
- Clarifies Class I riprap placement
- Shows riprap over creek bed to be flush with the creek bed at approximately 430 feet.

M5: Addendum No. 2 – Attachment 3 includes a revised Bid List with updated pile quantities.

M6: The revised special provision for riprap placement of Class 9 riprap was clarified. Please see Addendum No. 2- Attachment 4 for revised special provisions.

CLARIFICATIONS TO VCTC EMERGENCY REPAIRS TO SESPE CREEK OVERFLOW RAILROAD BRIDGE APPROACH & EMBANKMENT:

Q1: Is the Contractor allowed to pump the stream water around the project for the Diversion System if necessary fish screens and protections are put in place? Please clarify.

A1: No. The Contractor will shift the channel and not block any potential odd fry or running Steelhead from completing its mission.

Q2: Does the Agency have an Engineer's Estimate for the project?

A2: An engineer's estimate has been prepared to allow VCTC to compare Contractor quotes to an independent cost estimate. Based on the engineer's estimate the total cost for the project (not including soft costs) is as follows:

LOW: \$1,000,000

HIGH: \$3,200,000

Q3: Can you share the invited Contractor's List for the Project Quote Request?

A3: The list of prospective bidders was included in Addendum No. 1. Two additional firms have been added to the list and are included below for reference:

Security Paving Company, Inc.
 Granite Construction
 Summer Construction, Inc.
 Toro Enterprises, Inc.
 Union Engineering Co., Inc.
 Demo Unlimited
 Foundation Constructors, Inc.
 Griffith Company

Q4: It appears that the Qty's for Item 6-1.1 "Drive Steel Pile (15 Ft 10x60 Each)(Approximately 210ft Barrier @ 2'3" Pile Spacing)" and Item 6-1.2 "Drive Steel Pile (15 Ft 10x60 Each)(Approximately 210ft Barrier @ 2'3" Pile Spacing)" are off.

A4: The confusion seems to be with the stationing. The stationing is on the track and does not follow the path of the wall. The Exhibit Attachment 2.C is included in this Addendum and it clarifies the stationing. In addition, we returned the pile embedment to original. For quantities, please refer to the revised bid list in Attachment 3.

Q5: If you take the length of 210' in the Description and divide by 2.25' plus 1 = 95 ea. If you scale the Barrier Wall it measures 208.75' divided by 2.25' plus 1 = 94 ea. (95 ea. x 15' = 1425lf.)

A5: This comment is no longer applicable please refer to A4.

Q6: If you count the pile on the profile, it is 69ea. (69ea x 15 = 1035 lf) Which is correct?

A6: Refer to answer provided in A4.

Q7: If you plot the new pile on the cross section "View West Facing" 17 of 46 you will see the tip of the new pile tip elevation 425' is almost 3' above the bottom of the Rip Rap. The original tip elevation was 400' and new elevation is 425'.

- a) Should the new pile have some embedment into the river bed?
- b) What is the tip elevation?

A7a) Yes, the new pile should have embedment in the river bed. Attachment 2.C includes revised exhibits to address this comment. Minimum embedment to existing soil is 20 feet everywhere.

A7b) The tip elevation is shown in Exhibit 2.C.

Q8: Is there a bid bond required for this project?

A8: Yes, please refer to Section 7 of the solicitation instructions (Attachment 2) which states, "7. BONDING. Contractor shall provide a bid guarantee equivalent to five percent of the bid price. The "bid guarantee" must consist of a firm commitment such as a bid bond, certified check, or other negotiable instrument accompanying the bid as assurance that the bidder will, upon acceptance of the bid, execute such contractual documents within the time specified. Contractor shall provide the additional bonds in accordance with the requirements outlined in the Template Agreement."

AS A REMINDER, THE DEADLINE TO SUBMIT QUOTES TO CBROOKS@GOVENTURA.ORG IS WEDNESDAY, JULY 24, 2024 @ 4:00 PM (PST).

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