

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
1727 30TH STREET
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
FAX (916) 227-6214
TTY 711



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Be energy efficient!*

October 7, 2010

08-SBd-62-142.2/142.6:
La Paz-95S1-142.6/142.9
08-378704
Project ID 0800000637
STP-BRSTP-P062(029)E
BR-S95-A(200)A

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN SAN BERNARDINO COUNTY, CALIFORNIA AND IN LA PAZ COUNTY, ARIZONA FROM THE INTERSECTION OF PARKER DAM ROAD AT EARP TO THIRD STREET AT PARKER.

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 Thursday, October 21, 2010.

This addendum is being issued to the Notice to Bidders and Special Provisions, and the Federal Minimum Wages with Modification Number 12 dated 09/24/10.

In the Special Provisions, Section 3-1.00 "CONTRACT AWARD," is added as follows:

"3-1.00 CONTRACT AWARD

If the Department awards the Contract, the award is made to the lowest responsible bidder within 60 days."

In the Special Provisions, Section 10-1.45, "PILING," subsection "GENERAL," after the seventh paragraph the sub-subsection "RAILROAD BRIDGE SURVEYING AND MONITORING," is added as attached.

In the Special Provisions, Section 10-1.45, "PILING," subsection "MEASUREMENT AND PAYMENT (PILING)," the following paragraph is added after the ninth paragraph.

"Full compensation for conducting a surveying and monitoring program of the nearby railroad bridge, including furnishing, installing and removing all needed equipment and the monitoring platform, and monitoring vibrations during the driving of the first 108 inch diameter driven steel shell, is included in the contract price paid per linear foot for driven steel shell and no additional compensation will be allowed therefore."

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To Bid book holders:

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, attachments and the modified wage rates are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oc/project_ads_addenda/08/08-378704

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,



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

Attachments

Railroad Bridge Survey and Monitoring

The Contractor shall conduct a photographic survey, a line and grade survey and vibration monitoring of the nearby railroad bridge prior to, during, and after the completion of pile driving. When referencing pier numbers for the railroad bridge, the piers are numbered consecutively starting from the east end (Arizona side) of the bridge.

The Contractor shall conduct a photographic survey of Piers 1, 2, and 3 of the railroad bridge. A pre-construction survey shall be conducted to document the existing conditions of the piers, including any existing cracks and damaged areas. A post-construction survey shall be conducted to document the condition of the piers after completion of pile driving. The Contractor shall provide two sets each of both pre-construction and post-construction photographs to the Engineer. Each photograph shall be labeled with a description of the photograph, the location, the direction of view, and the date and time of the photograph.

The Contractor shall conduct a survey of the line and grade of the tops of Piers 1, 2, and 3 of the railroad bridge. Two surveys shall be completed before the start of construction, each on different days, and two surveys shall be completed after the completion of pile driving, each on different days. Line and grade surveys shall be conducted with equipment and methods that will produce accuracy within 0.03 feet. Surveys shall be conducted when environmental effects are minimal and under similar environmental conditions. The results of all surveys shall be reported to the Engineer and the Railroad.

The Contractor shall conduct vibration monitoring at Pier 2 of the railroad bridge. The Contractor shall construct a temporary platform attached to the pier at approximately elevation 350 feet to monitor vibrations. This platform shall be designed so as not to dampen or amplify any vibrations in the pier. The Engineer and the Railroad will review and approve the design of the temporary platform before it is constructed.

The Contractor shall furnish and install vibration monitoring instrumentation capable of continuous operation. The instrumentation shall be capable of measuring frequency levels and peak particle velocities in the range of 0.1 inch per second to 4 inches per second using a 3-axis geophone. The vibration monitoring instrumentation shall have the following features:

1. Digital data collection and storage
2. Resolution of at least 0.008 inch per second on velocity readings.

The vibration monitoring instrumentation shall have been laboratory certified within one year of usage.

The Contractor's vibration monitoring personnel shall include a qualified Vibration Instrumentation Engineer who is a registered Professional Engineer or Professional Geophysicist in the State of California and who has at least five years of experience in the installation and use of vibration monitoring instrumentation and in interpreting the measured data. The Vibration Instrumentation Engineer shall:

1. Be on site and supervise the initial installation of each vibration monitoring instrument.
2. Supervise interpretations of vibration monitoring data.

The Contractor's vibration monitoring personnel shall be subject to the Engineer's approval.

Vibrations due to train traffic shall be monitored as a baseline. Vibrations shall be monitored during driving of the first 108-inch diameter driven steel shell and compared to the baseline due to train traffic. After review of vibration monitoring data from pile driving and comparison to baseline for train traffic, monitoring may be discontinued if agreed to by both the Engineer and the Railroad. Upon completion of vibration monitoring, the Contractor shall remove the monitoring equipment and temporary platform and repair any damage to the pier.

The Contractor shall prepare a report showing the tabulated results of the vibration monitoring, reporting the velocities and associated frequencies measured in all three axes.

The Contractor shall submit a survey and monitoring work plan for approval by the Engineer and the Railroad at least 8 weeks before beginning survey and monitoring of the railroad bridge. The work plan shall include a list of equipment and instrumentation and plans for the temporary vibration monitoring platform.

All records from the survey and monitoring program will be reviewed and signed by the Engineer.