

Clarifications No. 2, October 17, 2013 – Route 50/5 Bridge Deck Rehabilitation Design-Build Project Contract No. 03-2F21U4

RFC No.	Category	Document	Section	Clarification	Response
17	1	Book 1	4.2.1	Most of the items listed in Section 4.2.1 as work allowed under NTP1 do not apply to this contract. Will the department consider revising this list to provide a clear definition of what specific activities related to this contract will be allowed to start at NTP1?	NTP 1 is intended to allow certain limited Work to begin. Book 1, Section 4.2.1 states that “Limited Work may include <u>non-permanent construction</u> such as preliminary design, final design if specifically authorized in writing by Department, tree removal, clearing and grubbing, utility coordination, soil borings, <u>temporary construction</u> , and other items specifically authorized in writing by Department.”
18	1	Book 1	4.2.1, 4.2.2 , 4.5	Unsound Concrete Repair: Will the Department consider allowing traffic control and work on unsound concrete repair to start at NTP1? Alternatively, will the Department consider a separate NTP to allow this work to begin prior to NTP2?	No, the Department will not allow unsound concrete work under NTP1. Department will consider a conditional approval of NTP 2 to allow for the unsound concrete repair provided that the Transportation Management Plan, Environmental Management Plan and SWPPP are submitted to and Approved by the Department.
19	2	Book 2	1.3.3	Is there a polymer overlay under the AC overlay at this location?	There is no polymer overlay under the AC overlay at this location. Please note correction in Addendum No. 3.
20	2	Book 2	1.3.3	Is there a polymer overlay under the AC overlay at this location, ?	There is no polymer overlay under the AC overlay at this location. Please note correction in Addendum No. 3.
21	3	Book 2	1.3.3	Will the Department allow welding three pieces of drainage grate to make the new grates?	No. Drainage grates shall be replaced with one-piece drainage grates or Department approved alternate design grates.
22	2	Book 2	1.3.3, 13.4.3	Section 1.3.3 - The description of work under the heading for the Sacramento River Viaduct, 5th bullet point, states that the existing finger joints are to be replaced with joint seal assemblies. Section 13.4.3 – This section clearly requires the finger joints be replaced with joint seal assemblies Non-modular joint seal assemblies typically have a maximum movement rating of 4”. What alternatives will be considered should the calculated movement rating at any joints exceed 4”?	Movement rating calculations should be based on the joint movement calculation form and temperature information provided in Addendum 2. Based on preliminary information, Proposals shall be based on a maximum 4-inch movement rating.

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23	1	Book 2	4	It is our understanding that no work is required on or below the soffit of the bridge below joints or elsewhere on the structure, except for cleaning of drains. This exclusion includes any repairs to damaged or spalled concrete. Furthermore, it is our understanding the permits required to work under the bridge decks are not in place and would prohibit any under deck work. Please confirm.	<p>Work will be required under the bridge soffit to meet the Project requirements, including drainage Work. Repair of damaged and spalled concrete under the bridge will not be required.</p> <p>Work under the bridge soffit may or may not require permits depending on the Design-Builder's design.</p> <p>RFP, Book 2, Section 4.2.3 states, "Should the Design-Builder's design necessitate permits, it is the Design-Builder's responsibility to obtain all necessary agency approvals."</p>
24	1	Book 2	4.2.6, 4.5.1	Is it the Department's intent that no construction may start prior to 90 Days after the EMP is submitted?	Addendum No. 3 reduced this to 30 Days prior to construction. The EMP must be approved prior to construction of any permanent Work.
25	1	Book 2	4.2.6, 18.2.3	Will the Department consider allowing an interim version of each so that traffic control for the investigation of existing conditions and the repair of unsound concrete can begin?	At the discretion of the Department, interim versions of the EMP and/or TMP may be Approved so that limited Work may begin earlier.
26	1	Book 2	4.3.1.1	<p>Section 4.3.1.1 indicates that there are no permits anticipated for the project other than storm water permits. Please confirm that the following environmental permits are not required to execute the scope of work:</p> <ol style="list-style-type: none"> 1. USACE Permit (404) 2. US Coast Guard Permit 3. US Fish and Wildlife Approval 4. RWQCB 401 Permit 5. State Department of Fish & Wildlife permit 	Based on the Department's preliminary design, there are no permits anticipated for the Project other than the stormwater permit. Per <u>Book 2, Section 4.2.3</u> , should the Design-Builder's design necessitate permits, it is the Design-Builder's responsibility to obtain all necessary agency approvals.

