DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
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October 30, 2009

05-SB-101-42.6/43.6
05-0M14U4
NH-BRNH-Q101(156)E
BRLS-6205(019)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN SANTA BARBARA COUNTY IN GOLETA FROM 0.7 KILOMETER SOUTH TO 0.3 KILOMETER NORTH OF HOLLISTER AVENUE OVERCROSSING.

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 Tuesday, November 17, 2009.

This addendum is being issued to revise the Project Plans, the Notice to Bidders and Special Provisions and the Bid book.

Project Plan Sheets 1, 11, 12, 13, 36, 70, 71, 72, 73, 74, 75, 80, 98, 113, 114, 118, 137, 138, and 139 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheets 30A, 30B, 247A, and 247B are added. Copies of the added sheets are attached for addition to the project plans.

In the Notice to Bidders and Special Provisions, in the "NOTICE TO BIDDERS," the eleventh paragraph is revised as follows:

"Complete the work within 290 working days."

In the Special Provisions, Section 4, "BEGINNING OF WORK, TIME OF COMPLETION, AND LIQUIDATED DAMAGES, the sixth and seventh paragraphs are revised as follows:

"Complete the work within 290 working days.
Liquidated damages are $5,500 per day starting on the 1st day after exceeding 290 working days."

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In the Special Provisions, Section 9, "DESCRIPTION OF BRIDGE WORK," the following is added after the fourth paragraph:

"ELWOOD OVERHEAD
(Bridge Number 51C0130)
An existing seven span cast-in-place concrete and steel girder bridge, supported by spread footing at the abutments and the bents, is to be removed."

In the Special Provisions, Section 10-1.32, "EXISTING HIGHWAY FACILITIES," subsection "OBLITERATE SURFACING," is deleted.

In the Special Provisions, Section 10-1.32, "EXISTING HIGHWAY FACILITIES," subsection "BRIDGE REMOVAL," is revised as attached.

In the Special Provisions, Section 10-1.365, "CELLULAR SOIL REINFORCEMENT," is added as attached.

In the Special Provisions, Section 10-1.71, "CONCRETE BARRIER (TYPE K)," is deleted.

In the Bid book, in the "Bid Item List," Items 3, 51, 57, and 102 are revised, Items 133, 134, and 135 are added and Items 26, 110, and 132 are deleted as attached.

To Bid book holders:

Replace the pages 3, 4, 5, 8, and 9 of the "Bid Item List" in the Bid book with the attached revised pages 3, 4, 5, 8, and 9 of the Bid Item List. The revised Bid Item List 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 Bidders section of the Notice to Bidders 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 Bid book.

Submit bids in the Bid 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.

This addendum and attachments are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/05/05-0M14U4

If you are not a Bid 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
Division of Engineering Services

Attachments

BRIDGE REMOVAL

Removing bridges shall conform to the provisions in Section 15-4, "Bridge Removal," of the Standard Specifications and these special provisions.

Bridge removal shall consist of removing bridges at the following locations:

LOCATION A
HOLLISTER AVENUE OVERCROSSING
(Bridge Number 51-0123)

A four span concrete girder bridge, with cast-in-place concrete girders in spans 1 and 4 and precast prestressed concrete girders in spans 2 and 3, supported on piles at the abutments and spread footings at the bents, as shown on the plans.

LOCATION B
ELWOOD OVERHEAD
(Bridge Number 51C0130)

A seven span bridge, with steel girders in span 4 and cast-in-place concrete girders in all other spans, supported on spread footings at the abutments and the bents, to be removed completely as shown on the plans. The steel girders on this bridge are unpainted.

Removed materials that are not to be salvaged or used in the reconstruction shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The Contractor shall submit a complete bridge removal plan to the Engineer for each bridge listed above, detailing procedures, sequences, and all features required to perform the removal in a safe and controlled manner.

The bridge removal plan shall include, but not be limited to the following:

A. The removal sequence, including staging of removal operations.
B. Equipment locations on the structure during removal operations.
C. Temporary support shoring or temporary bracing.
D. Locations where work is to be performed over traffic, utilities, or railroad property.
E. Details, locations, and types of protective covers to be used.
F. Measures to assure that people, property, utilities, and improvements will not be endangered.
G. Details and measures for preventing material, equipment, and debris from falling onto public traffic or railroad property.

