

## **ADDENDUM NO. 1**

**August 7, 2024**

Project: **103 Rocca Road Stabilization and Retaining Wall Project**  
Town of Fairfax and Miller Pacific  
Engineering Group

From: Loren Umbertis  
Public Works Director  
Fairfax, CA 94930

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This Addendum forms a part of the Contract Documents and modifies the original bidding documents as noted below. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to disqualification.

Enclosed herein is Addendum Number 1 for the above referenced project. Addendum Number 1 forms a part of the Contract Documents and modifies OR clarifies the original plans and specifications and shall be acknowledged in the Addendum Acknowledgement page. **All other conditions remain the same.**

### **ADDENDUM NUMBER 1**

1. Sheet 1 (Title Sheet) has been revised to update the Sheet Index so that the Boring Log is included as Sheet 7. Best Management Practices & Details (previously Sheet 7) was changed to Sheet 8.
2. Sheet 2 (Retaining Wall Plan & Profile) was updated to include the approximate location of the geotechnical boring.
3. Sheet 7 was added to include the Boring Log from the geotechnical boring.
4. The requirement for steel posts for the guardrail was removed from the Bid Schedule and Section 2525 of the Specifications since either steel or wood posts will be accepted.

### **Response to Bidders Questions:**

1. Is mesh for retaining wall railing galvanized?  
*Yes. The mesh shall be galvanized per ASTM A1060.*
2. What is the design load for the tiebacks?  
*The design load for the tiebacks is 45 kips. The maximum test load is 60 kips. Please refer to Detail 3 on Sheet 6.*
3. Will any pavement restoration be required?  
*Pavement restoration is not anticipated since the work will occur beyond the roadway.*
4. How will the location of the wall be laid out?  
*The Town will provide construction staking for the center of piles (at the requested offset) for use in the wall layout. Any destruction of stakes by the Contractor shall constitute cause to hold the Contractor liable for*

*the cost of re-staking.*

5. Is there a soils report for the project?

*A geotechnical report was not prepared for the project. A geotechnical boring was completed in 2010 and is included as Sheet 7 in the plans issued as part of this Addendum. The approximate location of the boring is shown on Sheet 4.*

6. The current existing guardrail is a Midwest railing system mounted on wood posts. The specifications on page 149 of the bid packet the Town provided specifies the railing to be mounted on steel posts?

*Wood or steel posts are acceptable. Wood posts shall conform to Caltrans Standard Plan A77L1. Steel posts shall conform to Caltrans Standard Plan A77L2.*

7. Can you please confirm which post system you are wanting to be included in our price?

*Please refer to response to Question 6 above. Either option is acceptable to the Town.*

8. Can you also confirm whether or not you would like blocking for this project, and if so, plastic or wooden? And 8" or 12"?

*Blocking for the guardrails is required. The blocking should conform to the Standard Plans noted in Question 6 above.*

9. Is there a specified / preferred length of the metal panels for the guardrail? I can get pricing for 6ft or 8ft panels?

*Panels should conform to the typical rail element shown on Caltrans Standard Plan A77M1 .*

### **END ADDENDUM NUMBER 1**

Please complete the Addendum Acknowledgement in the Proposal Form acknowledging receipt of this addendum.

Thank you for your interest in this project. If you have any questions regarding this addendum, please contact Loren Umbertis ([lumbertis@townoffairfax.org](mailto:lumbertis@townoffairfax.org)) and Mike Jewett ([mjewett@millerpac.com](mailto:mjewett@millerpac.com)), before 12 PM August 9th, 2023 at Miller Pacific Engineering Group, 707-765-6140. Answers after that time may not be answered due bidding restrictions.

Sincerely Yours,  
LOREN UMBERTIS  
Director of Public Works



### **ADDENDUM NO. 1**

By:  
Mike Jewett, C.E.G. and Scott Stephens, G.E. Miller  
Pacific Engineering Group  
Interim Town Engineer

**A. BID SCHEDULE**

Item	Description	Quantity	Unit	Unit Cost	Extension
1	Mobilization	1	LS		
2	Clearing and Grubbing	1	LS		
3	Demolition and Removal	1	LS		
4	18-Inch Drilled Hole	165	LF		
5	Steel Soldier Pile	253	LF		
6	Timber Lagging	420	SF		
7	Tieback Anchors	5	EA		
8	Steel Waler	25	LF		
9	Backfill	125	CY		
10	Rock Slope Protection	8	TON		
11	Midwest Guardrail System ( <del>Steel Post</del> )	50	LF		
12	Retaining Wall Safety Rail	50	LF		
13	Hydroseeding and Planting	1	LS		
Total					

The costs for any Work shown or required in the Contract Documents, but not specifically identified as a line item are to be included in the related line items and no additional compensation shall be due to Contractor for the performance of the Work.

