



Addendum No. 1

Date: March 16, 2021
Project Name: Verdugo Woodlands Bridge Project
Bid No: 207-20/21

This Addendum is hereby made a part of the Contract Documents to the same extent as though it were originally included therein. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to disqualification.

General Information:

Receipt of Bids: Sealed bids must be received at the District Office, 223 N. Jackson Street, Glendale, CA 91606 no later than 2:00 pm on March 22, 2021. Bids can be mailed to the attention of the Procurement Department, or dropped off with the receptionist at the District Office. Please make sure bids are received on or before the due date and time. Any bid received at the District Office after the due date and time will be non-responsive and returned to the bidder.

Bid Opening: The actual bid opening will be held in the Board Room and made public through Zoom meetings – **Topic: Bid Opening - Bid # 207-20/21; Date/Time: March 22, 2021 @ 2:30 pm PT (US),** Join Zoom Meeting at:

<https://us02web.zoom.us/j/82071618474?pwd=WGhmZm1lL3ZLeTBKbmxWVlJLWwYQTO9>

Meeting ID: 820 7161 8474
Passcode: udLu6y

Social Distancing: The District maintains social distancing practices for all staff and visitors. When

coming to the district office, please keep a distance of six (6) feet between you and others, and wear a protective mask & gloves.

Request for Clarification/Response to Questions:

Questions from **GRANITE**:

Verdugo Wash – Water Channel Accessibility (02/25/21)

- **Question 1:** Is access to the Verdugo Wash (water channel) available for permittable use? Bridge construction will present environmental issues that may require access to the channel.
 - **Response:** The “No Objection Letter” from the Army Corps of Engineers was granted with the understanding that access from and within the Verdugo Wash channel, walls will be required during construction.
- **Question 2:** How are the overhead powerlines to be incorporated within construction of the project? They may present OSHA related issues.
 - **Response:** Contractor is responsible to coordinate the overhead power shut down with utility companies and follow OSHA guidelines.

Pile Drilling – Logistics (02/25/21):

- **Question 1:** The lowest rig configuration for a job of this magnitude would be about 30ft tall. Based on Google Earth this still may not provide the clearance governed by OSHA. Not to mention concrete boom trucks and/or service cranes that would be needed for our work.
 - **Response:** Contractor is responsible to contact the agency in jurisdiction (LA County, City of Glendale, Army Corps of Engineers, etc.) for any access related issues pertaining this project and follow OSHA guidelines. FYI.
- **Question 2:** The Piles look to be about 60 ft. deep, but the borings in the vicinity of the bridge only go about 30 ft. Therefore, we are missing 50% of the geotechnical information needed.
 - **Response:** See attached geotechnical report showing full depth boring information
- **Question 3:** Based on the pile design shown and the geotechnical information provided, one would have to assume that these holes will not stand open below the bottom of the permanent casing on their own. Therefore, a temporary casing would be needed to drill the 36” dia. pile below the 48” diameter casing. But in order to maintain the air gap annulus the detail requires, we would have to centralize a sonotube inside the permanent casing that would conflict with the extraction of the temporary casing. Only feasible construction methods I see would be installing the 36” diameter piles, the glory hole or shored pit to excavate around the tops, set the permanent casings, then backfill around them. Or try to create a cold joint at the bottom of the permanent casing and then try to centralize a sonotube during a second pour.
 - **Response:** One potential method is to cast the 36" diameter pile over full height then placing steel casing around pile and then removing the soil between the steel casing & the pile.

051200 – Steel Bridge / 055213 Pipe Tube Railings / 099000 – Paint Coating (03/04/21):

- **Question 1:** Are the main steel members to be hot dip galvanized and then painted? Or just painted? Bid docs seem to have conflicting specs. If galvanized, the current design does not indicate any provisions for this, as there are no access holes to the interior of the members. Have access holes been accounted for in the design of the bridge? Does this include all pipe and tube railings?
 - **Response:** All main steel members to be hot dip galvanized. Pipes and railings are also required to be hot dip galvanized. Access holes for hot-dip galvanizing can be accommodated in the closed-section steel members of the bridge. The size, location, and quantity of access holes will need to be coordinated with, and reviewed by the A/E team, prior to their fabrication.

