

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



BAY TRAIL SLOUGH BRIDGE

PROJECT NO. 08-144-39-012
FEDERAL AID PROJECT NO. HP21L- 5041 (025)

ADDENDUM No. 2

March 23, 2009

To: All Prospective Bidders

The additions and/or deletions contained in this Addendum shall be made a part of the plans and specifications and contract documents for the above described project, and shall be subject to all applicable requirements thereunder, as if originally shown and/or specified.

THE CONTRACT BOOK SHALL BE REVISED AS FOLLOWS:

1. On Pages 14 and 37, "**Contract Price Schedule**" is revised as follows:
 - The Unit of Measure for Bid Item No. 7 "Remove Chain-Link Fence" shall be linear feet (LF)
2. On Page 126, Sub-section **201-2.2 Steel Reinforcement**. Add the following
 - Reinforcing Steel Shall comply with the provisions of Sub-section **201-2.2.1 "Reinforcing Steel"** **OR** Subsection **201-2.2.2 "Epoxy-Coated Prefabricated Reinforcement"**
3. The following Sub-section is added:
 - **201-2.2.2 Epoxy-Coated Prefabricated Reinforcement**
 - Bar reinforcement to be epoxy-coated shall conform to the ASTM Designation and grade required or permitted by (CSS) Section 52-1.02A, "Bar Reinforcement," for the location or type of structure involved. The coated bar reinforcement shall conform to the requirements in ASTM Designation: A 934/A 934M except as provided herein.
 - Wire reinforcement to be epoxy-coated shall conform to the ASTM Designation and grade required or permitted by (CSS) Section 52-1.02D, "Reinforcing Wire," for the location or type of structure involved. The coated wire reinforcement shall conform to the requirements for Class A, Type 2 coating of ASTM Designation: A 884/A 884M except as provided herein.
 - Appendices X1 and X2, "Guidelines For Job-Site Practices," of ASTM Designation: A 884/A 884M and A 934/A 934M, respectively, shall apply except as provided

Tony Santos, Mayor

City Council:

Michael J. Gregory;
Diana M. Souza;

Jim Prola;
Joyce R. Starosciak;

Ursula Reed;
Bill Stephens



herein. The term "shall" shall replace the term "should" in these appendices. Section X1.2 of Appendix X1 and Section X2.2 of Appendix X2 shall not apply.

- All coatings shall be purple or gray in color.
- Except for field welding of butt splices, all welding of reinforcement shall be complete before epoxy coating the reinforcement.
- Before epoxy coating, all resistance butt welds shall have the weld flash removed to produce a smooth profile free of any sharp edges that would prevent proper coating of the bar. The flash shall be removed such that the ultimate tensile strength and elongation properties of the bar are not reduced, and the outside radius of the flash, at any point along the circumference of the bar, is 1) not less than the nominal radius of the bar, nor 2) greater than 3/16 inch beyond the nominal radius of the bar.
- A proposed weld flash removal process shall be submitted to and approved by the Engineer in writing, before performing any removal work. The submittal shall demonstrate that the proposed flash removal process produces a smooth profile that can be successfully epoxy-coated in conformance with the requirements specified herein.
- Bending of epoxy-coated reinforcement after the coating has been applied will not be allowed.
- When any portion of a reinforcing bar or wire requires epoxy coating, the entire bar or wire shall be coated, except, when the bar or wire is spliced outside of the limits of epoxy coating shown on the plans, epoxy coating will not be required on the portion of bar or wire beyond the splice.
- Within areas where epoxy-coated reinforcement is required, tie wire and bar chairs or other metallic devices used to secure or support the reinforcement shall be plastic-coated or epoxy-coated to prevent corrosion of the devices or damage to the coated reinforcement.
- Prior to coating, the Contractor shall furnish to the Engineer a representative 4 ounce sample from each batch of epoxy coating material to be used. Each sample shall be packaged in an airtight container identified with the manufacturer's name and batch number.
- Two 30 inch long samples of coated bar or wire reinforcement from each size and from each load shipped to the jobsite shall be furnished to the Engineer for testing. These samples shall be representative of the material furnished. These samples, as well as any additional random samples taken by the Engineer, may be tested for specification compliance. Additional sampling, and all tests performed by the Engineer, may be performed at any location deemed appropriate by the Engineer. Failure of any sample to meet the requirements of the specifications will be cause for rejection.
- If any bar tested for coating thickness or for adhesion of coating fails to meet the requirements for coated bars in Section 9 of ASTM Designation: A 934/A 934M, 2 retests on random samples taken from bars represented by the failed test will be conducted for each failed test. If the results of both retests meet the specified requirements, the coated bars represented by the samples may be certified as meeting the test requirements.
- If any wire reinforcement tested for coating thickness or for flexibility fails to meet the requirements for coated wire in Section 8 of ASTM Designation: A 884/A 884M, 2 retests on random samples taken from wire represented by the failed test will be conducted for each failed test. If the results of both retests meet the specified requirements, the coated wire represented by the samples may be certified as meeting the test requirements.
- Epoxy-coated reinforcement shall be covered with an opaque polyethylene sheeting or other suitable protective material to protect the reinforcement from exposure to sunlight, salt spray, and weather. For stacked bundles, the protective covering shall be draped around the perimeter of the stack. The covering shall be adequately secured; however, it should allow for air circulation