In case of discrepancy between the Unit Price and the Item Cost set forth for a unit basis item, the unit price shall prevail and shall be utilized as the basis for determining the lowest responsive, responsible Bidder. However, if the amount set forth as a unit price is ambiguous, unintelligible or uncertain for any cause, or is omitted, or is the same amount as the entry in the "Item Cost" column, then the amount set forth in the "Item Cost" column for the item shall prevail and shall be divided by the estimated quantity for the item and the price thus obtained shall be the Unit Price.

For purposes of evaluating Bids, the Town will correct any apparent errors in the extension of unit prices and any apparent errors in the addition of lump sum and extended prices.

The estimated quantities for Unit Price items are for purposes of comparing Bids only and the Town makes no representation that the actual quantities of work performed will not vary from the estimates. Final payment shall be determined by the Engineer from measured quantities of work performed based upon the Unit Price.

SECTION 2525  
MIDWEST GUARDRAIL

PART 1- GENERAL

1.01 SCOPE OF WORK

- A. Work Included – Midwest Guardrail shall include installing guardrail as shown on the Drawings, or as directed by the Engineer.

PART 2 – PRODUCTS

- A. Midwest Guardrail System shall conform to Section 83-2.02 of Caltrans Standard Specifications and shall be galvanized.
- ~~B. Posts shall be steel.~~

PART 3.0 – MEASUREMENT AND PAYMENT

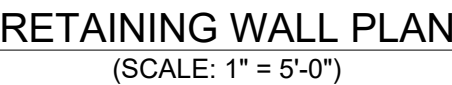
Midwest Guardrail System will be measured by linear feet (LF). The contract unit price paid for linear feet (LF) of Midwest Guardrail System shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the guardrail, including site access, coordination, fabrication, installation, and any other work required to install the guardrail, complete in place, as specified in these Specifications, and as directed by the Engineer.

END OF SECTION









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- RAILING ABOVE, DETAIL 10/SHEET 6
- TOP OF WALL, ELEV = 295.0
- (E) GROUND SURFACE AT BOTTOM OF WALL
- WALER, DETAIL 6/SHEET 6
- TIEBACK, DETAIL 3/SHEET 6
- 4 X 12 PTDF LAGGING
- HEIGHT VARIES, H = 12 FT MAX
- MIN EMBEDMENT DEPTH, D = 13 FT
- BOTTOM OF WALL, ELEV VARIES, BURY BOTTOM 12 IN
- SOLDIER PILE, DETAIL 1/SHEET 6
- 5 FT
- 10 FT
- 1+00 1+10 1+20 1+30 1+40 1+50
- 265 270 275 280 285 290 295 300

### RETAINING WALL PROFILE

**MPEG**

**MILLER PACIFIC  
ENGINEERING GROUP**

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FILE: 201.14 Drawings. Addendum No. 1.dwg

