STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor
DEPARTMENT OF TRANSPORTATION
ESC/OE MS #43
1727 30TH Street, 2ND Floor
Sacramento, CA 95816

May 22, 2000

04-SF-80-7.8
04-0434L4

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in THE CITY AND COUNTY OF SAN FRANCISCO ON THE SAN FRANCISCO-OAKLAND BAY BRIDGE AT YERBA BUENA ISLAND TUNNEL.

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 31, 2000.

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 12A is added. A half-sized copy of the added sheet is attached for addition to the project plans.

In the Special Provisions, Section 5-1.00, "PLANS AND WORKING DRAWINGS," is revised as attached.

In the Special Provisions, Section 5-1.22, "COST REDUCTION INCENTIVE," the second paragraph is revised as follows:

> "Prior to preparing a cost reduction proposal, the Contractor shall request a meeting with the Engineer to discuss the proposal in concept and to determine whether the cost reduction proposal will be considered by the Department. Items of discussion will also include permit and license issues, impact on other projects, impact on the project schedule, traffic considerations, safety, health issues, design criteria, and review times required by the Department and other agencies. Determination by the Engineer that a cost reduction proposal will not be considered will be deemed rejection of the proposal."

In the Special Provisions, Sections, 5-1.25, "RELATIONS WITH THE U.S. NAVY AND WITH THE U.S. COAST GUARD," 5-1.31, "LICENSES," 5-1.32, "RELATIONS WITH CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD," and 5-1.33, "CONTAMINATED AND HAZARDOUS MATERIAL, GENERAL," the address where the agreements, licenses and site investigation report can be seen or inspected is changed to:

> "Toll Bridge Program Duty Senior at District 04 Office, 111 Grand Avenue, Oakland, California 94612, email duty_senior_tollbridge_district04@dot.ca.gov, telephone no. (510) 286-5549."

In the Special Provisions, Section 5-1.26, "AREAS FOR CONTRACTOR'S USE," the following paragraphs are added after the first paragraph:

> "The Contractor shall not store any equipment or materials in the area designated in the plans as Temporary Construction Easement on the Treasure Island Road, nor in the area designated in the plans as Temporary Construction Easement to the north of the Temporary Construction Road.
>
> The Contractor s attention is directed to the Sections entitled "Licenses" and "Work Platforms" of these special provisions."

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In the Special Provisions, Section 8-3.02, "WELDING QUALITY CONTROL," the following paragraph is added after the third paragraph:

"Welding quality control shall also apply when welding is performed in erecting work platforms and protective barriers."

In the Special Provisions, Section 10-1.04, "WATER POLLUTION CONTROL," subsection, "STORM WATER POLLUTION PREVENTION PLAN PREPARATION, APPROVAL AND UPDATES," the ninth paragraph is revised to read as follows:

"The following contract items of work, as shown on the project plans, shall be incorporated in the SWPPP as critical temporary control measures: Temporary Silt Fence, Temporary Gravel Bag Barrier, Temporary Construction Road, Temporary Concrete Washout and Temporary High Visibility Boundary Fence. The Contractor shall consider other control measures to supplement the critical temporary control measures when necessary to meet the pollution control objectives of the SWPPP."

In the Special Provisions, Section 10-1.08, "NON-STORM WATER DISCHARGES," subsection, "Liquids, Residues and Debris," the second paragraph is revised to read as follows:

"The control and disposal of liquids, residues, and debris associated with "Rock Bolts," and "Tie Back Anchors" shall be described within the SWPPP, as specified in "Water Pollution Control" of these special provisions. The SWPPP shall, at a minimum, depict and describe the procedural and structural methods of detaining, collecting, and disposing of all slurries, liquids, residues, and debris associated with the construction operations. Sufficient redundancy shall be incorporated into the procedural and structural methods such that the liquids, residues, and debris are not conveyed into or become present in drainage systems, San Francisco Bay or other water bodies."

