

**REQUEST FOR INFORMATION
FOR
COUNTY OF SAN MATEO**

**LISTED BELOW ARE THE QUESTIONS (Q) SUBMITTED BY
POTENTIAL BIDDERS FOR THE
THE RECONSTRUCTION OF COUNTY BRIDGE NO. 67
(STATE BRIDGE NO. 35C-043) ON LOWER CRYSTAL SPRINGS DAM IN THE
UNINCORPORATED AREA OF SAN MATEO COUNTY**

**TOTAL PROJECT APPROXIMATELY 626 FEET IN LENGTH
WITH APPURTENANT WORK THERETO
IN SAN MATEO COUNTY**

**COUNTY PROJECT NO. R1103
PROJECT FILE NO. E4867**

FEDERAL-AID PROJECT NO. BRLO-5935 (053)

**THE COUNTY OF SAN MATEO DEPARTMENT OF PUBLIC WORKS
HAS PROVIDED RESPONSES (R) TO THE QUESTIONS BELOW**

- Q1. Referring to Appendix E, U.S. Dept. of the Interior letter dated June 8, 2009 Amendment to the Biological Opinion on the Effects of the Proposed Crystal Springs Dam Bridge Replacement, San Mateo County.
- A. Page 4, is there still a red leg frog pond on top of the dam that has to be protected with steel beams and dec-king?
Where is this pond located on the Contract Drawings?
 - B. Page 5 and 6, since the existing bridge has been demolished, are the required staged bridge construction dates still required also?
 - C. Will the letter/permit be updated to reflect present conditions?
- R1. A. The frog pond and protective barrier has been removed from the project site. No protection with steel beams and decking is required.*
- B. The required staged bridge construction dates are no longer applicable.*
- C. The permitting agency is aware of the County's progress.*
- Q2. Referring to Plan sheet 25/103, Section A-A,
- A. We are assuming we can access the bridge by using barge mounted cranes and material barges, floating on the Lower Crystal Springs waterway. Please confirm. We also assume we can build a dock at the north end of parking area, located north of Abutment No. 8.
 - B. Now that the new parapet wall has been constructed, can we support the bridge at this wall, by fastening hangers to the outside of wall?
 - C. As this wall blocks access to strip falsework spans 1-2, 2-3, 6-7, and 7-8, on the reservoir side of the bridge, will it be allowable to mount platforms on the top of the land side of the existing dam, so we can slide the falsework out to the east, and lift off, using floating cranes from the reservoir side?
 - D. Will there be crane and work access on the SFPUC property, on the land side, at the base of the dam?

- E. For the bridge falsework, at span 1-2 right, that spans over the water, are topography drawings and foundation borings available?
We would need these topo drawings and borings also, if we want to support the right side of the bridge falsework, outside the parapet wall from Bent 2 to Abutment 8, West side of the dam.
- R2. A. Barge access will not be allowed per the County's environmental documents. A dock at the north end of the parking lot is not allowed.
B. Fastening hangers to the parapet wall and lower crystal springs dam may be allowed. However, all temporary attachments to SFPUC's facilities shall be subject to review and approval by SFPUC's staff as well as the Division of Safety of Dams (DSOD).
C. Floating cranes will not be allowed from the reservoir side.
D. Crane and work access at the base of the downstream face of the dam will not be allowed.
E. Boring at South Abutment is included in the plans (Sheet 92/103).*
- Q3. Referring to Plan sheet 25/103, Section B-B, Bents 4 and 5, where is the concrete demo of the dam crest paid for, for these bents? We are assuming we can demo the dam crest in span 4-5, set our F-W on. Please confirm.
- R3. The ogee (dam crest in spillway) shall not be demolished. The ogee shall be protected in place. As shown on Sheet 32/103 (S-6) there are existing shear key profiles at the bases of Pier Walls (Bents) 4 and 5 to be verified by contractor as indicated in Note 6. The steps/dips in the shear key steps have been filled with non-structural concrete to prevent water ponding in the existing condition. These in-fills shall be removed as part of Pay Item No. 13 and as specified in Section 15-6, "ALLOWANCE FOR PARTIAL REMOVAL OF BRIDGE ABUTMENT," of the Special Provisions.*
- See Addendum No. 2 addressing this concern.*
- Q4. Is there a current plan holders list available for this project?
- R4. Yes, see <http://publicworks.smcgov.org/reconstruction-county-bridge-no-67> for updates. The plan holders list has been posted to the website as of September 10, 2015 and will be updated 2 days prior to bid opening.*
- Q5. Will all bidders inquiries be published for all bidders to see?
- R5. Yes, see <http://publicworks.smcgov.org/reconstruction-county-bridge-no-67> for updates. All inquiries/Request for Information (RFI) shall be submitted to csdb@smcgov.org prior to 5:00PM September 11, 2015. The County will respond to your RFI's by September 18, 2015.*
- Q6. The Good Faith Effort documentation will be difficult at best to submit at bid time. It is impossible to have all DBE quotes for submittal and as proof of quote confirmation at bid time. Per the current California Department of Transportation (Caltrans) requirements, DBE Commitment and Good Faith Documentation is typically submitted by 4 PM on the fourth business/working day following the bid opening. We have no problem listing all potential DBE subs on the sublisting form at bid time. Requiring the contractors to submit the entire DBE commitment

