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**** WARNING ** WARNING ** WARNING ** WARNING ****
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May 26, 2006

04-Ala-238,580,880-R23.2/26.8,48.5/R49.6,29.8/32.8
04-249044
STPL-6204(057) N

Addendum No. 4

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in ALAMEDA COUNTY IN AND NEAR HAYWARD AND SAN LEANDRO ON ROUTE 880 FROM 0.3 KM NORTH OF THE WEST A STREET UNDERCROSSING TO 0.1 KM NORTH OF THE LEWELING BOULEVARD UNDERCROSSING AND ON ROUTE 580 FROM 0.3 KM EAST OF THE STROBRIDGE AVENUE UNDERCROSSING TO THE WEST 580-NORTH 238 CONNECTOR SEPARATION AND ON ROUTE 238 FROM THE WEST 580-NORTH 238 CONNECTOR SEPARATION TO THE WASHINGTON STREET OFF-RAMP.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on June 7, 2006.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheet 790, in the QUANTITIES table, the quantity for Structure Backfill (Bridge) (Cellular Concrete) is revised from "6 850 m3" to "10 230 m3".

In the Special Provisions, Section 10-1.105, "TEMPORARY BRIDGE DECKING," is revised as attached.

In the Proposal and Contract, the Engineer's Estimate Item 82 is revised as attached.

To Proposal and Contract book holders:

Replace page 7 of the Engineer's Estimate in the Proposal with the attached revised page 7 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the NOTICE TO CONTRACTORS section of the Notice to Contractors and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

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This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it. A copy of this addendum is available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

10-1.105 TEMPORARY DECK BRIDGING

When portions of the existing approach slab or adjacent roadway pavement are removed for construction of abutment seat extensions, the Contractor shall either complete the new abutment seat extension and approach slab, including curing concrete, before opening that portion of the roadway to traffic, or furnish and install temporary deck bridging until the portions of the new abutment seat extension and approach slab are complete in place, as determined by the Engineer. Temporary deck bridging shall be one of the following:

A. Temporary deck bridging system that spans the void or incomplete work.
B. Temporary roadway structural section that fills the voids in the pavement.

Temporary Deck Bridging System

Temporary deck bridging system shall be designed, furnished, constructed, maintained, and removed in conformance with Section 7-1.01E, "Trench Safety," and Section 7-1.09, "Public Safety," of the Standard Specifications and these special provisions.

Design and Working Drawings

The Contractor shall submit to the Engineer working drawings and design calculations for temporary deck bridging systems in conformance with Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The drawings and design calculations shall be signed by an engineer who is registered as a Civil Engineer in the State of California. Five sets of the drawings and one copy of the design calculations shall be furnished.

The working drawings shall include the following:

A. Description, location, and value of all loads.
B. Maximum deflection of temporary deck bridging system.
C. Description of equipment.
D. Details for connection between the temporary deck bridging system and the existing structure and roadway pavement.
E. Stress sheets, anchor bolt layout.
F. Modification and restoration details for the existing structure.
G. Storage location of temporary deck bridging system materials that allows for construction within 30 minutes.
H. Construction sequence and schedule details.
I. Removal details for temporary deck bridging systems.

The Contractor shall allow 3 weeks for the review of temporary deck bridging systems working drawings after complete drawings, calculations and all support data have been submitted to the Engineer.

Approval by the Engineer of the temporary deck bridging system working drawings or temporary support inspection performed by the Engineer will in no way relieve the Contractor of full responsibility for the temporary deck bridging system.

Should the Engineer fail to complete the review within the time allowed and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in the working drawing review, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The temporary deck bridging system shall support vehicular live loads, dead loads, construction equipment loads and additional loads imposed by the Contractor's operations. The construction equipment loads shall be the actual weight of the construction equipment.

The minimum vehicular loading for the temporary deck bridging system shall be the greater of AASHTO HS20-44 loading with 100 percent impact or AASHTO Permit loading with 100 percent impact. The minimum breaking forces for the temporary deck bridging system and connections to the existing roadway shall be 35 percent of the live load.

Temporary deck bridging systems shall be mechanically connected to the existing structure and roadway while subjected to vehicular loads and shall not overstress, induce permanent forces into, or produce cracking in the existing structure or roadway to remain in place.

Temporary deck bridging system shall be designed that the deflection due to the vehicular live load plus impact shall not exceed 0.0020 of the clear span where the temporary deck bridging system is used.

Welding and Nondestructive Testing for Steel Temporary Deck Bridging System

Welding of steel temporary deck bridging systems except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for steel temporary deck bridging systems are defined as splices made prior to the deck bridging system being shipped to the project site.

