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**** WARNING ** WARNING ** WARNING ** WARNING ****
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December 28, 2007

03-Sac-5-34.8/39.7
03-0A3604
ACIM-005-6(325)E

Addendum No.1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SACRAMENTO COUNTY IN SACRAMENTO FROM 0.6 KM SOUTH OF ROUTE 5/50 SEPARATION TO RICHARDS BOULEVARD UNDERCROSSING.

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 January 29, 2008.

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

Project Plan Sheets 53, 54, 95 and 391 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheets 165A, 165B and 165C are added. Half-sized copies of the added sheets are attached for addition to the project plans.

In the Special Provisions, Section 3, "AWARD AND EXECUTION OF CONTRACT," the fourth sentence in the third paragraph is revised as follows:

"Bids in which the number of working days bid for completion of the work, except plant establishment, exceed 305 will be considered non-responsive and will be rejected."

In the Special Provisions, Section 4, "BEGINNING OF WORK, TIME OF COMPLETION, AND LIQUIDATED DAMAGES," is replaced as attached.

In the Special Provisions, Section 5-1.16, "PAYMENTS," in the second paragraph, items C and D are deleted.

03-Sac-5-34.8/39.7
03-0A3604
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In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the following paragraph is added after the sixth paragraph:

"Placement requirements for the polyester concrete overlay shall conform to the requirements in "Polyester Concrete Overlay" of these special provisions."

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the second sentence in the twenty-first paragraph is revised as follows:

"For each stage, as shown on the plans and as provided in these special provisions, the applicable mainline lanes, ramps, and connector lanes may be closed for up to 55 hours starting at 10 p.m. on Friday."

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the twenty-ninth, thirtieth and thirty-first paragraphs are revised as follows:

"During Stages 10, 22, and 24, the connector from WB US 50 to NB I-5 may be closed during each stage for a 55-hour periods starting at 10 p.m. on Friday. The entire connector shall be open by 5 a.m. on the following Monday.

During Stages 10, 22, and 24, the 5th Street on-ramp to NB I-5 may be closed during each stage for a 55-hour periods starting at 10 p.m. on Friday. The on-ramp shall be open by 5 a.m. on the following Monday.

During Stages 22 and 24, the connector from EB US 50 to NB I-5 may be closed for two 12-hour periods in each stage from 10 p.m. Friday to 10 a.m. Saturday and from 10 p.m. Saturday to 10 a.m. Sunday."

In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," the first line of the REMARKS in Chart No. 9 is revised as follows:

"REMARKS:
Call out DE-4 and DE-16.
The Sutterville Road ramps must be open."

In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," the third line under the REMARKS in Chart No. 11 is revised as follows:

"The Q Street off-ramp from northbound I-5 must be open during this closure.
See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions."

In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," the following is added after the first line under the REMARKS in Chart No. 12:

"Call out DE-17 when closing access to southbound I-5."

In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," the third line under the REMARKS in Chart No. 13 is revised as follows:

"The P Street on-ramp to southbound I-5 and US 50 must be open during this closure.
See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions."

03-Sac-5-34.8/39.7
03-0A3604
ACIM-005-6(325)E

In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," the fourth line under the REMARKS in Chart No. 14 is revised as follows:

"The J Street off-ramp from southbound I-5 must be open during this closure.
See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions."

In the Special Provisions, Section 10-1.17, "MAINTAINING TRAFFIC," the third line under the REMARKS in Chart No. 16 is revised as follows:

"The W/Fifth Street on-ramp to southbound I-5 must be open during this closure.
See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions."

In the Special Provisions, Section 10-1.21, "PORTABLE CHANGEABLE MESSAGE SIGN," the third sentence in the second paragraph is revised as follows:

"The development procedures will be part of the Construction Advisory Team (CAT) System."

In the Special Provisions, Section 10-1.24, "QUICKCHANGE MOVEABLE BARRIER SYSTEM," the fourth paragraph is revised as follows:

"The price quoted by the manufacturer for the Quickchange Moveable Barrier System including the ABSORB 350, Test Level 3 crash cushion, F.O.B. 180 River Road, Rio Vista California 94571, telephone (707) 374-6800 is \$448,600 per year, not including sales tax."

In the Special Provisions, Section 10-1.28, "EXISTING HIGHWAY FACILITIES," subsections "BRIDGE REMOVAL (PORTION)" and "TRIAL PAVEMENT SLAB REMOVAL" are replaced as attached.

In the Special Provisions, Section 10-1.43, "CONCRETE STRUCTURES," in the subsection "PAVEMENT SLAB CONSTRUCTION," the eighth paragraph is deleted.

