

Clarifications No. 4, August 8, 2013 – Cajon Pass Rehabilitation Design-Build Project Contract No. 08-0Q7404

RFC No.	Category	Document	Section	Clarification	Response
51	3	ITP	Appendix B, 3.14	"Such evidence shall be in the form of good standing certificates dated no earlier than forty-five (45) Days before the Price Proposal Due Date (identified in Section 2)." Please confirm if the 45 days are calendar days or business days.	Days are defined in the Instructions to Proposers as Calendar Days unless otherwise specified.
52	4	ITP	Appendix F	When can we expect the issuance of the RFP forms in Word Format?	ITP forms in Word format were posted to the Data Room on July 23, 2013.
53	3	Book 1	Exhibit E, Section D	D. DBE Performance Plan, #2 – The section states "Design-Builder shall hire a subconsultant responsible for the DBE Performance Plan (the "Liaison Officer") and supply support staff necessary and proper to administer the program and a description of the authority, responsibility, and duties of the Liaison Officer and support staff." Please confirm the definition of "subconsultant" in this section. Does Caltrans require that Design-Builder will hire an outside source to handle the implementation and management of the program? Or does the Design-Builder have the option to assign existing employees to be the dedicated Liaison Officer and support staff to meet this requirement?	Design-Builder is required to hire a subconsultant outside of its organization to manage implementation of the DBE Performance Plan. Support staff may be employees of the Design-Builder.
54	2	Book 2	6	Do we need to get approvals from other 3rd parties to access Caltrans right of way outside of the hinge points?	Department does not hold title to right of way for the majority of Route 15 within the Project limits. Highway rights have been obtained by permit with the U.S. Forest Service (USFS). No access approvals are needed within the outside hinge points of the adjoined roadbeds section. Approval from USFS will be required for access beyond the outside hinge points of the adjoined roadbed sections and for beyond all hinge points for the separated roadbed sections.
55	3	Book 2	11.3.1	Is the current standard for vegetation control required for all MBGR locations throughout the project?	Yes.

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56	3	Book 2	11.3.1	Please clarify in Book 2 Section 11.3.1 where it states “The Design Builder shall design and construct all roadway elements according to Department and AASHTO standards. This includes but is not limited to horizontal alignment, vertical alignment, superelevation, cross slopes, lane widths, shoulder widths, medians, clear zone, side slopes, and cut and fill slopes.” The Department has specified the outside lane to be constructed at 14-feet, two feet of this width will function as a portion of the shoulder width. Will the Design-Builder be required to construct the outer most two feet of the 14-foot lane at 5% to meet standards (introduce a cross slope break)? If the Department allows the 14-foot lane to be “in plane” with no break in cross slope, will the Department require a mandatory design exception be processed?	Department will allow for 14-foot outside lane construction to be “in plane” with no break in cross slope. A Mandatory Design Exception will not be required.
57	3	Book 2	11.3.1.2	Please clarify in Book 2 Section 11.3.1.2 Traffic Barrier. The Department is requiring the use of metal posts for railing installations, please clarify that wood blocks with metal post installations are acceptable as shown in the Department Standard Plan A77A2. Will the Department mandate the use of “Notched Recycled Plastic Block”?	Both wood and plastic blocks are acceptable. If used, plastic block product must be approved for use on the California State Highway System (i.e. listed on the Authorized Materials List http://www.dot.ca.gov/hq/esc/approved_products_list/ .
58	3	Book 2	11.5	Requires roadway deliverables for a typical Caltrans project, which are beyond the scope of a pavement rehabilitation project. This includes providing plans for alignments, intersections, profiles, superelevations, fencing and also typical design calculations for new construction improvements. Please confirm that plan and specification deliverables will be limited solely to defining the scope of the pavement rehabilitation work.	Confirmed. Plan and specification deliverables will be limited to those necessary to convey the scope of the pavement rehabilitation and incidental work and to facilitate Department’s review and Approval proposed design.

