

Clarifications No. 1, October 14, 2013 – Route 50/5 Bridge Deck Rehabilitation Design-Build Project Contract No. 03-2F21U4

RFC No.	Category	Document	Section	Clarification	Response
1	1	Book 1	4.2.1, 4.2.2, 4.3.2	Will the Department consider the following alternatives to beginning of Working Days? a. A change to the manner in which Working Days are calculated, such as beginning at the start of NTP1 or NTP2, or b. An allowance at the beginning of the contract after contract award for pre-construction submittals, after which Working Days begins. This is a common feature on many of the Departments bid-build projects. We would propose a 90-100 day allowance for this project.	The Department has considered the issue presented by the Proposer and decided to not modify the position reflected in the RFP documents at this time.
2	1	Book 1	4.2.1	What specific activities related to this contract are to be included in NTP2?	All remaining activities to complete the contract Work that are not included in NTP1
3	1	Book 1	4.2.1	Will a separate NTP be issued for construction work?	NTP2 is issued for all construction Work other than the limited Work authorized by NTP 1.
4	1	Book 1, Book 2	4.2.1, 2.4.2.4.1	Is full approval of the quality manual required prior to NTP1?	At the discretion of the Department, NTP1 may be issued upon approval of portions of the Quality Manual (e.g. design portions) covering Work to be accomplished under NTP1.
5	3	Book 2	1.3.3	Removal of the AC overlay on ramp A6 is clearly required by the bid documents. However, there seems to be a similar overlay on the I22 on-ramp from I street to Southbound Route 5. Is this overlay to be removed?	The AC overlay on ramp I22 is to be removed. This was addressed in Addendum 2.
6	3	Book 2	1.3.3, 13	Please confirm that the existing metal joint armor is to remain in place at non-finger joint locations and that only the seal is to be replaced.	Joint armor shall remain in place except at finger joints.
7	1	Book 2	4.2.6	Is approval of the SWPPP and TMP required prior to, or concurrent with, the EMP? Book 2, Section 4.2.6 requires submittal of the SWPPP and TMP with the EMP, but does not require their approval for submittal.	The SWPPP and TMP can be submitted for approval prior to and separate from the EMP. Approval of the SWPPP and TMP is not required prior to submittal of the EMP.
8	3	Book 2	13	Please confirm that all spall repairs at joint edges on the roadway surface within bridge limits will be paid for in the "Replace Unsound Concrete" bid item.	Joint spall repair will be measured and paid for as "Replace Unsound Concrete."

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9	3	Book 2	Exhibit 18-A	Does lane closure chart #10 cover allowable closure windows for Ramp A13 (5th Street on Ramp to Southbound Route 5)?	Closure requirements for Ramp A13 (5th street on-ramp to Southbound I-5) are covered on closure chart #11.
10	4	Book 3	5.3	The language in this section states that the nSSP is pre-approved for this project, and shall be edited by the Design-Builder only according to the “hidden text” in the nSSP. There is no “hidden text” in the PDF file provided. Where, and how, do we access this hidden text?	The Word version of this nSSP was provided to Proposers. The Word version contains the hidden text.
11	3	RID	Drawings L1-L10	Note 1 on Drawing L1 requires the replacement of all pourable and compression bridge deck joint seals. The same drawing includes a legend that shows a heavy bold line that indicates the location of existing joint seal removal and replacement. Drawings L1-L10 then indicate only selected joint seals are to be replaced, as the heavy bold line from the legend is not shown at every joint location. Which is correct?	Drawings L1-L10 are Reference Information Documents and are for reference only. All joint seals are to be replaced per Book 2, Section 1.3.3.
12	3	RID	Drawing L7	Layout Drawing No. L7 shows the limits for the MLS polymer concrete overlay extending beyond the limits of the bridge structure at Abut No. 44 onto at-grade pavement to Sta 240+50±. Is the intent to place MLS on concrete paving panels at the bridge approach?	Multi-layer polymeric overlay is limited to the bridge deck only.
13	3	RID	Drawing L-8	Layout Drawing No. L8 shows the limits of work for the ¾” polyester concrete overlay on Ramp J26 extending beyond the limits of the bridge structure at Abutment 9 onto concrete pavement on SB J Street. Is the intent to place PPC on concrete paving panels at the bridge approach?	Polyester concrete overlay is limited to the bridge deck only.
14	3	RID	Drawing L-1	Note 2 requires removal and replacement of the membrane seal at Finger Joints in Span 22 and 25. Note 4 refers to the RFP which requires complete replacement of the finger joints with joint seal assemblies. Which is correct?	Drawings L1-L10 are Reference Information Documents and are for reference only. Remove all components of the existing finger joint system. Replace with joint seal assemblies.

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15	2	RID	PSSR EA 03-2F210	The CE/CE attached to the PSSR indicated that a water quality assessment and air quality memo would need to be prepared for the project. For Noise the CE/CE indicated that a memo to the file would be prepared. Please confirm that no other additional environmental technical studies or environmental memorandums are required to be prepared for this project.	The PSSR is a scoping document that contains an environmental section called the Mini-Preliminary Environmental Analysis Report (Mini-PEAR). The CE/CE, which is not part of the PSSR, incorporates the avoidance measures and environmental commitments specified in the technical studies. Unless the Design-builder’s design requires the CE/CE to be revalidated, the environmental technical studies are completed for this project.
16	2	RID	Right of Way Data Sheets	Right of Way Data Sheets indicate that no railroad agreements are required for the project. Please confirm that no agreements with the railroad are required to execute the Work.	No Railroad agreements are required. “Short” clauses are required in the Special Provisions and project plans shall specify no work within 25 feet of the railroad tracks at the Sacramento River Viaduct and West End Viaduct.