



July 15, 2013

TO: All Plan Holders

FROM: Luis Mendez, Deputy Director SCCRTC

Bill Baker, Resident Engineer, Santa Cruz Branch Line Bridge Supports, Repairs and Member Replacements Project

SUBJECT: **Addendum No. 1** – Santa Cruz Branch Line Bridge Supports, Repairs and Member Replacements Project

All prospective bidders are hereby notified that modification and/or changes are to be made to the original Bidding Documents for this project, as entitled above.

Receipt of this Addendum is acknowledged in the space provided on the Bid Form. Signature indicates acknowledgement of receipt of Addendum No. 1, and that said Addendum was properly evaluated in bidder's proposal. Any proposal not in compliance with this requirement may be rejected.

Addendum No. 1

FRONT END SPECIFICATIONS

1. **Cover Sheet and "PUBLIC NOTICE" Page IV, paragraph 5:** The bid due date/opening date has been postponed until Friday August 9, 2013.
2. **"INSTRUCTIONS TO BIDDERS" Page IX, 2nd to last paragraph states:** "Priority No. 1 work for SCCRTC is Pay Item No.'s 1-8" - This is corrected to be Pay Item No.'s 1-9; and "Priority No. 2 work for SCCRTC are Pay Item No.'s 9-18" – This is corrected to be Pay Item No.'s 10-18; and Priority No. 3 work for SCCRTC are Pay Item No.'s 19-32 – This is correct as stated.
3. **"INSTRUCTIONS TO BIDDERS" Page IX, last paragraph:** The last date for bidders' questions to be received has been postponed until Monday, July 22, 2013.
4. **"BID FORM" Page XI:** The following item has been added to the Addenda list:
 - **Addendum No. 1** – Santa Cruz Branch Line Bridge Supports, Repairs and Member Replacements Project, dated July 15, 2013.

APPENDICES

1. **APPENDIX H: “Design Drawings”**: Drawing No. 3 of 67: La Selva Deck Plate Girder Milepost 9.09, General Notes – 1, has been revised to remove the paragraph titled CONSTRUCTION SCHEDULE. The revised Drawing is attached.

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PROJECT NUMBER	
COST ELEMENT	
LINE ITEM	
CONTRACT DESIGNATOR	
PHYSICAL ENTITY	
WORK ELEMENT	

SCOPE OF WORK

THE BRIDGE AT MP 9.09, ALSO KNOWN AS THE LA SELVA BRIDGE IS LOCATED ON THE SANTA CRUZ BRANCH LINE NEAR SANTA CRUZ, CALIFORNIA. THE REPAIRS TO THIS STRUCTURE INCLUDE THE FOLLOWING:

- REMOVAL, STORAGE AND RE-INSTALLATION OF DECK CONSISTING OF HANDRAILS, WALKWAY, TRACK AND TIES.
- REMOVAL AND REPLACEMENT OF THE STEEL BENTS 2 - 8.
- REMOVAL, REPAIR (OR REPLACEMENT) AND RE-INSTALLATION OF ALL NINE GIRDER SPANS, TOTAL OF 18 DECK PLATE GIRDERS. REPAIRS WILL BE PER PLANS AND GENERALLY CONSIST OF REMOVAL AND REPLACEMENT OF THE END PORTIONS OF THE GIRDERS.
- REPAIR OF THE CONCRETE PEDESTALS AND INSTALLATION OF NEW ANCHOR BOLTS AT PIERS 2 - 8.
- REPAIR OF CONCRETE AND INSTALLATION OF NEW ANCHOR BOLTS AT ABUTMENTS NO. 1 AND 2 AND PIER 9.

