Santa Clara Valley Water District

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February 22, 2021

ADDENDUM NO. 3
TO CONTRACT DOCUMENTS FOR THE
UPPER LLAGAS CREEK FLOOD PROTECTION PROJECT, PHASE 2A
Project No. 26174052     Contract No. C0665

Notice is hereby given to Prospective Bidder that the Contract Documents are modified as hereinafter set forth.

SPECIFICATIONS AND CONTRACT DOCUMENTS

SPECIAL PROVISIONS

1. **ADD** new Paragraph G in Article 14.03.02. Coordination with Others with the following:

   “G. All work required to coordinate with others shall be considered incidental and included in the price bids for the various items of work for which coordination with others is required and no additional payment will be made therefore.”

2. **REPLACE** Paragraph A.8 in Article 17.03.02. Vibration Monitoring with the following:

   “8. Monitoring equipment shall be stationed at or as close as is feasible/practical within the CWL directly adjacent (shortest distance) to the exterior of designated buildings or features on the side facing the Contractor's work site.”

TECHNICAL PROVISIONS

3. **DELETE** Paragraph C in Article 23.21.03. Materials in its entirety.

4. **ADD** new Paragraph C in Article 24.05.01. Scope of Work with the following:

   “C. To keep grout from being rinsed off into storm drains and to keep grout that might migrate into nearby storm drains, pre-excavation surface grouting is not allowed on predicted rain days. For the purpose of this paragraph a ‘rain day’ is whenever the National Weather Service forecasts the next day to have a rainfall of 0.1 inches or greater. The latest a ‘rain day’ is determined is at noon the day before for Tuesday through Friday workdays and at noon on Friday for Monday
workdays. Determination will be made one day earlier if holidays impact the
typical work schedule."

5. **DELETE** Paragraph A.2 in Article 24.06.04.02.A. General and item 8 of Addendum No.
2, in its entirety.

6. **REPLACE** Section 24.09.02.F, item no. 8 in Addendum No. 1 with the following:

   “F. The final liner is reinforced shotcrete applied to the initial ground support for a
   minimum total thickness of 11 inches, **provided there is 3 inches of final shotcrete applied to encapsulate all initial ground support elements.**"

7. **ADD** new Paragraphs F.2, and F.3. to Section 24.09.04 F. Final Shotcrete Lining with
the following:

   “2. Reinforce the final shotcrete liner with welded wire fabric, or approved equal.”
   
   “3. Provide nails or studs to enhance adhesion between the final reinforced
   shotcrete layer and the initial shotcrete lining.”

8. **REPLACE** Paragraph C. in Article 24.10.02. Design Criteria with the following:

   “C. The sound barrier, including any associated gates, shall be twenty feet tall
   except as otherwise noted on the Drawings.”

9. **ADD** new Paragraphs B, C and D in Article 25.01.02. Materials with the following:

   “B. No Reclaimed Asphalt Pavement is allowed in the final/top lift of asphalt
   pavement.
   
   C. The base course of asphalt pavement shall be Type B, ¾ inch maximum
   aggregate size, in accordance with the City of Morgan Hill Standards.
   
   D. The final/top lift of asphalt pavement shall be Type B, ½ inch maximum
   aggregate size, in accordance with the City of Morgan Hill Standards.”

10. **REPLACE** Article 26.13. Sanitary Sewer Bypass with the following:

   “26.13. Sanitary Sewer and Storm Drain Bypass”

11. **REPLACE** Paragraph C in Article 26.13.01. Scope of Work with the following:

   “C. Contractor is responsible to maintain sanitary sewer service at all times. If flow is
   bypassed by pumping, Contractor shall have **set and ready to use** 100%
   redundancy for the entire system, including pipe, pump, and standby power
   equipment. The Contractor is responsible for regulatory agency fines and/or
   property damage costs if the sanitary sewer or bypass system overflows or
   backups occur.”
12. **REPLACE** Paragraph D in Article 26.13.01. Scope of Work with the following:

“D. If grout from the surface grouting program enters into either the sewer pipes or the storm drain pipes, the Contractor shall start cleaning/removing the grout within 15 minutes. The Contractor shall clean/remove the grout from the pipes using hydroflushing equipment or approved equal.”

13. **ADD** new Paragraph E in Article 26.13.01. Scope of Work with the following:

“E. It is acceptable for bypass equipment to be used outside of the construction work limit line (CWL line) with approved traffic control plan.”

14. **ADD** new Paragraph F in Article 26.13.04. Equipment with the following:

“F. The hydroflushing cleaning equipment or approved equal shall either be a combination sewer cleaning truck (aka Vactor truck) with hydroflushing equipment and vacuum equipment or trailer mounted hydroflushing equipment with either vacuum or pump equipment and a 1,000 gallon (minimum) storage tank (aka Baker Tank). In addition to these two acceptable options, the Contractor may submit an alternative method for approval by the Engineer.”

15. **ADD** new Paragraph B in Article 26.13.05. Bypass Capacity with the following:

“B. The storm drain system conveys flows from rainfall as well as urban runoff. The storm drain bypass system shall be capable of bypassing the flows shown in Table 26.13-2. Existing Storm Drain Flows. See Article 24.05.01.C for information on performing grouting during predicted rain events.”