In the Special Provisions, Section 10-1.15, "MAINTAINING TRAFFIC," subsection, "CLOSURE REQUIREMENTS AND CONDITIONS," under "General," the first and second paragraphs are revised as follows:

"**General** The Engineer reserves the authority to disapprove any closure schedule request, deny or abort any closure on any portion of the traveled way or shoulder of a highway, freeway, ramp, connector, city street, utility or railroad facility when deemed necessary for the safe and efficient operation of public traffic or when necessary to resolve conflicts in closure schedules' among contractors or other forces performing work within the State right of way. The Contractor shall fully inform himself of the schedule of upcoming special events on Treasure Island which may result in the Engineer s disapproval of a closure request.

The traffic control for lane closure on the bridge deck of San Francisco-Oakland Bay Bridge in this contract will be provided by another State contractor. However, there is the potential that the Contractor will be required to provide additional lane closures on the bridge deck of San Francisco-Oakland Bay Bridge through the use of his forces. Any such additional lane closures will be paid for by extra work as provided in Section 4-1.03D Extra Work of the Standard Specifications, and will not be considered a special service as specified in Section 9-1.03B of the Standard Specifications."

In the Special Provisions, Section 10-1.15, "MAINTAINING TRAFFIC," Chart No. 2 is revised and Chart No. 3 is added as attached.

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In the Special Provisions, Section 10-1.16, "TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE," the fourth paragraph is revised to read as follows:

"The traffic control for lane closure on the bridge deck of San Francisco-Oakland Bay Bridge in this contract will be provided by another State contractor. Attention is directed to "Maintaining Traffic" elsewhere in these special provisions."

In the Special Provisions, Section 10-1.16, "TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE," the following paragraphs are added at the end of the section:

"The Contractor shall provide the traffic control system consisting of closing the traffic lanes on the Treasure Island Road.

If components in the traffic control system on Treasure Island Road are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location. When lane closures are made for work periods only, at the end of each work period, components of the traffic control system, except portable delineators placed along open trenches or excavation adjacent to the traveled way, shall be removed from the traveled way and shoulder.

Each vehicle used to place, maintain and remove components of a traffic control system on multilane highways shall be equipped with a Type˚II flashing arrow sign which shall be in operation when the vehicle is being used for placing, maintaining or removing the components. Vehicles equipped with Type˚II flashing arrow sign not involved in placing, maintaining or removing the components when operated within a stationary type lane closure shall only display the caution display mode. The sign shall be controllable by the operator of the vehicle while the vehicle is in motion. The flashing arrow sign shown on the plans shall not be used on the vehicles which are doing the placing, maintaining and removing of components of a traffic control system and shall be in place before a lane closure requiring the sign's use is completed. One-way traffic on Treasure Island Road shall be controlled through the project in conformance with the plan entitled "Construction Details-Traffic Control System for Lane Closure on Two Lane Conventional Highways" in the project plans and these special provisions. The contract lump sum price paid for traffic control system on Treasure Island Road shall include full compensation for furnishing all labor (except for flagging costs), materials (including signs), tools, equipment, and incidentals, and for doing all the work involved in placing, removing, storing, maintaining, moving to new locations, replacing, and disposing of the components of the traffic control system for. Flagging costs will be paid for as provided in Section 12-2.02, "Flagging Costs," of the Standard Specifications."

In the Special Provisions, Section 10-1.18, "EXISTING HIGHWAY FACILITIES," the third paragraph is revised to read as follows:

"Plans of the existing structures are available for review at the Caltrans District 4, Toll Bridge Program Duty Senior s office at 111 Grand Avenue, Oakland, CA 94612, telephone (510) 286-5549."

In the Special Provisions, Section 10-1.18A, "PROTECTIVE BARRIER," subsection, "PROTECTIVE BARRIER WORKING DRAWINGS," the third paragraph is revised to read as follows:

"Working drawings for protective barrier shall be 22 in x 34 in size. For initial review, 10˚sets of drawings shall be submitted. After the Engineer has determined that the submittal is complete, 9 sets of corrected drawings and calculations shall be submitted to the Engineer. Within 3 weeks after final approval of the working drawings, six (6) sets of the corrected prints on 0.0154 lbs/ft2 (minimum) good quality bond paper, 22 in x 34 in size, prepared by the Contractor, shall be furnished to Engineer."