In the Special Provisions, Section 10-1.48, "POLYESTER CONCRETE OVERLAY," the following paragraphs are added after the first paragraph:

"Polyester concrete overlay shall be placed a minimum of 28 days after the new portland cement concrete pavement slabs have been completed.
Polyester concrete overlay shall be placed within 24 hours after preparing the concrete pavement slab surface."

In the Special Provisions, Section 10-1.48, "POLYESTER CONCRETE OVERLAY," subsection "CONSTRUCTION," the sixth paragraph is replaced with the following paragraphs:

"The prime coat shall be allowed to cure a minimum of 15 minutes before placing polyester concrete. If the primed surface becomes contaminated, the contaminated area shall be cleaned by abrasive blasting and reprimed at the Contractor's expense.
Polyester concrete shall be placed within 120 minutes after the prime coat has been applied."

Addendum No.1
Page 4
December 28, 2007

03-Sac-5-34.8/39.7
03-0A3604
ACIM-005-6(325)E

In the Special Provisions, Section 10-4.06, "DEWATERING WELL ELECTRICAL EQUIPMENT," subsection "OBSERVATION WELLS WATER LEVEL MONITORING SYSTEM," subsection "FA Well Combination Starter Control Cabinet," the first sentence in the second paragraph is revised as follows:

"Control Panel enclosure shall be NEMA-3R enclosure containing back mounting panel, hinged interior door, and an exterior door."

In the Proposal and Contract, the Engineer's Estimate Items 41 and 64 are revised as attached.

To Proposal and Contract book holders:

Replace pages 5 and 6 of the Engineer's Estimate in the Proposal with the attached revised pages 5 and 6 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.

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

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
Division of Engineering Services - Office Engineer

Attachments

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION, AND LIQUIDATED DAMAGES

The first working day is the fifty-fifth day after contract approval.

The Contractor shall not begin work at the job site, except for measuring controlling field dimensions and locating utilities, until the following submittals are received and approved by the Engineer:

1. Baseline Progress Schedule (Critical Path Method)
2. Storm Water Pollution Prevention Plan (SWPPP)
3. Notification of Dispute Review Board (DRB) nominee and disclosure statement

In addition to the above submittals, the Contractor shall not begin work at the job site, except for measuring controlling field dimensions and locating utilities, until the following submittals are received by the Engineer:

1. Notice of Materials To Be Used.
2. Contingency plan for reopening closures to public traffic.

The Contractor may begin work at the job site before the fifty-fifth day after contract approval if:

1. The Contractor submits and obtains required approvals for the submittals before the fifty-fifth day
2. Authorized by the Engineer in writing

The Department will grant time extensions for delays only that are beyond the Contractor's control and that prevent the Contractor from starting work at the job site on the first working day.

For this contract, subparagraph (a) of the second paragraph in Section 8-1.06, "Time of Completion," of the Standard Specifications is replaced with:

- (a) Holidays except every Sunday

The work, except plant establishment work, shall be diligently prosecuted to completion before the expiration of the number of working days bid.

The Contractor shall pay to the State of California the sum of \$ 59,220 per day for each day's delay in finishing the work, except plant establishment work, in excess of the number of working days bid and until work requiring closure of lanes or shoulders on Interstate Highway Route 5 is complete.

The Contractor shall pay to the State of California the sum of \$ 15,200 per day for each day's delay in finishing the work, except plant establishment work, in excess of the number of working days bid if no further lane or shoulder closures are required on Interstate Highway Route 5 to complete the work.

The plant establishment period shall not be less than 120 working days.

The Contractor shall pay to the State of California the sum of \$600 per day for each day's delay in completing the plant establishment work.

In no case will liquidated damages of more than \$ 59,220 per day be assessed.

INCENTIVES AND DISINCENTIVES

Incentive payments and disincentive deductions apply to work at the locations described as follows:

During Stage 4, the connector from southbound I-5 to US 50 may be reduced to one lane for a continuous 127-hour closure. If you complete the required connector paving work and reopen the connector to traffic before the end of the 127-hour closure, you will receive \$2,000 incentive payment for each hour less than 127. Total incentive payment for this closure will not exceed \$200,000.

If you do not complete the connector paving work and fail to open the connector from southbound I-5 to US 50 to traffic before the end of the 127-hour continuous closure time period, the Department will deduct a \$2,000 disincentive per hour interval, or fraction of the interval past the time specified to reopen the closure. Total disincentive payment will not exceed \$200,000.