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27	2	Book 2	4.4.1.1	<p>Within the Project Scope Summary Report for EA 03-0F240 (West End Viaduct) attachment C “Mini-Preliminary Environmental Analysis” indicated that preparation of a Site Investigation would not be required, please confirm that a Site Investigation is not part of the scope of work. The Mini-PEAR also stated that Asbestos Containing Materials (ACM) were identified, please provide the Initial Site Assessment (ISA) that was performed and the specific locations where ACM is a concern so that it can be quantified in the bid. The Mini PEAR for the Sacramento River Viaduct did not indicate the presence of ACM. Please confirm that ACM is or is not anticipated to be encountered for this scope of work.</p>	<p>For the completion of the Mini Preliminary Analysis for the Project Scope Summary Report a site investigation was not required.</p> <p>The Design-Builder shall determine the necessity and extent of the Site Investigation necessary to complete the scope of work as indicated in the contract documents.</p> <p>The ISA is provided as attachment G of the Project Scope Summary Report. It details that asbestos has been detected at the sheet packing material of the barrier rail gray shims located on the Type 1 bridge rail.</p> <p>ACM is not anticipated to be encountered on the Sacramento River Viaduct.</p>
28	2	Book 2	4.4.1.1	<p>The Design Builder is being asked to “...locate all wells, including active and inactive potable and non-potable wells, piezometers, abandoned wells, and monitoring wells within the Project limits The Design-builder shall provide recommendation on which wells shall be sealed.” The project scope has no earth disturbing activities associated with it for this to be an imposed requirement we recommend deleting this section. Please confirm that this scope of work under the heading of “Wells” in Section 4.4.1.1 is required.</p>	<p>This section applies to existing wells within 100 feet of ground disturbing activities. See Addendum No. 3.</p>
29	3	Book 2	4.4.1.6	<p>If water stops are in place, is this sufficient to protect roosting bats?</p>	<p>Water stops are not sufficient to protect roosting bats.</p>

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30	1	Book 2	4.4.1.6	<p>Section 4.4.1.6 – Note number 4 in the section describing protection measures states that exclusionary devices will be installed in bridge joints that provide roost habitat for bats. Furthermore note number 5 states that exclusionary devices will be installed between Dec 15th and Feb 15th. Note number 6 states that the design builder must wait 14 days and perform an exit survey before beginning work on these joints.</p> <p>The department has not provided sufficient information for the DB proposer to determine whether some, all, or none of bridge joints on this project provide a roost habitat for bats. Without this information the Proposer cannot properly anticipate the scope of work for exclusionary devices.</p>	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.
31	3	Book 2	4.4.1.6	We understand that no under deck work is anticipated. If exclusionary devices are required, how can they be placed without performing work under the bridge?	Some under deck work is allowed and will be required in order to place the bat exclusionary devices.
32	3	Book 2	4.4.1.6	Will the exclusionary devices for bats be paid for as extra work?	No. Cost for exclusionary devices shall be included in the Design-Builder's price.
33	3	Book 2	9	Is new topographic mapping required of the entire project area if it is not needed to correct the ramp drainage ponding areas?	New topographic mapping is not required for the entire Project. Topographic mapping shall be provided in those areas that require corrective measures for drainage.
34	3	Book 2	12.5.1	Define if the Project Drainage Overview Map, as required under Section 12.5.1, extends beyond the existing edge of deck to include features under the structures.	The Project Drainage Map will extend beyond the existing edge of deck only to the extent that the deck drainage has entered an existing drainage system off the structure.
35	3	Book 2	13	Please indicate whether a conform grind or taper section is required at the end of the bridges where the polyester concrete and multi-layer polymer overlay ends.	<p>For 3/4-inch polyester overlay, a grind taper will be required at the beginning and end of bridge.</p> <p>A grind taper will not be required for the 3/8-inch multi layer polymer overlay.</p>
36	3	Book 2	13	Are conform grinds or tapers in the overlays required adjacent to drains or scuppers, or should the grates be raised?	Tapers to drain inlets and scuppers are not required provided the flow of water to the drain has not been impeded or altered due to the overlay.

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37	3	Book 2	13	It was understood that joint seals <u>only</u> are to be replaced on the Sacramento River Viaduct. Book 2 and recent addenda say the joint seals <u>and</u> joint seal assemblies (JSA) are to be replaced. Confirm that entire JSA's are to be replaced or just the internal membrane.	Per Addendum 1, replace all joint seals, finger joints, and joint seal assemblies throughout the Sacramento River Viaduct.
38	3	Book 2	13.4.2	Addendum #2, Section 13.4.2 <u>Bridge Deck Joint Seals</u> – 2 nd paragraph: Shouldn't the first sentence read"clean the <u>joint seal</u> to a depth determined by the Design Builder ...?"	This was corrected in Addendum No. 3
39	2	Book 2	13.4.5	<p>West End Viaduct:</p> <p>The RID documents show the polyester concrete overlay being placed from face of barrier rail to face of barrier rail. In order to maintain the barrier rail height as required in the addendum, one of the following must occur:</p> <ul style="list-style-type: none"> • A conform grind to the face of the barrier rail must be performed to allow placement of a minimum thickness of overlay material without decreasing the height of the barrier rail • A longitudinal taper must be installed, with the overlay material tapering from ¼" to 0" at the face of the barrier rail. • A modified longitudinal taper detail as shown in the value analysis report must be used. However, this results in a narrow band of existing deck that does not receive an overlay. <p>Which of the above options will be required?</p>	<p>The Design-Builder shall be responsible for the final design. The final design is subject to review and Approval by the Department.</p> <p>Within the shoulder only, the 3/4-inch polyester concrete may be tapered to 1/4-inch minimum at face of barrier rail.</p> <p>Grinding next to the face of barrier is allowed, but should be no more than 1/4-inch deep.</p>
40	3	Book 2	13.4.5	<p>Sacramento River Viaduct:</p> <p>The language in this amended section makes clear that the MLS overlay must be placed from face of barrier to face of barrier, and that no taper is to be utilized. This will result in a net decrease of barrier rail height of 3/8". Is this correct?</p>	This is correct.