around the reinforcement to prevent condensation under the covering. Epoxy-coated reinforcement shall not be stored within 1000 feet of ocean or tidal water for more than 2 months.

- All visible damage to coatings caused by shipping, handling, or installation shall be repaired as required for repairing coating damaged before shipment conforming to the requirements in ASTM Designation: A 934/A 934M for bar reinforcement or ASTM Designation: A 884/A 884M for wire reinforcement. When the extent of coating damage prior to repair exceeds 2 percent of the bar or wire surface area in one foot length, repair of the bar or wire will not be allowed, and the coated bar or wire will be rejected.
- The patching material and process shall be suitable for field application. The patching material shall be prequalified as required for the coating material and shall be either identified on the container as a material compatible with the reinforcement coating, or shall be accompanied by a Certificate of Compliance certifying that the material is compatible with the reinforcement coating. Damaged areas shall be patched in conformance with the patching material manufacturer's recommendations.
- Except for lap splices, all splices for epoxy-coated reinforcement shall be coated with a corrosion protection covering that is on the California Department of Transportation (Caltrans) list of approved products that is available from the Caltrans Laboratory. The covering shall be installed in conformance with the manufacturer's recommendations and as directed by the Engineer.
- A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications, shall be furnished for each shipment of epoxy-coated bar or wire reinforcement certifying that the coated bars or wire conform to the requirements in ASTM Designation: A 934/A 934M for bars or Designation: A 884/A 884M for wire and Section 52-1.02B, "Epoxy-coated Reinforcement," of the Standard Specifications. This Certificate of Compliance shall include all the certifications specified in ASTM Designation: A 934/A 934M for bars or ASTM Designation: A 884/A 884M for wire. All qualification testing and certification shall be by an independent laboratory. The California Department of Transportation (Caltrans) maintains a list of prequalified epoxy coatings. The prequalified list can be obtained by contacting the (Caltrans) Laboratory and is available at:

http://www.dot.ca.gov/hq/esc/approved_products_list/

4. The following is added to the Contract Book: - Exhibit 'H' "Environmental Documents"
 - a. Final Initial Study and Mitigated Negative Declaration
 - b. Natural Environment Study
 - c. Biological Assessment

The documents are available for review at the Department of Engineering & Transportation, City Hall, 835 East 14th Street, San Leandro and is also available on the City's website at www.ci.san-leandro.ca.us/sl purchasingbids

THE CONTRACT PLANS SHALL BE REVISED AS FOLLOWS:

5. Sheet 2 General Note 5 is revised as follows: "No Stockpiling of material shall be allowed on the levee. No equipment shall be left parked on the levee overnight."

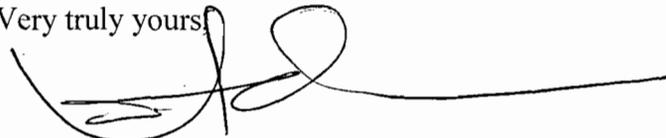
6. Sheet 9 General Note 7, the first sentence is revised as follows: "Composite concrete deck shall consist of minimum 5" thick lightweight concrete fill (min f'c 4,500 psi) into 22 Ga min, galvanized, SDI certified metal deck."

PLEASE NOTE:

**The Bid Opening Date Remains as Stated on Addendum No. 1 on
Tuesday, April 7, 2009 at 3:00 P.M.**

Acknowledge this addendum in your Proposal. If you have any questions, please call the Project Engineer, John O'Driscoll, at (510) 577-3494.

Very truly yours,



Kenneth Joseph, P.E., City Engineer
Engineering and Transportation Department

KJ:JOD:tr

ACKNOWLEDGEMENT

I hereby acknowledge receipt of this Addendum for the above noted project.

(Signature) Date: _____

(Business Name – Please Print)

cc: Internal Plans & Specs Distribution List
COSL Current Plan-holders and Pre-bid Meeting Attendees