



TOWN OF LOOMIS  
3665 Taylor Road  
P.O. Box 1330  
Loomis, CA 95650  
(916) 652-1840

March 18, 2024

**ATTN:** All Prospective Bidders  
**PROJECT:** Town of Loomis Storm Drain Culvert Replacement Project  
**SUBJECT:** **ADDENDUM NO. 3**  
**ISSUED BY:** Merrill Buck, Town Engineer

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**General:**

This addendum shall hereby be made a part of the contract documents to the same extent as though it was originally included. The Contract Documents are hereby clarified, corrected, or changed as follows:

**Non-Material Change – Bid Opening Date and Time Unchanged**

While this addendum does contain changes to the project requirements, the Town of Loomis has determined that the net effect of these changes does not result in a substantial cost impact on the total bid. As such, the 72-hour rule under Public Contract Code Section 4104.5, of not allowing material changes by addendum within 72-hours of the bid opening, shall not apply. The bid opening date and time shall remain as Thursday, March 21, 2024 at 10:00am.

**Specifications Section 13 – General Construction, Section 13-08, Order of Work**

Section 13-08 shall be deleted in its entirety and replaced with the Section below.

**13-08 ORDER OF WORK**

The Work Areas shown on the title sheet of the plans are suggested as a way of grouping the work so that the disruption to the public is minimized. They were created with the recognition that there is value in allowing more than one location to be worked on at a time for cost and operational efficiencies reasons, but there is concern from the Town's perspective that having too many areas open but not being worked on may generate complaints from the public. To control this, the Town will not regulate the order or grouping of work proposed by the contractor, but will insist upon compliance with the following requirements:

1. Once a contractor starts work on a specific storm drain location, permanent asphalt pavement restoration shall be placed within 20 working days.
2. All open trenches shall be plated, with cutback placed along the edge of the trench plate.
3. If permanent asphalt is not placed as part of the backfill operations, the top two inches shall be filled with asphalt cutback. Cut back shall be monitored and maintained daily until permanent asphalt paving occurs.

4. Since utility conflicts are not anticipated as most of the pipe is being replaced in the same alignment, potholing may be done at each location, in conjunction with trench excavation, as opposed to a stand-alone, separate task that would require a separate mobilization and separate traffic control. At locations with proposed grade changes, the entire alignment, from one side of the street to the other, shall be verified as conflict-free before installing any pipe. (Which would require plating one side of street so that traffic can cross).
5. See the paragraph below for Locations 5, 17, and 18.
6. Contractor shall provide a master schedule incorporating adherence to the above conditions.

Locations 5, 17, and 18 have been determined to be small tributaries that the California Department of Fish and Wildlife (CDFW) regulates as a jurisdictional creek. The Town has a routine maintenance agreement with CDFW for culvert repairs at these locations which the Town will submit a sub-notification form for and pay any required CDFW fees. Because nesting birds are governed under the CDFW permit, work at locations 5, 17, and 18 shall not begin until after August 31, 2024, which coincides with the end of nesting bird season. There may be additional work limitations or requirements indicated by the CDFW upon their review of the sub-notification. Costs for implementing any such requirements would be paid by the Town, or to the Contractor by Change Order.

If work at all other locations is either completed or is being grouped under the Contractor's Master Schedule with Locations 5, 17, and 18 for efficiency or convenience, then the Town would agree to suspending days charged under the contract's duration, to be started back up once work at these locations begins.

All work shall be completed no later than October 15<sup>th</sup>, 2024 (the start of the rainy season) or be subject to removal from the contract scope at no additional cost or damages to the Town.

#### **Early Start:**

It is anticipated that the contract will be awarded to the successful bidder at the April 9, 2024 Town Council Meeting. This targets a May 6, 2024 Notice to Proceed date. The Town is agreeable to an earlier start, if necessary administrative items can be taken care of, including the furnishing of bonds, insurance, executed contract, preconstruction meeting, master schedule, critical submittal review, etc. Should there be an early start, days charged against the contract duration would still not begin until May 6, 2024.

#### **Questions and Answers to Date:**

1. Q: In details 3 & 4 on sheet 28 of 30, where it indicates "2" Grind and Overlay" at the edges of the pavement removal, will the Town allow for a straight "tee" cut and pave back in lieu of the grind?

A: A grind is preferred, as this helps bridge over the reflective crack that might otherwise originate from the trench, however, saw-cutting twice, once for the trench, and once for the asphalt tee would be an acceptable alternative in lieu grinding. Note, if the double saw-cutting alternative was used, the expectation would be that the contractor remove

and replace the full depth of asphalt, whereas a grind could be controlled and limited to a depth of two inches.

2. Q: Would the Town allow road closures with detours? Or night work?

A: The Town acknowledges that some of the roads are narrow and may be challenging to work on, even with a reversible lane for traffic control. Section 17-01, "Maintaining Traffic", indicates that "Full road closures will not be permitted". But given the narrow road constraint, the Town would be willing to consider a road closure with detour plan, *if reasonable*. Reasonableness would be judged at the Town's sole discretion, based upon the degree of inconvenience, complexity or confusion that the road closure and detour creates. Any road closure agreed to must still allow for emergency and local vehicle access, which means that there must be the ability to get a vehicle across the work area without having to wait too long. All locations are adjacent to residential parcels, and as such, night work will not be allowed.

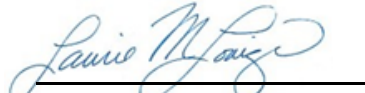
If you have any questions or concerns regarding this Addendum, please contact Merrill Buck at (916) 824-1518. [townengineer@loomis.ca.gov](mailto:townengineer@loomis.ca.gov)

Approved by:

Prepared by:



Merrill Buck, P.E.  
Town Engineer



Laurie Loaiza, P.E.  
Coastland – Engineer of Record

**Acknowledgement of Addendum 3:**

Receipt of this Addendum must be acknowledged by bidders or your bid may be considered non-responsive. Acknowledgement shall be made by signing and submitting **this page** with the bid proposal.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name of Person Signing

\_\_\_\_\_  
Name of Firm