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59	3	Book 2	11.5.1	Requires that all roadway design plans be developed in accordance with the Caltrans CADD Manual, Caltrans Plan Preparation Manual. Since this is a 2R project please identify which of the following base map option(s) will be acceptable for the project design plans. Aerial mapping with GPS report and controls to meet requirements per the Caltrans ABC Mapping Check list OR...Aerial mapping from a record any possible source OR...Rectified photo OR...Ortho photo	Base mapping will not be required for instances where rehabilitation matches existing pavement. If adjustments to lines and grades are required for any reason, mapping must be tied to lines and grades of the existing facility with accuracies consistent with Caltrans Survey Manual. Field notes shall be delivered to Department indicating how lines and grades were established.
60	3	Book 2	12.1	Please clarify in Book 2 Section 12.1 “The Project is not to permanently improve the existing drainage conditions except some spot drainage improvements as described in Section 11, Roadway. Before changing dike Type A to Type F, the drainage capacity of the dike Type F shall be analyzed. If the drainage capacity of Type F cannot meet the requirements, Type A dike shall be used.” Use of Type A Dike where guard rail is used is not allowed per Caltrans standards. Is it the Departments intent to use Type A Dike in guard rail sections where existing drainage inlets would not provide the necessary capacity if Type F were used? If Type A Dike is used in sections with guard rail, how will the Department approve this non-standard condition, and will the safety features of the MBGR still pass NCHRP 350 criteria?	Department’s intent is to maintain Type A dike in those areas where Type F dike does not provide adequate drainage capacity. Department will be responsible for obtaining any required Approvals for this strategy.
61	3	Book 2	12.3	RFC No.44 – Caltrans response indicated that “temporary drainage systems” comply with permanent design and construction requirements. We typically design temporary drainage systems for a storm event less than the standard for permanent drainage systems, say a 1-, 2- or 5-year storm event. Please verify that the Department is requiring all temporary drainage systems to meet all the design criteria for a permanently installed system, include pipe material types, placement methods and compliance with storm event criteria as shown in HDM Table 831.3?	Temporary drainage will not be required to comply with permanent design and construction requirements. Temporary drainage will, however, be required to comply with NPDES requirements. This will be modified with a future addendum.
62	3	Book 2	16	Is Temporary Lighting required for area's that do not currently have lighting during construction? (Off Ramps / Gore areas and under structures)	Temporary lighting shall be provided where needed for safety purposes (e.g. merge and diverge points for temporary cross overs).

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63	3	Book 2	16.3.7	It is unclear if the Design-Builder is expected to replace all existing ramp entrance and exit lighting to meet current standards. Please clarify if all freeway entrance and exit lighting is to be upgraded.	Lighting work will be limited to upgrading existing fixtures to LEDs at all locations.
64	3	Book 2	16.3.7	If ramp lighting is not to be replaced is it expected to replace fixtures with LEDs? Are all new fixtures to be LEDs?	No new permanent lighting is required. Existing fixtures shall be upgraded to LEDs.
65	3	Book 2	16.3.7	It is unclear if the Design-Builder is expected to replace and upgrade ramp intersection lighting. Please clarify if all ramp intersection lighting will be replaced or upgraded.	Intersection lighting is not included in the scope of the Project.
66	3	Book 2	16.3.7	If the Design-Builder utilizes temporary cross overs, will each crossover be required to have lighting at the diverge point where vehicles leave the main roadbed and at the touch down point on the opposite roadbed?	Yes.
67	3	Book 2	17	ITS and electrical elements have been very difficult to assess from visual inspection and as-builts. Please provide a complete ITS and electrical inventory so we can determine scope of work.	An ITS inventory has been posted to the Data Room. An electrical inventory is not available.
68	4	Book 2	17.3.4	In pavement temperature sensors are required to be replaced for weather monitoring stations. In order to maintain compatibility with existing systems, what are the make, model and manufacturer of the existing in pavement sensors?	The existing Remote Processing Units (RPU) are: Vaisala RPU ESP However, the new pucks will not interface with the existing RPU, so the RPU will need to be replaced. The new RPU must be able have inputs for wind, rain, humidity, and visibility (all existing) RPU's can also be replaced with Cambell Scientific Dataloggers and Lufft Pavement sensors

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69	4	Book 2	17.4.3	Weigh-in-motion stations require bending plates or piezo sensors to be integrated into the new concrete pavement, and to be placed on existing pavement when traffic is shifted for traffic handling. In order to maintain compatibility with existing systems, what are the make, model and manufacturer of the existing in pavement sensors?	The manufacturer is International Road Dynamics (IRD)-PAT of Canada for the bending plates of the existing WIM. The existing piezos are Type 1 Piezos for better accuracy and these are manufactured by Measurement Systems International (MSI). The WIM set-up requires concrete approach pads constructed to the tolerances specified in the manufacturer's instructions.
70	3	Book 2	18	For traffic handling during construction will the Department allow the Design-Builder to split traffic into more than 2-separated flows in a direction (either NB or SB)?	No.
71	3	Book 2	18.4.2	Is it a requirement to keep the Runaway truck ramp open? Is there any rehabilitation required at the ramp other than the outside lanes?	Yes, the runaway truck ramp is required to remain open. Rehabilitation is limited to outside lanes and standard shoulder. A smooth connection of the replaced outside lane to the escape ramp shall be maintained.
72	3	Book 2	18.4.2	Will the Design-Builder be allowed extended closures (30 days) at any ramps at Cleghorn, Route 138, Truck scales, or Oakhill for construction?	Extended closures of ramps at Route 138, Cleghorn, or Oakhill will not be allowed. The truck scale ramps may be allowed if concurrence from the California Highway Patrol is obtained.
73	3	Book 2	Exhibit 18A	Will the Department allow closure of the NB truck climbing lane starting at PM 23.0 (start of the split roadways) to the end of the lane near the top of the grade to complete an extended period of stage construction?	No.
74	3	Book 2	Exhibit 18A	The lane closure charts provided in Exhibit 18-A do not allow for closing more than 2-lanes, and neglect to provide time for activities of work to be completed that require more than two lanes closed. Will the department allow 3-lanes to be closed during operations to place K-Rail, restripe, etc. or perform required work in the #2 and #3 lanes in 4 lane segments, and #3 lane in 5 lanes segments?	Department may allow modification to lane closure charts, allowing for additional lane closures during low traffic volume periods. The approval of lane closure chart modification will follow the approval process indicated in Book 2, Section 18.3.1 "Project Specific Requirements."