When protective covers are required for removal of portions of a bridge, or when superstructure removal works on bridges are involved, the Contractor shall submit working drawings, with design calculations, to the Engineer for the proposed bridge removal plan, and the bridge removal plan shall be prepared and signed by an engineer who is registered as a Civil Engineer in the State of California. The design calculations shall be adequate to demonstrate the stability of the structure during all stages of the removal operations. Calculations shall be provided for each stage of bridge removal and shall include dead and live load values assumed in the design of protective covers. At a minimum, a stage will be considered to be removal of the deck, the soffit, or the girders, in any span; or walls, bent caps, or columns at support locations.

Temporary support shoring, temporary bracing, and protective covers, as required, shall be designed and constructed in conformance with the provisions in Section 51-1.06, "Falsework," of the Standard Specifications and these special provisions.

The assumed horizontal load to be resisted by the temporary support shoring and temporary bracing, for removal operations only, shall be the sum of the actual horizontal loads due to equipment, construction sequence or other causes, and an allowance for wind, but in no case shall the assumed horizontal load to be resisted in any direction be less than 5 percent of the total dead load of the structure to be removed.

The bridge removal plan shall conform to the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The number of sets of drawings, design calculations, and unless otherwise specified in the following table,–the time for reviewing bridge removal plans shall be the same as specified for falsework working drawings in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications.

The time to be provided for the Engineer's review of the bridge removal plans for removing specific structures, or portions thereof, shall be as follows:

Structure or Portion of Structure	Review Time - Weeks
Elwood Avenue OH (Bridge No. 51C0130)	7

For bridge removal over railroads, approval by the Engineer of the bridge removal plans will be contingent upon the drawings being satisfactory to the railroad company involved.

Temporary support shoring, temporary bracing, and protective covers over railroads, shall conform to the latest guidelines of the railroad company involved and shall provide the minimum clearances required under "Relations with Railroad Company" of these special provisions for the passage of railroad traffic.

The following additional requirements apply to the removal of bridges that are over or adjacent to roadways that may be closed to public traffic for only brief periods of time:

A. The closure of roadways to public traffic shall conform to the provisions in "Maintaining Traffic" of these special provisions.
B. Prior to closing a roadway to traffic to accommodate bridge removal operations, the Contractor shall have all necessary workers, materials, and equipment at the site as needed to proceed with the removal work in an expeditious manner. While the roadway is closed to public traffic, work shall be pursued promptly and without interruption until the roadway is reopened to public traffic.
C. Bridge removal operations shall be performed during periods of time that the roadway is closed to public traffic except as specified herein for preliminary work.
D. Preliminary work shall be limited to operations that will not reduce the structural strength or stability of the bridge, or any element thereof, to a level that in the judgment of the Engineer would constitute a hazard to the public. This preliminary work shall also be limited to operations that cannot cause debris or any other material to fall onto the roadway. Protective covers may be used to perform preliminary work such as chipping or cutting the superstructure into segments, provided the covers are of sufficient strength to support all loads and are sufficiently tight to prevent dust and fine material from sifting down onto the traveled way. Protective covers shall extend at least 1.2 m beyond the limit of the work underway. Bottom slabs of box girders may be considered to be protective covers for preliminary work performed on the top slab inside the limits of the exterior girders.
E. Temporary support shoring and temporary bracing shall be used in conjunction with preliminary work when necessary to insure the stability of the bridge.
F. Temporary support shoring, temporary bracing, and protective covers shall not encroach closer than 2.4 m horizontally from the edge or 4.6 m vertically above any traffic lane or shoulder that is open to public traffic.
G. During periods when the roadway is closed to public traffic, debris from bridge removal operations may be allowed to fall directly onto the lower roadway provided adequate protection is furnished for all highway facilities. The minimum protection for paved areas shall be a 0.6-m thick earthen pad or a 25-mm thick steel plate placed over the area where debris can fall. Prior to reopening the roadway to public traffic, all debris, protective pads, and devices shall be removed and the roadway swept clean with wet power sweepers or equivalent methods.
H. The removal operations shall be conducted in such a manner that the portion of the structure not yet removed remains in a stable condition at all times. For girder bridges, each girder shall be completely removed within a span before the removal of the adjacent girder is begun. For slab type bridges, removal operations within a span shall be performed along a front that roughly parallels the primary reinforcing steel.

