



CITY OF ALBANY  
Public Works Department

ADDENDUM NO. 1

ST-18-02,  
SANTA MARIA AVENUE IMPROVEMENTS

In order to clarify the intent of the Specifications and Drawings, the following provisions are provided and shall be considered part of the contract documents.

In order to ensure that all bidders are aware of these provisions, each bidder shall sign this addendum below and attach it to the proposal.

**IMPORTANT: Failure to include a signed Addendum could result in the disqualification of your bid.**

**CONTRACT DOCUMENTS:**

**Bid Item A-4 – Clearing and Grubbing:**

Add the following text to this bid item:

*Trees will be removed by others prior to the start of work.*

**Bid Item A-8 – Crushed Aggregate Base:**

Add the following text to this bid item:

*Crushed aggregate base shall be used in all areas where fill is required or specified unless otherwise directed by the Engineer.*

**Bid Item A-37 – Construct Bridge:**

Add the following text to this bid item:

*Sidewalks and 4-inch utility conduits on the bridge are included in this bid item. Utility conduits will connect to utility conduits constructed on either side of the bridge under separate bid items. The Contractor shall be responsible for both loading and transporting the bridge slabs to the project site.*

**Bid Item C-13 – Abandon Existing 4-Inch PVC Sewer Force Main:**

Cellular concrete or flowable controlled density fill (CDF) may be used to fill the existing sewer main.

**Bid Item C-14 – Abandon Existing 12-Inch PVC Sewer Main:**

Cellular concrete or flowable controlled density fill (CDF) may be used to fill the existing sewer main.

**Appendix B:**

Add the attached Appendix B – Technical Specifications for Bridge Construction to the Contract Documents

**CONSTRUCTION DRAWINGS:**

**Sheet No. 402**

Replace existing Sheet No. 402 with the new updated version of Sheet No. 402. The new drawing updates the note for the pedestrian handrail to include a reference to ODOT Standard Drawing BR246.

**Sheet No. 403**

This contract does not include any fill to be placed on Lots 1 through 3.

**Sheet No. 701**

Street light poles will be furnished and installed by Pacific Power.

**Sheet No. 802**

Add new Sheet No. 802 to the Construction Drawings. This sheet provides additional bridge details.

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Contractor's Signature

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Date

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Company Name *(please type or print)*

## APPENDIX B

### Santa Maria Extension

#### Bridge Special Provisions

The bridge as designed will be constructed using Existing Pre-stressed Concrete Deck slabs to be supplied by the City of Albany. The construction plans have been prepared around the use of these existing slabs.

Contractor to provide the Tie Rods to be used in the bridge deck assembly.

The attached ODOT Oregon Standard Drawings include specific details associated with the assembly of the deck slabs per their standards. The necessary details for the deck assembly can be found on Oregon Standard Drawings BR445 included with the construction plans on sheet 802

#### Steel Piling

The piles shall be HP 10x42 rolled steel conforming to ASTM A36

Unless otherwise provided or authorized by Engineer, drive piles with a steam, air, or diesel hammer.

The Hammers must be capable of developing consistently effective dynamic energy suitable for piles being driven and for depths and material into which they are being driven. The minimum Hammer Energy shall be:

Steam and Air Hammers - 14,500 Foot-pounds

Diesel Hammers - 18,000 Foot-pounds

The Weight of striking part of the hammer used shall be not less than One-third weight being driven, and in no case less than 2,750 pounds.

The Contractor shall furnish the Engineer with manufacturer's specifications and catalog for all diesel, steam or air hammers used, showing all data necessary for computing bearing values of piles driven.

Cushion Blocks - Cushion devices suited to the piles and hammer employed, shall be used to prevent damage to the piles. Inspect cushion blocks periodically during driving and replace them after becoming unduly worn and compacted.

The Contractor shall excavate the foundation pits completely prior to the installation of the piles. Any material forced up during the installation shall be removed to the design elevation of the bottom of the pile caps.

