ADDENDUM # 1

CITY OF TORRANCE
3031 Torrance Blvd.
Torrance, CA 90503

BID NO. B2021-30

Bid for Furnish and Install New 400-Amp Panel for Future Electric Vehicle Charging Stations, Concrete Pad for Edison's Surface Mounted Transformer and Required Conduits

ADDENDUM # 1- Issued 9/16/21

THE FOLLOWING CHANGES ARE HEREBY INCORPORATED INTO AND MADE A MANDATORY PART OF SUBJECT BID:

CLARIFY: The Bid Due Date remains on **Wednesday, September 22, 2021 by 3:00 PM** in the Office of the City Clerk, 3031 Torrance Blvd., Torrance, CA 90503.

CLARIFY: There was an incorrect amount of conduit listed in the scope of work as 230'. Refer to the map plans from Southern California Edison on pages 19 – 20 of the bid packet for the correct amount of conduit.

CLARIFY: The City approves license "A" General Engineering Contractor to bid the project.

CLARIFY: Per page 18 of the Bid, "Eaton meter main for 6 future level III EV charging stations" is revised to, "Eaton meter main for 6 future **level II** EV charging stations."

Below are questions raised during the job walk and bid preparation period with answers in bold:

1. Regarding New 400-Amp Panel for Future Electric Vehicle Project, is a bid bond required for this project?

There is no bid bond requirement for this project.

2. Is there an engineer's estimate for the project?

There is no engineer's estimate to provide for the project.

3. Trench line to be pass back, T-cap, or overlap trenching?

Reference permanent T-cap repair per City of Torrance - Engineer Department attachment labeled T116-2 on pages 3-6. Asphalt concrete (AC) is 1 inch thicker than existing but no less than 4 inches thick. Crushed miscellaneous base (CMB) is 2 inches thicker than existing but no less than 8 inches thick. Please see the attachment on pages 3-6 of this addendum for more trench backfill & pavement repair information.

4. What are the 400 amp panel concrete slab on grad pad requirements (reinforcement)?

To be a 6 inch slab with #4 rebar 24 inches on center each direction with 6 inch deepened edge (footing).

5. What does Edison recommend/request the depth and width of the pad for surface mount of transformer concrete pad?

Please refer to the work order map plans from Southern California Edison on pages 19-20 of the bid packet. Also located on the City website at: https://www.torranceca.gov/government/city-departments/general-services/construction-maintenance-bids-proposals/b2021-30-bid-to-furnish-and-install-new-400-amp-panel-for-future-electric-vehicle-charging-stations-concrete-pad-for-edison-s-surface-mounted-transformer-and-required-conduits.

6. Requesting the "tie in" information be added on the SCE drawing.

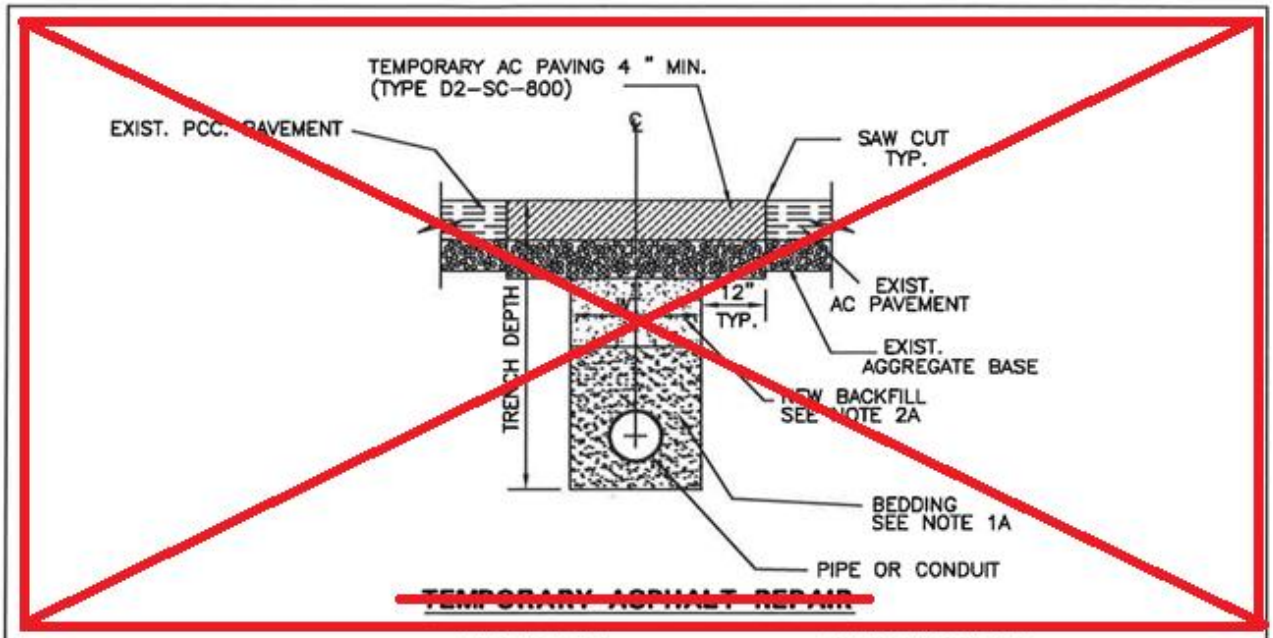
As stated on the bid packet page 18, Edison will perform all tie-ins.