forms and GFE docs at bid time creates a hardship and places an unnecessary burden on the contractors and the potential DBE's.

On typical Fed Aid/Federally Funded projects where there is a DBE goal, DBE subcontract firms that provide quotes for the bid are listed on the sublisting bid form IF THEIR quoted dollar value exceeds the ½ of 1% subcontractor listing threshold per public contract code. Typically any DBE suppliers and truckers (which are not considered subcontractors per the listing laws) are submitted after the bid on the DBE Commitment forms and with the bidders Good Faith Efforts documentation usually by 4 PM on the 4th business day following the bid opening. This is usually required only of the 3 apparent low bidders. Currently, the project documents for CSDB require all DBE documentation to be submitted at bid time. There is no way to predict ALL of the DBE firms that could provide bids on this project and for the bid runners to be able to have their quotes at the bid turn in location at bid time.

R6. DBE forms and Good faith efforts documentation may be submitted with the bid, but shall be submitted no later than 4 p.m. on the 4th business day after bid opening for the apparent first, second, and third low bidders.

See Addendum No. 2 addressing this concern.

Q7. The sublisting form as provided asks for more info than what is required of the bidders per public contract code. It is also missing a key item that is required by public contract code, the Description of the work to be performed by the sub. Bid items are not required at bid time. If you intend to request them from the bidders, then they should be allowed to be submitted within 24 hours. The current form does not allow for multiple bid items to be listed. I have attached an old Caltrans "Subcontractor List" form for your review of the 24 hour bid item and percentage submittal. The age of the firm is not a public contract code sub listing requirement nor is the annual gross receipts. This is an issue with subs, as some refuse to disclose financial information. This is typically required only of the DBE firms as they are required to provide to the agency for which they are seeking minority certification.

R7. See Addendum No. 2 addressing this concern.

Q8. Pages 53 & 54 of the Bid Book, (blue pages) Exhibit 12-B, Part I and Part II are typically submitted as part of the GFE docs. There are no instructions provided for these forms in your spec book that I could find. Please refer to the Caltrans attachment for these forms from another agency.

R8. See Addendum No. 2 addressing this concern. Exhibit 12-B Part I and Part II shall be submitted along with good faith efforts documentation no later than 4 p.m. on the 4th business day after bid opening for the apparent first, second, and third low bidders.

Q9. On page 6 of the Standard Specifications for this project, it states that all DBE documentation, including quotes and good faith efforts, is due with the bid proposal.

This requirement is difficult at best, especially submission of quotes with the bid. Often, quotes are received very close to bid closing time and would not allow for

primes to be able to send a copy of the quote to a bid runner who is already at your offices. Most agencies, including Caltrans, allow bidders to submit supplemental information within 1 to 4 days of the bid opening.

Please reconsider this requirement and allow prime contractors to submit DBE paperwork, including commitment form, quotes and good faith efforts, at a reasonable deadline (1 to 4 days after the bid closing). I am certain all other bidding contractors will agree with me on this request.

R9. See Response R6.

Q10. Referring to Section 5-3 (page 17) , ORDER OF WORK, of the Special Provisions, will the PG&E work, done at the north and south approaches to the bridge, occur simultaneously during the same one and one half month time period?

R10. Yes, work may occur simultaneously at both north and south approach. However, it is PG&E's intent to work on one of the bridge approaches first before moving to the next approach. Contractor shall coordinate all work with PG&E Construction staff.

Q11. For safe access of bridge work, we need to know the bottom elevation of the PG&E Overhead power lines that will be crossing the new bridge construction.

R11. For estimating purposes, the lowest wire is approximately 67.5 feet from the top of the existing SFPUC parapet wall. Contractor shall field verify the exact location.