The following additional requirements apply to the removal of bridges or whenever the removal work is to be performed over public traffic or railroad property:

A. A protective cover shall be constructed before beginning bridge removal work. The protective cover shall be supported by shoring, falsework, or members of the existing structure. The Contractor shall be responsible for designing and constructing safe and adequate protective covers, shoring, and falsework with sufficient strength and rigidity to support the entire load to be imposed.
B. The construction and removal of the protective cover, and the installation and removal of temporary railings shall conform to the provisions in "Maintaining Traffic" and "Temporary Railings" of these special provisions.
C. Bridge removal methods shall be described in the working drawings, supported by calculations with sufficient details to substantiate live loads used in the protective cover design. Dead and live load values assumed for designing the protective cover shall be shown on the working drawings.

D. The protective cover shall prevent any materials, equipment, or debris from falling onto public traffic or railroad property. The protective cover shall have a minimum strength equivalent to that provided by good, sound Douglas fir planking having a nominal thickness of 50 mm. Additional layers of material shall be furnished as necessary to prevent fine materials or debris from sifting down upon the traveled way and shoulders.
E. During the removal of bridge segments, and when portions of the bridge, such as deck slabs or box girder slabs, comply with the requirements for the protective cover, a separate protective cover need not be constructed.
F. At locations where entire girders are to be removed, the protective cover shall extend at least 3 m beyond the outside face of the bridge railing.
G. The protective cover shall provide the openings specified under "Maintaining Traffic" of these special provisions, except that when no openings are specified for bridge removal, a vertical opening of 4.6 m and a horizontal opening of 11.1 m shall be provided for the passage of public traffic.
H. Falsework or supports for protective covers shall not extend below the vertical clearance level nor to the ground line at any location within the roadbed.
I. The construction of the protective cover as specified herein shall not relieve the Contractor of responsibilities specified in Section 7-1.12A, "Indemnification," and Section 7-1.12B, "Insurance," of the Standard Specifications.
J. Before removal of the protective cover, the Contractor shall clean the protective cover of all debris and fine material.

For bridge removal that requires the Contractor's registered engineer to prepare and sign the bridge removal plan, the Contractor's registered engineer shall be present at all times when bridge removal operations are in progress. The Contractor's registered engineer shall inspect the bridge removal operation and report in writing on a daily basis the progress of the operation and the status of the remaining structure. A copy of the daily report shall be available at the site of the work at all times. Should an unplanned event occur or the bridge operation deviate from the approved bridge removal plan, the Contractor's registered engineer shall submit immediately to the Engineer for approval, the procedure of operation proposed to correct or remedy the occurrence.

10-1.365 CELLULAR SOIL REINFORCEMENT

Cellular soil reinforcement shall be placed at locations shown on the plans, as required by the Standard Specifications and these special provisions, and as directed by the Engineer.

MATERIALS

Cellular soil reinforcement shall consist of a high density polyethylene material conformed into stable honeycomb-like cells. The vertical height of the cells shall be 100 millimeters (mm). The panel thickness of each cell shall be a minimum of 1.15 mm. The cells shall be joined chemically or mechanically to form a coherent mass stable during and after construction and each seam shall have a minimum cell seam strength of 890 Newtons. The high-density polyethylene material shall include a minimum of 2 percent carbon or, by other means, receive stabilization against ultra-violet radiation. The high-density polyethylene material shall be stable against degradation in a typical, naturally occurring soil environment. The Engineer shall be furnished a Certificate of Compliance for the cellular soil reinforcement according to the provisions found in Section 6-1.07, "Certificate of Compliance," of the Standard Specifications.

Landscape staking bar shall consist of ASTM Designation A 615, Grade 40, No. 4 reinforcement bar. Stakes shall incorporate a bend of 90 degrees or greater at one end of sufficient length to hook onto the cell edges of the cellular reinforcement mat.

BACKFILL

The backfill material used to fill the cellular soil reinforcement shall conform to the provisions for "Permeable Material, Class 1, Type B" found in Section 68-1.025 of the Standard Specifications.