The ends of the piles shall have a Pruyne Rock tip or equal.

Piles shall be installed in accordance with the layout shown on the plans or as set out by the Engineer.

Piles shall be driven in true alignment at the locations shown. Piles shall not vary from the design location by more than 3 inches in any direction at the cutoff elevation unless otherwise approved in writing. Manipulation of piles into alignment or position will not be permitted, and the Contractor will be required to redrive or use other satisfactory methods to avoid such manipulation.

Splicing of the steel piles shall not be allowed.

The steel piles shall be cut square at the required elevation and ground smooth after cutoff.

The Contractor shall collect and record the overall pile length, the depth the pipe was driven, and the number of hammer blows per foot of penetration for the entire driving sequence.

Payment for the pile installations shall be per pile.

## **Pile Cap**

The pile caps shall be constructed in keeping with the design noted on the construction plans. The concrete shall have a minimum 28-day strength of 3,000 psi. The reinforcing steel shall be grade 60 material.

No admixtures or curing additives shall be used in the concrete for the pile caps.

The contractor shall provide a copy of the proposed concrete mix design for review and approval by the Engineer. A minimum of two test samples shall be taken from every load of concrete delivered to the project site.

Each deck slab shall be anchored to the pile caps by a 1 ¼ inch diameter A-36 steel dowel, 34 inches long, set in the pile cap a minimum of 10 inches, by drilling a 1 ½ inch hole into the pile cap using the existing hole in the end of each slab as a guide.

Fill the top of the dowel hole with non-shrink grout.

## **Sidewalk**

The Contractor shall construct a 12-inch-thick by 5-foot-wide sidewalk along both edges of the bridge. The details for this installation are noted on Sheet 402.

The new walkway shall be connected to the bridge deck by way of No. 4 Bars (as shown) at 18-inch centers. The No. 4 Bars shall be embedded into the deck surface a minimum of 2 inches and epoxy set.

## Pedestrian Rail

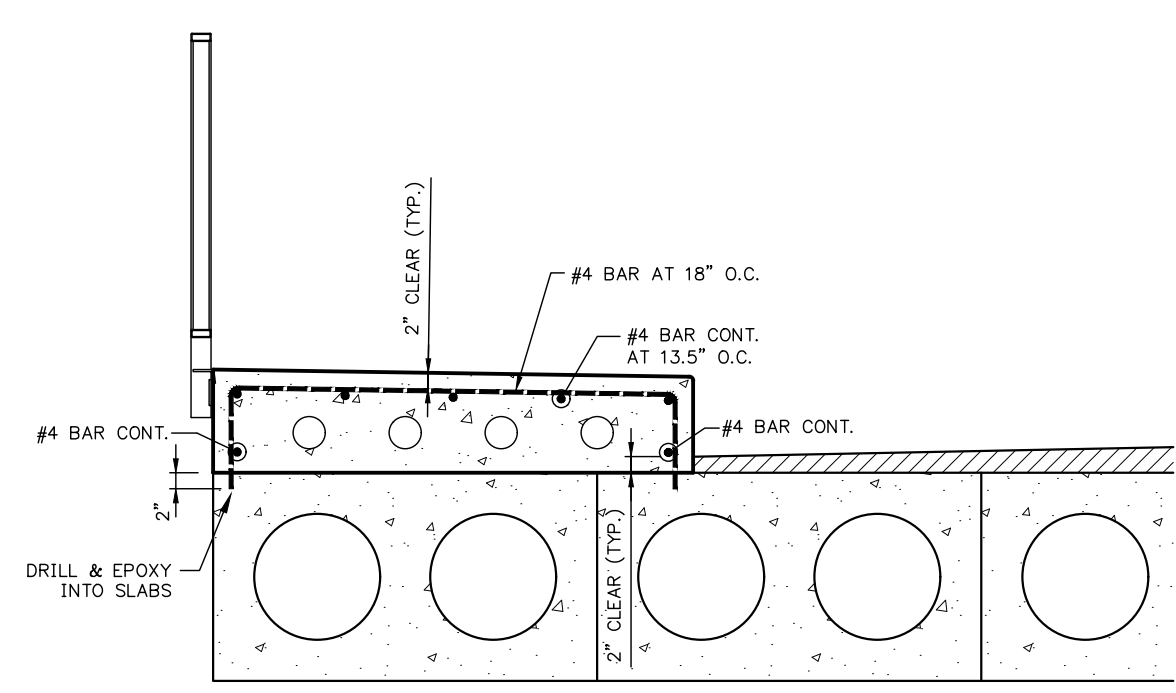
The Contractor shall install a pedestrian hand rail along the outside edge of the new walkways, the full length of the bridge.