**NOTE:** Article 24.05.01.C is a new paragraph added under item 4 of Addendum No. 2

16. **ADD** Table 26.13-2 to Article 26.13.05.B:

**TABLE 26.13-2**
Existing Storm Drain Flows

<table>
<thead>
<tr>
<th>Existing Storm Drain Diameter</th>
<th>Location</th>
<th>Flow Capacity when no sprinklers or other urban runoff is present (gpm)</th>
<th>Flow Capacity when urban runoff is present (gpm)</th>
<th>Flow Capacity when rain is predicted. See Article 24.05.01.C</th>
</tr>
</thead>
<tbody>
<tr>
<td>18”</td>
<td>Hale Ave C-LINE-1 Station 611+00 to 615+00</td>
<td>0</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

17. **REPLACE** Article 26.13.06.H with:

“H. The Contractor shall have the sewer and storm drain cleaning equipment on-site during grouting operations.”
18. **ADD** additional rows to Table 26.13-1 (Header row shown for clarity)

<table>
<thead>
<tr>
<th>Existing Sewer Diameter</th>
<th>Location</th>
<th>Peak Dry Weather Flow Capacity (gpm)</th>
<th>Peak Wet Weather Flow Capacity (gpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot;</td>
<td>Hale Ave C-LINE-1 Station 610+20 to 612+67</td>
<td>40</td>
<td>80</td>
</tr>
<tr>
<td>8&quot;</td>
<td>Warren Ave upstream (west) of manhole at C-LINE-1 Station 612+67</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>8&quot;</td>
<td>Warren Ave downstream (east) of manhole at C-LINE-1 Station 612+67</td>
<td>40</td>
<td>80</td>
</tr>
</tbody>
</table>

19. **ADD** additional row to Table 26.13-1 (Header row shown for clarity)

<table>
<thead>
<tr>
<th>Existing Sewer Diameter</th>
<th>Location</th>
<th>Peak Dry Weather Flow Capacity (gpm)</th>
<th>Peak Wet Weather Flow Capacity (gpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot;</td>
<td>Nob Hill Terrace (C-LINE-1 Station 605+75 to Station 603+55)</td>
<td>40</td>
<td>80</td>
</tr>
</tbody>
</table>

20. **REPLACE** Paragraph C in Article 29.05.03. Performance Requirements with the following:

   “C. If the eastern box culvert north of Station 615+25 comes in two pieces (for example a U-shape and a flat lid) the top piece shall have a positive connection to the bottom piece to withstand 4 psi of internal pressure (measured at the soffit of the box culvert) exerting an uplift force on the top piece. For box culverts that have an uplift force on the top piece, Contractor shall submit details and calculations stamped and signed by a Civil or Structural Engineer licensed within the State of California, showing the method of attaching the top piece to the bottom piece to prevent uplift.”

APPENDICES

Appendix F

21. **REPLACE** the last sentence in Appendix F. Geotechnical Baseline Report for Nob Hill Tunnel, Section 4.2.1, Overburden, with the following:

   “These materials are surficial and **could be encountered in the low ground cover areas of the tunnel.”**
22. **REPLACE** in Appendix F8. Geotechnical Baseline Report for Nob Hill Tunnel, Section 7.2. Ground Conditions for Tunneling, Ground Class III, on page 12 with the following:

“For baseline purposes, the contractors are to assume the aforementioned Ground Classes apply to the different reaches of the tunnel by percentage as shown in Table 4, Percentage of Ground Classes by Reach, identified by approximate stationing from the start of the tunnel (Sta. 613+22) to the dead-end shotcrete face (Sta. 592+77):

- Reach 1 – Hale Avenue (Sta. 613+22 – Sta. 610+00)

23. **REPLACE** Table 4 to Appendix F8 - Geotechnical Baseline Report on page 26, added under item 20 of Addendum No. 2, with the following:

<table>
<thead>
<tr>
<th>Reach No.</th>
<th>Reach Length (ft)</th>
<th>Ground Classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>322</td>
<td>95% of GC II and 5% of GC III</td>
</tr>
<tr>
<td>2</td>
<td>450</td>
<td>10% of GC I, 85% of GC II, and 5% of GC III</td>
</tr>
<tr>
<td>3</td>
<td>250</td>
<td>95% of GC II and 5% of GC III</td>
</tr>
<tr>
<td>4</td>
<td>950</td>
<td>90% of GC I and 10% of GC II</td>
</tr>
<tr>
<td>5</td>
<td>73</td>
<td>60% of GC II and 40% of GC III</td>
</tr>
</tbody>
</table>

**APPENDIX H**

24. **ADD** Appendix H6 – PG&E Construction Sketch, Intersection of Hale Ave. & Warren Ave. Morgan Hill, CA (ATTACHMENT NO.1)

**MAP AND CONSTRUCTION PLANS**

**DRAWINGS**

25. **DELETE** on Sheet No. TC-4 (Page 22 of 179), General Traffic Control Notes No. 7:

“7. Only one of the following streets can be closed at the same time (Cosmo Avenue TC-2, Spring Avenue TC-3, and Ciolino Avenue TC-4).”

26. **REPLACE** on Sheet No. D-4 (Page 29 of 179), Note 11 with:

“11. See C-3F and C-3G for Utility Relocations.”

27. **REPLACE** on Sheet No. D-5 (Page 30 of 179), Note 10 with:

“10. See Sheets C-4A, C-4B, C-5A, C-5B, and C-6.”

28. **REPLACE** on Sheet No. PP-5 (Page 37 of 179) Note 6 with:

“6. See Sheets C-3G, C-4A, and C-4B, for West Main Avenue Area Improvements. See Sheet C-6 for Warren Avenue Area Improvements.”
29. **DELETE** on Sheet No. PP-10 (Page 43 of 179) Note No. 6:

   “6. Construct pools per detail 5 on Sheet GC-2.”

30. **ADD** on Sheet C-7A (Page 67 of 179) Detail “Sewer S-6 and Water W-4 Plan”, Notes:

   “6. The Contractor may submit a new location for SSMH B1 and SSMH B2 further north (to avoid southern tunnel portal shoring) for review and potential approval by the Engineer.

   7. The Contractor may submit a new location for curb inlet at C-LINE-1 Station 592+80 further south (maximum 10 feet) for review and potential approval by the Engineer.”

31. **DELETE** on Sheet C-7A (Page 67 of 179) Detail “Sewer S-6 and Water W-4 Plan”:

   Delete the northernmost 20 feet of the eastern new gas main which extends from the sidewalk to the center of the street.

