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June 30, 2006

04-SF-101-14.7/15.1  
04-449404

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in THE CITY AND COUNTY OF SAN FRANCISCO AT THE PRESIDIO VIADUCT.

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 July 11, 2006. The original bid opening date was previously postponed under Addendum No. 2 dated May 19, 2006.

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 Proposal and Contract.

Project Plan Sheets 19 and 20 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheet 34A is added. A half-sized copy of the added sheet is attached for addition to the project plans.

In the Special Provisions, Section 10-1.07, "COOPERATION," the following paragraph is added after the first paragraph:

"It is anticipated that work by another contractor (Contract No. 04-163704) to construct Doyle Drive replacement project in the City and County of San Francisco on Route 101 from KP 13.4 (PM 8.3) to KP 15.1 (PM 9.4) may be in progress adjacent to or within the limits of this project during progress of the work on this contract."

In the Special Provisions, Section 10-1.20, "EXISTING HIGHWAY FACILITIES," subsection "BRIDGE REMOVAL (PORTION)," is revised as attached.

In the Special Provisions, Section 10-1.20, "EXISTING HIGHWAY FACILITIES," subsection "REMOVE RIVET," is revised as attached.

In the Special Provisions, Section 10-1.33, "STEEL STRUCTURES," the following paragraph is added after the second paragraph:

"Attention is directed to "Bridge Removal (Portion)" of these special provisions regarding the requirements for submitting working drawings for bridge removal and structural steel erection operations."

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In the Proposal and Contract, the Engineer's Estimate Items 27, 29 and 30 are revised 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.

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 UPS overnight mail to Proposal and Contract book holders to ensure that each receives it. A copy of this addendum is 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)**

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

Attachments

## **BRIDGE REMOVAL (PORTION)**

Removing portions of bridges shall include removal of structural steel members of the Presidio Viaduct (Bridge No. 34-0019) in conformance with the details shown on the plans and the provisions in Section 15-4, "Bridge Removal," of the Standard Specifications and these special provisions.

The Contractor shall be responsible for designing and constructing safe and adequate temporary supports, temporary bracing, temporary struts and protective covers with sufficient strength and rigidity to support the loads to be imposed during all bridge removal and reconstruction operations in conformance with the details shown on the plans and the requirements in these special provisions.

### **General**

Attention is directed to "Order of Work," "Maintaining Traffic," "Temporary Railings," "Remove Rivet," and "Clean and Paint Structural Steel" in these special provisions.

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 following additional requirements apply to the removal of structural steel members whenever the removal work is to be performed over public traffic:

- A. A protective cover shall be constructed before beginning removal of structural steel members. The protective cover shall be supported by shoring, falsework, or members of the existing structure.
- B. Methods for removal of structural steel members 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.
- C. The protective cover shall prevent any materials, equipment, or debris from falling onto public traffic. 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.
- D. The protective cover shall extend at least 3 m beyond the outside face of the bridge railing.
- E. 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 9.8 m shall be provided for the passage of public traffic.
- F. 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.
- G. Before removal of the protective cover, the Contractor shall clean the protective cover of all debris and fine material.

### **Working Drawings**

The Contractor shall submit complete working drawings for bridge removal and structural steel erection to the Engineer, detailing methods, procedures, sequences, and all features required to perform the removal and erection in a safe and controlled manner. The working drawings for bridge removal and structural steel erection shall conform to the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications.

Working drawings and design calculations shall be signed by an engineer who is registered as a Civil Engineer in the State of California. The working drawing submittal shall be independently checked by a second professional engineer that is different from the original design engineer who prepared the working drawing submittal for the work at issue. Moreover, the second engineer's independent design check calculations shall be prepared completely independent of, and without the benefit of review of, the design calculations prepared by the original design engineer.

The working drawings shall include the following items:

- A. The removal sequence and structural steel erection, including staging of removal operations and methods of handling, hoisting, and supporting structural steel members.
- B. Design calculations to adequately demonstrate the stability of the structure during all stages of the removal and structural steel erection. Calculations for each stage of bridge removal and structural steel erection shall include dead and live load values assumed in the design of protective covers.
- C. Equipment loading and locations on the structure during removal and structural steel erection operations.
- D. Temporary support shoring, temporary bracing and temporary struts, as required to perform the work.
- E. Method for rivet removal and replacement.
- F. Locations where work is to be performed over traffic.
- G. Details, locations, and types of protective covers to be used.
- H. Measures to assure that people, property, utilities, and improvements will not be endangered.
- I. Details and measures for preventing material, equipment, and debris from falling onto public traffic.
- J. Details and locations of any proposed attachments to the structure to facilitate structural steel erection or removal.