The details for the railing system as shown on Oregon Standard Drawings BR246, which have been included on Construction Drawing Sheet 802.

The railings are intended to be anchored to the side of the walkways by  $\frac{3}{4}$ " Dia conc. Insert anchors as shown on BR246. The Contractor may consider submitting a request for an alternative anchoring method for review and approval by the Engineer. Such alternative proposal must be accompanied by Engineering analysis that demonstrates that the proposal will meet the requirements set out of a point load of 250 pounds on the top rail. The system must also be able to support a 50 pound per running foot load on the top rail.

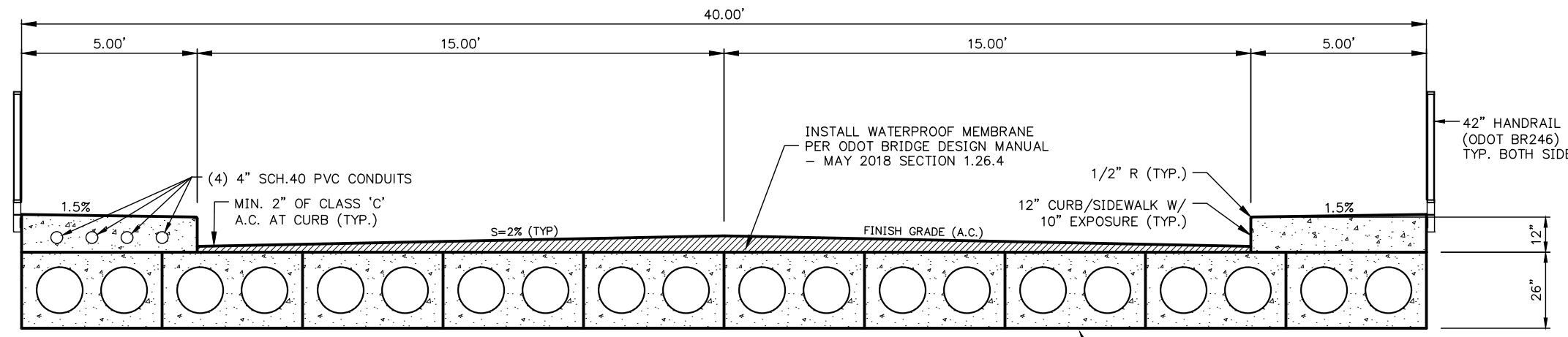
The Contractor shall submit detailed shop drawings for review and approval by the Engineer of the complete pedestrian rail system to be constructed.