RETAINING WALL PLAN & PROFILE

103 Rocca Drive Stabilization and Retaining Wall Project

Fairfax, California

Project No. 201.140

Designed

RCA

Drawn

RCA

Checked

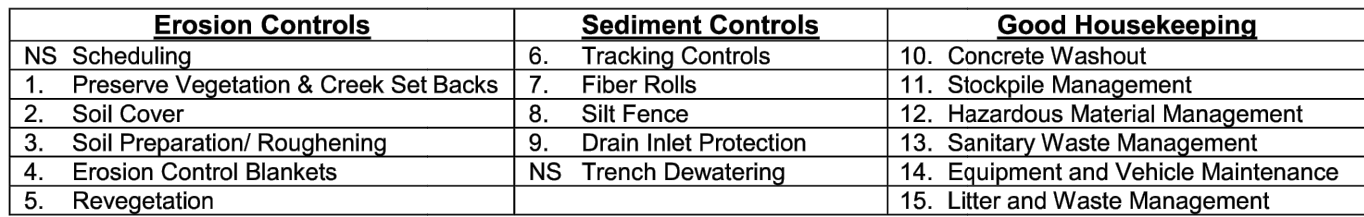
SAS

SHEET

4







**Note:** Select an **effective combination of control measures from each category**, Erosion Control, Sediment Control, and Good Housekeeping. Control measures shall be **continually implemented and maintained throughout the project** until activities are complete, disturbed areas are stabilized with permanent erosion controls, and the local agency has signed off on the project. The contractor shall be responsible for **inspect and maintain the control measures before and after rain events**, and as required by the local agency or state permit.

More detailed information on the BMPs can be found in the related California Stormwater Quality Association (CASQA) and California Department of Transportation (Caltrans) BMP Factsheets. CASQA factsheets are available by subscription in the CASQA Stormwater Engineering Library at <http://www.casqa.org>. Caltrans factsheets are available in the Caltrans BMP Manual March 2003 at <http://www.dot.ca.gov/hq/programs/manuals.htm>. Visit [www.mcsctop.org](http://mcsctop.org) for more information on construction site management and Erosion and Sediment Control Plans.

**If you require materials in alternative formats, please contact  
415-473-4381 voice/TTY or [disabilityaccess@co.marin.ca.us](mailto:disabilityaccess@co.marin.ca.us)**