32. **REPLACE** on Sheet C-7A (Page 67 of 179) Detail “Sewer S-6 and Water W-4 Plan”:

   Replace the line label “1-½” G” on both the new eastern gas main and the new western gas main with the line label 2” G.

33. **ADD** on Sheet No. TU-1 (Page 89 of 179) the following Table.

   **“Ground Loads by Ground Class”**

<table>
<thead>
<tr>
<th>Ground Class</th>
<th>Equivalent Height for Ground Loads (ft)</th>
<th>Lateral Ground Loads</th>
</tr>
</thead>
<tbody>
<tr>
<td>I(^1)</td>
<td>0.5 B</td>
<td>Little or no side pressure ($K_o&lt;0.5$)</td>
</tr>
<tr>
<td>II</td>
<td>0.7 ($B+H$)</td>
<td>Moderate side pressure ($K_o=0.5$ to 0.75)</td>
</tr>
<tr>
<td>III(^2)</td>
<td>1.1 ($B+H$)</td>
<td>Moderate to considerable side pressure ($K_o=0.5$ to 1.0)</td>
</tr>
</tbody>
</table>

   $B=$excavated tunnel width; $H=$excavated tunnel height; $K_o=$ratio of horizontal-to-vertical pressure

   **Notes:**

   1. Additional loads due to loosening rock blocks are expected but not included in the defined equivalent height.

   2. For reaches where full overburden is less than the defined equivalent height of ground loads, use full overburden for ground loads.

34. **REPLACE** on Sheet TU-8 (Page 96 of 179) the callout that reads “CCTV Relocated Line (See Note 2) with:

   “CCTV RELOCATED LINE (SEE NOTE 3)”
35. **ADD** on Sheet TU-8 (Page 96 of 179) Note 3:

   “3. If Zone 3 surface grouting occurs before the sewer is relocated, the Contractor shall perform CCTV inspection of the existing sewer. If Zone 3 surface grouting occurs after the sewer is relocated, the Contractor shall perform CCTV inspection of the relocated sewer. See Sheet C-7A for sewer relocation information.”

36. **REPLACE** on Sheet No. TU-9 (Page 97 of 179) the callout on Section A that reads “Final Shotcrete Liner” with:

   “FINAL REINFORCED SHOTCRETE LINER.”

37. **REPLACE** on Sheet No. TU-9 (Page 97 of 179) the callout on Section A that reads WWF 6”x6” W1.4xW1.4 WITH 3” CONCRETE COVER with:

   “WWF 6”x6” W14xW14 WITH 3” CONCRETE COVER”

38. **REPLACE** Sheet S-22A (Page 128 of 179) with revised S-22A for Addendum no. 3.

**GENERAL QUESTIONS AND RESPONSES**

**Question 1.** (February 5, 2021)

Regarding the 11” shotcrete final liner required by Addendum 1’s new Article 24.09.02F wording, is the 11” minimum thickness all new shotcrete or the total combined thickness between the initial ground support shotcrete and the final liner shotcrete? Also, is the final liner shotcrete plain shotcrete, fiber reinforced shotcrete or rebar / WWF reinforced shotcrete?

**Response 1.**

The final lining consists of the initial ground support (shotcrete lining with steel ribs, lattice girders, or rock dowels) and a final shotcrete layer with minimum thickness of 3 inches applied to encapsulate all initial ground support elements, and when combined achieves a minimum thickness of 11 inches of composite shotcrete lining. The final shotcrete layer needs to be reinforced with either welded wire fabric, or approved equal, with nails or studs to enhance adhesion between the final reinforced shotcrete layer and the initial shotcrete lining. See item nos. 6, 7, and 36 of Addendum No. 3.

**Question 2.** (February 5, 2021)

The 6”x6” W1.4xW1.4 WWF reinforcing in the 12” thick final invert is very light and not ACI code compliant. Was the reinforcing size shown a typo or indeed the design intent?

**Response 2.**

The final invert slab is being installed to provide a smooth level surface for the culvert and the flow of creek and stormwater. The reinforcement is being added to prevent cracking of the surface if equipment is used to remove sand bars and debris from the...
tunnel. The minimum reinforcement is 6x6 W14xW14 WWF or equivalent with minimum 3 inches of concrete cover. See item no. 37 of Addendum No. 3.

**Question 3.** (February 5, 2021)

There are numerous overhead utilities in conflict with the shoring required for both portals. At the pre-bid meeting, SCVWD stated that some utilities were being relocated prior to construction of this 2A project. Please clearly show which overhead utilities are being relocated so we can properly design and estimate the required portal shoring.

**Response 3.**

Please reference plan Sheet ECTV-0 for utility pole identification. Valley Water continues to work with PG&E, AT&T and Charter to remove Poles Q, R, and U. Please see the PG&E design plan for the utility pole relocation plan (ATTACHMENT NO. 1), this plan is to be added as Appendix H6. See item no. 24 of Addendum No. 3.

At the time of this Addendum, Poles S and T have been installed and the overhead electrical lines have been moved to the new poles. Valley Water is working with the communication providers to relocate their lines and remove Poles Q, R, and U. Valley Water cannot guarantee this relocation work will be accomplished at the time Notice to Proceed (NTP) is granted. In the event these poles have not been removed at the time of NTP, the Contractor shall coordinate with the utility owner for access as indicated on Sheet TU-20 and Article 15.02.03 regarding utility coordination/notification, so no additional compensation will be granted.

**Question 4.** (February 5, 2021)

At the North Portal, there is an existing shorter and lighter colored pole supporting overhead utilities running roughly parallel with the project alignment. These utilities appear to be less than 20’ off of the ground, which in addition to being a conflict for shoring installation, puts them in conflict with the new 20’ tall sound wall. Is this utility being relocated by the District prior to construction. If not, is the contractor allowed to relocate this utility?

**Response 4.**

Please see the Response 3 of Addendum No. 3.