DESIGN CRITERIA

THE BENTS AND TOWERS HAVE BEEN DESIGNED FOR APPLICABLE LOADS PER AREMA, INCLUDING COOPER E-80 LIVE LOADING. NEW GIRDERS HAVE BEEN DESIGNED FOR ALL APPLICABLE LOADS PER AREMA INCLUDING COOPER E-80 LIVE LOADING. REHABILITATED GIRDERS HAVE BEEN DESIGNED TO SUPPORT A COOPER E-72 LOADING AND FOR AN IMPACT LOAD REDUCED PER AREMA CHAPTER 15, SECTION 7 FOR A 30 MPH SPEED RESTRICTION. CENTRIFUGAL FORCES WERE NOT INCLUDED.

PERMITS

PERMITS FOR MOVING EQUIPMENT ALONG BEACH AND/OR OVER LEONARD GULCH (WATERWAY) HAVE NOT BEEN OBTAINED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO OBTAIN ALL REQUIRED PERMITS IN THE EVENT THAT THE CONTRACTORS OPERATIONS OR MEANS AND METHODS UTILIZE BEACH ACCESS OR EQUIPMENT PLACED BELOW THE DECK ELEVATION. PERMITS FROM COASTAL COMMISSION, CALIFORNIA DEPARTMENT OF FISH AND GAME, NATIONAL MARINE FISHERIES SERVICE AND/OR U.S. CORPS OF ENGINEERS MAY BE NECESSARY. COPIES OF PERMITS OBTAINED OR WAIVERS OF PERMIT REQUIREMENTS SHALL BE PROVIDED TO OWNERS REPRESENTATIVE PRIOR TO EXECUTION OF WORK.

~~▲ CONSTRUCTION SCHEDULE~~

~~THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES TO ENSURE BRIDGE SHALL BE IN SERVICE FOR TRAIN MOVEMENTS FROM NOVEMBER 1, 2013 TO JANUARY 5, 2014. BRIDGE SHALL BE PLACED BACK IN SERVICE BY MAY 1, 2014. ANY WORK BEYOND MAY 1, 2014 WILL HAVE TO BE COORDINATED AROUND RAILROADS SCHEDULE.~~

CONSTRUCTION RESTRICTIONS

THE CONTRACTOR IS CAUTIONED THAT THE EXISTING GIRDER AND STEEL BENTS HAVE BEEN DETERMINED TO NOT HAVE ADEQUATE CAPACITY TO SUPPORT HEAVY LOADS. A SUGGESTED SEQUENCE OF CONSTRUCTION HAS BEEN PROVIDED IN THE CONTRACT DRAWINGS FOR PERFORMING "TOP-DOWN" CONSTRUCTION WITHOUT PLACING HEAVY EQUIPMENT ONTO THE EXISTING STRUCTURAL METALWORK OR GROUND BELOW THE BRIDGE. THIS SUGGESTED SEQUENCE OF CONSTRUCTION DOES NOT PRECLUDE THE CONTRACTOR FROM DEVELOPING OTHER SEQUENCES PROVIDED THE RESTRICTIONS WITHIN THESE NOTES ARE ACCOUNTED FOR. SEE NOTES ON PERMITS FOR ADDITIONAL INFORMATION.

GENERAL NOTES

ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY ASSOCIATION'S MANUAL FOR RAILWAY ENGINEERING (AREMA MANUAL) DATED 2011 UNLESS OTHERWISE NOTED.

THE CONTRACT PLANS HAVE BEEN DEVELOPED BASED ON DIMENSIONS CONTAINED WITHIN THE AS-BUILT SHOP DRAWINGS AND SURVEY PERFORMED BY THE J.L. PATTERSON AND ASSOCIATES DESIGN TEAM. THE CONTRACTOR SHALL PERFORM ANY ADDITIONAL SURVEYING THAT IS REQUIRED TO ENSURE PROPER LAYOUT, GRADES AND TRACK PROFILE. CONTRACTOR SHALL VERIFY ALL ELEVATIONS, GEOMETRY, DIMENSIONS AND DETAILS SHOWN IN THE CONTRACT PLANS PRIOR TO PREPARATION OF SHOP DRAWINGS AND FABRICATION OF MATERIALS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL REINFORCING STEEL, CONCRETE ANCHOR BOLTS AND METALWORK. THE CONTRACTOR SHALL SUBMIT TO THE OWNERS REPRESENTATIVE COPIES OF ALL FIELD SURVEYS AND VERIFICATIONS PRIOR TO SUBMITTING SHOP DRAWINGS AND SHALL PERFORM THE WORK TO MEET FIELD CONDITIONS SUBJECT TO APPROVAL OF THE OWNERS REPRESENTATIVE.