Control Measure	General Description
<b>Erosion Control Best Management Practices</b>	
N/A Scheduling	Plan the project and develop a schedule showing each phase of construction. Schedule construction activities to reduce erosion potential, such as scheduling ground disturbing activities during the summer and phases of projects to minimize the amount of area disturbed. For more info see the following factheets: CASQA: EC-1; Caltrans: SS-1.
Preserve Existing Vegetation and Creek Setbacks	Preserve existing vegetation to the extent possible, especially along creek buffers. Show creek buffers on maps to identify areas to be preserved in the field. For more info see the following factheets: Caltrans: EC-1; CASQA: EC-2; or Caltrans: SS-2.
2 Soil Cover	Install mulch and straw (or equivalent). For more info see the following factheets: CASQA: EC-3; EC-4; EC-6; EC-7, EC-8; EC-14, EC-16; or Caltrans: SS-2, SS-4, SS-5, SS-6, SS-7, SS-8.
3 Soil Preparation/ Roughening	Soil preparation is essential to vegetation establishment and BMP installation. It includes soil testing and amendments to promote vegetation growth as well as roughening surface soils by mechanical means (e.g., scarification, scarification and deep tilling, etc.). For more info see the following factheets: Caltrans: EC-1; CASQA: EC-3; EC-4; EC-6; EC-7, EC-8; or Caltrans: SS-2, SS-4, SS-5, SS-6, SS-7, SS-8.
4 Erosion Control Blankets	Install erosion control blankets (or equivalent) on disturbed sites with 3:1 slopes or steeper. Use wildlife-friendly blankets made of biodegradable natural materials. Avoid using blankets made with plastic netting or fixed aperture netting. See: <a href="http://www.coastal.ca.gov/nps/Wildlife_Friendly_Products.pdf">http://www.coastal.ca.gov/nps/Wildlife_Friendly_Products.pdf</a> . For more info see the following factheets: Caltrans: EC-3, EC-4, EC-7, or Caltrans: SS-4.
5 Revegetation	Re-vegetate areas of disturbed soil or vegetation as soon as practical. For more info see the following factheets: CASQA: EC-4; or Caltrans: SS-4.
<b>Sediment Control Best Management Practices</b>	
6 Tracking Controls	Stabilize site entrance to prevent tracking soil offsite. Inspect streets daily and sweep street as needed. Require vehicles and workers to use stabilized entrance. Place crushed rock 12-inches deep over a geotextile, using angular rock between 4 and 5-in. Make the entrance as long as can be accommodated on the site, ideally long enough to accommodate the 20 evolution of the vehicle (15-20 feet long for most light trucks). Make the entrance wide enough to accommodate the largest vehicle that will access the site, ideally 10 feet wide with sufficient rail for turning in and out of the site. Rumble pads or rumble rocks can be used in lieu of or in conjunction with rock entrances. Wheel washes are used where space is limited or where the site entrance and sweeping is not effective. For more info see the following factheets: CASQA: TC-1; TC-3; or Caltrans: TC-1; TC-3.
7 Fiber Rolls	Use fiber rolls as a perimeter control measure, along contours of slopes, and around soil stockpiles. On slopes space rolls 10 to 20 feet apart (using closer spacing on steeper slopes). Install parallel to contour. If more than one roll is used in a row overlap roll do not stake in. J-hook end of roll up slope. Install rolls per either Type 1 (stake rolls into shallow trenches) or Type 2 (stake in front and behind roll and lash with rope). Use wildlife-friendly fiber rolls made of biodegradable natural materials. Avoid using fiber rolls made with plastic netting or fixed aperture netting. See: <a href="http://www.coastal.ca.gov/nps/Wildlife_Friendly_Products.pdf">http://www.coastal.ca.gov/nps/Wildlife_Friendly_Products.pdf</a> . Manufactured linear sediment control or compost socks are used in lieu of fiber rolls. For more info see the following factheets: CASQA: SE-5 (Type 1); SE-12; SE-13; or Caltrans: SC-5 (Type 1 and Type 2).
8 Silt Fence	Use silt fence as a perimeter control measure, and around soil stockpiles. Install silt fence along contours. Key all fence into the ground with stakes 30 to 40 feet apart. Do not install fence less than 10 feet back from the slope to allow for sediment storage. Wire backed fence can be used for extra strength. Avoid installing silt fence on slopes because they are hard to maintain. Manufactured linear sediment control can be used in lieu of silt fences. For more info see the following factheets: CASQA: SE-1; SE-12; or Caltrans: SC-1.
9 Drain Inlet Protection	Use gravel bags, (or similar product) around drain inlets located both onsite and in gutter as a last line of defense. Bags should be made of a woven fabric resistant to photo-degradation filled with 0.5-1-in washed crushed rock. Do not use sand bags or silt fence fabric for drain inlet protection. For more info see the following factheets: CASQA: SE-10; or Caltrans: SC-10.
N/A Trench Dewatering	Follow MCTOPPPP BMPs for trench dewatering. <a href="http://www.marincounty.org/deptswrwdvncs/mcstomps/mcstopp/09.pdf">http://www.marincounty.org/deptswrwdvncs/mcstopp/mcstopp/09.pdf</a> . For more info see the following factheets: CASQA: SE-10; or Caltrans: SC-10.
<b>Good Housekeeping Best Management Practices</b>	
10 Concrete Washout	Construct a lined concrete washout away from storm drains, waterbodies, or other drainages. Ideally, place adjacent to stabilizing structure. Clean as needed and remove at end of project. For more info see the following factheets: CASQA: WM-8; or Caltrans: WM-3.
11 Stockpile Management	Cover all stockpiles and landscape material and berm properly with fiber rolls or sand bags. Keep behind the site perimeter control and away from waterbodies. For more info see the following factheets: CASQA: WM-3 or Caltrans: WM-3.
12 Hazardous Materials Management	Hazardous materials must be kept in closed containers that are covered and within secondary containment; do not place containers directly on soil. For more info see the following factheets: CASQA: WM-6; or Caltrans: WM-6.
13 Sanitary Waste Management	Place portable toilets near stabilized site entrance, behind the curb and away from gutters, storm drain inlets, and waterbodies. Tie or stake portable toilets to prevent tipping and equip units with overflow panicle (most vendors provide these). For more info see the following factheets: CASQA: WM-9; or Caltrans: WM-9.
14 Equipment and Vehicle Maintenance	Prevent equipment fluid leaks into ground by placing drip pans or plastic under equipment. Immediately clean up oil spills or leaks. For more info see the following factheets: CASQA: NS-8; NS-9; and NS-10; or Caltrans: NS-8; NS-9; and NS-10.
15 Litter and Waste Management	Designate waste collection areas on site. Use water/treatment drums and trash cans; inspect for leaks. Cover all trash with wet hay and when it is raining or windy, Announce a regular collection schedule. Pick up site litter daily. For more info see the following factheets: CASQA: WM-5; or Caltrans: WM-5.