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In the Special Provisions, Section 10-1.18B, "WORK PLATFORMS," subsection, "WORK PLATFORM DESIGN AND WORKING DRAWINGS," the first paragraph is revised to read as follows:

"**WORK PLATFORM DESIGN AND WORKING DRAWINGS.--**If the Contractor elects to perform construction operations from the work platform, the Contractor shall submit complete working drawings with supplement for said work to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions. Working drawings for construction operations performed from the work platforms shall be 22 in x 34 in size. For initial review, 10˚sets of drawings shall be submitted. After the Engineer has determined that the submittal is complete, 9 sets of corrected drawings and calculations shall be submitted to the Engineer."

In the Special Provisions, Section 10-1.21, "TIEBACK ANCHORS," the phrase which reads, "and traffic control" after the fifth paragraph is deleted.

In the Special Provisions, Section 10-1.21, "TIEBACK ANCHORS," the subsection "Working Drawings" which reads as follows is deleted:

"Working Drawings -- The Engineer will notify the Contractor in writing when a complete set of working drawings and design calculations have been received. After a complete set has been received, the Engineer will require a period of three weeks to review the Contractor s submittal. Working drawings shall include the following:

1. Installation procedure including grouting, testing, and final concrete surface finishing procedures.
2. The grout mix and certified test results.
3. Space requirements and work zones needed for installing the tie back anchors and for construction support including parking."

In the Special Provisions, Section 10-1.21, "TIEBACK ANCHORS," the subsection, "Tieback Anchors Working Drawings," is added as attached.

In the Special Provisions, Section 10-1.21, "TIEBACK ANCHORS," subsection "Construction," the sixth paragraph is revised to read as follows:

"The portion of a tieback anchor hole that is through the portal walls shall be cored in conformance with "Core Concrete (4 1/2", 5", 9")" elsewhere in these special provisions. Either the rotary or percussion drilling method through the existing lean concrete and bedrock is acceptable. The portion of a tieback anchor hole that is through caving soils shall be drilled by rotary methods. Where caving soils are present, full length casing through the caving soil is required as shown on the plans. Where caving conditions occur in the unbonded zone, temporary casing shall be used in the unbonded zone until the second stage grouting is complete in place. A minimum cover of 1'-0" shall be provided over all tieback anchors. Increase dip (vertical) angle above1V:6H, but not greater than 1V:4H, only when required to maintain 1'-0" of cover."

In the Special Provisions, Section 10-1.21, "TIEBACK ANCHORS," subsection "Construction," the fifteenth paragraph is revised to read as follows:

"The initial grout outside of the corrugated sheathing shall extend to within 6 inches of the end of the steel tube of the anchorage assembly. The limits of the initial and secondary grout shall be as shown on the plans."

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In the Special Provisions, Section 10-1.21, "TIEBACK ANCHORS," subsection, "Lock-off," the third paragraph is revised to read as follows:

> "Concrete cores removed to permit tieback anchors installation shall be returned to their original locations. The cores shall be trimmed as required to provide clearance for tieback anchors and anchor plates and then secured in place with epoxy grout. The epoxy grout shall completely anchor the core and seal the tieback anchor head and bearing plate. The exposed surface of the core and surrounding concrete shall receive a Class 1 surface finish as specified in Standard Specification Section 51-1.18. After completion of surface finishing, locations of cored and drilled holes shall not be visible."

In the Special Provisions, Section 10-1.22, "ROCK BOLTS," the subsection "Working Drawings" which reads as follows is deleted:

> "Working Drawings -- The Engineer will notify the Contractor in writing when a complete set of working drawings and design calculations have been received. After a complete set has been received, the Engineer will require a period of three weeks to review the Contractor s submittal. Working drawings shall include the following:
>
> 1. Installation procedure including grouting, testing, and final concrete surface finishing procedures.
> 2. The grout mix and certified test results.
> 3. Space requirements and work zones needed for installing the tie back anchors and for construction support including parking."

In the Special Provisions, Section 10-1.22, "ROCK BOLTS," the subsection, "Rock Bolts Working Drawings," is added as attached.

In the Proposal and Contract, the Engineer s Estimate Items 26 and 27 are added and Items 25 is deleted as attached.

