

**ADDENDUM NO. 1**  
**ROCK SPRINGS ROAD BRIDGE**  
**WORK ORDER: H15087**  
**AREA: Hesperia**  
**ROAD NO.: 706300 020/030**

**BIDS OPEN 10:00 AM, THURSDAY, JUNE 12, 2025**  
**BIDS OPEN 10:00 AM, THURSDAY, JULY 3, 2025**

**By Email via ePro System**

The bid opening will be publicly viewable via goto.com, details are available in the Notice to Bidders pages of the Project Special Provisions.

Amend the Project Special Provisions as follows:

**1. NOTICE TO BIDDERS**

- a. On page NB-1, Replace the bid opening date “**10:00 A.M., THURSDAY, JUNE 12, 2025**” With:

**10:00 A.M., THURSDAY, JULY 3, 2025**

- b. On page NB-3, Replace the deadline for bidder questions “**4:00 P.M. on FRIDAY, MAY 23, 2025.**” With:

**4:00 P.M., FRIDAY, JUNE 13, 2025**

**2. PROPOSAL PAGES**

- a. **Delete** pages P-4 thru P-7 in the Proposal Pages and **Replace** with Revised proposal pages Addendum No. 1 P-4 thru P-7. Use this for bidding. **(Attachment #1)**
- b. **Delete** page P-27 Bid Bond and **Replace** with Revised Bid Bond Addendum No. 1 P-27. Use this for bidding. **(Attachment #2)**

**3. DIVISION I – GENERAL PROVISIONS**

- a. **Delete** entire Section 5-1.36C(2) and **Replace** with:

**Replace section 5-1.36C(2) with:**

*5-1.36C(2) Nonhighway Facility Protection*

The utilities shown in the following table may interfere with the work and must be exposed or protected in place. Make arrangements with the utility owner (1) to conduct or witness all exposures or (2) to request temporary deactivation of the utility.

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**Utilities to Be Exposed and/or Protected in Place During Construction**

Utility	Location
Southern California Edison - Overhead and Poles	Along existing Rock Springs Road
Southwest Gas Company High Pressure Gas	Along South side of existing Rock Springs Road
Verizon – Overhead telecommunications	At west conform, south side of Rock Springs Road on poles
Spectrum - Overhead telecommunications	At west conform, south side of Rock Springs Road on poles

During the progress of the work under this Contract, the utility owner will relocate a utility shown in the following table within the corresponding number of working days shown. Notify the Engineer when the site is ready for utility work. After verifying the site is ready for utility work, the Engineer notifies the utility owner. The working days to relocate start on the notification date to the utility owner.

**Utility Relocation and Department-Arranged Time for the Relocation**

Utility	Location	Working days
SCE	4 poles along southern limits of project	10
SW Gas	8" steel gas pipe, one location west of Mojave River and second at east abutment	20

- b. **Delete** the following from **Section 19-3.04**.

Class 2 base placed below footings is paid for as structure backfill.

- c. **Delete** the following from **Section 51-1.01C(1)**.

If the methacrylate crack treatment is applied to a bridge deck within 100 feet of a residence, business, or public space, submit a public safety plan. Include with the submittal:

1. Copy of public notification letter with a list of delivery addresses and posting locations. The letter must describe the work to be performed and state the treatment work locations, dates, and times. Deliver copies of the letter to residences and businesses within 100 feet of the treatment work and to local fire and police officials, at least 7 days before starting treatment activities. Post a copy of the letter at the job site.
2. Airborne emissions monitoring plan. Plan must include monitoring point locations. A CIH certified in comprehensive practice by the American Board of Industrial Hygiene must prepare and execute the plan.
3. Action plan for protecting the public if levels of airborne emissions exceed permissible levels.
4. Copy of the CIH's certification.

After completing methacrylate crack treatment activities, submit results from monitoring production airborne emissions as an informational submittal.

- d. **Delete** the 6<sup>th</sup> paragraph of section 51-2.02D(2)(b) and **Replace** with the following:

Size the recess such that the primary reinforcement for structural members is outside the recess. The maximum depth at abutments 1 & 8 is 15 inches. The maximum width on each side of the expansion joint is 15 inches.

- e. **Delete** the added paragraph in section 51-2.02E(3) and **Replace** with the following:

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Size the recess such that the primary reinforcement for structural members is outside the recess. The maximum depth at the hinge is 15 inches. The maximum width on each side of the expansion joint is 24 inches.