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75	3	Book 2	21	Will the use of JPCP-RSC be allowed on the Cajon Pass Rehabilitation Project?	JPCP RSC will not be allowed on the Project.
76	3	Book 2	21	Please define Rapid Strength Concrete:	Specifications for conventional concrete allow Design-Builder to open in as early as 10 Days if certain criteria including strength are met. Anything less than this is not covered under conventional concrete specifications and by definition would be considered to fall under Rapid Strength Concrete.
77	3	Book 2	21	If edge drains are installed in areas where the longitudinal grade of the roadway is 4% or greater, a transverse interceptor trench is to be installed at 500 foot intervals per HDM 651.2(2). If an inceptor trench is installed will the Design-Builder be required to trench from ES to ES or just provide under the replaced lanes?	Neither replacement of existing edge drains nor placement of new edge drains will be required.
78	3	Book 2	21.3.2	Will the Design-Builder be required to reconstruct the truck escape ramp within the limits of the existing PCCP ramp section?	No, but a smooth connection of the replaced outside lane to the escape ramp shall be maintained.
79	3	Book 2	21.3.2	The gores at the Brake check area are asphalt, are they to be rehabilitated?	The 14-foot outside lane and shoulder concrete pavement requirements will be perpetuated through the gore areas on the mainline. The remainder of gore areas and ramp transition areas are to be rehabilitated with HMA at 0.20-foot mill and overlay.
80	3	Book 2	21.3.2	The ramps at Cleghorn, Rte 138, and Oakhill are HMA, next to freeway lanes, from the back of the gore to either the beginning or end of the transition. Are these included in the HMA rehabilitation, or is concrete pavement required?	The 14-foot outside lane and shoulder concrete pavement requirements will be perpetuated through the gore areas on the mainline. The remainder of gore areas and ramp transition areas are to be rehabilitated with HMA at 0.20-foot mill and overlay.
81	3	Book 2	21.3.2	Will the use of any rapid strength concrete (including, but not limited to type 2, type 3, and proprietary cements) be allowed on the contract?	No.

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82	3	Book 2	21.3.2	<p>There seems to be some inconsistencies between Clarification #18 and Clarification #39.</p> <p>From clarification #39 we understand outside shoulder reconstruction only needs to be 10-feet in width for concrete paving limits; however, in areas where the outside shoulder is greater than 10-feet what will the Department require? Will the Design-Builder be allowed to conform to existing pavement materials with no further rehabilitation requirements outside the 10-foot limit?</p> <p>For inside shoulders where the existing travel lane is Concrete Pavement and the shoulder is greater than 10' (IE. 16'-20' in width) is it the intent of the department for the entire existing width of shoulder be reconstructed with Concrete Pavement or can the balance outside the 10' be constructed with AC?</p> <p>From Clarification #18 we understood shoulders adjacent to AC mainline pavement are to be overlaid; however, from clarification #39 it appears the department will require all shoulder areas to be reconstructed with concrete, is this the case?</p>	<p>For outside shoulder beyond the 10 feet no rehabilitation is required other than conforming to new shoulder. For the inside shoulder beyond the 10 feet, rehabilitate with 0.20-foot mill and HMA overlay. Section 21.4.4.2.1 still applies from southerly limits of Project to end of asphalt lane at about PM R18.1.</p>
83	3	Book 2	21.4.4.1.1	<p>Please clarify Section 21.4.4.1.1 Will the department allow the widths shown for the 14-foot outside lane reconstruction and the 12.5-foot adjacent lane reconstruction to be reduced in width as long as the structural section thicknesses are increased? Also this paragraph states that we can gain lateral support by using concrete tied shoulders for narrower lane widths, will this be allowed?</p>	<p>No. This paragraph was deleted by Addendum 2.</p>

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84	3	Book 2	Exhibit 21C	Roadway structural sections shown in exhibit 21-C nor the typical section for the project addressed needs relating to structural section drainage and the use of edge drains. It appears edge drains exist within the project limits. Is the Design-Builder required to replace existing edge drains or to place new edge drains throughout the limits of the project? Please clarify limits of new edge drains.	Neither replacement of existing edge drains nor placement of new edge drains will be required.