ALL CONCRETE FOR ABUTMENT AND PEDESTAL REPAIRS SHALL BE AIR-ENTRAINED AND HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5000 PSI. CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF THE AREMA MANUAL.

ALL REINFORCING STEEL BARS SHALL BE DEFORMED STEEL BARS CONFORMING TO ASTM A615, GRADE 60. COVER ON REINFORCING BARS SHALL BE 3" MINIMUM, UNLESS OTHERWISE NOTED ON PLANS. REINFORCING BAR LENGTHS ARE NOT DETAILED IN THE CONTRACT PLANS. WELDING OF REINFORCING BARS IS NOT PERMITTED UNLESS SPECIFIED. EPOXY COAT ALL REINFORCING BARS.

ALL CONCRETE BEARING SEATS SHALL BE FINISHED TO THE ELEVATIONS SHOWN ON THE CONTRACT PLANS AND VERIFIED IN THE FIELD.

ALL DOWELS SHALL BE INSTALLED PER HILTI HSE 2421 EPOXY ADHESIVE ANCHOR SYSTEM OR AN APPROVED EQUAL. DOWEL ANCHORAGE SYSTEM SPECIFICATIONS INCLUDING DRILLING AND PREPARATION OF HOLE PROCEDURES SHALL BE SUBMITTED TO THE OWNERS REPRESENTATIVE FOR APPROVAL PRIOR TO ORDERING MATERIAL OR STARTING CONSTRUCTION.

PEDESTAL, PIER 9 AND ABUTMENT ANCHOR BOLTS SHALL BE SWEDGED AND CONFORM TO ASTM F1554 WITH YIELD STRENGTH OF 105,000 PSI. THE ANCHOR BOLTS SHALL BE GALVANIZED CONFORMING TO ASTM F2329. ANCHORS SHALL BE CAST IN PLACE.

PREFORMED FABRIC PADS PLACED UNDER THE BASE PLATES AT EACH PEDESTAL SHALL CONFORM TO THE REQUIREMENTS OF AREMA CHAPTER 15, SECTION 11.

ALL NEW STRUCTURAL METALWORK SHALL BE STEEL CONFORMING TO ASTM A709, GRADE 50, UNLESS OTHERWISE NOTED IN THE CONTRACT PLANS. SQUARING RODS SHALL BE ASTM A572, GRADE 50, THREADED FOR TURNBUCKLES AND CLEVIS ENDS. THE RODS DO NOT REQUIRE CVN TESTING. CLEVISES AND TURNBUCKLES SHALL MEET THE DIMENSION AND STRENGTH REQUIREMENTS SET FORTH IN THE AISC MANUAL OF STEEL CONSTRUCTION, 13TH EDITION. SHOP DRAWINGS FOR ALL FABRICATED METALWORK MATERIAL SHALL BE SUBMITTED TO THE OWNERS REPRESENTATIVE FOR APPROVAL PRIOR TO THE START OF ANY FABRICATION.

ALL BEARING SURFACES AND BEARING MATERIALS INCLUDING STAINLESS STEEL PLATES SHALL CONFORM TO THE REQUIREMENTS OF AREMA CHAPTER 15, SECTIONS 10 AND 11.

ALL NEW BOLTS SHALL CONFORM TO ASTM A325 HIGH STRENGTH BOLTS. THE NUMBER OF BOLTS PER CONNECTION SHALL NOT BE LESS THAN THE NUMBER OF BOLTS SHOWN ON THE CONTRACT PLANS WITH PITCH AND GAGE YIELDING ACCEPTABLE EDGE DISTANCE AND SEALING IN ACCORDANCE WITH THE AREMA MANUAL. BOLTS SHALL BE MECHANICALLY GALVANIZED.