- f. **Add** the following after the 5<sup>th</sup> paragraph of section 51-3.03B(1):

Steel jacking plates must comply with ASTM A709/A709M and be galvanized in accordance with section 75-1.02B.

### **Amend the Project Plans as follows:**

1. **Delete and Replace** the following plan sheets (**Attachment #3**):

Revised Addendum No.1 Plan Sheets including X-1, X-2, X-3, DE-1, L-1, L-2, L-3, L-4, C-3, EC-1, G-1, G-3, G-4, D-1, D-2, D-4, D-5, DD-2, DQ-1, DQ-2, U-1, U-3, TH-1, TH-3, TH-4, TH-5, TH-8, TH-12, TH-13, SS-1, Q-1, E-1, General Plan, Foundation Plan, Abutment 1 Layout, Abutment 8 Layout, Abutment Details No. 2, Abutment Details No. 3, Pier Details No. 1, Typical Section, Rock Slope Protection Layout and Architectural Details.

#### **Statement:**

The Contractor shall stay within the Temporary Construction Easement (TCE) area limits as shown on the plan. The existing railroad is approximately 37 feet – 39 feet away from the project. If the contractor elects to disturb any area outside of the TCE limits as shown on the plans, the Contractor will bear all costs of training, obtaining permits, gaining approvals, flagging and related fees related to obtaining a permit from the railroad.

### **Questions and Answers:**

*Q: Can the County provide an Engineer's Estimate?*

A: The County does not provide the Engineer's Estimate to the prospective bidders. The Engineer's Estimate is available after the award of the contract.

*Q: Can you confirm the bid bond amounts?*

A: For bid bond amounts, please refer to the Special Provisions Section 2-1.34 Proposal Guaranty.

*Q: Please provide an Engineers Estimate.*

A: The County does not provide the Engineer's Estimate to the prospective bidders. The Engineer's Estimate is available after the award of the contract.

*Q: The Foundation Report has not been provided yet. Will you please upload it to the SB County procurement site?*

A: Foundation Report has been provided in Addendum #1.

*Q: Pier Details No. 1 shows the CIDH rebar cage terminating 3' below the pile cut-off elevation, with an 18" OD x 12-ft long inner/pin rebar cage embedded 6' into the CIDH cage. To avoid interference with the tremie pipe during concrete placement, would it be acceptable to have a construction joint approximately 6 feet below the pile cut-off elevation and install the inner/pin cage after completion of each CIDH?*

A: A construction joint is allowed 6'-0" below the cutoff, see revised pier details No. 1 in Addendum #1.

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*Q: If a construction joint 6 feet below cut-off elevation is acceptable, would this require the use of permanent casing in accordance with Caltrans Standard Specification Section 49-3.02C(7)?*

A: Yes, permanent casing will be required in accordance with section 49-3.02C(7).

*Q: Plan Sheet 85 of 121 shows a total of thirteen (13) 96 CIDH piles two each at Piers 2 through 5 and Pier 7, and three piles at Pier 6. Based on the elevations provided in the pile data table on that sheet, the total linear footage (LF) of 96 CIDH concrete piling calculates to 1,260 LF. However, Plan Sheet 82 of 121 lists the total LF quantity for 96 CIDH piles as 1,164 LF. Please verify: - The correct number of 96 CIDH piles at Pier 6 as shown on Plan Sheet 85, and/or - The correct total LF quantity as shown on Plan Sheet 82.*

A: The total pier count is 12, see Addendum #1. The quantity of 1164LF shown on sheet 82 is correct.

*Q: Can we have a cost range so we can determine the bonds, insurance and DBEs to solicit?*

A: The County does not provide the Engineers Estimate to the prospective bidders. The Engineer's Estimate is available after the award of the contract.

*Q: Page SP-5 of the Special Provisions notes Supplemental Project Information including the Foundation Report, Bridge Design Hydraulic Study, and Rock Springs Road As-Built are available to view at the County's office upon request at least 7 days before viewing. So contractors/subcontractors may review this information thoroughly, please advise if the County can make these documents readily available to all bidders through the County's ePro web site.*

A: Documents are provided in Addendum #1.

*Q: Please provide the 3D CAD Files for project grading.*

A: 3D AutoCad will not be provided to the prospective bidders during the bid time.

*Q: Please provide the Geotechnical Report*

A: Document is provided in Addendum #1.