During Stage 4, the I Street on-ramp to southbound I-5 may be closed for a 15-day continuous closure. If you complete the ramp paving work and reopen the I Street on-ramp to southbound I-5 to traffic, you will receive \$20,000 per day for each day less than 15 days. Total incentive payment for the early opening of the I Street on-ramp to southbound I-5 will not exceed \$200,000.

If you do not complete the ramp paving work and reopen the I Street on-ramp to southbound I-5 to traffic before the end of the 15 day continuous closure, the Department will deduct a \$20,000 disincentive per day interval, or fraction of the interval past the time specified to reopen the closure. Total disincentive payment will not exceed \$200,000.

During Stage 7, access to the J Street off-ramp from northbound I-5 may be closed for a 15-day continuous closure. If you complete the paving work and reopen access to the J Street off-ramp from northbound I-5 to traffic, you will receive \$20,000 per day for each day less than 15 days. Total incentive payment for the early opening of access to the J Street off-ramp to northbound I-5 will not exceed \$200,000.

If you do not complete the paving work and reopen access to the J Street off-ramp to northbound I-5 to traffic before the end of the 15 day continuous closure, the Department will deduct a \$20,000 disincentive per day interval, or fraction of the interval past the time specified to reopen the closure. Total disincentive payment will not exceed \$200,000.

For Stages 1 through 8, you are required to demolish the existing pavement, remove the existing dewatering system, install a new dewatering system, install a new reinforced concrete pavement surface, provide pavement delineation, and open the lanes, ramps, and connectors back to traffic. You have 165 days from the start of Stage 1 to complete this work. If you complete the work required for Stages 1 through 8, you will receive \$50,000 per day for each day less than 165 days. Total incentive payment for this work will not exceed \$2,500,000.

If you do not complete the work for Stages 1 through 8 before the end of the 165 days, the Department will deduct a \$50,000 disincentive per day interval, or fraction of the interval past the 165 days specified. Total disincentive payment will not exceed \$2,500,000.

Comply with "Maintaining Traffic" and "Closure Requirements and Conditions" of these special provisions.

Incentive payments and disincentive deductions are independent of damages specified in "Closure Requirements and Conditions" and liquidated damages.

For a delay caused by the Engineer's inspection and testing:

1. No extension of time will be granted
2. Incentive payments and disincentive deductions will not be changed

10-1.28 EXISTING HIGHWAY FACILITIES

BRIDGE REMOVAL (PORTION)

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

Bridge removal (portion) shall consist of removing portions of bridges at the following locations:

(LOCATION A)
RIVERFRONT SEAL SLAB (REPAIR DECK SLAB)
(Bridge No. 24-0274M)

Removing portions of the existing reinforced concrete pavement slab, drainage system, and concrete barrier railing (Type 1).

(LOCATION B)
WEST END VIADUCT
(Bridge No. 24-0069L)

Removing portions of the existing concrete barrier.

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. Measures to assure that people, property, utilities, and improvements will not be endangered.
- D. Cored pavement slab layout plan and core identification system, proposed location for storing the cored pavement slabs.
- E. Method for measuring the volume of pavement slab removal.

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 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 following additional requirements apply to the removal of portions 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 "Order of Work" and "Maintaining Traffic" of these special provisions.
- B. Prior to removing any portion of the pavement slab the Contractor shall core the existing pavement slab to verify the depth of the slab. The existing pavement slab shall be cored in each lane at intervals not greater than 50 meters on center. Core results shall be logged by the Contractor and locations shall be identified by a unique labeling system. Cores shall be stored in a protected location on the Contractor's site and shall be available for inspection by the Engineer upon request.
- C. 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.

- D. Bridge removal operations shall be performed during periods of time that the roadway is closed to public traffic.
- E. Prior to reopening the roadway to public traffic, all debris and devices shall be removed and the roadway swept clean with wet power sweepers or equivalent methods.
- F. The Contractor shall submit in writing the actual total volume of pavement slab removed at the end of each work shift to the Engineer for approval. A copy of the daily report shall be available at the site of the work at all times.

MEASUREMENT AND PAYMENT

Bridge removal (portion), location A will be measured by the cubic meter. The volume to be paid for will be determined by field measurements of the actual volume of pavement slab removed.

The contract price paid per cubic meter for bridge removal (portion), location A shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in removing the pavement slab, including measuring actual volume of pavement slab removed and removing drainage system, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for removing portions of the concrete barrier railing (Type 1) shall be considered as included in the contract price paid per cubic meter for bridge removal (portion), location A, and no separate payment will be made therefor.

