

Clarifications No. 2, October 6, 2011 – LA 10/605 Construct Connector Design-Build Project Contract No. 07-245404

RFC No.	Class	Document	Section	Clarification	Response
24	3	Book 1	4.3.2	The RFP states that design builder shall achieve substantial Completion within 480 working days. What event commences the start of working days?	Working Days commence upon issuance of NTP 1.
25	3	Book 1, Book 2	6.3 (pg 25), 4 (pg 4-5)	Will the Risk Level for the SWPPP Document be Grandfathered in as a 1?	No. A new Stormwater Data Report (SWDR) has to be prepared. The Risk Level will be based on the results of the SWDR.
26	3	Book 2	1.3.4 (pg 1-2)	What is the current anticipated completion date for adjacent contract No. 07-117074? (Book 2, Section 1.3.4, pg 1-2)	The anticipated completion date for Contract No. 07-117074 is October 2012.
27	3	Book 2	8.3.3.3	The RFP states Test Piles shall be sacrificial and shall not be used in production piles. Caltrans Memo to Designers 3-1 states: If possible, all test piles should be incorporated in the permanent structure.	Test piles shall be sacrificial per RFP requirements.
28	3	Book 2	8.4.1	The RFP states that CIDH piles shall follow all Department requirements including integrity testing of the CIDH piles using Gamma-Gamma test in accordance with California Test Method 233. Please confirm that Gamma-Gamma testing is only required for CIDH piles constructed in a wet condition.	Confirmed. Gamma-Gamma testing will not be required for CIDH piles constructed in dry holes or holes dewatered without the use of temporary casing to control ground water.
29	3	Book 2	9.3 Page 9-3	Are there any new field notes, control maps, or monument ties (besides the 2004 Record of Survey that was completed for the I-10 widening)?	No. The only field notes available are from 2009 for Dalewood Street construction and they are in Metric unit.
30	3	Book 2	11.5.3.1	If the project required revision to the existing overhead sign panels that does not increase panel dimension or weight, do we need to replace the overhead sign structure to meet current design standards.	Replacement of sign panels equal to or less than existing sign panels in terms of area and weight may be acceptable if calculations are provided to ensure that the sign structures conform to the Fifth Edition of AASHTO Specifications or Revised Standard Plans to the 2004 Standard Plans or newer Standard Plans. In addition, the Department does not recommend adding the Overhead Sign Safety Cable Retrofit details on existing two-post overhead sign structures and on any overhead sign structures over 40 years old.

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31	3	Book 2	11.5.3.1	This project will require removal and relocating overhead sign structures. Will we need to replace the structure with a new structure to meet current design standards?	Any existing overhead signs that were not built based on Revised Standard Plans to the 2004 Standard Plans or newer Standard Plans do not meet current AASHTO Specification and need to be replaced.
32	3	Book 2	13	Will Metric Fact Sheets be required to be redone and reapproved in English Units?	A new Fact Sheet will not be required as long as the proposed non-standard features are equivalent in English units to those non-standard features approved in the Metric Fact Sheet.
33	2	Book 2	14.2.1 Page 14-1	Par. 14.2.1 Standards; Where are the Route 10 Widening Aesthetics Concepts available?	The Route 10 Widening Aesthetics Concepts are located in the Exhibits (see Exhibit 15-A).
34	3	Book 2	16.4.3.1	The RFP states the design builder shall pay all costs charged by the electrical utility company. Will any of these charges be reimbursed as a provisional sum?	No, these costs should be included in the Design-Builder's Price Proposal.
35	3	Book 2	16.4.3.1	The proposed connector would require new electrical load. Did Caltrans assess if and where the existing electrical services could handle the new load?	The Department did not assess the existing electrical loading in the area. The Design-Builder is responsible to obtain the information from the electrical As-Built plans, perform the necessary calculation, and request additional service points from the utility company (if required).
36	3	Book 2	17.3.4	The RFP states, "The Design-Builder shall determine new camera locations based on proximity to existing cameras affected by construction activity." The statement is vague in terms of the design content and the construction budget associated with it.	If the view of existing cameras is obstructed by the design developed by the Design-Builder, replacement cameras should be included in the design. As an example, there is an existing CCTV camera (S/B 605 shoulder past the gore) which may have the view blocked by the new connector depending on the proposed connector location. Therefore, a new location should be determined and built, if affected.
37	3	Book 2	18 Exhibit 18-A	Please provide the closure chart for the Frazier St. Off-ramp. It is not included in the RFP Documents.	The closure chart for the Frazier Street off-ramp has been posted to the Data Room and will be included in a future addendum.
38	3	Book 2	18.4.2 (pg 18-6)	Is the maximum distance allowed for a lane closure inclusive of beginning and ending cone taper lengths?	No.

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39	3	Book 2	22.2 Page 22-1	Why is a 401 Water Quality Certification required for this project? The SWDR states that a 401 water quality certification will be required as part of this project. However, there appear to be no "Waters of the U.S." that are being affected which is usually the requirement for applying for a 401 Water Quality Certification.	A 401 Water Quality Certification will not be required for this Project.
40	3	Book 2	22.2 Page 22-1	The SWDR BMP layout is based on the requirements of the draft BMP Corridor Studies for this project. Can we get the final Corridor Study to see if anything has changed?	The final Stormwater Management Corridor Study Report can be found at: http://10.56.12.51/stormwater/CSReport.asp
41	3	RID		Was the most current aerial mapping for the project done in 2007? Is that available in digital format (MicroStation)?	The most current aerial mapping is from 2005 and was done for the current construction of the I-10 Widening. It is available in digital format, but it is in Metric units.
42	3	RID		Have the Utility Relocation Commitment Dates on contract 07-117074 been met?	Yes, utility relocations have been done per agreements.
43	2	RID		Please provide approved mandatory design exception and advisory design exception fact sheets for the contract No. 07-117074 project.	The approved mandatory and advisory design exception fact sheets for Contract No. 07-117074 have been posted to the Data Room.
44	4	RID		Please provide the survey notes for horizontal and vertical location of the LADWP electrical line to be relocated. Also please confirm if the elevations shown are the low point of the sag and where the location of the low point is.	No surveys have been done on the existing LADWP electrical lines.
45	3	RID	Foundation Reports	Caltrans preliminary foundation reports (see the list below) provided in the Reference Information Documents (RID) indicated that soil liquefaction is not an issue because of lack of groundwater. However, the groundwater monitoring well data in the same RID documents indicate a shallowest groundwater depth of 22.6 feet (Well #2993W). Our review of the groundwater contour maps from the California Geological Survey (CGS) 7.5-minute quadrangle reports (the cover pages are attached) shows that the historical high groundwater at the project site is within 5 feet to 10 feet contour lines. Should we consider liquefaction in our design?	The Preliminary Foundation Report is provided for reference only. It will be the Design-Builder's responsibility to investigate and address all the Geotechnical site conditions and hazards.