**Question 5.** (February 5, 2021)

Regarding the surface grouting program, if we install the grout pipes at the locations prescribed by the designer and grout in conformance with the very prescriptive methods and equipment shown in the specifications, it should not be the contractor’s financial risk to repair utilities damaged by the owner prescribed grouting program. Please either have the District retain the risk of repairing / replacing utilities damaged by the District prescribed grouting program or allow the contractor to modify the grouting program as we see fit to protect the utilities. Either option would be more fair than the current wording.
Response 5.

There were constraints placed on the tunnel alignment. The ground cover over the tunnel is less than 2 tunnel diameters along portions of Hale Avenue, portions of Nob Hill Terrace, and on the south side of Nob Hill along Del Monte Avenue. The ground above the tunnel needs to be improved by grouting to aid in tunnel crown stability. The plan is to preinstall the primary and secondary grout sleeves. The grouting program is intended to inject grout with increasing pressures and changing the mixes in the primary grout holes to obtain ground penetration and to improve the ground conditions in the tunnel crown. The utilities are required to be inspected prior to grouting to assess integrity of the exiting systems. Geotechnical instrumentation is required to monitor for ground heave and settlement. Utility monitoring points are required to monitor the response of the utilities to the grouting program. Bypass pumping and CCTV inspections are required to stop grouting if infiltration of grout is seen in a damaged utility. Grouting needs to stop if and when utilities are affected. If the data indicates movement of utilities or the ground surface, then grouting needs to stop. The intent of the grouting is to avoid damaging the existing utilities. If the ground is rock-like and will not take the ground improvement efforts, then the ground conditions should be providing the ground arching needed for a stable tunnel. As the tunnel is being excavated, the geotechnical instrumentation will be monitored. If ground movement and ground settlement is detected, the contractor will be asked to inject more grout into the ground using the secondary grout sleeves to attest the ground movement and help to stabilize the tunnel crown. The grouting program is designed and intended to address the low ground cover conditions, improve the ground in the crown before tunneling, improve the ground in the crown during tunneling, and improve the ground after tunneling, if needed. Valley Water is paying for the installation of all grout sleeves and the connection to the grout sleeves. Valley Water is paying for all grout injected into the ground. Valley Water is paying for the geotechnical instrumentation and utility monitoring. Valley Water is asking for the grouting to stop before utilities are damaged. Based on the actual encountered conditions, the contractor is asked to move sleeves as needed and to monitor grouting to protect the existing utilities.

The surface grouting program cannot be disregarded if not deemed effective by the contractor. As stated above the grouting program is intended to be used before, during, and after tunneling if needed for ground improvement. As noted above, the grouting equipment needs to remain on-site during tunneling.

Question 6. (February 5, 2021)

You appear to be incorporating the initial lining into the overall final lining as referenced by your 11-inch minimum thickness. Please provide design requirement for the initial lining.

Response 6.

See item no. 33 of Addendum No. 3 for the ground loads for the design of the initial ground support.
**Question 7.** (February 5, 2021)

Specification Section 24.05.02. Design Criteria states in paragraph C. the following: Use cement grout for ground improvement and stabilization. Further, specification section 24.05.06.01.E.3. states the following: The maximum injection pressure (refusal pressure) for pre-excavation surface grouting shall not be more than 1.1 psi/ft of cover to a maximum pressure of 20 psi unless acceptable to the Engineer. The intent of surface grouting is "...to improve ground stabilization in the crown for construction in the low cover areas indicated on the Drawings." (section 24.05.01 Scope of Work) Boreholes SB-8 and SB-12 are boreholes in areas with a low cover above the tunnel. Reviewing the SB-8 Packer Testing Field Data Sheets (Page E-7 and E-8) which showed no water being pushed into the ground suggest that a thicker cement grout mix cannot penetrate the ground either. The Grain Size Test Results for SB-8 (Figure D-16, D17, and D-18) with a fines content of more than 15% suggest a similar outcome. Reviewing SB-12 Packer Testing Field Data Sheets (Page E-14) which showed no water being pushed into the ground suggest that a thicker cement grout mix cannot penetrate the ground either. The Grain Size Test Results for SB-12 (Figure D-20, and D-21) with a fines content of more than 15% suggest a similar outcome. Please confirm that surface grouting can be disregarded if not deemed effective by the Contractor.

**Response 7.**

See Responses 5 and 43 of Addendum No. 3

**Question 8.** (February 5, 2021)

Please indicate what is meant by minimum 11-inch final lining. If Santa Clara Valley Water Authority is designing the final liner and it consists of enough final liner together with the initial liner to get to 11-inches what would cause the contractor to use more than 11-inches.

**Response 8.**

Any overbreak, over excavation, construction tolerance, and over-spraying of shotcrete would result in a final lining thicker than 11 inches minimum, which is acceptable as long as the finished tunnel geometry meets the clearance requirement specified on contract documents. Also see Response 1 of Addendum 3.

**Question 9.** (February 5, 2021)

Spec Section 17.03.02 Vibration Monitoring Par A.3 states "This work shall consist of vibration monitoring as a means of identifying the need to take precautionary measures due to excess vibration from construction activities at the location shown in the table "Building/Feature Movement, Crack, and Vibration Minimum Monitoring Locations," of these Specifications. The minimum number of vibration monitoring locations for the Base Bid Items, with possible multiple monitoring devices at some, or all of the locations." Please provide the Building/Feature Movement, Crack, and Vibration Minimum Monitoring Locations table.
Response 9.

The Building/Feature Table required for vibration monitoring is Table 15-1 “List of Existing Structures and Features Requiring Evaluation” in accordance with Article 15.04.04 of the Project Specifications.

Question 10. (February 2, 2021)

The Stationing shown on Geotechnical Investigation Figure 6 (Geotechnical Longitudinal Section) appears to be incorrect. The station at the Open Channel is shown as 614+00. Please clarify.

Response 10.