Q12. What is the compressive strength of the Dam concrete?

R12. The existing concrete in the dam was tested and found to be 4,000 psi. However it may vary with location.

Q13. We are assuming that we can drive pile in the reservoir, where the new bridge crosses it, at Bridge span #1 (Left). Please confirm.

R13. Updated Response: Pile driving is currently not allowed on the reservoir side. All placement of falsework on top of the dam and on the spillway and any potential pile driving request are subject to approval by SFPUC and DSOD. The County does not guarantee that pile driving within the reservoir will be approved by the owners of the Dam.

Q14. As the Overhead power lines are in conflict with the bridge construction, can these lines be re-routed, temporarily de-energized, or shielded, for apparent safety reasons?

R14. No, the 230kv high voltage line will not be re-routed, temporarily de-energized, nor shielded. Contractor shall maintain 15 feet clearance from these lines. Reference is made to Section 108-8 of the Special Provisions.

Q15. Referring to sheets 29-30/103 (S-4A, S-4B), of the Contract Drawings, and Section 52 (page 148) REINFORCEMENT, of the Special Provisions, where is the Dam Crest Surface Adjustment paid for?

R15. The dam crest surface concrete adjustment is part of pay item 45, and as specified in Section 51,"STRUCTURAL CONCRETE (FOOTINGS)."

- Q16. In the Special Provisions it is stated that the DBE Commitment (Exhibit 15-G), DBE Confirmation (Copy of DBE's quote) and the Good Faith Efforts Documentation are to be submitted with the bid.

The DBE Commitment being submitted with the bid is reasonable, but some firms send quotes all the way up to bid closing time and to get the confirmation (DBE quote) to the bid runners to be submitted with the bid would be unrealistic. It is also EXTREMELY difficult and time consuming to get the Good Faith Efforts documentation in with the bid. Some of this information can be prepared prior to bid submittal, but portions such as the total and percentage of contract for each item of work offered as well as a list/comparison of the selected & rejected firms for the project, as well as their corresponding quotes would nearly impossible to write in/get to the bid runners before bid closing.

I would like to request that at least an additional 24 hours after bid closing be allowed for submitting the DBE Confirmations and Good Faith Efforts Documentation (As stated in my voicemail, most agencies, including Caltrans allow 4 business days after bid closing to submit this information).

R16. See Response R6.

- Q17. Special Provision Section 2: Subsection 2-1.02 - DBE: States that "Good Faith Documentation (GFE) be submitted with the bid". We respectfully request that the GFE documentation be allowed to be submitted three (3) business days after bid opening. This is due the extensive amount of reporting and back-up documentation needed to go into these GFE documentation. The three day turn round is standard with most public agencies.

R17. See Response R6.

- Q18. Special Provision Section 2: Subsection 2-1.02 - DBE: States that "Local Bidder DBE Commitment, Exhibit 15-G" be submitted with bid, which will list every DBE firm participating in the contract and provide the total anticipated DBE participation. We respectfully request that the next requirement with regards to "Written confirmation from each DBE stating that it is participating in the Contract" be allowed to be submitted three (3) business days after bid opening instead of on bid day, as many quotes are received just before bid closing making it difficult to submit with bid.

R18. See Response R6.

- Q19. The 1999 Biological Opinion from the U.S. Fish and Wildlife Service and 2009 Amendment to the 1999 Biological Opinion from the U.S. Fish and Wildlife Service (USFWS) are included in the contract documents. Is there an updated Biological Opinion or Amendment available for review?

R19. There is no update to the 2009 Amendment to the 1999 Biological Opinion. Also, see Response R1.

Q20. Will the Owner obtain the State Water Resources Control Board NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities Order No. 2012-0006-DWQ (Construction General Permit) and be the Legally Responsible Person for the permit? Is the Contractor responsible for filing the Notice of Intent, Annual Report, or Notice of Termination? Has a risk level been assigned to the project?

R20. The County will obtain the State Water Resources Control Board NPDES General Permit and will act as the Legally Responsible Person for the permit. However, the Contractor shall provide pertinent supporting documentation associated with the SWPPP document, Notice of Intent, Annual Report, and Notice of Termination when requested by the County.

Q21. Contract documents state for construction activities occurring between June 15 and September 15, sufficient quantities of applicable water pollution control materials shall be available at the work site prior to commencing any work. According to the Construction General Permit minimum BMPs have to be installed year round. Has the project received a variance from the Regional Water Quality Control Board allowing BMPs to only be installed outside of June 15 - September 15?