Seal slab surface removal, as ordered by the Engineer, will be paid for as extra work in conformance with the provisions in Section 4-1.03D, "Extra Work," of the Standard Specifications.

TRIAL PAVEMENT SLAB REMOVAL

Prior to beginning work on pavement slab, the Contractor shall successfully remove one or more trial pavement slabs. Trial pavement slabs shall be removed with the materials, tools, equipment, personnel, and methods to be used in completing the removal of the trial pavement slab. Trial pavement slab removal shall demonstrate that the Contractor is capable of removing the pavement slab in conformance with the provisions in this section, within anticipated time periods.

The minimum trial pavement slab removal dimensions shall be 3 m x 6 m. The depth will vary depending on the location of removal.

Materials from the removal of trial pavement slabs shall become the property of the Contractor and shall be removed and 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.

At least 2 weeks prior to removal of the trial pavement slab, the Contractor shall submit a trial pavement slab removal plan that include the following:

- A. The removal sequence, including staging of removal operations.
- A. Equipment locations on the structure during removal operations.
- B. Measures to assure that people, property, utilities, and improvements will not be endangered.

Trial pavement slab removal will be paid for as bridge removal (portion), location A.

ENGINEER'S ESTIMATE
03-0A3604

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	157561	BRIDGE REMOVAL (PORTION), LOCATION A	M3	7452		
42	157562	BRIDGE REMOVAL (PORTION), LOCATION B	LS	LUMP SUM	LUMP SUM	
43	160101	CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	
44	190101	ROADWAY EXCAVATION	M3	21 900		
45	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
46 (S)	200001	HIGHWAY PLANTING	LS	LUMP SUM	LUMP SUM	
47	204096	MAINTAIN EXISTING PLANTED AREAS	LS	LUMP SUM	LUMP SUM	
48 (S)	204099	PLANT ESTABLISHMENT WORK	LS	LUMP SUM	LUMP SUM	
49	206401	MAINTAIN EXISTING IRRIGATION FACILITIES	LS	LUMP SUM	LUMP SUM	
50 (S)	208000	IRRIGATION SYSTEM	LS	LUMP SUM	LUMP SUM	
51	208796	100 MM WELDED STEEL PIPE CONDUIT (6.02 MM THICK)	M	8		
52	208909	EXTEND 200 MM CONDUIT	M	24		
53	250201	CLASS 2 AGGREGATE SUBBASE	M3	10 500		
54	012979	DECOMPOSED GRANITE	M3	2.4		
55	260201	CLASS 2 AGGREGATE BASE	M3	6850		
56	260210	AGGREGATE BASE (APPROACH SLAB)	M3	25		
57	390102	ASPHALT CONCRETE (TYPE A)	TONN	12 400		
58	012980	STAMPED ASPHALT CONCRETE	M2	360		
59	394002	PLACE ASPHALT CONCRETE (MISCELLANEOUS AREA)	M2	420		
60	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	M	230		

ENGINEER'S ESTIMATE**03-0A3604**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
61	401108	REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	M3	2300		
62	406100	DOWEL BAR RETROFIT	EA	7530		
63 (S)	420201	GRIND EXISTING CONCRETE PAVEMENT	M2	13 300		
64 (F)	041199	STRUCTURAL CONCRETE (PAVEMENT SLAB)	M3	7452		
65 (F)	510087	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	M3	250		
66 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	33		
67	511118	CLEAN EXPANSION JOINT	M	706		
68	515041	FURNISH POLYESTER CONCRETE OVERLAY	M3	1500		
69 (F)	515042	PLACE POLYESTER CONCRETE OVERLAY	M2	65 400		
70 (S)	519102	JOINT SEAL (TYPE AL)	M	190		
71 (S)	519117	JOINT SEAL (MR 30 MM)	M	513		
72 (S)	519142	JOINT SEAL (MR 40 MM)	M	91		
73 (S-F)	041200	BAR REINFORCING STEEL (PAVEMENT SLAB)	KG	1 143 400		
74	406001	TIE BAR	EA	26 300		
75 (F)	540102	TREAT BRIDGE DECK	M2	593		
76	540108	FURNISH BRIDGE DECK TREATMENT MATERIAL	L	271		
77 (F)	560218	FURNISH SIGN STRUCTURE (TRUSS)	KG	1500		
78	566011	ROADSIDE SIGN - ONE POST	EA	11		
79	568016	INSTALL SIGN PANEL ON EXISTING FRAME	M2	95		
80	568017	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST	EA	3		