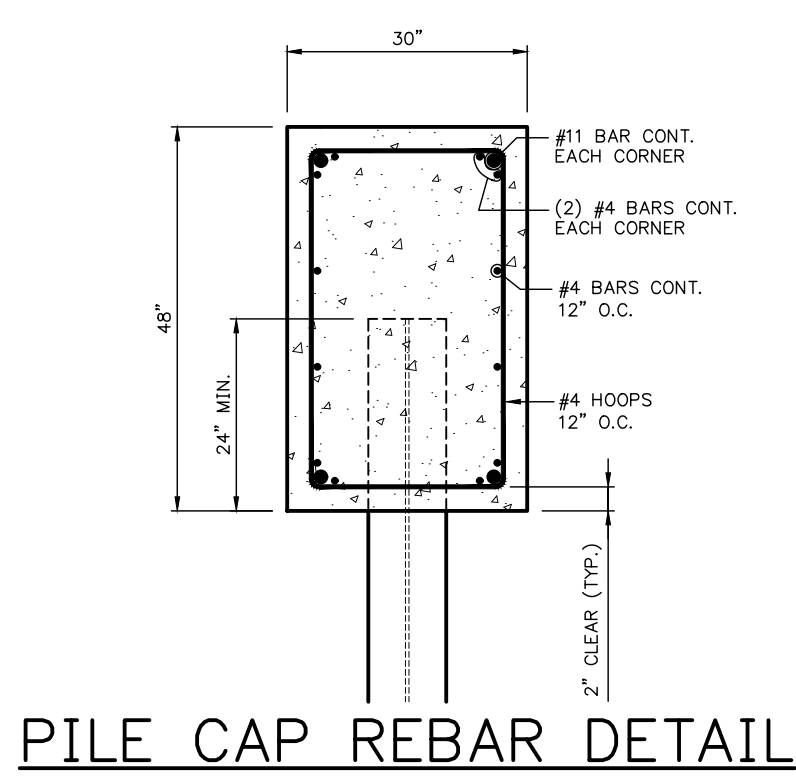
SIDEWALK REINFORCEMENT

NOTE: BRIDGE SLABS PROVIDED BY CITY OF ALBANY. SEE SPECIAL PROVISIONS.