There is a typographical error on Figure 6 (Figure Title: Geotechnical Longitudinal Section of Tunnel Alignment) in the report titled: Geotechnical Investigation Nob Hill Tunnel Upper Llagas Creek Flood Protection Project, Santa Clara County, California dated February 22, 2019 in Appendix F7. See Project Plan Sheet PP-5A for correct stationing.

Question 11. (February 2, 2021)

Drawing TU-8 includes a reference to an existing 8"SS that indicates “CCTV relocated line (See Note 2)”. Please clarify if the Contractor is required to relocate this 8"SS. Additionally, Note 2 refers to a gas line relocation instead of a SS. Please clarify.

Response 11.

See item no. 34 and 35 of Addendum No. 3.

Question 12. (February 2, 2021)

Please provide manhole locations and maximum flow rates for the 18"SD and 8"SS shown on drawing TU-6 so that we can determine the scope and limits for bypass pumping.

Response 12.

Sheet TU-6 shows the northern end of the tunnel on Hale Avenue in the vicinity of Warren Avenue. Please refer to Sheets D-6, PP-6, C-6, and HAU-1 for manhole locations. The sewer system in this area flows north on Hale Avenue to Warren Avenue then east on Warren Avenue. The next SSMHs downstream of the Hale/Warren intersection are approximately 140 feet and 340 feet east of the Hale/Warren intersection. Please see item no. 4, 10, 12, 13, 14, 15, 16, 17, and 18 of Addendum 3.
Question 13. (February 2, 2021)

Please provide manhole locations and maximum flow rate for the 8”SS shown on drawing TU7 so that we can determine the scope and limits for bypass pumping.

Response 13.

Sheet TU-7 shows the tunnel at the intersection of Nob Hill Terrace and Del Monte Avenue. Please refer to Sheets D-6, D-7, PP-6, and PP-7 for sewer manhole locations. The sewer system in this area flows north on Del Monte Avenue then east on 2nd Street. The next SSMH downstream of the Del Monte/Nob Hill Terrace intersection is approximately 150 feet north in the intersection of Del Monte Avenue and 2nd Street. The next SSMH downstream of the intersection of Del Monte Avenue and 2nd Street is 200 feet east on 2nd Street.

The existing 6” sewer on Del Monte Avenue from C-LINE-1 Station 603+50 to Station 602+25 is a terminal sewer (i.e. no sewer segments are upstream) and therefore flows to manage on this sewer segment (Del Monte Avenue south of Nob Hill Terrace) are the sewer laterals entering the sewer segment from the adjacent properties. See item no.19 of Addendum No. 3.

Question 14. (February 2, 2021)

Please provide manhole locations and maximum flow rate for the 8”SS shown on drawing TU8 so that we can determine the scope and limits for bypass pumping.

Response 14.

Sheet TU-8 shows the southern end of the tunnel on Del Monte Avenue. Please refer to Sheets D-8, PP-8 and C-7A for sewer manhole locations. This existing sewer on Del Monte Avenue from C-LINE-1 Station 591+50 to Station 593+25 is a terminal sewer (i.e. no sewer segments are upstream) and therefore the flows to manage on this sewer segment are the sewer laterals entering the sewer segment from the adjacent properties.

Question 15. (February 8, 2021)

Specification 29.05.03.C requires the Contractor to calculate and determine if uplift occurs for the cantilevered wall, if uplift is a design consideration then the Contractor is to design and provide details signed by a licensed engineer for measures to resist uplift. This should be the responsibility of your design team, if the Engineer requires additional measures to be taken, then those details should be provided to the Contractor prior to bid for consideration in their pricing. Please provide details of work that should be incorporated in the contractor's pricing.

Response 15.

If the box culvert comes in two pieces (for example a U-shape and a flat lid) and the box culvert was to be surcharged, the box culvert would need to be designed to withstand that internal pressure (uplift) on the soffit of the box culvert and therefore the top piece will need to have a positive connection to the bottom piece. The eastern box culvert north of Station 615+25 will experience internal pressure. The eastern box culvert north
of Station 615+25 shall be designed to withstand internal pressure if that box culvert comes in two pieces. See item no. 20 of Addendum No. 3.

**Question 16.** (February 8, 2021)

Sheet TC-4 (pg 22 of 179), Note 7: When will Cosmo Ave and / or Spring Ave be closed? Where are sheets TC-2 and TC-3?

**Response 16.**

Coordinated closure of Cosmo Avenue and Spring Avenue with Ciolino Avenue is not required for this Project. TC-2 and TC-3 are plan sheets for the Upper Llagas Creek Flood Protection Project Phase 2B. Note 7 shall be removed from Sheet TC-4. See item no. 25 of Addendum No. 3.

**Question 17.** (February 8, 2021)

Sheet D-4 (pg 29 of 179), Note 11: Where is sheet C-3B?

**Response 17.**

Sheet C-3B is not associated with this construction contract. Note 11 on Sheet D-4 is updated accordingly. See item no. 26 of Addendum No. 3.

**Question 18.** (February 8, 2021)

Sheet D-5 (pg 30 of 179) – it appears trees 4237, 4238, 4239, 4240 and perhaps other trees have grown inside the CWL above the tunnel portal shoring and soundwall (see sheet TU-18). How will Valley Water handle the inevitable damage to these trees.

**Response 18.**

Tree No. 4237, 4238, 4239, 4240 shown on Sheet D-5 are to remain in place. Trees No. 4237 – 4240 and others trees designated to remain in and adjacent to the project limits shall be inspected by the Contractor’s Arborist prior to clearing and grubbing work in accordance with Article 22.02.01.G. Necessary preparatory activities to preserve trees, such as pruning for equipment clearance or preventative root pruning shall be overseen by an International Society of Arboriculture Certified Arborist in accordance with Article 10.17 of the Specifications.

**Question 19.** (February 8, 2021)

Sheet D-5 (pg 30 of 179), Note 10: Where are sheets C-4 and C-5?