R21. The project has not received a variance from the RWQCB as of September 15, 2015.

Q22. Contract documents state excavation and grading activities shall not be allowed to commence or continue during periods of rainfall or runoff. Is there an amount of rainfall that triggers halting excavation/grading activities?

R22. Any rainfall should halt excavation/grading activities, but ultimately the Resident Engineer onsite shall decide whether to proceed with ongoing work.

Q23. Contract documents state the work site shall be considered as completely secured against erosion and/or water pollution during or prior to forecast periods of rain if the turbidity of runoff from the site does not exceed the turbidity of runoff from adjacent, undisturbed sites by more than 50 NTUs (Nephelometric Turbidity Units). Under what permit is this sampling required? Is the Contractor required to sample? If so, are there set sampling points and at what amount of rain must sampling start?

R23. Sampling is required under the project Storm Water Pollution Prevention Plan, which refers to the Caltrans Construction Site Storm Water Quality Sampling Guidance Manual, December 2003 for general guidance. Sampling is required in the event that the Contractor observes a failure of the BMPs resulting in sediment being discharged offsite to the Upper Crystal Springs Reservoir or San Mateo Creek.

Q24. Will incidental leakage water and other water (excluding storm water) be allowed to be dewatered under the Construction General Permit?

R24. Incidental leakage of water and other non-storm water discharge is allowable if they are infeasible to eliminate; comply with BMPs as described in the SWPPP; meet the NALs for pH and turbidity, and do not cause or contribute to a violation of water quality standards.

Q25. Mitigation Measure UTIL-1 states the Contractor must divert at least 50 percent of inert solids (asphalt, brick, concrete, dirt, fines, rock, sand, soil, and stone) from disposal in a landfill. Per Section 10-1 of the Specials one hundred percent (100%) of inert wastes, and at least fifty percent (50%) of the remaining construction and demolition debris shall be diverted from landfills. Is the Contractor required to divert 50% or 100% of inert wastes?

R25. The County ordinance requires 100% of inert solids to be recycled.

Q26. Per the Contract documents the Contractor is required to comply with California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit Order No. R2-2011-0083 and NPDES Permit No. CAS612008, Amendment revising Order No. R2-2009-0074 (MRP). These permits appear to be the same online. Verify this is correct. Are there specific elements of the permit or the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) the Contractor will be responsible for implementing?

R26. Order No. R2-2009-0074, NPDES No. CAS612008 was adopted in October 14, 2009 by the California Regional Water Quality Control Board, San Francisco Region. Water Board Order No. R2-2011-0083 made revisions to Order No. R2-2009-0074. The Contractor shall, at a minimum, comply with the Construction Site Control guidelines of the noted permit.

Q27. Falsework design is to be submitted to DSOD. Will DSOD approval be required or is this for information only? If approval is required, how many days will DSOD have for review and approval?

R27. As stated on plan sheet S-2, Note 8.6, plans and specs shall be submitted to DSOD (through SFPUC). Approval by DSOD/SFPUC is required. The approval process will vary with the level of submittal.

Q28. Please confirm that DOT Standard Specifications are applicable for Special Provisions Section 4 & 9, except for specifically modified in those sections.

R28. The Standard Specs (Caltrans) are applicable as modified by Sections 4 and 9 of the Special Provisions as applicable.

Q29. Section 8-1 requires the Contractor to begin work at the same time the baseline project schedule submittal is required per section 8-3. Section 8-3 requires the Contractor to wait to begin work until approval of the preliminary project schedule, which could be two or more weeks after the baseline schedule submission. Sections 8-1 & 8-3 seem to contradict each other on beginning of work. Please clarify. Is there a special meaning with the use of the word "preliminary" for the project schedule in section 8-3 on the bottom of page 46?

R29. Section 8-1 states the commencement timeline for the project, setting it 10 days following NTP. Section 8-3 requires submittal of the baseline schedule 10 days after NTP. These are not contradictory requirements. As stated in the last paragraph of page 46, 'preliminary' refers to the version of the schedule reviewed/accepted by the Engineer and submitted to the Contractor for finalization.

Q30. Specification Section 7 dictates that existing temporary k-rail left on-site be removed and delivered to DPW Grant Corp Yard in Redwood City. Note 6 on

drawing C006 advises that after completion of construction work, on-site k-rail shall become property of the Contractor and disposed outside of Highway Right-of Way. Please clarify.