Please return this addendum with your bid proposal. Failure to acknowledge addenda and submit it with your proposal may render the proposal non-responsive and cause it to be rejected. I hereby acknowledge receipt of this addendum.

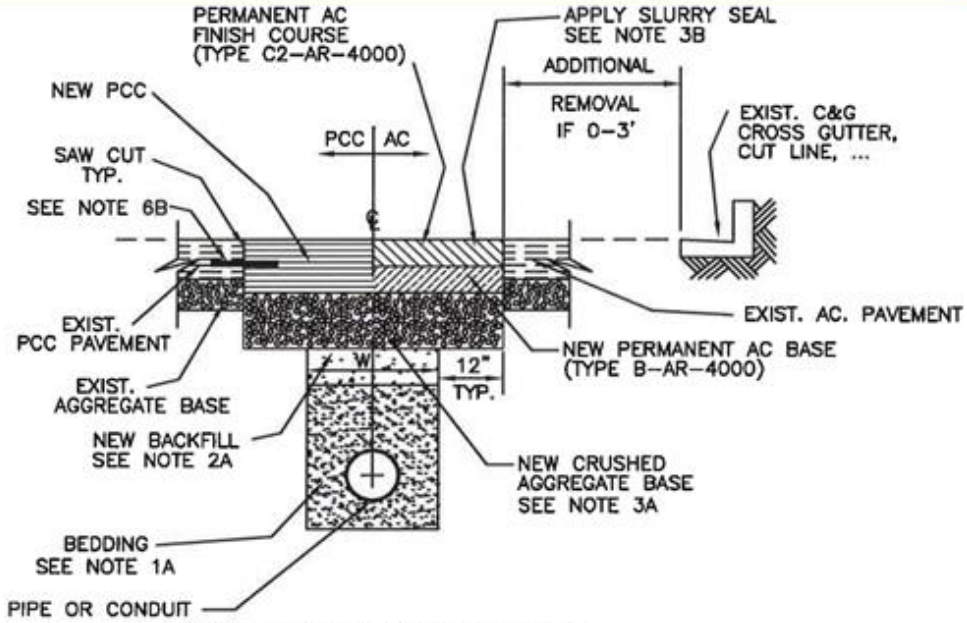
_____
Name of Company

_____
Address

_____
City State Zip Code



~~TEMPORARY ASPHALT REPAIR~~



PERMANENT TRENCH REPAIR

TYPICAL TRENCH SECTION WITHIN ROADWAY

(SEE NOTE 8C FOR EXCEPTION)

CITY OF TORRANCE - ENGINEERING DEPARTMENT

DATE ISSUED	TRENCH BACKFILL & PAVEMENT REPAIRS	STANDARD NO.
10 SEP 2002	RICHARD W. BURTT ENGINEERING DIRECTOR R.C.E. NO. 32862 R.T.E. NO. 1538	T116-2 SHEET 1 OF 4