- **Question 2:** If steel members are to be galvanized, the current design does not indicate any provisions for this, as there are no access holes to the interior of the members. Have access holes been accounted for in the design of the bridge?
 - **Response:** See response to “Question 1” above.

- **Question 3:** The paint system specified is a commercial grade system, not industrial, and there is no such product on Vista’s website that they call out for comparison. Will an alternative be provided as an equal? How would the paint system be applied - in a certified covered paint booth off site? Would the bridge be delivered painted and only touchup paint would be performed on site?
 - **Response:** Per DSA approved specification Section **099600**, 2.2, A, 2a: “Vista Paint #5800 Perma-Kote, or approved equal”. Alternative: Carboline High Performance Coating. High performance coating application location to the bridge and all other exposed architectural structural steel (AESS, guardrails and handrails included) is left to the discretion of the Contractor. However, regardless of application location selected, Contractor shall ensure a uniform finished look throughout the bridge and all railings at end of construction.

- **Question 4:** The field splices are called out at 1/3 points on the span. Can this location be moved to midspan if necessary?
 - **Response:** Relocation of splices not recommended. Re-evaluation and DSA approval would be required for relocating splices.

- **Question 5:** The chord field connections are called out to be full-penetration welds. Typical prefabricated bridges are field bolted for ease of installation and more commonly used. Will the field bolting at the spliced locations be acceptable?
 - **Response:** Field bolting not recommended. Re-evaluation and DSA approval would be required for revised splice connection detail.

- **Question 6:** Please clarify if the bridge’s structural members are included in the AESS (Architecturally Exposed Structural Steel) specification
 - **Response:** Yes, bridges’ structural members should be AESS as noted on S1.02.

Questions from **ARC Construction:**

Accessibility (03/02/21):

- **Question 1:** Would there be a possibility of utilizing the flood control channel for machinery to install the bridge?
 - **Response:** The “No Objection Letter” from the Army Corps of Engineers was granted with the understanding that access from and within the Verdugo Wash channel; walls will be required during construction. See attached matrix for conditions granted for access.
- **Question 2:** Would we be able to bring in materials and equipment from the North West gated entrance?
 - **Response:** Yes, however there are three oak trees near the gate on the North-West entrance on Colina Dr. There are no oak trees near the North-East entrance. Materials can also be brought to the site from the North-East side if necessary.

Utilities 03/02/21):

- **Question 1:** Tech Spec section 3.2 Utility Services states that the District will arrange for disconnection of existing utilities during construction. Does this include overhead power lines?
 - **Response:** District could not find Section 3.2 Utility in Technical specs. However, the District will help and coordinate with any site related power shut down. This does not include overhead power lines. Contractor is responsible to coordinate the overhead power shut down with utility companies and follow OSHA guidelines.

Questions from **Chalmers Construction:**

Guardrail and Handrail – Pipe & Tube Railings (03/04/21):

- **Question 1:** We have requested Guardrail & handrail to some of the listed manufacturer on the SPECS. Section 05 52 13 (refer below), i.e., Blum, Julius & Co., Inc., Tubular Specialties Manufacturing; however, they don't manufacture a custom design Guardrail & handrail. You have to select a product from their catalog.

As ACE FENCE is a fabricator, we can fabricate and give you a quote for the Guardrail & Handrail. However, we will exclude all engineering requirements & Submittal Item 1.4 H – Product Test

Report since we will not be able to provide you these requirements. Is this acceptable? Please clarify.

- **Response:** All guardrails/handrail to be custom made. No exceptions taken with the selected fabricator(s). However, given that the guardrails/handrails designs have already been approved by DSA, all fabricated guardrails/handrails, regardless of source, must comply with:
 - 2016 CBC
 - DSA approved drawings and
 - DSA approved specifications.

Questions from **Masters Contracting Corp.:**

Pile Casings – Water Channel Accessibility (03/05/21)

- **Question 1:** Detail 4 at Section 1A on Sheet 54.01 indicate to install a “compressible material” between steel casing and concrete pile. Please specify this material.
 - **Response:** Compressible Material shall be Foam Control EPS by Geofam, see attached. . Note that the compressible material between casing and pile in section 1A is typical for the full length of the casing.

