

Project No. 08-042A

November 20, 2009

TO ALL POTENTIAL BIDDERS

Subject: Addendum No. 1 for Bulk Dock 1 Rail Track Replacement

Ladies/Gentlemen:

This addendum is considered part of the Contract Documents and is issued to change, amplify, add to, delete from, or otherwise explain the Contract Documents. Where provisions of this addendum differ from those of the original Contract Documents, this addendum will take precedence and govern.

Bidders are hereby notified that they must incorporate this addendum into their bids, and it will be construed that the contractor's bid reflects with full knowledge all items, changes, and modifications to the Contract Documents herein specified. Bidders will acknowledge receipt of this addendum in the space provided on the Bid form.

BID

The Bid has been revised, and a copy is attached. Bidders must submit their bids on this Revised Bid form.

BID BREAKDOWN SHEET

The Bid Breakdown Sheet has been revised, and a copy is attached. Bidders must submit their bids on this Revised Bid Breakdown form.

SPECIAL CONDITIONS

1. Paragraph 1.02-A. Replace paragraph with the following:

“A. BASE BID: The project consists of the removal of existing 610 TF of concrete embedded railroad track. Replace track with new 115# AREA rail and one new pair of rail expansion joints. The 582 TF of new track within dock and trestle will be filled in with reinforced concrete.”

2. Add the following paragraph 1.19 SEQUENCE OF WORK to the Special Conditions as follows:

“1.19 SEQUENCE OF WORK. Contractor will be required to start on west end (STA. 0+30.34) of project limits. Contractor will only be allowed to work on 120 ft. sections of track at any one time, which includes demolition of existing track, installation of new track, placement of concrete and 3 days of concrete curing time. Contractor will also be required to supply and anchor steel plates at voids that are created by staggered rail joints. The anchored steel plates will allow for continuous use of entire dock by Bulk Terminal operations.”

2. Add the following paragraph 1.20 TESTING SCHEDULE to the Special Conditions as follows:

“1.20 TESTING SCHEDULE. The following testing program will be performed in accordance with the Technical Specifications and General Conditions:

<u>Item to be Tested</u>	<u>Frequency & Type of Test</u>
Concrete	4-cylinders Each Placement/Compressive Strength & Slump

Costs affiliated with testing will be borne by the PCCA.”

TECHNICAL SPECIFICATIONS

1. Section 02 45 00 “RAILROAD TRACKS”

- A. Paragraph 2.01- H. Delete this paragraph and replace with the following:

“H. Gauge Rods: Rods will be new 1.0" diameter double-end adjustable, on-insulated gauge rods. Contractor may use galvanized 1" diameter all thread rod with corresponding galvanized washers and nuts.”

- B. Add the following section under PART 3 – EXECUTION as follows:

“3.01 RAILROAD

- A. All rail joints must be staggered. Staggered joints must be at a minimum of 5'.

- B. Standard gage shall be increased on curved track to 4'-8 5/8" for degree of curvature 12 to 14, and 4'-8 3/4" for a degree of curvature 14 to 16.
 - C. The Contractor is to understand that any work not specifically mentioned in this specification, but which is necessary for the proper carrying out of the intent thereof, shall be required and applied."
2. Section 03 30 00 "CAST-IN-PLACE CONCRETE", replace paragraph 2.01-A with the following:
- "A. Contractor-Furnished Mix Design: Concrete shall have a 28-day compressive strength of 5,000 psi and 3,000 psi per respective locations as indicated in drawings. Admixtures shall not contain chloride ions in any form."

CONSTRUCTION DRAWINGS

The following drawing is reissued. See attached.

Drawing No. 08-042A-02	Rail Track Replacement Plan
Drawing No. 08-042A-03	Rail Details
Drawing No. 08-042A-04	Expansion Joint Rail Details

Sincerely,

Jacob Morales
Associate Project Engineer

JEM/mmm
Enclosures

cc: Frank C. Brogan
Greg Brubeck
Bill Green
David L. Michaelsen
Sarah L. Garza