

Questions and Answers during Advertisement for  
CA PFH 123-1(1), Washington Road

April 20, 2009

Q1 - The bid schedule indicated the number of stations quoted for each task. Eg. #15206-0000, slope, reference, and clearing and grubbing requests 39 stations be quoted. However, the language only states "set clearing and grubbing limits as shown in the plans". This reads as if the clearing and grubbing stakes need to be placed along the entire length of the job. Also, the centerline reestablishment reads the same. I hope you can get an answer to me. If not I will bid the quantities requested on the bid schedule.

A1 - Please refer to Plan Sheet B-9, Survey Summary for a breakdown of bid items.

April 17, 2009

Q1 - We have been unable to make any contact with Bill Kramer with SBC after many attempts to get information concerning the protection of the existing SBC UG cable and the relocation of same. IE: What is the line; is it in conduit or direct burial; where is it and how deep is it; where to we relocate it; what is the trench configuration; what is the backfill; what if the new location requires additional or shortened length.

A1 - Apparently there is a new phone number for Bill Kramer with SBC (530) 888-2374.

The SBC is going to remove the pedestals and that it is the contractors work to deal with it in areas where we impact it (see page E-15). There is a Utility Trench Detail in the typical sections (page A9) and also the direct buried cable depth is listed on the Utility Plans (UT1-5) pothole information.

April 17, 2009

Q1 - Section 402.01 of the SCRs indicates the asphalt binder grade is to be PG 64-24. Our asphalt cement suppliers indicate they have never heard of PG 64-24. They manufacture PG 64-16 and PG 62-28. Please indicate which product the FHWA will require for this job.

A1 - That is a typographical error in section 402.01...should read 64-28.  
Amendment will be posted today on FedBizOpps.

April 17, 2009

Q1 - I am wondering if lime is required if a TSR of 80 is met.

A1 - For Hot Asphalt Concrete Pavement (HACP), in accordance with SCR Section 402.01, "A minimum of one percent lime is required in the hot asphalt concrete mixture."

This requirement must be met regardless of the TSR.

April 16, 2009

Q1 - Do your specifications require that {a} Joint Venture be in place at the time the project is bid?

A1 - The SBA says that an 8(a) Joint Venture does not have to be approved until the time of contract award; however, we would not hold up an award waiting for a JV approval.

Q2 - The second question: If we are the low bidder, and have provided a bond, and the JV is not in place at the time of bid, is there any risk of the FHA retaining and collecting on the bond? In the remote case that the JV is not approved by the SBA, is there a risk of FHA collecting on the bond?

A2 - FHWA legal counsel {interprets} the rules of the FAR to read: the bid bond would only come into play after award of a contract and the awardee fails to execute the contract or furnish the performance and payment bonds which would cause the government to Terminate for Default (refer to FAR 52.228-1(d)).

April 16, 2009

Q1 - Section 152.02 "CONSTRUCTION SURVEY AND STAKING" states that..."the Government provide files for downloading 3D data." How will the files be formatted?

A1 - All of these files are text files in xyz format.

Q2 - Will these files be AutoCad files (.dwg) of the project plans?

A2 - FHWA does not typically provide CADD files but this can be discussed once the project is awarded and possibly allowed based on the use of the files. All CADD files are in Microstation Format (which can be converted to AutoCad if necessary).

Q3 - Will the 3D coordinates be associated with specific points on the plans?

A3 - Yes, 3D coordinates will be provided for the control points (sheets A5 & A6), and the slope stake and grade finishing stake points will be provided at each cross section that has been provided.

#### April 16, 2009

Q1 - Please verify if quantity of 3,750 hour for Pay Item No. 63506-0500 Temporary Traffic Control, Flagger is correct. It is equivalent to 234 days utilizing 2 flaggers. Is this quantity correct?

A1 - Please see sheet B15 for assumptions on flagging hours. Actual hours will vary dependent on contractor operation. Flagging hours will be paid for the actual hours used. All flagging operations are at the discretion of the CO.

#### April 15, 2009

Q1 - Proposed Type 2 rip rap aprons at stations 165+44, 170+83, 180+49, 187+32, 190+80, 196+85, 205+92, 210+31, 213+93 and 217+05 are not accessible with equipment to place class 3 rip rap due to steep terrain with dense trees. Equipment is needed to handle class 3 rip rap. In rip rap apron locations that are inaccessible with equipment, can class 1 rip rap be substituted for class 3?

A1 - Cannot substitute class 1 riprap. Class 3 will have to be placed from the roadway if not accessible by equipment on the slope.

#### April 14, 2009

Q1 - My question is regarding the water sources for the dust control. Are there any water sources that the contractor can use on site for dust control such as the creek, or a fire hydrant, or does the contractor have to provide their own source of water?

A1 - The contractor is responsible for supplying water sources for this project.

April 14, 2009

Q1 - Under Section 416.01, first paragraph, it states "a minimum 1% hydrated lime added as 3.3% slaked lime slurry". How did they determine the 3.3% slaked lime slurry?

A1 - The preliminary mix design with the procedure used to produce the lime slurry has been posted to the website. The 3.3% lime slurry is made by slaking quicklime (CaO) with water so that you end up with 30-35% solids (Ca(OH)<sub>2</sub>) or hydrated lime, depending upon evaporation. Adding 3.3% lime slurry to the RAP provides a minimum of 1% solids or hydrated lime in the mix. Percentages are based on the dry mass of the RAP.

