

CITY OF TORRANCE, CALIFORNIA

ADDENDUM NO. 7
Issued: August 3, 2010

TO

**PROPOSAL, SPECIFICATIONS, BOND AND
AFFIDAVIT FOR THE CONSTRUCTION
OF
DEL AMO BOULEVARD EXTENSION, T-30
FEDERAL PROJECT NO. ESPLRSTP 5249-(021)
B2010-12**

Note the following changes and/or additions to the Plans and Specifications for the project indicated above. The bidder shall execute the Certification at the end of this addendum, and shall **attach all pages of this addendum to the Contract Documents submitted with the Bid**. In addition, the bidder shall complete and submit the "Acknowledgment of Addenda Received" Form provided in Section C of the Specifications.

1. REFER TO ADDENDUM NO. 2, ITEM #7:

The paragraph shown below and added via Addendum #2, Item #7 is hereby deleted in its entirety.

~~The City, BNSF Railway, and LACMTA have executed an Overpass Agreement, as shown in Appendix IX. Per Article II, Section 5 of the Overpass Agreement, the City has agreed to pay BNSF for a maximum of 250 eight-hour working days of flagmen required to complete all spur line track and tie-in work. 110 days of flagging is required to compensate BNSF for installing the new spur line tie-ins. The City's contractor may not be allowed to perform any of its spur line track installation concurrently with BNSF's work. Consequently, the City's Contractor has 140 days to complete the installation of the spur line track for which the City will pay BNSF the cost of flagging for those 140 days. If the Contractor exceed 140 working days for this work and if the City is charged by BNSF for flagmen in an amount that exceeds the 140 days, then the City may assess these charges to the Contractor. Said charges for flagging will be deducted from a payment due to the Contractor.~~

2. REFER TO THE SPECIAL PROVISIONS PAGE E-24, SECTION 6-9 LIQUIDATED DAMAGES. ADD THE FOLLOWING TO REPLACE THE PARAGRAPH DELETED ON THE PREVIOUS PAGE OF THIS ADDENDUM:

“The City, BNSF Railway, and LACMTA have executed an Overpass Agreement, as provided in Appendix IX of the Specifications. Per the Overpass Agreement, the City has agreed to pay BNSF to provide a maximum of 250 working days for BNSF-required flagging services. The 250 working days is an estimate of the total flagging services required for the City’s contractor to complete its City contract work. BNSF will determine the need for flagging services, which is now known to include, but is not limited to, the construction of the bridge and the relocation of the spur line track.

If the Contractor exceeds the total 250 working days for flagging services then the City may assess these charges to the Contractor. The estimated cost for flagging services is between \$800 and \$1,600 per regular eight-hour day. Said charges for flagging will be deducted from a payment due to the Contractor.”

3. REFER TO PAGE C-7 OF THE BIDDER’S PROPOSAL DOCUMENT ON BLUE-COLORED PAPER INCLUDED WITH THE CONTRACT DOCUMENTS.

Bid Item #150 is hereby deleted. The bidder shall make this correction as shown below on its blue-colored original Bidder’s Proposal to be submitted with your Bid. Should the bidder not correctly make the corrections below, it would not necessarily result in a non-responsive bid.

SECTION 5b - UTILITIES - Lighting						
150	LIGHT POLE FIXTURES (SCE) (OMITTED)	06-0.03	40	EA	\$	\$

By Order of the City Engineer

/S/ Craig Bilezerian

CRAIG BILEZERIAN
Engineering Manager

BIDDER'S CERTIFICATION

I acknowledge receipt of the foregoing Addendum No. 7 and accept all conditions contained therein.

Bidder

By

Date

******* Submit this executed form with the bid *******

**Please fill out and submit the
“Acknowledgment of Addenda Received” form
provided in Section C of the Specifications.**