SHOP WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE AREMA MANUAL AND BY REFERENCE THE AWS D1.5. ALL PROCEDURES, MATERIALS AND QUALIFICATIONS SHALL BE SUBMITTED TO THE OWNERS REPRESENTATIVE PRIOR TO WELDING. SEE ADDITIONAL NOTES FOR WELDING TO EXISTING METALWORK.

DEMOLITION AND DISPOSAL OF EXISTING BRIDGE METALWORK

THE ORIGINAL PAINT SYSTEM ON THE BRIDGE STRUCTURE WAS RED LEAD PAINT. THE PAINT IS STILL PRESENT ON PORTIONS OF THE BRIDGE METALWORK. THE CONTRACTOR IS THEREFORE WARNED AND ADVISED THAT THE EXISTING COATINGS ON THE BRIDGE ARE KNOWN TO CONTAIN LEAD AND MAY CONTAIN OTHER POSSIBLE HAZARDOUS SUBSTANCES. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES, REGULATIONS AND ORDINANCES WITH RESPECT TO DISTURBANCE OF THESE SUBSTANCES AND PERTAINING TO (1) WORKER SAFETY AND (2) ENVIRONMENTAL PROTECTION INCLUDING BUT NOT LIMITED TO THE FOLLOWING WHICH ARE PRESENTED AS ILLUSTRATIVE EXAMPLES:

1) WORKER SAFETY

- 29 CFR 1910 "OCCUPATIONAL SAFETY AND HEALTH STANDARDS" ET SEQ
- 29 CFR 1926 "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION" ET SEQ
- 29 CFR 1926.62 "LEAD" ET SEQ
- 40 CFR 117 "DETERMINATION OF REPORTABLE QUANTITIES FOR HAZARDOUS SUBSTANCES NIOSHA METHOD 7082 LEAD
- OSHA INSTRUCTION CPL 2-02.58 "1926.62" LEAD EXPOSURE IN CONSTRUCTION FINAL RULE - INSPECTION AND COMPLIANCE PROCEDURES"
- CA CODE OF REGULATIONS, TITLE 8, 1532.1 "LEAD"

2) ENVIRONMENTAL PROTECTION

- 40 CFR 50 "NATIONAL PRIMARY AND SECONDARY AMBIENT AIR QUALITY STANDARDS"
- 40 CFR 60 "STANDARDS FOR PERFORMANCE FOR NEW STATIONARY SOURCES", APPENDIX A, "TEST METHODS"
- 40 CFR 261 "IDENTIFICATION AND LISTING OF HAZARDOUS WASTE"
- 40 CFR 262 "STANDARDS APPLICABLE TO GENERATORS OF HAZARDOUS WASTE"
- 40 CFR 263 "STANDARDS APPLICABLE TO TRANSPORTATION OF HAZARDOUS WASTE"
- 40 CFR 264 "STANDARDS FOR OWNERS AND OPERATORS OF HAZARDOUS WASTE TREATMENT, STORAGE AND DISPOSAL FACILITIES"
- 40 CFR 268 "LAND DISPOSAL RESTRICTIONS"
- EPA SW-846 "TEST METHODS FOR EVALUATING SOLID WASTE-PHYSICAL/CHEMICAL METHODS", U.S. ENVIRONMENTAL PROTECTION AGENCY
- CA CODE OF REGULATIONS, TITLE 22, DIVISION 4.5 "ENVIRONMENTAL HEALTH STANDARDS FOR THE MANAGEMENT OF HAZARDOUS WASTE"

THESE NOTES ARE INTENDED TO PROVIDE GUIDANCE TO THE CONTRACTOR ON COMPLIANCE WITH FEDERAL LAWS, RULES AND REGULATIONS; IT IS THE CONTRACTORS RESPONSIBILITY TO COMPLY WITH ANY ADDITIONAL STATE AND LOCAL LAWS, RULES, REGULATIONS OR ORDINANCES THAT MAY BE MORE RESTRICTIVE THAN THE FEDERAL REQUIREMENTS.