Splices made by field welding of steel temporary deck bridging systems at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in steel temporary deck bridging systems. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.

For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to installing steel temporary deck bridging systems in the existing roadway.

For previously welded splices, the Contractor shall determine and perform all necessary testing and inspection required to certify the ability of the steel temporary deck bridging system to sustain the stresses required by the temporary deck bridging system design. This welding certification shall be in writing, shall be signed by an engineer who is registered as a Civil Engineer in the State of California, and shall be provided prior to placing installing steel temporary deck bridging systems in the existing roadway.

Temporary Roadway Structural Section

Construction of temporary roadway structural section shall conform to "Structure Approach slabs (Type R)" of these special provisions.

Temporary roadway structural section shall not be used to cover concrete that has not cured as specified.

Construction

The surface of temporary deck bridging shall have a uniform surface texture that provides a coefficient of friction of at least 0.35 in conformance with California Test 342.

The temporary deck bridging surfaces shall not vary more than 6 mm vertically or 13 mm horizontally from the adjacent existing deck and roadway surfaces.

If the temporary deck bridging surface is above the existing adjacent bridge deck or roadway surfaces, tapers with 100 to 1 slope shall be constructed up to and away from the temporary deck bridging surface. The material used to construct these tapers shall be adequately rigid to support vehicular traffic and shall be selected by the Contractor. If the temporary deck bridging surface does not extend the entire width of the roadway, the sides of the temporary deck bridging surface shall be tapered at a 12 to 1 slope.

Installation and removal of temporary deck bridging shall conform to Section 15, "Existing Highway Facilities," of the Standard Specification and "Maintaining Traffic" of these special provisions.

If unanticipated displacement, cracking, or other damage occur to the existing structure or to any new components in the temporary deck bridging system, corrective measures shall be taken immediately. Damage to the existing structure or roadway as a result of the Contractor's operations shall be repaired by the Contractor at the contractor's expense and shall be in conformance with the provisions in Section 7-1.11, "Preservation of Property," of the Standard Specifications.

When temporary deck bridging is no longer needed, materials and connections shall be removed from the existing structure and roadway. Modifications to the existing structure shall be restored except where permanent alterations are shown on the plans. Temporary deck bridging materials are the property of the Contractor and removal and disposal shall conform to the requirements in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way" of the Standard Specifications.

Full compensation for designing, furnishing, constructing, maintaining, and removing temporary deck bridging, including working drawings, shall be considered as included in the contract prices paid for the various items of work involved in abutment seat extensions at locations shown on the plans, and no separate payment will be made therefor.

ENGINEER'S ESTIMATE
04-249044

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
81 (F)	040133	STRUCTURAL BACKFILL (RETAINING WALL) (CELLULAR CONCRETE)	M3	556		
82 (F)	040134	STRUCTURAL BACKFILL (BRIDGE) (CELLULAR CONCRETE)	M3	10 230		
83 (F)	193013	STRUCTURE BACKFILL (RETAINING WALL)	M3	15 438		
84	193114	SAND BACKFILL	M3	160		
85	194001	DITCH EXCAVATION	M3	1930		
86 (F)	197021	EARTH RETAINING STRUCTURE, LOCATION A	M2	882		
87 (F)	197022	EARTH RETAINING STRUCTURE, LOCATION B	M2	1750		
88 (F)	197023	EARTH RETAINING STRUCTURE, LOCATION C	M2	1350		
89 (F)	197024	EARTH RETAINING STRUCTURE, LOCATION D	M2	540		
90	198001	IMPORTED BORROW	M3	24 200		
91 (F)	040135	LIGHTWEIGHT FILL (RETAINING WALL)	M3	209		
92 (S)	203003	STRAW (EROSION CONTROL)	TONN	20		
93 (S)	203014	FIBER (EROSION CONTROL)	KG	3210		
94 (S)	203021	FIBER ROLLS	M	11 400		
95 (S)	203024	COMPOST (EROSION CONTROL)	M3	39		
96 (S)	203045	PURE LIVE SEED (EROSION CONTROL)	KG	540		
97 (S)	203056	COMMERCIAL FERTILIZER (EROSION CONTROL)	KG	5520		
98 (S)	203061	STABILIZING EMULSION (EROSION CONTROL)	KG	700		
99 (S)	204096	MAINTAIN EXISTING PLANTED AREAS	LS	LUMP SUM	LUMP SUM	
100 (S)	206401	MAINTAIN EXISTING IRRIGATION FACILITIES	LS	LUMP SUM	LUMP SUM	