

**DEPARTMENT OF TRANSPORTATION**  
DES-OE MS #43  
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**\*\* WARNING \*\* WARNING \*\* WARNING \*\* WARNING \*\***  
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April 12, 2002

05-SB-101-R24.6  
05-363324  
ACNH-P101(925)E

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SANTA BARBARA COUNTY IN SANTA BARBARA AT THE MICHELTORENA STREET 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 May 1, 2002, instead of the original date of April 17, 2002.

This addendum is being issued to set a new bid opening date as shown herein and revise the Project Plans, the Notice to Contractors and Special Provisions and the Federal Minimum Wages with Modification Number 4 dated 4-12-02. A copy of the modified wage rates are available for the contractor's use on the Internet Site:

**[http://www.dot.ca.gov/hq/esc/oe/weekly\\_ads/addendum\\_page.html](http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html)**

Project Plan Sheets 50, 61 and 62 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheet 50A is added. Half-sized copy of the added sheet is attached for addition to the project plans.

In the Special Provisions, Section 10-1.01, "MAINTAINING TRAFFIC," Subsection "TEMPORARY PEDESTRIAN BRIDGES," the sixth, seventh and eighth paragraphs are replaced by the following:

"The temporary pedestrian bridges shall be designed as described herein, using the allowable design stresses in Section 51-1.06A, "Falsework," of these Standard Specifications. The temporary pedestrian bridges shall be capable of supporting all loads specified herein and all loads required for falsework as specified in Section 51-1.06A, "Falsework," of these Standard Specifications.

The temporary pedestrian bridge shall be designed for a minimum live loading of 4.07 kN/m<sup>2</sup> of walkway area, and the maximum live load deflection shall not exceed 0.0028 of the span. The assumed horizontal load to be resisted by the temporary pedestrian bridge shall be the larger of the 2 following cases: 1) the sum of the actual horizontal loads due to construction sequence or other causes and an allowance for wind; 2) the seismic load equal to 25 percent of the total dead load.

05-SB-101-R24.6  
05-363324  
ACNH-P101(925)E

Bent heights exceeding 3.6 m measured from the temporary pedestrian bridge soffit to the existing grade shall be designed and constructed using the following additional criteria:

A. Column members shall have moment continuity with the foundations, and the foundations shall be fixed.

B. Steel lateral load resisting elements shall be compact as defined in the Manual of Steel Construction published by the AISC.

C. The minimum elastic lateral stiffness of the combined foundation and substructure shall be 0.21 kN/mm.

D. Substructure and foundation elements shall not be spliced within 3 m of the point of maximum moment. Splice locations and methods shall be identified on the working drawings.

E. The lateral load resisting elements shall have a minimum ultimate displacement capacity to yield displacement capacity ratio of 3.

F. The lateral load resisting system shall be designed to meet the demand of the probabilistic ARS Curve shown on the plans. Using this curve, the maximum displacement demand shall not exceed twice the yield displacement.

Equipment shall not be allowed on the temporary pedestrian bridge.

The Contractor shall submit to the Engineer 6 sets of working drawings with 2 sets of design calculations for the temporary pedestrian bridge, except that a greater number of drawings shall be submitted when specified in "Railroad Relations and Insurance" of these special provisions. The temporary pedestrian bridge working drawings shall be prepared by an engineer who is registered as a Civil Engineer in the State of California. The Contractor shall allow 10 weeks after complete drawings and all support data are submitted for the Engineer's review. The temporary pedestrian bridge design calculations shall include a summary of computed stresses, deflections, and seismic demand displacements in the load supporting members of the temporary pedestrian bridge.

A prefabricated, portable truss bridge shall not be used in the construction of the temporary pedestrian bridge."

In the Special Provisions, Section 10-1.19, "TEMPORARY SUPPORTS," Subsection "TEMPORARY SUPPORT DESIGN CRITERIA," the second paragraph is replaced by the following:

"The temporary supports shall resist the specified lateral design forces applied at the point shown on the plans. The lateral design forces to be resisted shall be increased to be compatible with the temporary support lateral stiffness if the stiffness exceeds the specified minimum. The temporary supports resisting transverse lateral loads shall be placed within a distance of not more than 0.5 of the span length from the existing bent. The temporary supports resisting longitudinal lateral loads shall be placed within the frame having columns removed."

05-SB-101-R24.6  
05-363324  
ACNH-P101(925)E

In the Special Provisions, Section 13-1.02, "RAILROAD REQUIREMENTS," the thirteenth paragraph is replaced by the following:

"Four sets of plans, in 11" x 17" format, and two sets of calculations showing details of construction affecting the Railroad's tracks and property not included in the contract plans, including but not limited to shoring, falsework and temporary pedestrian bridge shall be submitted to the Engineer for review prior to submittal to Railroad for final approval. Falsework shall comply with UPRR guidelines. Demolition of existing structures shall comply with UPRR guidelines. Shoring shall be designed in accordance with UPRR's shoring requirement of Drawing No. 106613 and guidelines for shoring and falsework, latest edition, issued by the Railroad's Office of Chief Engineer. Shoring, falsework and temporary pedestrian bridge plans and calculations shall be prepared and signed by a registered professional engineer. The railroad may require additional fence on either side of the temporary pedestrian bridge to prevent pedestrian from crossing the railroad tracks at-grade. This work shall not be undertaken until such time as the Railroad has given such approval, review by Railroad may take up to 6 weeks after receipt of all necessary information."

In the Special Provisions, Section 13-1.03, "PROTECTION OF RAILROAD FACILITIES," item (2) is replaced by the following:

"(2) The cost of flagging and inspection provided by Railroad during the period of constructing that portion of the project located on or near Railroad property, as deemed necessary for the protection of Railroad's facilities and trains, will be borne by the State for a period of 125 working days beginning on the date work commences on or near property of Railroad. The Contractor shall pay to the State liquidated damages in the sum of \$500 per day for each day in excess of the above 125 working days the Contractor works on or near Railroad property, and which requires flagging protection of Railroad's facilities and trains."

In the Special Provisions, Section 13-1.04, "WORK BY RAILROAD," item (b) is added:

"(b) The Railroad shall underground the overhead signal line."

In the Special Provisions, Section 13-1.05, "DELAYS DUE TO WORK BY THE RAILROAD," the third paragraph is deleted.

To Proposal and Contract book holders:

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.

Addendum No. 2  
Page 4  
April 12, 2002

05-SB-101-R24.6  
05-363324  
ACNH-P101(925)E

This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it.

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

Attachment