The number of sets of drawings, design calculations, and the time for reviewing working drawings shall be the same as specified for falsework working drawings in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications. Working drawings shall be 270 mm x 432 mm in size. For initial review, 10 sets of drawings shall be submitted. After review, between 6 and 12 sets, as requested by the Engineer, shall be submitted for final approval and use during construction.

Working drawings shall show the State assigned designations for the contract number, bridge number, full name of the structure as shown on the contract plans, and District-County-Route-Kilometer Post on each drawing and calculation sheet. The company name, address, and phone number shall be shown on the working drawings. Each sheet shall be numbered in the lower right hand corner.

The Engineer will notify the Contractor in writing when the submitted working drawings and design calculations have been determined to be complete.

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 the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

#### **Design**

The existing condition of the bridge structure contains corroded and deteriorated members. If the Contractor chooses to use existing bridge members as part of the temporary supports, temporary bracing, temporary strut or protective cover systems, the Contractor shall be responsible for any repairs to the existing members required to develop the design capacity of the temporary system.

Temporary supports, temporary bracing, temporary struts and protective cover systems shall be mechanically connected to the existing structure.

Temporary supports, temporary bracing, and temporary strut work that includes disassembly or disconnection of the existing members shall have a minimum capacity equivalent to that of the existing members.

The temporary support shoring, temporary bracing, temporary struts, and protective covers shall be designed and constructed in conformance with the provisions in Section 51-1.06, "Falsework," of the Standard Specifications and the following requirements:

- A. Welding of steel members, except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for falsework members are defined as splices made prior to the member being shipped to the project site.
- B. Splices made by field welding of steel beams at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in a steel beam. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.
- C. For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to placing any concrete for which the falsework is being erected to support.
- D. For previously welded splices, the Contractor shall determine and perform all necessary testing and inspection required to certify the ability of the falsework members to sustain the stresses required by the falsework design. This welding certification shall be in writing, shall be signed by an engineer who is registered as a Civil Engineer in the State of California, and shall be provided prior to placing any concrete for which the falsework is being erected to support.
- E. The Contractor's engineer who signs the falsework drawings shall also certify in writing that the falsework is constructed in conformance with the approved drawings and the contract specifications prior to performing the work for which the falsework is required. This certification shall include performing any testing necessary to verify the ability of the falsework members to sustain the stresses required by the falsework design. The engineer who signs the drawings may designate a representative to perform this certification. Where falsework contains openings for railroads, vehicular traffic, or pedestrians, the designated representative shall be qualified to perform this work, shall have at least three years of combined experience in falsework design or supervising falsework construction, and shall be registered as a Civil Engineer in the State of California. For other falsework, the designated representative shall be qualified to perform this work and shall have at least three years of combined experience in falsework design or supervising falsework construction. The Contractor shall certify the experience of the designated representative in writing and provide supporting documentation demonstrating the required experience if requested by the Engineer.

The assumed horizontal load to be resisted by the temporary support shoring, temporary bracing, and temporary struts 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.

### **Construction**

The Contractor's registered engineer shall be present at all times when bridge removal and steel erection operations are in progress. The Contractor's registered engineer shall inspect the bridge removal and steel erection operations and report in writing on a daily basis the progress of the operations 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 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.

**Payment**

Payment shall conform to the provisions in Section 15-4.03, "Payment," of the Standard Specifications and these special provisions.

Remove rivet will be paid for separately as specified in these special provisions.

Full compensation for conforming to the above requirements shall be considered as included in the contract prices paid for the various contract items of work and no additional compensation will be allowed therefor.

## **REMOVE RIVET**

Removing rivets shall conform to the requirements in Section 15, "Existing Highway Facilities," and Section 55, "Steel Structures," of the Standard Specifications and these special provisions.

Attention is directed to Section 7-1.09, "Public Safety, " and Section 7-1.12, "Responsibility for Damage, " of the Standard Specifications.