*Q: Please reconsider the Existing and Design Contour Lines around the Abutment 8. On G-3, there is inconsistency in the Existing Contour Lines at the Abutment 8 North Side, e.g. from the elevation 2895 next contour line elevation is 2904, etc. On G-3, Design Contour Lines in front and North of the Abutment 8 looks wrong and don't match the Rock Slope Protection Plan and Elevation on Sh.112.*

A: Existing grade contour elevations have been revised. See Addendum #1.

*Q: G-1/Note.2, please specify depth and areas of the removals. G-1/Note.5, please specify the structures that require footing over-excavation. Specs 19-3.14, please specify the structures that require aggregate base under the footings.*

A: Notes on G-1 have been updated. Clearing and grubbing is paid for as Lump Sum. Aggregate base is not required under footings, spec has been removed, see Addendum #1.

*Q: Requesting to please provide a copy of Project drawings in CAD format for quantity take off purpose (Based files in DWG format – Reference sheets 6 – 10, 11-14, 21-22, 35-43, 53-75, and sheet 85).*

A: AutoCad design sheets will not be provided to the prospective bidders during the bid time.

*Q: Reference is made to bid plan sheets DE-3, DE-4, L-3, and L-4. Callouts 5 on sheet L-4 and 8 on sheet L-3 indicate Demo sheets; however, no details are provided on demo sheets. Kindly confirm whether demolition is planned as per these ul. If there is please provide the missing information.*

A: The construction notes have been updated to address this.

*Q: Please provide the as-built for the drawings for the existing bridge that will be removed.*

A: Please refer to Addendum #1 - Rock Springs Road As Built for your reference.

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*Q: Referring to bid plan sheets D-4 and U-3, it appears the existing 8" gas line will directly conflict with Drainage Unit H and B (24" RCP / RS Line Station 47+80, 49+65) on sheet D-4, and Drainage Unit B (24" RCP / RS Line Station 56+00) on sheet D-5. Kindly confirm whether the existing gas line will be removed or relocated before the commencement of drainage construction.*

A: Gas relocations are soon to begin and will ideally be completed before construction but may require an additional 20 working day during construction. Addendum #1 revised the specification to allow up to 20 working days for the Gas relocation. Location of proposed relocated gas line has been revised with Addendum #1. See drainage profiles for location of gas line in proximity to the drainage systems.

*Q: Can the bid date be extended in order to give adequate time for DBE and minority advertising and participation?*

A: Please submit your bid at the time as stated within this addendum or any additional addendums.

*Q: Please reference the spec corresponding to items Supplemental work (federal trainee) & Railroad flagging? What items of work is RR flagging required?*

A: The Contractor must conform to all requirements as stated within the Railroad Permit. The County is responsible for the flagging fees associated with the project as the Contractor will be responsible for the fees associated with training their staff to work within the right of way, if the railroad requires flagging within the TCE limits as shown on the plans.

*Q: Who will be providing the Railroad flagging as required for BNSF and what will be the daily flagging rates?*

A: The County will be responsible for the fee to BNSF for flagging on this project, if the railroad requires flagging within the TCE limits as shown on the plans.

*Q: The prefilled Bid Bond provided has a discrepancy with the WO Number being referenced as H05087; however, the W.O. Number on the Specification is H15087, It is allowed to use the current bid bond as it or will there be a revision to this form?*

A: Please refer to Addendum #1 for the revised Bid Bond Form to be included within your bid proposal.

*Q: Bid Item 35, 96 Cast-in-Drilled-Hole Concrete Piling, is currently listed at 1,164 LF. There is a quantity bust due to there being 3 EA CIDH piles at Pier 6 instead of 2 EA, like at all other Piers. The true quantity should be 1,260 LF.*

A: The total pier count is 12, see Addendum #1.

*Q: Please provide the Foundation Report dated 7/28/2023 referenced in the Information Handout.*

A: Foundation Report has been provided in Addendum #1.

*Q: Please confirm that the concrete surface texture is only installed on the traffic side of the Type 842 concrete barrier.*

A: Yes, this is correct.

*Q: Sheet 85 appears to show a 3rd CIDH and Column at Pier 6 to the North. Please confirm that there are only 2 CIDH and columns at Pier 6.*

A: Pier 6 only has 2 CIDH piles/columns, see Addendum #1.