**Response 19.**

Sheet C-4 was split into Sheets C-4A and C-4B for clarity. Sheet C-5 was split into Sheets C-5A and C-5B. See item no. 27 of Addendum No. 3.
Question 20. (February 8, 2021)

Sheet PP-5 (pg 37 of 179), Note 6: Where are sheets C-4 and C-5?

Response 20.

Sheet C-4 was split into Sheets C-4A and C-4B. Sheet C-5 was split into Sheets C-5A and C-5B. See item no. 28 of Addendum No. 3.

Question 21. (February 8, 2021)

Sheet PP-10 (pg 43 of 179), Note 6: Where is sheet GC-2?

Response 21.

Sheet GC-2 is not part of this construction contract and is not needed to construct the improvements shown on PP-10. See item no. 29 of Addendum No. 3.

Question 22. (February 8, 2021)

Sheet C-7A (pg 67 of 179), Note 2: The new sewer lateral will need to be shifted to the North to avoid a conflict with the shoring for the Southern tunnel portal. We suggest the 1.5" gas main (note 5) be relocated further North to allow the sewer to be installed North of the curb inlet shown on sheet PP-8 (note 9).

Response 22.

Please refer to Appendix H1 of the Specifications. The design alignment of new 2-inch gas mains will be at approximately back of existing sidewalk. Contractor shall verify the location of the new gas mains in accordance with the requirements of Article 26.05.03.A. There is some flexibility for the location of re-located sewer main. The new curb inlet at C-LINE-1 Station 592+80 acts as a drop inlet and as an air vent for the tunnel transition. There is some flexibility for the location of the new curb inlet (air vent) along the curb, but there is no flexibility for the location of the air vent connection to the tunnel. Final location adjustments the curb inlet and air vent shall be submitted for review and approval by the Engineer. See item no. 30, 31, and 32 of Addendum No. 3.

Question 23. (February 8, 2021)

Specification section 23.21.03.C. references armoring aggregate shown on PP-63. Where is sheet PP-63?

Response 23.

Sheet PP-63 is not included in this contract. See item no. 3 of Addendum No. 3.

Question 24. (February 8, 2021)

Addendum #1 Item 8 specifies 11-inch minimum shotcrete finish for final liner drawing TU-09. What is the minimum cover over the inside face of the steel rib? Does the 11-inch min. thickness start from the outside face of the tunnel rib so as not to encapsulate any lagging?
Response 24.

See Response 1 of Addendum No. 3.

Question 25. (February 8, 2021)

Construction Sequence Note on Dwg. TC-4 says “IT IS ACCEPTABLE TO CONSTRUCT THE PROJECT IN THIS ORDER:

DEL MONTE AVENUE STAGE 3, DEL MONTE AVENUE STAGE 2, DEL MONTE AVENUE STAGE 1, CIOLINO AVENUE STAGE 3, CIOLINO AVENUE STAGE 2, AND THEN CIOLINO AVENUE STAGE 1”

i. Is this the only sequence “acceptable“ to the Owner? Are we allowed a variance to this sequence?

ii. Are we allowed to work in multiple locations simultaneously?

iii. If the specified sequence shall be followed, the tunnel will be connected to the transition structure from underground after completion of the Del Monte Ave. Stage 3. Is it the intention of the specified sequence by the Owner?

Response 25.

i. The sequence presented on TC-4 is not the only acceptable order. The Contractor may submit for review and approval by the Engineer an alternate sequencing/staging plan provided the alternative sequencing meets all the regulatory requirements, can facilitate the various utility relocations while maintaining the utility’s required level of service, adhere to the traffic control requirements, and comply with the Specifications.

ii. The Contractor is allowed to work in multiple locations simultaneously, provided they have an approved sequencing plan.

iii. The Tunnel Transition Structure No. 2 (transition from tunnel to single box culvert) construction would occur during the Del Monte Avenue State 3 sequence and the Tunnel Transitions Structure No. 3 (transition between single box culvert and double box culvert) would occur during the Del Monte Avenue Stage 2 sequence, The Contractor may submit an alternate sequencing/staging plan for review and approval by the Engineer.

Question 26. (February 8, 2021)

Spec Section 17.03.02 Vibration Monitoring Par A.4 states "At minimum, for the locations listed in the table, vibration monitoring and recording shall be performed within 200 feet of the said locations during the course of all activity, and for other significant impact work as determined by the Engineer". Par A.8 states "Monitoring equipment shall be stationed within 3 feet of the exterior of designated buildings on the side facing the Contractor's work site. For buildings whose frontage exceeds 200 feet, at least 2
monitors shall be utilized at that location." Please confirm that the vibration monitoring is to be performed within 200 feet of the locations listed in the table.

Response 26.

Existing Structure/Features in Table 15-1 of the Project Specifications shall be monitored for vibration within 200 feet of the structure or feature listed in the table in accordance with Section 17.03.02.A.4. See item no. 1 of Addendum No. 3.

Question 27. (February 8, 2021)

Regarding the Nob Hill Tunnel Pre Excavation Surface Grouting, Specification Section 24, item 24.05; the Specifications call for using variable mixes and pumping rates as requested by the Engineer at the site. Therefore, to make the pay items equitable and fair to all parties, we request adding a pay item "Per Shift" as follows;

--- Per 8-hour Straight-Time Shift including Four Workers and One Set of Grout Mixing and Pumping Equipment.

--- Allow 40 shifts for bidding purposes.

Response 27.

See Responses 5 and 43 of Addendum No. 3

Question 28. (February 9, 2021)

Please confirm that 4"HP gas main replacement at the intersection of Hale Ave & West Main Ave shown on sheet C-4A and Appendix H5 will be performed by PG&E.

Response 28.