Attention is directed to "Existing Paint Systems, " in these special provisions regarding containment of paint during rivet removal.

Furnishing and installing bolts at rivet removal locations, as shown on the plans, will be measured and paid for separately as specified in "Steel Structures," in these special provisions.

Sound control shall conform to the provisions in "Sound Control Requirements" in these special provisions.

The Contractor shall demonstrate the proposed method for rivet removal using the equipment and procedures proposed for the work. Specific rivets to be removed for the demonstrations will be determined by the Engineer. The Engineer shall be notified a minimum of 24 hours prior to the Contractor performing any rivet removal demonstrations.

The Contractor shall demonstrate the type of heat to be used for rivet removal. Care shall be taken not to enlarge rivet holes or to damage remaining material. Heat resulting from any removal method shall not damage rivet holes or the surrounding materials. Attention is directed to "Order of Work, " regarding Hot Work Permits.

Rivet removal, other than removal for the demonstrations, will not be permitted until the removal method has been approved by the Engineer. The Engineer will notify the Contractor one week after the removal demonstration whether the proposed methods are approved or rejected.

In the event that the Engineer determines that rivet removal work is resulting in damage to the existing steel, the Contractor shall cease rivet removal operations until a new proposed method for rivet removal has been approved by the Engineer.

Where existing rivets are removed, and the resulting holes require enlargement, the holes shall be enlarged by not more than 1/16 inch in diameter greater than the nominal bolt diameter shown on the plans. Holes shall be enlarged by reaming.

At locations where surrounding material has been damaged as a result of the Contractor's operations, the surrounding material shall be repaired. When reaming of more than 1/16-inch in diameter greater than the nominal bolt diameter shown on the plans and installing an oversize bolt is required for the repair, the reaming, furnishing and installing of oversized bolts shall be at the Contractor's expense.

At locations where rivet holes contain cracked, torn, or otherwise damaged material due to conditions other than the Contractor's operations, the Contractor shall ream the hole and install an oversized bolt. Additional reaming more than 1/16 inch in diameter than the nominal bolt diameter shown on the plans, including the difference between the actual cost of the bolt shown on the plans and the oversized bolt, shall be done as directed by the Engineer and will be paid for as extra work as provided in Section 4-1.03 D of the Standard Specifications. Installing oversized bolts shall be at the Contractor's expense.

Inside surfaces of holes remaining after rivet removal or reaming shall be painted in accordance to and be measured and paid for as specified for existing steel surfaces in "Clean and Paint Structural Steel, " elsewhere in these special provisions.

Remove rivet will be measured and paid for by unit.

The contract unit price paid for remove rivet shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in removing rivets, including demonstrating the proposed rivet removal method, as shown on the plans, as specified in these special provisions, and as directed by the Engineer.

Full compensation for enlarging rivets holes by not more than 1/16 inch in diameter greater than the nominal bolt diameter shown on the plans, shall be considered as included in the contract unit price paid for remove rivet and no additional compensation will be allowed therefor.

**ENGINEER'S ESTIMATE  
04-449404**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21 (S)	203024	COMPOST (EROSION CONTROL)	M3	3		
22 (S)	203045	PURE LIVE SEED (EROSION CONTROL)	KG	28		
23 (S)	203061	STABILIZING EMULSION (EROSION CONTROL)	KG	86		
24	260301	CLASS 3 AGGREGATE BASE	M3	410		
25	511118	CLEAN EXPANSION JOINT	M	1035		
26 (S)	040262	JOINT SEAL (MR 15MM) (SILICONE)	M	1040		
27 (S)	550102	STRUCTURAL STEEL (BRIDGE)	KG	29 000		
28 (S)	590115	CLEAN AND PAINT STRUCTURAL STEEL	LS	LUMP SUM	LUMP SUM	
29 (S)	040263	BLAST CLEAN (LOCATION A)	M2	930		
30 (S)	040264	BLAST CLEAN (LOCATION B)	M2	850		
31 (S)	040265	BLAST CLEAN (LOCATION C)	M2	18 300		
32 (S)	590135	SPOT BLAST CLEAN AND PAINT UNDERCOAT	M2	400		
33 (S)	590301	WORK AREA MONITORING	LS	LUMP SUM	LUMP SUM	
34	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

**TOTAL BID: \_\_\_\_\_**