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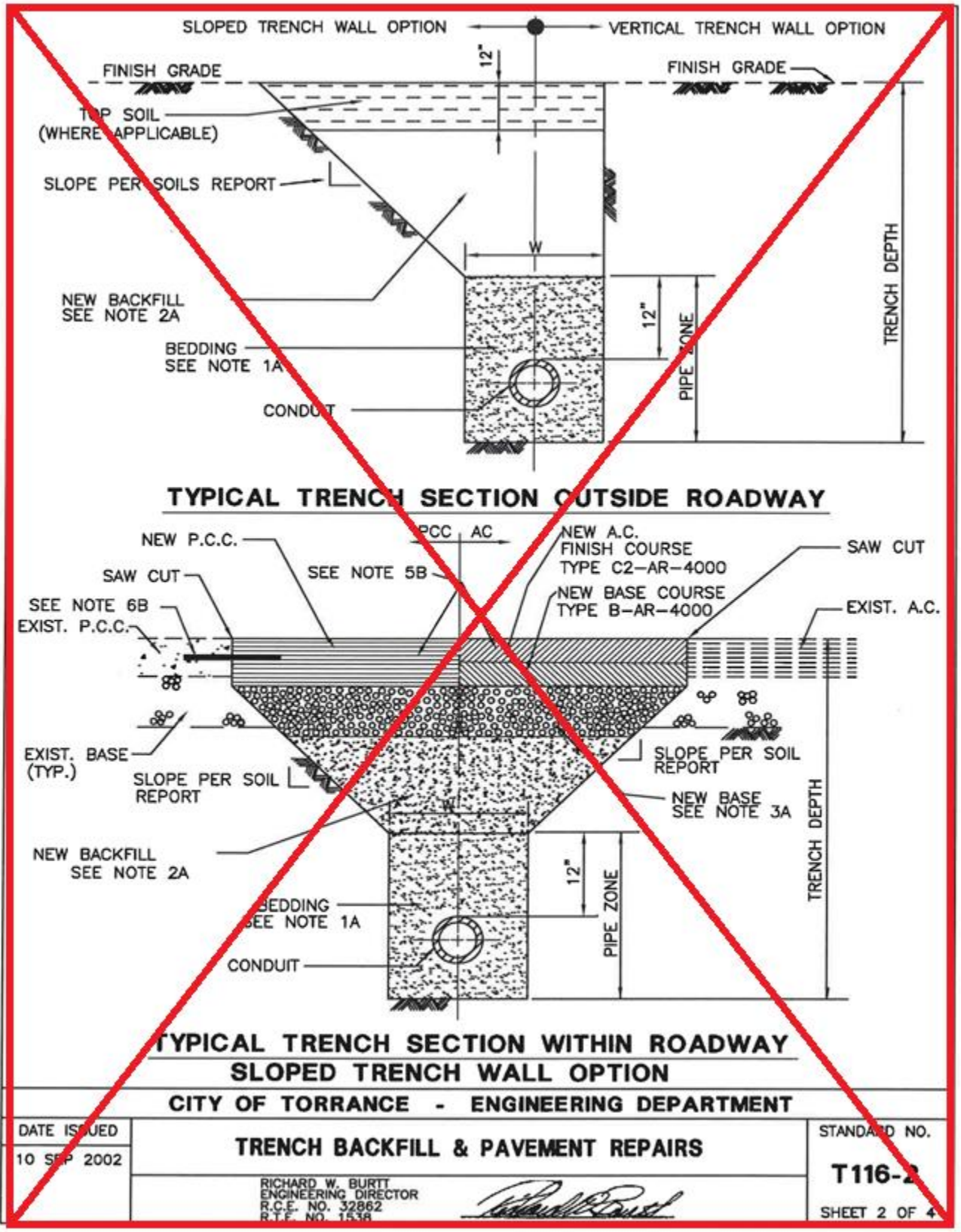
SLOPED TRENCH WALL OPTION
VERTICAL TRENCH WALL OPTION
FINISH GRADE
FINISH GRADE
12"
TOP SOIL
(WHERE APPLICABLE)
SLOPE PER SOILS REPORT
W
NEW BACKFILL
SEE NOTE 2A
BEDDING
SEE NOTE 1A
CONDUIT
12"
PIPE ZONE
TRENCH DEPTH
TYPICAL TRENCH SECTION OUTSIDE ROADWAY
PCC
AC
NEW P.C.C.
SEE NOTE 5B
NEW A.C.
FINISH COURSE
TYPE C2-AR-4000
NEW BASE COURSE
TYPE B-AR-4000
SAW CUT
SAW CUT
SEE NOTE 6B
EXIST. P.C.C.
EXIST. A.C.
EXIST. BASE
(TYP.)
SLOPE PER SOIL
REPORT
SLOPE PER SOIL
REPORT
NEW BASE
SEE NOTE 3A
NEW BACKFILL
SEE NOTE 2A
12"
BEDDING
SEE NOTE 1A
PIPE ZONE
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TRENCH DEPTH
TYPICAL TRENCH SECTION WITHIN ROADWAY
SLOPED TRENCH WALL OPTION
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SHEET 2 OF 4
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NOTES:

BELOW GROUND:

1A. SEE STD. PLAN NO'S T204, T302, AND T701 FOR BEDDING REQUIREMENTS.