CONSTRUCTION

The slope shall be prepared such that the cellular reinforcement blends to the line of the existing slope both to the sides of and, where applicable, below the cellular reinforcement installation. Slopes to receive cellular reinforcement shall be brought to a uniform grade to provide seating for all points along the base of the cellular reinforcement without bridging. The slope surface thus prepared shall be covered with the cellular reinforcement, the reinforcement shall be staked in place, and the reinforcement backfill commenced before the underlying fill sloughs. Slope preparation work shall not proceed beyond that amount of slope, which can be covered with filled cellular reinforcement by the end of the workday.

The cellular soil reinforcement shall be expanded to its full limits and secured in place by staking perpendicular to the slope. Stakes shall be distributed throughout the mat of reinforcement such that there is a minimum of one stake for each .46 square meters of cellular reinforcement. The upslope edge of the mat to be buried in a trench and shall be staked at 0.61 meter centers along the trench. The downslope edge shall be staked at 1.5 meter centers or less. Stakes shall penetrate a minimum of 0.9 meters into the slope as measured from the exposed surface of the cellular reinforcement and shall be driven such that the hook or bend engages the edge of a cell in the reinforcement mat with the open end of the hook or bend facing upslope.

During staking, the cells shall be maintained in their fully expanded condition. Once staked the cells shall be filled with imported borrow and the imported borrow shall be compacted using pneumatic, hand operated equipment or other means as developed by the contractor and approved by the Engineer. Relative compaction testing will not be conducted within the cellular reinforcement.

MEASUREMENT AND PAYMENT

Cellular soil reinforcement shall be paid for by the square meter of face area of the slope, which shall include full compensation for preparing the site for placement of the cellular soil reinforcement, the stakes, placing and staking the cellular soil reinforcement, backfilling and compacting soil into the cells of the cellular soil reinforcement, and finishing the slope after construction.

The contract price paid per square meter for cellular soil reinforcement shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in placing imported borrow, complete and in place, as shown on the plans, and as specified in these specifications and special provisions, and as directed by the Engineer.

BID ITEM LIST
05-0M14U4

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	LUMP SUM	
2	070013	SMALL BUSINESS UTILIZATION REPORT	EA	6	250.00	1,500.00
3	070018	TIME-RELATED OVERHEAD	WDAY	290		
4	071325	TEMPORARY FENCE (TYPE ESA)	M	620		
5	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
6	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	LUMP SUM	
7	074028	TEMPORARY FIBER ROLL	M	100		
8	074029	TEMPORARY SILT FENCE	M	2000		
9	074032	TEMPORARY CONCRETE WASHOUT FACILITY	EA	3		
10	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	4		
11	074034	TEMPORARY COVER	M2	1600		
12	074035	TEMPORARY CHECK DAM	M	1000		
13	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	14		
14	074039	TEMPORARY HYDRAULIC MULCH (POLYMER STABILIZED FIBER MATRIX)	M2	2400		
15	074041	STREET SWEEPING	LS	LUMP SUM	LUMP SUM	
16	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
17	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
18	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
19	120120	TYPE III BARRICADE	EA	200		
20	120165	CHANNELIZER (SURFACE MOUNTED)	EA	180		

BID ITEM LIST
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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
22	129000	TEMPORARY RAILING (TYPE K)	M	1620		
23	129110	TEMPORARY CRASH CUSHION	EA	4		
24	017039	TEMPORARY ALTERNATIVE CRASH CUSHION	EA	4		
25	150206	ABANDON CULVERT	M	190		
26		BLANK				
27	150608	REMOVE CHAIN LINK FENCE	M	520		
28	150662	REMOVE METAL BEAM GUARD RAILING	M	720		
29	150701	REMOVE YELLOW PAINTED TRAFFIC STRIPE	M	1030		
30	150704	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE	M	1390		
31	150711	REMOVE PAINTED TRAFFIC STRIPE	M	1940		
32	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	M	1370		
33	150722	REMOVE PAVEMENT MARKER	EA	300		
34	150742	REMOVE ROADSIDE SIGN	EA	19		
35	150801	REMOVE OVERSIDE DRAIN	EA	2		
36	150805	REMOVE CULVERT	M	36		
37	150820	REMOVE INLET	EA	4		
38	150821	REMOVE HEADWALL	EA	1		
39	150823	REMOVE DOWNDRAIN	M	22		
40	150826	REMOVE MANHOLE	EA	1		