The 4" HP gas main replacement at the intersection of Main Ave and Hale Ave shown on Sheets C-4A and Appendix H5 shall be coordinated and installed by the Contractor. PG&E will deactivate existing 4” gas main once the newly relocated gas line is installed and PG&E will make the final tie-in connection. All other work will be performed the Contractor, unless otherwise directed by PG&E. The work to furnish and install the relocated 4” gas line, including materials, labor, tools, test, equipment, trenching, remove abandoned 4” gas main coordination with PG&E and surface restoration shall be included in Bid Item No. 26-16, Hale Avenue Extension -Rule 20 in accordance with Article 26.05.02.

Question 29. (February 9, 2021)

Please confirm that the 1 ½" gas mains shown on drawings C7A and C7B and 2" gas mains in Appendix H1 on Del Monte Ave are the same.

Response 29.

The relocation of the 1-½” gas main to two 2” gas mains as shown in Appendix H1 and on Sheets C7A and C7B will be installed by PG&E. The contractor shall verify
completion the relocation work, including as-built conditions, prior to construction at this location in accordance with Article 26.05.03.A.

Question 30. (February 9, 2021)

Please confirm that 4” HP gas main relocation at Dunn Ave & Del Monte Ave intersection in Appendix H3 will be performed by PG&E.

Response 30.

The 4” HP gas main relocation work at Dunne Avenue and Del Monte Avenue intersection as shown in Appendix H3 shall be performed by the Contractor, except PG&E will perform the initial work to isolate/disconnect their gas main and PG&E will also complete the final connections to re-energize their gas main. The Contractor shall coordinate with PG&E to have PG&E cut-off and isolate their existing gas main so the Contractor may construct the project improvements (i.e. box culverts). The Contractor shall perform all trench excavation, traffic control, backfill, shoring, etc. necessary to construct the proposed Project improvements, including utility relocations as shown on the Drawings and as specified in the Specifications. The Contractor shall install all infrastructure, pull boxes and vaults necessary to relocate PG&E’s gas main, including excavation, materials, trench backfill, and incidentals as required. Contractor shall coordinate with PG&E for PG&E to perform the work to connect and reactivate the relocated or reinstalled gas main. In accordance with Article 26.05.03.03.A.2 “Electrical and gas relocation work shall be constructed by the contractor as shown on the Drawings and in accordance with direction from PG&E, and as approved by the Engineer.”

Question 31. (February 9, 2021)

Sheet S-22A section A refers to Sheet TU-21 for connection details. TU-21 is not included with the plans. Please provide sheet TU-21.

Response 31.

The reference to TU-21 on Sheet S-22A is out-of-date. Sheet TU-21 does not exist. Other items on Sheet S-22A are also out-of-date, therefore a new Sheet S-22A is being issued. See item no. 38 of Addendum No. 3.

Question 32. (February 9, 2021)

Portal excavation equipment is required to comply with the restrictions for a gassy tunnel, the actual field conditions for this work makes the occurrence extremely unlikely, is it necessary to price this requirement, as it adds unnecessary cost for the portal excavation work?

Response 32.

See item no. 5 of Addendum No. 3
Question 33. (February 9, 2021)

Addendum #2, Item 20; there appears to be a discrepancy in the total tunnel length. Please confirm that the percentages of ground class in Reach 4 shown in the addendum are consistent with the length of Reach 4 as stated in the GBR.

Response 33.

The lengths in the Appendix F8 Table 4 provided in Addendum No. 2 were not consistent with the drawings and GBR. See item no. 23 of Addendum No. 3 for updated table.

Question 34 (February 10, 2021)

Drawings PP-5 and PP-8 indicate that the tunnel starts at station 613+21.98 and ends at station 592+77 which yields a total tunnel length of 2,045 LF. GBR Section 2.0 indicates that the tunnel length is “about 2,010 feet”. GBR Section 7.2 indicates that the tunnel starts at station 613+10 which yields a total tunnel length of 2,033 LF. Finally, GBR Appendix F8 Table 4 (per Addendum 2) indicates by simple addition a total tunnel length of 2,133 LF. Please clarify which is correct?

Response 34.

The tunnel starts at Sta. 613+21.98 and ends at Sta. 592+77, which yields a total tunnel length of 2,045 LF. References in the GBR in Sections 2.0 and 7.2 will be updated. See item no. 23 and response 35 of Addendum No. 3.

Question 35. (February 10, 2021)

Addendum #2 response to Question # 11 is incomplete. Item #19 of Addendum #2 addresses only the language in “the first bullet”. However, reading further in this same Section 1.3 states “Project design elements that are the contractual responsibility of McMillan Jacobs and are specifically addresses within this GBR include: 1., 2., and 3. Initial ground support for the tunnel excavation based on ground class”. Please clarify whether the Contractor is required to design the initial ground support?

Response 35.

It is the contractor’s responsibility to define the requirements of initial ground support measures and associated tunnel excavation and initial ground support installation sequence based on the ground classes specified in GBR. Also see response 6 of Addendum No. 3 for ground loads for the initial ground support design.

Question 36. (February 10, 2021)

Specification 24.07.05.06.A indicates that geologic mapping data will be used by the Engineer and Valley Water to determine the linear feet of each Ground Class in the tunnel” and that “bidders should allow an average of 15 minutes per round in the tunnel heading for interruption to the excavation cycle to perform mapping”. The geologic conditions described in the GBR (“completely weathered rock is anticipated to fast ravel within the tunnel arched roof and to ravel in the sidewalls”) will likely mandate immediate installation of the initial lining and preclude safe access in the heading. Please clarify.
Response 36.

The initial ground support should be installed as mandated by the ground conditions. Tunnel inspector(s) will be in the tunnel to document the ground conditions during excavation and work with the contractor to establish the Ground Class. As the ground conditions improve, time should be allotted for geologic mapping as stated.

Question 37. (February 10, 2021)

Reference Section A on Drawing TU-9. Please provide the vertical dimension from the control point to the tunnel spring line.

Response 37.

The vertical dimension from the control point to the tunnel spring line is 5'-0." The station markers should be mounted to the wall of the tunnel 4'-6" off the finished floor elevation.