2A. FOR TRENCHES WITH "W" GREATER THAN 2' OR IF TRENCH WALLS ARE SLOPED, BACKFILL SHALL BE CRUSHED AGGREGATE BASE, OR NATIVE OR OTHER EXCAVATION MATERIAL WITH AN SE VALUE OF 30 OR GREATER. BACKFILL MATERIAL SHALL BE DENSIFIED TO A RELATIVE COMPACTION OF 95% IN THE UPPER 3 FEET AND TO 90% BELOW THE UPPER 3 FEET. FOR TRENCHES LONGER THAN 200' OR LARGER THAN 1,000 SQUARE FEET A LICENSED SOILS ENGINEER SHALL BE PRESENT TO MONITOR THE NATIVE OR IMPORTED BACKFILL OPERATION AND TEST FOR COMPACTION AT 100' OR 200 SQUARE FOOT MAXIMUM INTERVALS

FOR TRENCHES WITH "W" LESS THAN OR EQUAL TO 2' IN THE ROADWAY, A SAND–CEMENT SLURRY (100–E–100) BACKFILL SHALL BE USED. SLURRY SHALL CURE 16 HOURS MINIMUM PRIOR TO BASE PLACEMENT. RAPID SET CEMENT SLURRY SHALL CURE 1 HOUR MINIMUM PRIOR TO BASE PLACEMENT.

IN AREAS NOT IN EXISTING ROADWAY, BACKFILL SHALL BE COMPACTED TO A RELATIVE COMPACTION OF 90%.

3A. NEW CRUSHED AGGREGATE BASE SHALL BE 2" THICKER THAN EXISTING BASE, BUT NOT LESS THAN 8" THICK.

4A. EXCAVATED MATERIAL NOT APPROVED FOR USE IN TRENCH BACKFILL SHALL BE REMOVED FROM JOB SITE UNLESS OTHERWISE USED IN THE WORK.

5A. WHERE WET, UNSTABLE OR RUNNING SOIL IS ENCOUNTERED, SOLID SHEATHING IS REQUIRED FOR ALL VERTICAL TRENCH WALLS.

6A. ANY SHORING REQUIRED SHALL BE DESIGNED BY A REGISTERED CIVIL OR STRUCTURAL ENGINEER.

7A. "W" SHALL BE MEASURED AT TOP OF BEDDING.

VISIBLE SURFACE:

1B. IF REMAINING AC PAVEMENT BETWEEN EDGE OF TRENCH AND EXISTING GUTTER, CURB, CROSS GUTTER, OR CUT LINE IS LESS THAN 3 FEET IN WIDTH, THEN THIS AC SHALL BE REMOVED AND REPLACED WITH NEW AC PAVEMENT.

2B. THE ENGINEER MAY REQUIRE WIDER REMOVAL AREA THAN THAT SHOWN ABOVE TO SUIT FIELD CONDITIONS.

3B. CRACKS SHALL BE SEALED AND A TYPE 2 SLURRY SEAL COATING WITH 2% LATEX SHALL BE APPLIED FROM LANE LINE TO LANE LINE FOR LONGITUDINAL TRENCHES GREATER THAN 200' IN LENGTH FOR ANY LANE AFFECTED.

4B. THE THICKNESS OF REPLACEMENT ASPHALT SHALL BE A MINIMUM OF 1" GREATER THAN EXISTING AC (2" GREATER IF EXISTING STREET IS PAVED WITH RUBBERIZED AC) BUT NOT LESS THAN 4" (5" FOR RUBBERIZED AC). IF EXISTING PAVEMENT IS PCC, REPLACEMENT CONCRETE SHALL BE AS PER SECTION 201.1 OF THE STANDARD SPECS AND 1" THICKER THAN EXISTING.