To Proposal and Contract book holders:

REPLACE PAGE 4 OF THE ENGINEER'S ESTIMATE IN THE PROPOSAL WITH THE ATTACHED REVISED PAGE 4 OF THE ENGINEER'S ESTIMATE. THE REVISED ENGINEER'S ESTIMATE IS TO BE USED IN THE BID.

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 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

NICK YAMBAO, Chief
Office of Plans, Specifications & Estimates
Division of Office Engineer

Attachments

5-1.00 DRAWINGS

Attention is directed to Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions.

When working drawings are required by these special provisions, the drawings shall be submitted in accordance with Section 55-1.02, "Drawings," of the Standard Specifications and the following:

1. Working drawings shall be submitted to the Engineer.
2. Working drawings shall not exceed 22 inches x 34 inches in size.
3. Text and details shall be legible and suitable for photocopying and reduction.
4. Electronic files of working drawings shall be Microstation Version 95 or later design file format and shall be submitted on compact disk media.
5. An index, prepared specifically for the working drawings for each portion of the work which requires working drawings, containing sheet numbers and titles shall be included on the compact disk media. Electronic files for working drawings shall be arranged in the order of drawing numbers shown in the index."
6. At the completion of the contract, one set of all approved final shop and working drawings in electronic form, including any revisions required after approval, shall be furnished to the Engineer.

Working drawings will be required for:

Welding Quality Control Plan (WQCP)
Protective barrier for existing highway facilities
Work Platforms
Tieback Anchors
Rock Bolts

Chart No. 2 - Westbound
Multilane Lane Requirements

Location:

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	2	1	1	1	2																4	4	4	3	
Fridays	2	1	1	1	2																4	4	4	3	
Saturdays	2	2	1	1	1	2	3	4														4	4	3	
Sundays	2	2	1	1	1	1	2	3	3													4	4	3	
Day before designated legal holiday	2	1	1	1	2	4															4	4	4	3	
Designated legal holidays	2	2	1	1	1	1	2	3	3													4	4	3	

Legend:

1	Provide at least one traffic lane
2	Provide at least two adjacent traffic lanes
3	Provide at least three adjacent traffic lanes
4	Provide at least four adjacent lanes
	No lane closure allowed

Remarks: Lane closures are subject to the following:

1. May not be placed while traffic is still being metered onto the bridge.
2. May not be placed until traffic flow rate (volume) decrease below 6600 vph as determined by the Bay Bridge Traffic Management Center.

Chart No. 3
Two-Lane Conventional Highway Lane Requirements

Location: Treasure Island Road

	a.m.												p.m.											
FROM HOUR TO HOUR	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	R	R	R	R	R	R					R	R	R	R					R	R	R	R	R	R	
Fridays	R	R	R	R	R	R					R	R	R	R					R	R	R	R	R	R	
Saturdays	R	R	R	R	R	R	R					R	R	R	R					R	R	R	R	R	
Sundays	R	R	R	R	R	R	R	R					R	R	R					R	R	R	R	R	
Day before designated legal holiday	R	R	R	R	R	R					R	R	R	R					R	R	R	R	R	R	
Designated legal holidays	R	R	R	R	R	R	R	R					R	R	R					R	R	R	R	R	

Legend:

R	A minimum of one paved traffic lane, not less than 11 feet wide, shall be open for use by public traffic. (Reversing Control).
	No work that interferes with public traffic will be allowed

REMARKS: 1) During the periods of reversing control, each direction of traffic can be stopped for a maximum period of three minutes, while the other direction uses the available lane.
3) Maximum closure length on Treasure Island Road shall not exceed 400 feet in length, including the taper (L) length of 200 feet as shown on the project plans.

Tieback Anchors Working Drawings.--The Contractor shall submit working drawings and design calculations for the tieback anchors. Such drawings and design calculations shall be stamped by an engineer who is registered as a Civil Engineer in the State of California.

The tieback anchor working drawings and design calculations shall conform to Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions.