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41	1	Book 2	18.2.3	Is it the Department’s intent that no construction or traffic control of any kind may start prior to 60 days after the TMP is submitted?	Addendum No. 3 reduced this to 30 Days prior to construction. The TMP must be approved prior to construction of any permanent Work.
42	3	Book 3	Standard Specifications	Will Department require California Test 109 “Method for Testing of Weighing and Measuring Devices” testing of volumetric mixers on this project? If so, will Department weight masters certify the mobile mixers as normally done for any other CT projects?	California Test 109 will be required for certification of volumetric mixers and Department will perform this test at no cost to the Design-Builder.
43	2	Book 3	Standard Specifications	<p>Will Department be performing such proprietary tests for the Design-Builder?</p> <p>If Department declines to provide it’s proprietary testing, please be aware that it is not always possible to find test methods that are identical or exactly equivalent.</p>	<p>The Department will perform required proprietary (Department-owned) testing where necessary due to those tests not being commercially available including California Test 547, “Method of Test for Operation of Bridge Profilograph and Evaluation of Profiles”, California Test 342, “Method of Test for Surface Skid Resistance with the California Portable Skid Test” and California Test 551 “Method of Test for Determining Suitability of Materials for Overlayment and Repair of Portland Cement Concrete Pavements and Structures.”</p>
44	3	Book 3	5.3	<p>Section 15-5.09A(3) Submittals requires, among others, the following:</p> <ul style="list-style-type: none"> • Submittal of an airborne emissions monitoring plan with at least 4 monitoring points, including the mixing point, application point, and point of nearest public contact • Results from production airborne emissions monitoring after treatment activities <p>Section 15-5.09D, last paragraph, states the following: <i>“Monitor airborne emissions during overlay activities”</i></p> <p>Will airborne emissions monitoring be required at every work location, for every shift of multi-layer polymer placement or polyester concrete overlay placement, for the entire duration of the project?</p>	<p>Airborne emissions monitoring will be required for every shift of multilayer polymer overlay activities for the duration of the Project. Airborne emissions monitoring requirements for polyester concrete overlay activities has been clarified in Addendum No. 3.</p>

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45	2	Book 3	5.3	<p>Section 15-5.09 D states “prepare concrete deck surface before placing the overlay.”</p> <p>Should this be interpreted as a reference to Standard Specification 15-5.01 C2, as was specifically referenced prior to this addendum and will shot blasting be required for the MLS?</p>	<p>Before placing Multi Layer Polymer, the deck must be prepared according to 15-5.01 C2. Shot blasting is a requirement in the specification.</p>
46	3	RID	Drawing L1	<p>Note 3 requires removal of unsound concrete prior to bridge deck treatment. Based on other sections of the RFP, it is our understanding that this note is intended to apply to all areas within the limits of both the 3/4-inch polyester concrete overlay and the 3/8-inch multi-layer polymer overlay. Is this correct?</p>	<p>Drawing L1 is a Reference Information Document and is provided for reference only. The bridge deck must be properly prepared per the 2010 California Standard Specifications Section 15-5 at all locations where there is to be a polyester concrete or a multi layer polymer overlay.</p>
47	2	RID	PSSR EA 2F210	<p>A Mandatory Design Exception was discussed on page 5 of the PSSR. Has this exception been documented and approved or will the design builder be required to prepare documentation and obtain approval?</p>	<p>Department will prepare and obtain approval of the Mandatory Design Exception for the non-standard vertical clearances identified in the Project Scope Summary Report (PSSR).</p>
48	3	RID	As-builts	<p>The 1993 As-Builts for Joint Seal Replacement on Sac River Viaduct show some seals being replaced as CCO’s – but were not included in the Tables as As-Built corrections. Please provide this information?</p>	<p>Per Addendum 1, replace all joint seals, finger joints, and joint seal assemblies throughout the structure.</p> <p>If the information was not contained in the as-builts, then the information is not available.</p>