*Q: Section 51-1.01C(1) of the specifications discusses Methacrylate. Does the project have methacrylate crack treatment. If so, where is it done and which bid item is it paid under?*

A: This SSP has been removed.

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*Q: Section 51-2.02D(2)(b) states "Size the recess such that the primary reinforcement for structural members is outside the recess. The maximum depth at abutments 1 & 8 is 15 inches. The maximum width on each side of the expansion joint is 2 inches." Is the 2 inches supposed to be from the outside of the joint assembly (not expansion joint)? Or is the 2 inches a typo?*

*A: The 2 inches is a typo, see Addendum #1.*

*Q: Section 51-2.02E(3) states "Size the recess such that the primary reinforcement for structural members is outside the recess. The maximum depth at abutments 1 & 8 is 15 inches. The maximum width on each side of the expansion joint is 3 inches." Is the 2 inches supposed to be from the outside of the joint assembly (not expansion joint)? Or is the 3 inches a typo?*

*A: The 3 inches is a typo, see Addendum #1.*

*Q: Refer to grading sheet G-3, specifically the area north of station 43+00. The existing contours appear to show an abrupt jump from an elevation of 2895 to 2904. Please review and confirm if these existing contours are correct, or if an adjustment is required.*

*A: Existing grade contour elevations have been revised. See Addendum #1.*

*Q: Refer to grading sheet G-3, specifically the area north of station 43+00. The existing contours appear to show an abrupt jump from an elevation of 2895 to 2904. Please review and confirm if these existing contours are correct, or if an adjustment is required. Similarly, for the design contours in the same vicinity (East of station 42+00 on sheet G-3), the design contour transitions from an elevation of 2890 to 2901 on the next contour to the East. Please advise if this depiction is accurate. For context, please also refer to the profile on sheet L-3 between stations 42+00 and 43+00 approaching Abutment 8, and the Rock Slope Protection Layout Profile for Abutment 8 on sheet 112 (of 121), which may provide additional insight into this area. We request clarification on these contour elevations to ensure accurate interpretation for our work.*

*A: Existing grade contour elevations have been revised. Design Contour grading has been revised. See Addendum #1.*

*Q: Where are the steel jacking plates for the bearings located? Are the jacking plates paid under bid item 50 PTFE SPHERICAL BEARING?*

*A: Jacking plate details have been added to the abutments and hinge, see Addendum #1. Revised hinge details will be provided in Addendum #2. Yes, jacking plates are paid under item 50 PTFE SPHERICAL BEARINGS.*

*Q: Section 6.7 of the Railroad Easement Agreement notes a flagman is required anytime the Grantee is within twenty-five (25) feet of any active railroad track. Based upon the layout plan sheets it appears the closest distance from TCE to the BNSF tracks is 37 feet as shown on sheet no. 13 of 121. Based upon this, unless otherwise noted, railroad flagging shouldn't be necessary. Please review and clarify.*

*A: Per BNSF the 25ft is their guidelines however if the BNSF representative identifies any contractor activities as risky, it is up to BNSF discretion for flagging requirements.*

*Q: Regarding bid item no. 4 Railroad Flagging, the contract documents do not clearly define when a flagman or flagmen are required by the railroad. Additionally, the Railroad Easement Agreement notes the railroads costs in arranging for and providing the flagman or flagmen will be billed at the Railroads applicable standard rate at the time. However, no rates are specified. Unless the above information is provided, it's not reasonable for the contractor to provide a lump sum bid price for this potential cost. This bid item should be paid on force account. Please review and advise.*

*A: Per BNSF the 25ft is their guidelines however if the BNSF representative identifies any contractor activities as risky, it is up to BNSF discretion for flagging requirements.*

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*Q: None of the items of work on the Bid Items list are noted as Final Pay. This is very unusual for the type of work on this project. Please review and advise.*

A: Please use the bid sheet included within this Addendum #1.

*Q: Who supplies and pays for the Biologist?*

A: The Contractor will not have to supply the biologist for this project as a Biologist will be supplied by the County.

*Q: There are some TCEs expiring next year. Will the County be extending these TCEs?*

A: Clarification will be provided as part of Addendum #2.

*Q: What is the Engineer's Estimate for this project?*

A: The County does not provide the Engineers Estimate to the prospective bidders. The Engineer's Estimate is available after the award of the contract.

*Q: Can the Good Faith Effort be due 5 business days after the bid opening instead of 5 Calendar Days after bid opening?*

A: The Contractor is to submit the Good Faith Effort Document within the timeline as stated within the Caltrans Standard Specifications.