Question 38. (February 10, 2021)

GBR Section 7.2 indicates that “grouting from the surface to the tunnel crown” is required for each of Reaches 1, 3 and 5. However, the grout zones (Drawings TU-6, TU-7 and TU-8) are each shorter than their corresponding Reaches defined in the GBR. If the GBR governs, then additional grout holes will be required. Please clarify whether the Contractor will be compensated under bid item 24-2 for additional grout holes and for grout installed in order to comply with GBR 7.2.

Response 38.

Refer to specification Article 2.01 regarding precedence of bid documents. The reaches were rounded to the nearest 50 or 100 station. The grout zones are shown on the drawings. See item no. 22 of Addendum No. 3.

Question 39. (February 10, 2021)

The response to Question 14 in Addendum No. 2 indicates that “overbreak” is not included in measurement calculations for id Item 42-4. However, the Contract does not define or provide dimensions to calculate the volume of “overbreak” to be excluded from payment. Please clarify how overbreak will be measured for the purposes of excluding it from payment under Item 42-4.

Response 39.

Bid item No. 42-4 is paid for by neat line measurements of the designed tunnel volume as shown on the drawings and as specified in the Specifications. Since final surface of the tunnel will not be measured as payment for Bid Item No. 42-4, overbreak will not be measured and therefore will not be included as part of the payment quantity.
Question 40. (February 10, 2021)

Addendum 2, Item 15. Indicates that compliance with CARB 435 requires composite sampling at one per 1,000 tons which is further defined as “approximately 400 cubic yards”. Please clarify that the Contractor will be compensated for 400 cubic yards under item 42-4 for each composite sample taken.

Response 40.

Bid item No. 42-4 is paid for by neat line measurements of the designed tunnel volume as shown on the drawings. The Contractor will be paid per cubic yard of the tunnel’s designed volume.

Question 41. (February 10, 2021)

GBR Section 7.2 specifies baseline “Ground Conditions for Tunneling”. In this section, the characteristics for Ground Class III refers to GBR section 4.2.1. However, the referenced section 4.2.1 indicates that “[t]hese materials are surficial and will not be encountered within the tunnel zone”. Please clarify which is correct.

Response 41.

Based on boring SB-8A-5B, the tunnel could encounter some colluvium at the portal/tunnel transition at Sta. 613+22 within Reach 1. Based on borings SB-12 and SB-13, the tunnel will encounter colluvium within Reach 5 as the tunnel exits Nob Hill on the south end of the tunnel alignment. See item no. 21 of Addendum No. 3.

Question 42. (February 10, 2021)

Spec Section 22.05.06 Testing and Monitoring (22.05 Control of Water) states: “Diversion and Dewatering System. The Contractor shall retain an independent third-party monitor to conduct daily visual monitoring and record keeping of the diversion and dewatering systems (401 Permit page 7 of 23) and/or conduct water quality monitoring and reporting should diverted water be discharged to receiving waters (i.e. waters of the state).” Please confirm that the daily monitoring by an independent third-party monitor is limited to days on which construction activities occur.

Response 42.

In accordance with Article 22.05.06, daily visual water quality monitoring and record keeping will occur during the period in which diversion and/or dewatering systems are in place. Water quality monitoring and reporting shall be conducted anytime water is discharged to receiving waters. Monitoring of the water quality by the independent third-party monitor shall be conducted for the duration of the diversion, dewatering system, or discharge; this is not limited to days on which construction activities occur.

Question 43. (February 10, 2021)

Regarding your response to question 25 provided in Addendum 2, How will the contractor be compensated for the additional efforts you enumerate in your response?

Response 43.
The grouting will be completed in phases with primary and secondary grout holes. The primary holes will be completed before tunnel excavation is started. The grout pressures will start with the 1.1 psi/ft criteria. Contractor may submit a proposal for review and possible acceptance by the Engineer to increase the grout pressure if greater grout penetration is needed to stabilize the encountered ground conditions. The contractor is paid for the drilling of the grout sleeves and connection to them in accordance with Bid Item 24-2, Nob Hill Tunnel – Grout Hole Drilled and Connected. The grout is paid by the sack in accordance with Bid Item 24-3, Nob Hill Tunnel – Sack of Cement.

**Question 44.** (February 10, 2021)

Regarding the Nob Hill Tunnel Pre Excavation Surface Grouting, Specification Section 24.05.06; the Specifications call for using variable mixes and pumping rates as requested by the Engineer at the site. Therefore, to make the pay items equitable and fair to all parties, we request adding a pay item "Per Shift" as follows; --- Per 8-hour Straight-Time Shift including Four Workers and One Set of Grout Mixing and Pumping Equipment. --- Allow 40 shifts for bidding purposes

**Response 44.**

See Responses 5 and 43 of Addendum No. 3
ATTACHMENT NO. 2

REVISED PLAN SHEET S-22A
SOLICITATION NO.:
FILE NAME:
DRAWN BY:
CHECKED BY:
DESIGNED BY:

DESCRIPTION

1
D
3
C
2
4
5
A

MARK APPR DATE:
FILE NUMBER:
SIZE:

CONTRACT NO.:
SHEET NUMBER
PAGE OF

US Army Corps of Engineers

FLOOD PROTECTION PROJECT
UPPER LLAGAS CREEK
SANTA CLARA COUNTY CALIFORNIA

W&C PROJ MNGR C44782
C46659

SUBMITTED:
GLENN HERMANSON

APPROVED:
W&C TECH MNGR

SCVWD PROJECT NO.
26174052

XAVIER IRIAS

WOODARD CURRAN

SANTA CLARA VALLEY WATER DISTRICT

PHASE 2A

S-22A

TRANSITION STRUCTURE 1

ADDENDUM 3: ENTIRE SHEET RE-ISSUED

ADDENDUM 3: ENTIRE SHEET RE-ISSUED

2/18/2021
2/18/2021

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| Certified Delivered | Security Checked | 2/22/2021 6:01:00 PM  
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