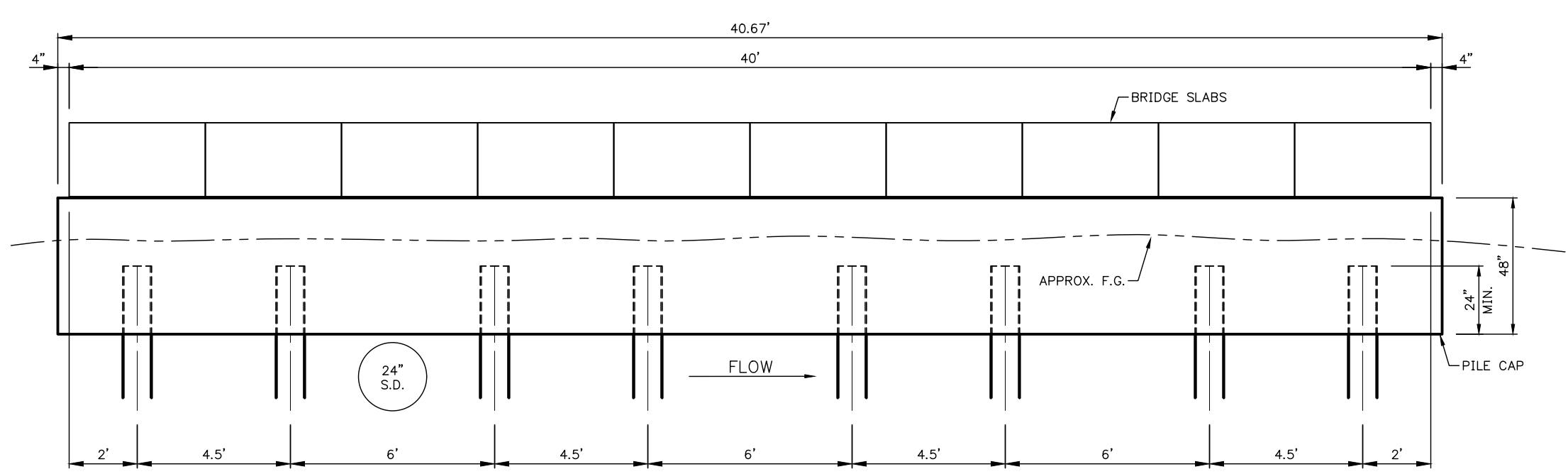
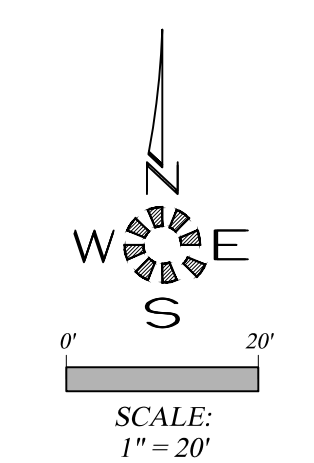
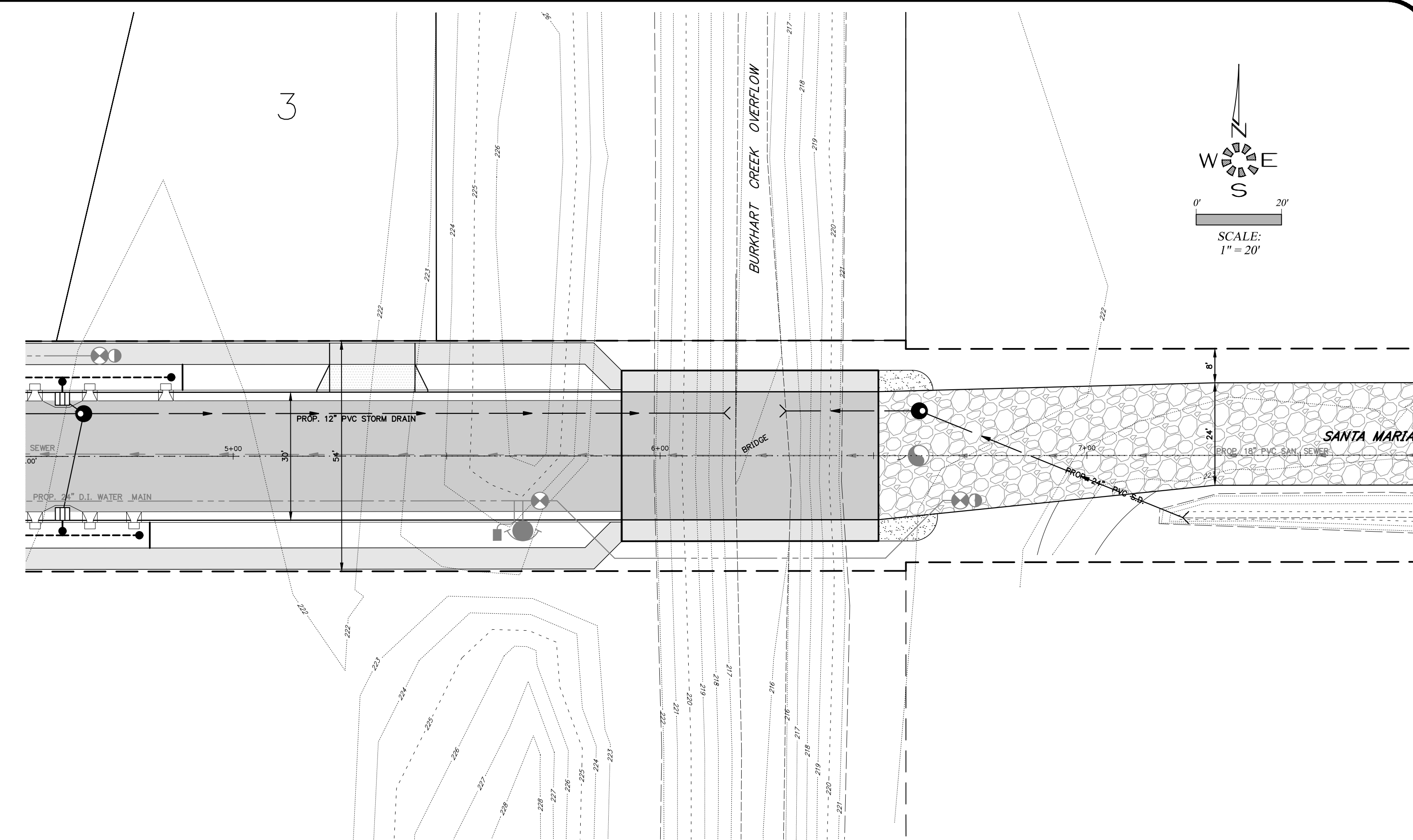