Questions from **BEDROCK (03/08/21):**

Pile Casings – Water Channel Accessibility (03/05/21)

- **Question 1:** Per CSLB requirements, work on bridges and flood control channels require a General engineering license. Please clarify if the bidders must hold a general engineering license (A) at the time of bid.
 - **Response:** Please refer to the GUSD Boilerplate document. Instruction to bidders. Designated Subcontractors List. If bidding as a Class B General Building Contractor, bidder must list a Class A General Engineering Licensed Contractor as a subcontractor in case unforeseen conditions arise or complications during construction in which we may need to interact with the LA County Flood Control and Army Corps of Engineers.
- **Question 2:** There are power lines on both side of channel running parallel with the channel. Please clarify who is responsible for the coordination with the Utility company and associated cost for the duration of the project.

Response: Contractor is responsible to coordinate the overhead power shut down with utility companies and follow OSHA guidelines.
- **Question 3:** The pavement at the lay-down area and portion of access to the proposed bridge location will be possibly damaged during the project. Please clarify who is responsible for the repair/
replacement since it is not shown on the plans
 - **Response:** Contractor to be responsible of any damage caused during the duration of Construction including any damage impacting the laydown area. Areas that might require repairs are not limited to the Area of Work. All damage by contractor shall be repaired by the Contractor at no additional cost to the District or any Agency in Jurisdiction.
- **Question 4:** Is there an encroachment permit issued by LACFCD for the project? If yes, please clarify if it requires additional inspection from LACFCD.
 - **Response:** Encroachment permit from LACFD not required for this project. Plans have already been reviewed and approved by the Fire Authority in jurisdiction. **GARY:** Do you think the Contractor is referring to temporary encroachments due to construction activities?

- **Question 5:** Please clarify if the contractor requires to obtain a street permit, traffic control, hauling route and Police escort for bridge delivery purposes. If yes, who is responsible for the cost and the coordination
 - **Response:** Contractor is responsible to contact agency (ies) in jurisdiction (LA County, City of Glendale, Army Corps of Engineers, etc.) for issues pertaining to this project’s means and methods and follow OSHA guidelines.

- **Question 6:** If the schools reopen during the project, what would be the site specific requirements for the contractor to follow? (Parking, Construction site, safety, Drop off-pick-up, traffic control,)
 - **Response:** Contractors will have their staging fenced off work area on both sides of the wash so they can work during business hours.
 - Contractors can park their work truck inside the staged, fenced off area. However, employee vehicles should be parked outside of the school property.
 - Entering and exiting trucks, material onloading offloading the site during drop off and pick off should be minimized or coordinated with the project manager and school site.
 - Contractors should follow all OSHA, City and state safety guidelines and requirements for traffic control at all the time. especially, during entering and exiting, delivering parts and materials to the site. Using flagman, signage to protect students, staff, employees and the public. All deliveries to be coordinated with the District representative.
 - Contractors should obtain permits from local authorities regarding street closure parkings cane operation. Including, Caltrans if necessary.
 - Contractors should follow the City of Glendale noise ordinance.

Question from **GRANITE (03/09/21):**

Pipe and Tube Railings:

- **Question 1:** Per specification 055213 Pipe & Tube Railings, listed manufacturers have been contacted to request plan related guardrail & handrail, i.e., Blum, Julius & Co Inc., Tubular Specialties Manufacturing. However, the listed manufacturers have stated that custom designs are not preformed under their work. Guardrail & handrail are to be selected per their provided catalog.

In this instance, Submittal Item #1.4 H - Product Test Reports would be based upon manufacturers’ catalog. Is this acceptable? Please specify the circumstances of this instance as this may affect the availability of fabricating subcontractors.

- **Response:** See response to “Question 1” from Chalmers Construction above.

ATTACHMENTS:

- **Geotechnical Report - dated October 1, 2017**
- **Geotechnical Report Update – dated December 19, 2018**
- **Letter from U.S. Army Corps of Engineers**

END OF ADDENDUM