Clarifications No. 1, May 23, 2013 – I-15 Cajon Pass Rehabilitation Design-Build Contract No. 08-0Q7404

RFC No.	Category	Document	Section	Clarification	Response
1	2	Book 2	1.3.2	The RFP describes this project is scoped for 2R. However, reconstruction of the two outside lanes falls under 4R scope. Please clarify the scope vs. the required strategy for pavement.	This project qualified as a 2R project in accordance with DIB-79-03. HDM Topic 603.4 lists lane and shoulder replacement as a rehabilitation strategy.
2	2	Book 2	1.3.3	Please confirm that the 40-year design life is for the outside travel lanes (i.e. new reconstructed pavement) and not the rehabilitated sections. Based on Caltrans LCCA Manual, the life expectancy of the two inside lanes with pavement rehabilitation should be about 5-10 years.	The designs provided are intended to provide more than a 40-year design life based on the projected loads for each lane.
3	3	Book 2	4.2.1.7	Section discusses implementing wildlife and vegetation mitigation measures, but there are no discussion of such measures in the ECR regarding the "demarcation of sensitive wildlife and vegetation areas, protection of active bird nests, and control of invasive plant species. " Please provide measures. Also if demarcating sensitive biological areas are present within the project area, please provide a map showing these areas so ESA fencing could be quantified.	The project is environmentally cleared for the area as shown in Exhibit 4-A. In those cleared areas, Department did not identify any sensitive wildlife or vegetation areas at the time of its studies.
4	4	Book 2	4.4.1.7	Section discusses avoiding sensitive biological resources, but a copy of the NES-MI is not provided. Please provide a copy of the NES-MI.	Department will provide the Natural Environmental Study (Minimal Impact).
5	3	Book 2	Exhibit 4-A and Exhibit 16-E	BIO-2 states that construction related activities is restricted to the "prism of the roadway; thus no disturbance will occur to the unpaved shoulder"; however, for example the signs to be replaced in Exhibit 16-E may require construction activities beyond the shoulder. Are the areas within these signs environmentally cleared?	Caltrans will provide all necessary environmental compliance for sign replacement. Note that work on signs may be limited to pedestrian traffic and hand work.
6	3	Book 2	Exhibit 4-C	Are we to assume that the area indicated in the APE map is the environmentally cleared project limits? Should construction activities stay within these limits? Is a map of sensitive biological areas provided?	The areas labeled “APE” are actually the environmental footprint for which all environmental compliance is covered under the CE/CE. Construction activities must be restricted to this area. Department did not identify any sensitive biological areas within the environmental footprint. If Design-Builder wishes to propose any work outside of the defined environmental footprint, the Design-Builder must perform all necessary additional environmental studies to the satisfaction of Department. Identification of biologically sensitive areas outside of the environmental footprint would be the Design-Builder’s responsibilities.

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7	3	Book 2	Exhibit 4-C	If the APE map is considered as the environmentally cleared construction limits and if additional TCEs are required, is the Design-Builder responsible for the revalidation/re-evaluation of the CE/CE for additional TCEs and any other temporary easements beyond the APE? Is the Design-Builder responsible to provide additional environmental technical documentation (if required)?	The Design-Builder is responsible for all environmental and technical studies required as a result of any changes to the pre-defined scope, limitations, and bounds of the project, including any additional TCEs and any other temporary improvements beyond the current environmental footprint.
8	4	Book 2 and RID	9.2.6 RID- Survey Info	Section 9.2.6 states "The Department will provide all Department land surveying data relevant to the project which may include, but not limited to . . . Right of Way mapping." Please provide Right-of-Way mapping in Microstation CADD format. Please provide aerial topographic mapping in Microstation CADD format. Please provide the oakhill_topo.pdf (RID document) file be provided in CADD format.	All Right of Way mapping is not available in Microstation CADD drawings. Department will provide those drawings that are available. Oakhill_topo.dgn will be provided by the Department.
9	3	Book 2	11.3.3.1, 11.3.3.2	Sections state “design exceptions have already been approved by…and are described below”. However, none are listed. Please provide approved fact sheets? Are existing exceptions documented? If not, will they need to be documented by Caltrans or DB?	This project qualifies as a 2R project in accordance with DIB 79-03. Mandatory and Advisory Design Exception fact sheets will not be required for geometric design features. All newly proposed nonstandard features must be documented in a Mandatory or Advisory Design Exception Fact Sheet, as appropriate. The statement regarding already approved design exceptions will be clarified in a future addendum.
10	3	Book 2	16.3.1	Are there any “unlit” existing OH Sign structures that are not physically impacted by the work, which will require electrical modification?	No.
11	3	Book 2	16.3.1.2	Does the environmental footprint cover the potential need to replace sign posts and panels? Exhibit 1-A Typical Cross-Section for environmental footprint does not appear to cover this work.	Caltrans will provide necessary environmental compliance to replace sign posts and panels. Work on sign posts and panels may be limited to pedestrian traffic and hand work.