*Q: For this project what are the normal workdays and the normal working hours?*

A: Please follow the working days and working hours as stated within these Special Provisions.

*Q: The project specifications require \$10,000,000 minimum coverage per occurrence for General Liability Insurance and as well as the Automobile Liability Insurance. But it also mentions \$2,000,000 in general aggregate limit of General Liability Insurance and \$2,000,000 combined single limit for Automobile Liability. That does not make sense. Per-occurrence limits are typically not higher than the general aggregate limit in a typical insurance policy. The general aggregate limit represents the total amount the insurer will pay out for all claims during the policy period, while per-occurrence limits are the maximum paid for a single incident. Please clarify.*

A: Clarification will be provided as part of Addendum #2.

*Q: Please let us know the coverage amount needed for the Railroad Insurance policy needed.*

A: See BNSF agreement for railroad insurance requirements.

*Q: Plan Sheet 85 of 121 shows 3 piles for Pier 6. Please confirm if that 3rd pile should be there or if there is a drawing error.*

A: Pier 6 only has 2 CIDH piles/columns, see Addendum #1.

*Q: Is there a soils report that can be provided to supplement the borings shown in the plans?*

A: Provided in Addendum #1.

*Q: Reference specification 5-1.36C(2) table showing working days for utility relocations. Table is missing duration for Southwest Gas Co. gas line installation. Please provide duration and confirm that duration provided starts once utility companies are notified.*

A: See updated section within Addendum #1.

*Q: Please clarify what work is required to be completed prior to utility companies' work*

A: The contractor needs to coordinate with the utility purveyors prior to any utility work in construction. This work shall be outlined on the construction schedule, to be approved by the engineer.

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*Q: Please confirm on site soil can be used for shoofly construction.*

A: Yes, suitable materials generated from excavation activities can be used, such as west roadway approach.

*Q: Reference spec section 16-3.0 Section states Engineer's office must be located within two miles from Amboy. Please clarify.*

A: The Engineer's Office shall be located within 2 miles of the project site.

*Q: Please confirm the Agency will provide biological monitors as required for monitoring and educational requirements.*

A: The biological monitors for this project will be provided by the County.

*Q: Please confirm that the agency will provide cultural monitors as required?*

A: The County will provide the Cultural monitors for this project.

*Q: Reference California Department of Fish and Wildlife permit. It states work within the streambed shall be restricted to periods of no stream flow. If any surface water flow is channeled through a diversion can work proceed on the remaining portion of the streambed?*

A: The requirements of the CDFW 1602 permit shall be followed throughout construction, stream diversion is not included due to the desert location of the project.

*Q: Reference California Department of Fish and Wildlife permit. Permits appear to require revegetation. Is this revegetation covered within the hydroseeding pay item quantity?*

A: Yes, those requirements are met by the erosion control plan.

*Q: Can existing rip rap be salvaged and reused? If not, can existing rip rap be left on site?*

A: Yes, as long as it meets Caltrans specifications as shown in section 72.

*Q: Please confirm the Agency will provide staking for construction?*

A: The survey for the project will be provided by the County.

*Q: Please confirm the Agency will perform the required concrete and soils testing?*

A: The County is responsible for conducting Quality Assurance Testing as stated within the Caltrans Specifications, the Contractor is required to provide Quality Control Testing for this project per the Caltrans Standard Specification and the San Bernardino County Quality Assurance Program.

*Q: Please confirm Pay Item 14 (Portable Changeable Message Signs) is to include (2) message boards for the duration of only two weeks prior to construction as stated in spec section 9-1.22?*

A: The Portable Changeable Message Signs from the project shall be in place at a minimum 2 weeks prior to construction and shall remain on site throughout the duration of the project.

*Q: The 732SW barrier shows 2 each 2 conduits in the sidewalk. Per the 2024 Caltrans Standards a minimum of 2 each 4 round openings are required for future utilities. Please confirm that no 4 conduits are required in the 732SW barrier on the bridge*

A: One 2" conduit for electrical and one 4" conduit for future utilities is to be provided, see Addendum #1.

*Q: Plan Sheet 16 shows the Type 60M/60MS Barrier transition at 48 ??, based on the stationing the barriers are slightly longer. Should the barriers follow the stationing with the additional length being per the 60M dimensions?*

A: Clarification will be provided as part of Addendum #2.