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5B. THE NEW FINISH COURSE SHALL BE PLACED FLUSH WITH THE EXISTING ADJACENT PAVING SURFACE – MAXIMUM VARIANCE FROM FLUSH IS 1/8". NEW AC PAVEMENT ADJACENT TO EXISTING EDGE OF PCC GUTTER SHALL BE 3/8" HIGHER THAN EDGE OF GUTTER.

6B. FOR PCC ROADWAY PAVEMENT, DOWEL AT 24" O.C., #4 DEFORMED BAR, 6" EMBEDMENT, AND CENTERED IN EXISTING SLAB WITH 1–1/2" MINIMUM CONCRETE COVER. DOWEL SHALL BE EPOXIED IN EXISTING SLAB AND CAST IN NEW SLAB.

METHODOLOGY:

1C. AT THE END OF EACH WORK DAY, ANY TRENCH IN AN ARTERIAL OR IN ROLLING HILLS ROAD, MAPLE/235TH ST. OR ARLINGTON AVE. SHALL BE COVERED BY NON–SKID STEEL PLATES OR BE PAVED WITH TEMPORARY OR PERMANENT PAVEMENT FLUSH WITH ADJACENT PAVEMENT SURFACES. WHEN NON–SKID STEEL PLATES ARE USED, THEY SHALL BE WELDED, SECURED IN PLACE, RAMPED WITH AC, AND NOT USED FOR MORE THAN 48 CONSECUTIVE HOURS ON THE SAME SEGMENT OF TRENCH. "PLATE AHEAD" SIGN SHALL BE PROPERLY INSTALLED WHEN PLATES ARE IN USE. OTHER CITY STREETS MAY HAVE LESSER REQUIREMENTS AND WILL BE CONSIDERED ON A CASE BY CASE BASIS.

2C. ALL TRAFFIC LANES SHALL BE CLEANED AND RESTORED FOR USE IMMEDIATELY UPON PLACEMENT OF TEMPORARY AC PAVEMENT, TRENCH PLATES AND/OR FINAL AC PAVEMENT.

3C. ALL TRAFFIC STRIPING AND/OR MARKINGS REMOVED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AS DIRECTED BY THE ENGINEER.

4C. TRAFFIC CONTROL SHALL BE PER CITY OF TORRANCE "CONSTRUCTION TRAFFIC CONTROL PROCEDURES ON CITY STREETS" AVAILABLE FROM THE ENGINEERING DEPARTMENT PERMIT COUNTER.

5C. MORITORIUM FOR CUTTING NEW OR RECONSTRUCTED STREETS IS 5 YEARS WITHOUT SPECIAL APPROVAL FROM THE ENGINEERING DIRECTOR. NEW UTILITY SERVICE CONNECTIONS AND SERVICE LINE REPAIRS ARE EXCEPTED IF NOT ABLE TO BE FORSEEN AT THE TIME THE ROADWAY WAS RECONSTRUCTED. APPROVED LONGITUDINAL EXCAVATIONS IN NEW STREETS SHALL REQUIRE THE FULL LANE TO BE GROUND AND OVERLAID.

6C. SLURRY SEALING OF TRENCH AREA MAY BE OMITTED IF PROJECT IS COORDINATED WITHIN ONE YEAR OF A CITY STREET REHABILITATION OR SLURRY SEAL PROJECT.

7C. A COLLECTION DEVICE SHALL BE USED TO COLLECT SEDIMENTS GENERATED DURING SAWCUTTING OPERATION.

8C. TRENCHES WITH "W" LESS THAN 8" WIDE AND LESS THAN OR EQUAL TO 24" DEEP ARE NOT REQUIRED TO USE T–SECTION PAVEMENT CONSTRUCTION, OR APPLY SLURRY SEAL.

9C. ALL PAVEMENT REMOVALS SHALL USE STRAIGHT LINE SAW CUTS A MINIMUM OF 1.5" DEEP.

10C. BORING SHALL BE CONSIDERED AS A CONTINUOUS TRENCH AS FAR AS EXCAVATION REPAIR. POTHOLES LOCATED INTERMITTENTLY WILL NOT BE TREATED AS SEPARATE EXCAVATIONS BUT AS A CONTINUOUS EXCAVATION. THE CITY SHALL RESERVE THE RIGHT TO REQUIRE BORING OR OPEN TRENCH AS THE SITUATION MAY ARISE.

CITY OF TORRANCE - ENGINEERING DEPARTMENT

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