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12	3	Book 2	16.3.7	Contract document states, in part, "Design, furnish and construct all components of a roadway lighting system necessary to current standards provide a complete and functional system . . ." Since all ramp merges and diverges appear to be illuminated already, is this requirement limited to the requirements of Chapter 9 of the Traffic Manual? Or are there other Department requirements that should be considered?	Requirements are based on Chapter 9 of the Traffic Manual.
13	2	Book 2	17.1	The requirements state, "The scope of ITS Work shall include system planning, design, furnishing, installation, modifying, integration, testing, interim maintenance, and system acceptance of ITS to maintain the existing level of service". ITS consists of varied components (TMS, ramp meters, CCTV, etc.). Since not all of these elements are represented on the corridor, are any new components required? And if so, where is this scope of work described?	There are no new ITS on the Project. Existing weather stations have in pavement sensors that will need to be replaced. The current controller is no longer supported by the manufacturer, so it to will need to be replaced also. This is still be categorized as replacing existing equipment.
14	2	Book 2	17.3	Design requirements specify installation of fiber optic conduit and cable systems. Are there existing fiber optic systems within the project limits where connections can be made?	There is some existing fiber in the vicinity of the brake inspection station. However, it does not appear to be affected by the project. There is no new fiber optic work on the project.
15	3	Book 2	17.3.3.2	The section states, in part, "The Design-Builder shall relocate and modify the existing Wireless Vehicle Detection Stations (WVDS). Existing wireless magnetometers shall be removed from the effected pavement before work begins and installed in the new pavement after work has been completed." Would the Department accept microwave vehicle detection in lieu of "in-pavement" sensors for temporary and permanent replacement of current magnetometers?	The existing sensors are made to be removed and reused. Microwave vehicle detection is suitable for a temporary system, but the Design Builder will need to reinstall the existing sensor at the end of the project.
16	3	Book 2	17.4.1.1	The section states, in part, "The Design Builder shall be restricted to only work on the active part of the system from 9:00 a.m. to 3:00 p.m. and 7:00 p.m. to 6:00 a.m. except for sensors embedded in the pavement. These sensors can be taken out of commission for a total of 14 days." Does this section apply to weigh-in-motion piezo-electric axle sensors during lane reconstruction?	Yes.

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17	4	Book 2	21.2.5	Why is FWD testing required for this project and how would the data be used since the pavement structural section is prescribed in the RFP?	Falling weight deflectometer testing is not needed. This requirement will be removed in a future addendum.
18	3	Book 2	21.3.2	Second bullet, first sentence requires removal of the AC shoulder and replace with concrete shoulder. The second sentence describes overlaying the remaining shoulder. Are the AC shoulders for mainline to be reconstructed with concrete or HMA overlay?	Shoulders adjacent to concrete lanes are to be replaced with concrete shoulders. Shoulders adjacent to HMA lanes are to be overlaid.
19	4	Book 2	21.3.2	Can the new pavement design software, DARWin-ME, be used to calculate the required 40-year pavement structural section?	Proposer may use any software to design proposed pavement sections. However, the Department will use its own in-house software and methods to determine the design-life and may require modification of the design to meet the goals and intent of Project. Proposed design need to meet or exceed performance of the designs provided in the Contract Documents.
20	3	Book 2	21.4.4.1.1	Please verify that no inside lane replacement is required from PM 29.0-29.1 and PM 27.1-27.0 based on the fact that in Table 21-1 no "X" is present in either row 1 or row 3.	The inside lane replacement is required for these locations. "PM 27.1-27.0" should be "PM R20.0 – R21.1". Tables 21-1 and 21-2 will be corrected in a future addendum.
21	4	RID	Project Studies and Reports - Materials & Geotech	No geotechnical information was provided with the RFP. Is there boring or R-Value data available for the existing roadway?	The RFP states an assumed R-value of 40 based on historical data for the Project. In addition, Exhibit 21-C is provided for the required structural sections for the project. Thus, no R-value is required to be provided.
22	4	RID	Project Studies and Reports	Please provide Microstation CADD files of the drawings provided in PSSR Appendix A.	Department will provide the requested CADD files.
23	4	General	N/A	Please provide the last 3 years of pavement condition index report and the automated condition distress survey photo logs in an electronic format.	Available pavement condition index reports will be provided.