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*Q: Please provide a detail of the transition from the Type 842 barrier to the 60M barrier.*

A: Details will be provided as Part of Addendum #2.

*Q: The legend on sheet 81 shows two items as No. 8. Please provide a corrected legend.*

A: Legend Revised, see Addendum #1.

*Q: Reference is made to the demo plan DE-2. Please provide us with the existing concrete pavement thickness.*

A: Removal of existing concrete Item paid is paid for in SQFT. As-builts are included in the informational handout.

*Q: Bid Item #4 Railroad Flagging. Requesting for more information in order to bid this item. Provide the number of trains per day/night. Should this item be flagging per shift at a unit cost per shift? Please make this item an allowance.*

A: Please see the updated bid item list for Railroad Flagging

*Q: Please confirm there are NO "Final Pay" Bid Items for this project.*

A: Please use the bid sheet included within this Addendum #1.

*Q: Regarding Section 13-4.03G: The Contractor is fully responsible for any damages done to public and private property from failing to contain water flows. This is a broad statement, we as the contractor can expect to receive "normal" flows of water and plan to divert water in way as to not affect adjacent properties, however as in the case of an event like Tropical Storm Hillary 2 years ago how can the Contractor be held responsible for an event that would be considered Force Majeure? Please clarify the extent of the Contractors responsibility.*

A: Clarification will be provided as part of Addendum #2.

*Q: Page SP-70 states that payment quantity for the PCMS is per each as shown on the bid list. Bid Item 14 is a lump sum item. Please clarify how the PCMS are to be paid.*

A: PCMS is paid for as Each, Bid item has been updated.

*Q: Please clarify the payment method for the Temporary construction work zone speed limit reduction per Section 12-4.02C(12). There are no bid items for temporary radar speed feedback signs or portable radar speed feedback signs. Also, the PCMS item is lump sum not by the each.*

A: Temporary Radar Feedback Sign System has been included in the updated Bid item List.

*Q: Section 10-1.05 Stage Construction of the Specifications states the temporary asphalt concrete road needs to be removed when no longer needed. Does the aggregate base need to be removed as well? Where does the removal of the temporary shoofly get paid?*

A: Yes, temporary shoofly needs to be removed in full and payment is included in the Traffic Control System bid item as discussed in section 10 of special provisions.

*Q: Please provide the Engineer's Estimate for the project to determine the Liquidated Damages based on the Chart in Section 8-1.10A of the Specifications.*

A: The County does not provide the Engineers Estimate to the prospective bidders. The Engineer's Estimate is available after the award of the contract.

*Q: On Plan Sheet DD-2, there are two concrete backfill (CBF) typical sections. Please clarify which of the (CBF) section is to be used for the RCP lines identified on the plans.*

A: Plan sheet DD-2 has been updated as part of Addendum #1 adding information to which systems require which CBF backfill section.

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**Make the following information available for bidders:**

**Attachments**

Attachment #1: Addendum No. 1 Revised Proposal Sheet P-4 thru P-7

Attachment #2: Revised Bid Bond

Attachment #3: Revised Addendum No.1 Plan Sheets

Attachment #4: Foundation Report dated July 28<sup>th</sup>, 2023

Attachment #5: Bridge Design Hydraulic Study dated July 2024

Attachment #6: Rock Springs Road As-Builts

Attachment #7: BNSF Agreement

Attachment #8: Geotechnical Report

The addition of these requirements shall be considered in concert with existing documents in preparation of bids. **THE BIDDER'S CERTIFICATION FOR THIS ADDENDUM NO. 1 SHALL BE SIGNED BY THE SAME PERSON WHO SIGNS THE PROPOSAL AND SHALL BE SUBMITTED WITH THE PROPOSAL. ANY proposal not accompanied by a signed BIDDER'S CERTIFICATION (below) acknowledging receipt of this Addendum No. 1 will NOT be accepted.**

**Noel Castillo**, Director  
Department of Public Works

By: 

Andy Silao, P.E., Chief  
Contracts Division

AS:mt

**BIDDER'S CERTIFICATION:**

**By my signature hereunder, I acknowledge receipt of Addendum No. 1 and I fully understand the intent and detail of Addendum No. 1, which I have considered in my preparation of the attached proposal.**

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**Bidder's Signature**

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**Date**

**Note:** The page containing the executed BIDDER'S CERTIFICATION (just this page), must be included with the proposal.