For initial review, 10 sets of drawings shall be submitted. After the Engineer has determined that the submittal is complete, 9 sets of corrected drawings and calculations shall be submitted to the Engineer. Within 3 weeks after final approval of the working drawings, 6 sets of the corrected prints on 0.0154 lbs/ft^2 (minimum) good quality bond paper, 22 in. x 34 in. in size, prepared by the Contractor, shall be furnished to the Engineer.

Working drawings shall show the State assigned designation for the contract number, bridge number, full name of the structure as shown on the contract plans, and the District-County-Route-Post mile on each drawing and design calculation sheet. The Contractor's name, address and phone number shall be shown on the working drawings. Each sheet shall be numbered on the lower right hand corner and shall contain a blank space in the upper right hand corner for future contract sheet numbers.

The working drawings for the tieback anchors shall include the following:

1. Installation procedure including grouting, testing, and final concrete surface finishing procedures.
2. The grout mix and certified test results.
3. Space requirements and work zones needed for installing the tie back anchors and for construction support including parking.

The same engineer that sealed and signed the approved working drawings and design calculations shall inspect the tieback anchors for conformity with the working drawings. The Contractor's registered engineer shall submit to the Engineer a written certification that the tieback anchors substantially conforms to the details on the working drawings, and that the materials and workmanship are satisfactory for the purpose intended. A copy of this certification shall be available at the site of the work at all times.

The Engineer will notify the Contractor in writing when a complete set of working drawings and design calculations have been received. After a complete set has been received, the Engineer will require a period of 3 weeks to review the Contractor s submittal. Should the Engineer fail to review the complete working drawing submittal within the time specified and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the working drawing submittal, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with Section 8-1.109, "Right of Way Delays," of the Standard Specifications.

Rock Bolts Working Drawings.--The Contractor shall submit working drawings and design calculations for the rock bolts. Such drawings and design calculations shall be stamped by an engineer who is registered as a Civil Engineer in the State of California.

The rock bolts working drawings and design calculations shall conform to Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions.

For initial review, 10 sets of drawings shall be submitted. After the Engineer has determined that the submittal is complete, 9 sets of corrected drawings and calculations shall be submitted to the Engineer. Within 3 weeks after final approval of the working drawings, 6 sets of the corrected prints on 0.0154 lbs/ft^2 (minimum) good quality bond paper, 22 in. x 34 in. in size, prepared by the Contractor, shall be furnished to the Engineer.

Working drawings shall show the State assigned designation for the contract number, bridge number, full name of the structure as shown on the contract plans, and the District-County-Route-Post mile on each drawing and design calculation sheet. The Contractor's name, address and phone number shall be shown on the working drawings. Each sheet shall be numbered on the lower right hand corner and shall contain a blank space in the upper right hand corner for future contract sheet numbers.

The working drawings for the tieback anchors shall include the following:

1. Installation procedure including grouting, testing, and final concrete surface finishing procedures.
2. The grout mix and certified test results.
3. Space requirements and work zones needed for installing the rock bolts and for construction support including parking.

The same engineer that sealed and signed the approved working drawings and design calculations shall inspect the rock bolts for conformity with the working drawings. The Contractor's registered engineer shall submit to the Engineer a written certification that the tieback anchors substantially conforms to the details on the working drawings, and that the materials and workmanship are satisfactory for the purpose intended. A copy of this certification shall be available at the site of the work at all times.

The Engineer will notify the Contractor in writing when a complete set of working drawings and design calculations have been received. After a complete set has been received, the Engineer will require a period of 3 weeks to review the Contractor s submittal. Should the Engineer fail to review the complete working drawing submittal within the time specified and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the working drawing submittal, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with Section 8-1.109, "Right of Way Delays," of the Standard Specifications.

ENGINEER'S ESTIMATE
04-0434L4

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21 (S)	515068	CORE CONCRETE (9")	LF	43		
22	047748	ROCK BOLTS	EA	8		
23 (S-F)	520101	BAR REINFORCING STEEL	LB	13,050		
24 (S)	016049	TRAFFIC OPERATIONS SYSTEM (MODIFY)	LS	LUMP SUM	LUMP SUM	
25	BLANK					
26 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
27	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID: _____

REVISED PER ADDENDUM NO. 1 DATED MAY 22, 2000