TYP. BRIDGE SECTION

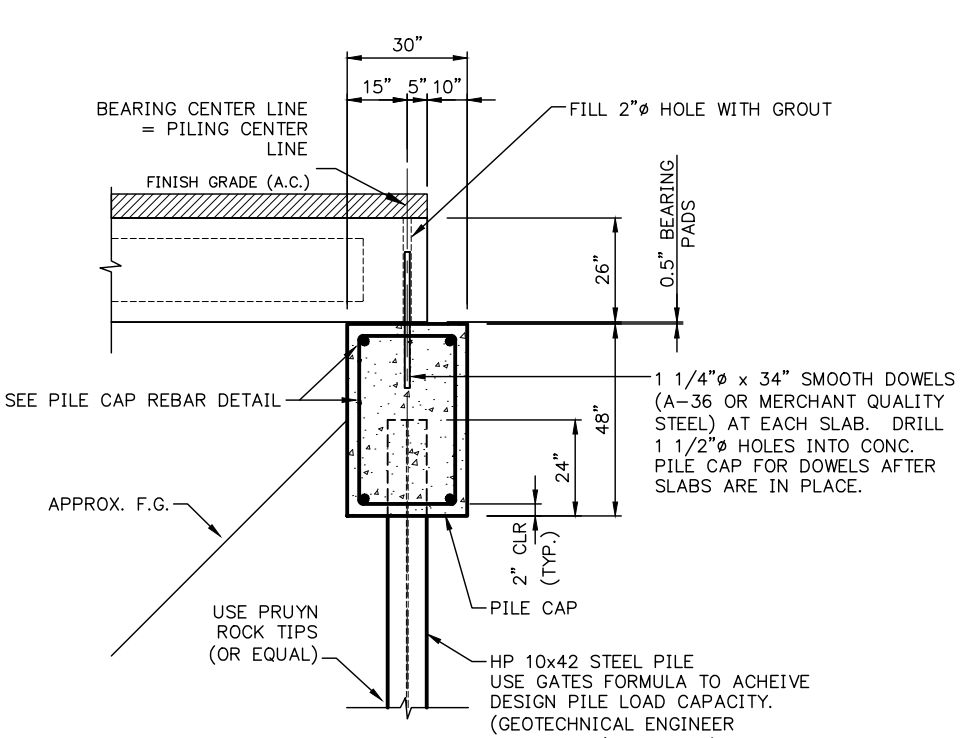
NOTE: SEE O.D.O.T. DRAWING NO'S. BR420 & BR445, FOR SLAB CONSTRUCTION DETAILS.