THE CONTRACTOR IS ADVISED THAT NO PAINT SAMPLES WERE TAKEN. THE BIDDER IS ENCOURAGED TO TAKE ANY SAMPLES FOR ANY TESTING THE BIDDER FEELS MAY BE REQUIRED TO DETERMINE THE POTENTIAL HAZARDS OF DISTURBING THESE MATERIALS AND FOR THE DEVELOPMENT OF A BID.

IT SHALL BE MANDATORY THAT ALL EXISTING METALWORK SHOWN ON THE PLANS TO BE REMOVED AND DISPOSED OF, BE SCRAPPED AND RECYCLED BY A LICENSED SCRAP YARD APPROVED BY THE OWNERS REPRESENTATIVE. THE SCRAP YARD SHALL BE ADVISED IN WRITING THAT THE EXISTING COATINGS ON THE BRIDGE METALWORK ARE KNOWN TO CONTAIN LEAD AND MAY CONTAIN OTHER POSSIBLY HAZARDOUS SUBSTANCES.

DURING REMOVAL OR DEMOLITION AND STORAGE OF THE EXISTING STRUCTURAL METALWORK PROTECTIVE GROUND TARPS SHALL BE DEPLOYED TO CONTAIN ANY PAINT DEBRIS AND HEPA FILTER EQUIPPED VACUUMS EMPLOYED TO REMOVE COLLECTED OR EMITTED FUGITIVE PAINT CHIPS.

RIVET OR BOLT REMOVAL:

ALL RIVET OR BOLT REMOVAL FROM THE EXISTING BRIDGE SHALL BE ACCOMPLISHED BY MECHANICAL MEANS. TORCH CUTTING OF RIVETS WILL NOT BE ALLOWED. RIVET REMOVAL FROM LEAD COATED STRUCTURES IS AN OSHA TRIGGER TASK WITH A PRESUMED LEAD EXPOSURE LEVEL AND ALL PROVISIONS OF CFR 1926.62 SHALL APPLY. RED LEAD PAINT WAS ALSO APPLIED TO THE FAYING SURFACES OF ALL METALWORK CONNECTIONS WHEN ORIGINALLY CONSTRUCTED; THEREFORE LEAD BASED PAINT IS PRESENT AT ALL METALWORK CONNECTIONS BETWEEN PLIES AND UNDER RIVET HEADS ON ALL PORTIONS OF THE BRIDGE. AT A MINIMUM, TO MINIMIZE WORKER EXPOSURE BY REASONABLE ENGINEERING CONTROL AS REQUIRED BY OSHA REGULATION IT SHALL BE REQUIRED THAT PRIOR TO ANY RIVET REMOVAL, THE COATING ON AND AT LEAST ONE INCH AROUND EACH END OF THE RIVET SHALL BE REMOVED. THIS PAINT REMOVAL AND THE RESULTING WASTE DISPOSAL/RECYCLING SHALL BE CONTAINED, COLLECTED, TEMPORARILY STORED, SAMPLED, TESTED AND TRANSPORTED AND RECYCLED.

CONFORMED



DESIGNED BY	JES			LA SELVA DECK PLATE GIRDER MILEPOST 9.09	CADD FILENAME MP9.09 - S03	
DRAWN BY	ATH				SCALE AS SHOWN	CONTRACT NO. RT14019-01
CHECKED BY	TER				DRAWING NO.	MILEPOST
APPROVED BY	JES				GENERAL NOTES - 1	
DATE	APRIL 1, 2013				3 OF 67	9.09

PROJECT NUMBER	7/15/13	ADDENDUM NO. 1 - 2ND BID. REMOVE NOTE	ATH	JES
REV	DATE	DESCRIPTION	BY	APP