BID ITEM LIST
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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	151270	SALVAGE METAL BRIDGE RAILING	M	146		
42	152386	RELOCATE ROADSIDE SIGN-ONE POST	EA	6		
43	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	M2	930		
44	153210	REMOVE CONCRETE	M	890		
45	153221	REMOVE CONCRETE BARRIER	M	100		
46	153229	REMOVE CONCRETE BARRIER (TYPE K)	M	220		
47	156585	REMOVE CRASH CUSHION	EA	1		
48	157551	BRIDGE REMOVAL, LOCATION A	LS	LUMP SUM	LUMP SUM	
49	160101	CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	
50	170101	DEVELOP WATER SUPPLY	LS	LUMP SUM	LUMP SUM	
51	190101	ROADWAY EXCAVATION	M3	23 300		
52	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
53	190113	ASBESTOS COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
54 (F)	192003	STRUCTURE EXCAVATION (BRIDGE)	M3	1695		
55 (F)	193003	STRUCTURE BACKFILL (BRIDGE)	M3	598		
56	193114	SAND BACKFILL	M3	30		
57	198001	IMPORTED BORROW	M3	3610		
58	203016	EROSION CONTROL (TYPE D)	M2	45 900		
59	203021	FIBER ROLLS	M	2760		
60	203026	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	4		

BID ITEM LIST
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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price
101 (F)	750505	BRIDGE DECK DRAINAGE SYSTEM	KG	3455	
102	800391	CHAIN LINK FENCE (TYPE CL-1.8)	M	420	
103	802585	1.2 M CHAIN LINK GATE (TYPE CL-1.8)	EA	2	
104	820107	DELINEATOR (CLASS 1)	EA	45	
105	820118	GUARD RAILING DELINEATOR	EA	46	
106	820130	OBJECT MARKER	EA	17	
107	832002	METAL BEAM GUARD RAILING (STEEL POST)	M	990	
108 (F)	833033	CHAIN LINK RAILING (TYPE 7 MODIFIED)	M	202	
109	017040	BAT EXCLUSION DEVICE	LS	LUMP SUM	LUMP SUM
110		BLANK			
111 (F)	042108	TUBULAR BICYCLE RAILING	M	68	
112	839568	TERMINAL ANCHOR ASSEMBLY (TYPE SFT)	EA	5	
113	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	1	
114	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	3	
115	017041	ALTERNATIVE CRASH CUSHION	EA	1	
116	839701	CONCRETE BARRIER (TYPE 60)	M	320	
117	017042	CONCRETE BARRIER (TYPE 60E MODIFIED)	M	35	
118 (F)	839717	CONCRETE BARRIER (TYPE 732 MODIFIED)	M	135	
119	017043	CONCRETE BARRIER (TYPE 732B MODIFIED)	M	49	
120 (F)	839727	CONCRETE BARRIER (TYPE 736 MODIFIED)	M	135	

BID ITEM LIST
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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
121	017044	CONCRETE BARRIER (TYPE 736B MODIFIED)	M	56		
122	840515	THERMOPLASTIC PAVEMENT MARKING	M2	500		
123	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	M	5460		
124	840653	PAINT TRAFFIC STRIPE	M	8840		
125	840660	PAINT PAVEMENT MARKING	M2	13		
126	850101	PAVEMENT MARKER (NON-REFLECTIVE)	EA	200		
127	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	650		
128	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	LUMP SUM	LUMP SUM	
129	860403	HIGHWAY LIGHTING	LS	LUMP SUM	LUMP SUM	
130 (F)	860792	COMMUNICATION CONDUIT (BRIDGE)	M	744		
131 (F)	860796	SPRINKLER CONTROL CONDUIT (BRIDGE)	M	133		
132		BLANK				
133	017677	CELLULAR SOIL REINFORCEMENT	M2	2150		
134	157552	BRIDGE REMOVAL, LOCATION B	LS	LUMP SUM		
135	999990	MOBILIZATION	LS	LUMP SUN		

TOTAL BID: _____