PILE CAP REBAR DETAIL

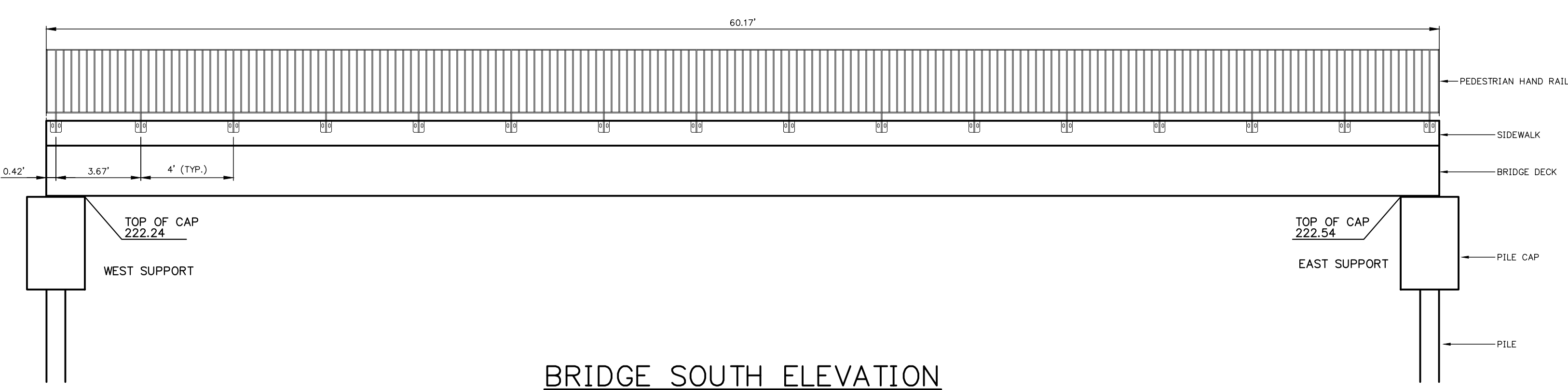


BRIDGE SUPPORT SECTION

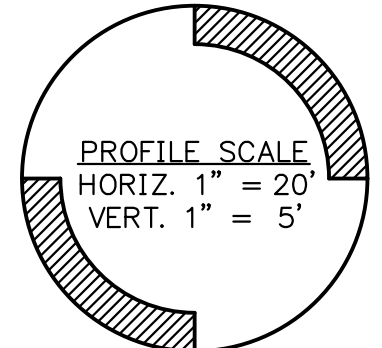
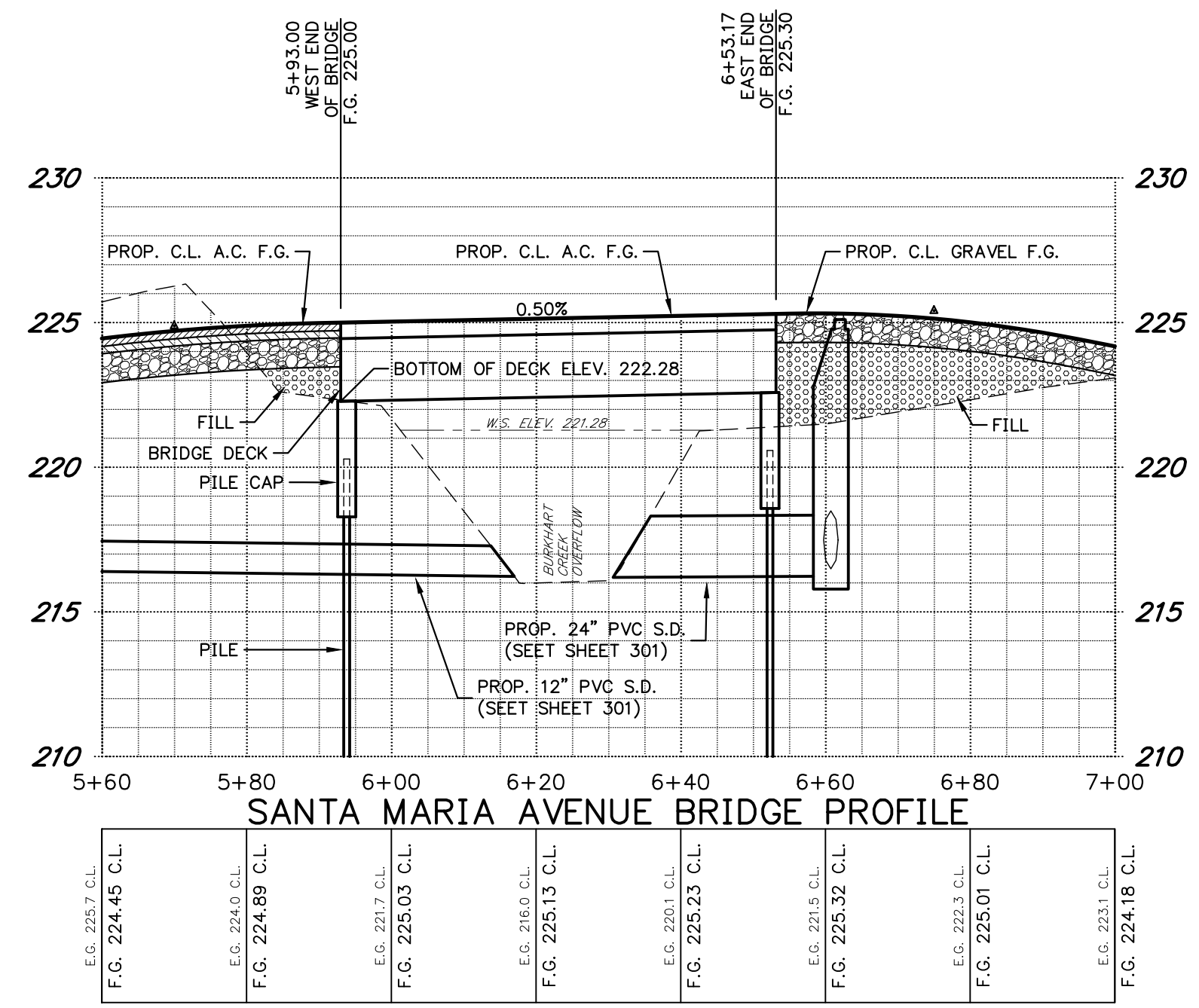