R30. The existing temporary k-rail left on site shall be delivered to DPW Grant Yard in Redwood City after project is substantially completed.

Q31. Please reference Section 75-1. Miscellaneous Metals (Bridge). Bottom two paragraphs of page 192 to first paragraph on page 193.

"All metal parts of anchorage shall be fabricated from steel, except iron castings for cast-in-place inserts shall be malleable iron or ductile iron".

"All metal parts of anchorage devices, except mechanical expansion anchors and iron castings for cast-in-place inserts, shall be hot-dip or mechanically galvanized ..."

"All metal parts of anchorage devices shall be fabricated from stainless steel conforming to the requirements of ASTM Designation: A 276, Type 304 or 316.

Please clarify the third paragraph as it contradicts the first two.

R31. Yes, observation is correct. The last paragraph will be corrected as follows: "All metal parts of anchorage devices that are required to be stainless steel shall conform to the requirements of ASTM Designation: A276, Type 304 or 316."

Q32. Bid Item 85- Metal Tube Bridge Railing. Please verify that the estimated quantities for the referenced bid item and Bid item 87-Metal Guardrail (Walls) are in reverse order.

R32. Correct, items 85 and 87 are mislabeled. The following corrections shall apply: (1) Item 85 (Metal Tube Bridge Railing) shall be 2,000 LF, and (2) Item 87 (Metal Guardrail (Walls)) shall be 410 LF.

See Addendum No. 2 addressing this concern

Q33. Bid Item 86- Metal Guardrail (Stairs and Ramps). Please clarify if the referenced bid item includes other quantity besides the guardrail for the stairs between Wall 1 and Wall 2.

R33. No other quantities beside guardrail are included in item 86.

Q34. Bid Item 77- Miscellaneous Metal (Bridge). Please verify that this bid item consists of Barrier Cover Plates, D-1 Deck Drain Grates and Boxes, and the Strong Steel Pipes for Column Foundations.

R34. Correct, except for the "Strong Steel Pipes for Column Foundations," which are included in Item 63, Structural Steel, and not in Item 77.

Q35. Please clarify that the owner will maintain responsibility for the existing detour, including inspections, and that the Contractor's responsibility will be limited to replacing and maintaining the signs as directed by the engineer.

R35. The Contractor shall maintain the existing construction detour signs as soon as the Notice to Proceed is issued. Reference is made to Section 12, "Maintaining Traffic."

Q36. Please reference sheet C015 of the contract drawings. Please clarify what the bold lines with Max. 5' (typ) in the horizontal and vertical directions on the drawing represent. Is there a material change between the "Imported Borrow" and the reinforced backfill areas? Will all material be paid in the bid item for "Imported Borrow", or under separate bid items? Will a larger key into existing OG be required to start the 1:1 fill slope and to accommodate the geosynthetic reinforcement length? If a larger key is required, please give dimensions of that key.

R36. All material to be placed on the OG is Imported Borrow (item 30). The 5-ft max x 5-ft max step-like pattern shown on plan sheet C015 represents the profile of the Imported Borrow prior to the placement of the geogrid layers. (The bold lines shown are for the geogrid layers).

Q37. In Section 5-3 of the Special Provisions, on pages 16 and 17, there are seven items listed regarding PG&E's work. The final paragraph on page 17 states "The scheduling of the work noted in the above section shall be shown concurrently on the County's CPM schedule, unless a written agreement is reached by PG&E and the Engineer. Contractor shall have no claim for construction delays." Please confirm that:

- o Item 7 on page 17 will be completed by PG&E after the work covered by this contract is complete, and therefore will not be included in the CPM schedule
- o That if PG&E is unable to make the 1-1/2 months allowed per approach area as stated in item 5 on page 17, that the Contractor will be able to claim for construction delays.

R37. The schedule is owned by the Contractor. The Contractor shall coordinate closely with PG&E and shall include PG&E's schedule in Contractor's CPM schedule so as to ensure proper schedule compliance.

Q38. It may be cost prohibitive or commercially unavailable for subcontractors, especially DBE, to procure umbrella/excess liability limits of \$5 million and \$10 million. We request that the owner delete the requirement for subcontractors to provide umbrella/excess liability limits as long as subcontractors provide at least \$2 million per occurrence for liability.

R38. The County will address this issue on a case by case basis.

Q39. Will you confirm that the Differing Site Condition clause provides the contractor relief in the event the conditions referenced are encountered anywhere on the project site, and not just in a 4-foot or deeper excavation.