PILE CAP DETAIL

SEE SHEET 401 FOR ADDITIONAL STREET DESIGN INFORMATION



BRIDGE SOUTH ELEVATION



**MULTI/TECH**  
ENGINEERING SERVICES, INC.  
1155 13th ST. S.E. SALEM, OR. 97302  
PH. (503) 363-9227 FAX (503) 364-1260  
www.multitech.ws office@multitech.ws

MULTI/TECH ENGINEERING EXEMPT FROM LIABILITY IF NOT STAMPED APPROVED  
**NOT FOR CONSTRUCTION UNLESS STAMPED APPROVED HERE**

REGISTERED PROFESSIONAL ENGINEER  
*Mark A. Spentz*  
JULY 11, 1978  
MARK A. SPENTZ  
EXPIRES: 06-30-2019

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.  
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: M.D.G.  
Drawn: D.G.G.  
Checked: B.M.G.  
Date: NOV. 2017  
Scale: AS SHOWN  
As-Built: \_\_\_\_\_

**SANTA MARIA EXTENSION**

**STREET IMPROVEMENTS BRIDGE DETAILS**

Project Number **6289**  
Sheet Number **402**

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**BR246**

**PEDESTRIAN RAIL**

Effective Date: June 1, 2019 - November 30, 2019

**BR420**

**26\"/>

Effective Date: June 1, 2019 - November 30, 2019**

**BR445**

**PRECAST PRESTRESSED BOX AND SLAB DETAILS**

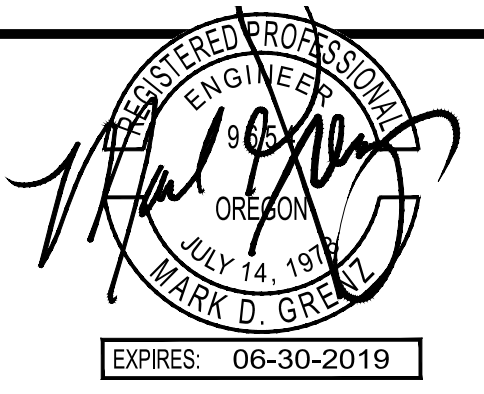
Effective Date: June 1, 2019 - November 30, 2019

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Checked: M.D.G.  
Date: NOV. 2017  
Scale: AS SHOWN  
As-Built:

6289\PL01-1 802-05

**SANTA MARIA EXTENSION**

**DETAIL SHEET**

Project Number **6289**  
Sheet Number **802**