R39. Section 5-1 of the Special Provisions specifies the threshold of applicability which is for trenches or excavations that extend deeper than 4 feet below the surface. The clause does not provide the Contractor for relief anywhere on the project site.

Q40. Bid Item 49 Drill and Grout Dowel (Footings). Please verify the 7500 LF quantity for this bid item. Are there locations that require Dowels other than shown on sheet S5 @ bents 2, 3, 6 & 7?

R40. No other locations require dowels on in the dam. The 7,500 ft estimate is based on a 12-ft length/dowel including portion in footing that varies – it is a conservative estimate.

Q41. Bid item 101 seems to duplicate payment for work that is covered under other bid items such as Bid item 68, 69 & 72. Please verify the 370 CY quantity for this bid item and what work will be covered under this item.

R41. The quantity of 370 CY specified is applicable to Bid Item 101.

Q42. Will it be possible to pump water from Crystal Springs Reservoir to be used for construction water on this project?

R42. Pumping water from the Crystal Springs Reservoir is not allowed.

Q43. The plans and specifications call for the bridge to be post tensioned prior to engaging the isolation bearings. Neither the top nor bottom mounting of the isolation bearing allow for movement of the superstructure prior to engaging the connections. The use of a bracket to restrain movement in the bearing during post tensioning will work until the bracket is removed and then the stored energy in the bracket will be transferred to the isolation bearing. Please clarify if this is the designer's intent.

R43. The intent is to have the isolation bearings stress-free when the bridge goes into service. Thus, any isolation bearing locking mechanism that causes the bearings to be laterally loaded after releasing the locking system, following the completing the PT operation, is not acceptable.

Q44. Please confirm the estimated quantity for the following bid items:

- Bid Item #45 Structural Concrete (Footings) includes the Infill, Bridge Footings, Abutment Footings & Wing Wall Footings.
- Bid Item #44 Structural Concrete (Bridge) Substructure includes structures above footings to the bearings, including abutments and wing walls.
- Bid Item #43 Structural Concrete (Bridge) Superstructure includes the structures above the bearings.

R44. This bid item #45 includes the footings of the bents only, and some infill on top of the dam crest for leveling the footing base (see plan sheets S-4A and 4B).

Yes, bid item #44, includes columns, pier walls, and abutments.

Yes, bid item #43, is for the box-girder structure.

Q45. In Section 5-3.7(d), on page 18 of the Special Provisions, “the Contractor shall avoid placing equipment, materials, supplies, debris, etc. in the spillway, keeping it clear at all times” is stated.

In Section 5-3.7(e) the Contractor is required to “submit to DSOD (through the County) plans and specifications for temporary shoring and falsework that is required to be placed within the spillway or on any other part of the dam”.

This leads the Contractor to believe that temporary shoring and falsework are allowed to be placed in the spillway. Please clarify what temporary shoring and falsework may be allowed to be placed in the spillway

R45. The DSOD requirement in 5-3.7(d) is intended to prohibit using the spillway for storage of equipment, materials, etc. However, 5-3.7(e) allows the placement of temporary shoring and falsework that is required, provided DSOD approves the plans and specifications of the schemes proposed by the Contractor.

Q46. Typical Section Sheets X-1 and 2 of the Plans call for Edge-of-Shoulder to Hinge Point widths of 2-ft and 2.5-ft per CDOT RSP A77N3 for Midwest Guardrail, Detail B, Narrow Roadway Installation, requiring long posts (8”x8”x7’-0”) would apply to the 2.5-ft condition. Note 2 on the same Plan would apply to the 2-ft condition.

- Does the Engineer intend to issue a special detail for the 2-ft situation, or should the larger 8”x8” long posts be used throughout?
- The Typical Sections also indicate that Geosynthetic Reinforcement will be installed in the embankment. Guardrail posts may penetrate these layers. Does the Engineer have a detail to avoid this interference and possible damage to the reinforcement?

R46. The post embedment Detail B shown in the Caltrans Revised Standard Plan RSP A77N3 for Narrow Roadway Installation applicable to the 2.5-ft distance (between face of rail and hinge point) will also be applicable to the 2-ft case shown on the Plans (C015 and C016). The 8”x8”x7’-0” posts will penetrate only the top layer of the geosynthetic reinforcement mesh. The Contractor shall propose the method of cutting the minimum required area in the geosynthetic mesh to accommodate installation of the post.

Updated as of September 29, 2015 at 3:00 P.M.

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