Q2 - Under Section 416.03 - Materials, paragraph (a), it states "the CO will perform a mix design in accordance with AASHTO Task Force 38 method." then in paragraph (c) it states, "A 'Job Mix Formula' meeting the requirement of Section 401 or 402 as required by the contract must be approved prior to the start of work on Item 416". Who will do the mix design - the CO or the Contractor? Has a mix design already been done?

A2 - The CO will perform the mix design for item 416 in general accordance with the AASHTO Task Force 38 method. A preliminary mix design for item 416 was completed for the development of construction specifications and for informational purposes. However, for this contract, the mix design for item 416 will be evaluated by the AASHTO Task Force 38 method. In subsection 416.03(c) the job mix formula referenced is for the Hot Asphalt Concrete Pavement (HACP) item 402 not the cold in-place recycling mix for item 416. An approved HACP mix design for item 402 and in accordance with subsection 402.03 is required prior to starting work on item 416. {See copy of Approved Mix Design on CFLHD's website}

April 13, 2009

Q1 - I haven't been able to find a time and place for the bid opening for this project. All I can find is that it will take place in Sacramento on April 21<sup>st</sup>. Could you please send me details? Thank you.

A1 - Bid opening is scheduled for 2 p.m. on April 21. Bids should either be addressed to or hand delivered to the following:

WALTER C. WAIDELICH, Jr., DIVISION ADMINISTRATOR

FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION OFFICE  
ATTN: MR. SCOTT McHENRY  
650 CAPITOL MALL, SUITE 4-100  
SACRAMENTO, CALIFORNIA 95814

You will find all this information in the solicitation documents listed on Page A-1

April 10, 2009

Q1 - Please see bid item 62202-1000, Materials Transfer Vehicle (MTV). Is this item intended to capture the cost of using the MTV to place the contract quantity of HACP (11,500 tons + 700 tons) or is it intended for additional use of the MTV over an above the contract quantity or as ordered by the C/O? If the item is for extra work, shouldn't the estimated quantity be in days or hours?

A1 - Item 62202-1000, Material Transfer Vehicle, is intended to capture the cost of using the MTV to place the contract quantity of HACP.

Q2 - Please see item 60101-0000, Concrete. Is this item intended to cover the cost of the wingwalls and footings for the box culverts?

A2 - Item 60101-0000, concrete is for work at station 218+83, Washington Creek Crossing. See sheet B6.

Q3 - Please see the website for advertised projects at <http://www.cflhd.gov/procurement/construction/advertised-projects.cfm>. Under Reports for the Washington Road Project there is a report titled [Geotechnical Investigation Report \(Chinquapin Intersection\)](#). Does this report apply to the Washington Road project?

A3 - No, this report should not be associated with this project and has been removed.

Q4 - If blasting is required, will this be paid for as extra work?

A4 - No, if blasting will be required it is included in the cost of excavation items in the contract.

Q5 - What is the source of water for construction?

A5 - Contractor will be responsible for providing water source for project.

Q6 - Due to the volatile nature of oil prices Caltrans compensates the Contractor if the price of oil increase between the time the project bids and when the work is performed (Asphalt Concrete, tack coat, prime coat, etc). On this project, will the Contractor be compensated similarly? Otherwise the AC supplier or Contractor would have to try and guess what the price will be when the project paves, which is impossible to predict.

A6 - There is not an asphalt price escalation clause in this contract.

April 9, 2009

I have identified the following locations for Select Borrow:

Reconstruction sections 1 & 2  
Paved ditch detail  
Curve widening detail

Q1 - Is the balance of the material to be placed as shoulder backing?

Q2 - If so the gradation shown in table 704-01 seems course for the application. Is this gradation correct?

A1/2 - For the roadway excavation quantities for grate inlet transitions and shoulder replacements shown in the grading summary, it is assumed that the material can be used for fills. Therefore, it is converted to tons and subtracted from the select borrow quantity required. Also, note that we did not include this in the waste column because of this assumption.

Q3 - Regarding 20411 - Select Borrow

The grading summary shows the following:

Grate inlet transitions	-173
Shoulder Replacement	-1057

The surfacing summary shows:

Grate inlet transitions	1012.6
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What is the correct quantity for grate inlet transitions?

Shoulder replacement material is shown to be Roadway aggregate 30802 on detail sheet A-7, and on surfacing summary. What is the shoulder replacement borrow subtracted from the grading summary?

A3 - The quantity of select borrow in the surfacing summary for grate inlet transitions is the material shown on special 609-A. 6 inches below the asphalt and for the berm construction. This number and the number shown in the grading summary have no correlation.

April 9, 2009

Q1 - Sht A8 states "10' desirable clear zone" from Sta 79+00 to 94+00 and 126+15 to 129+46. and Sta 216+98 to 220+62. Can we assume that your intent is not to cut back into the existing 1:1 banks, just provide the clearance for the improvements? The excavation quantities don't appear to cover massive excavation to provide a 10' clearance per these details. Therefore, we request your interpretation.

A1 - There is curb in the areas where clear zone is questionable. There is no intent to build/cut deeper into the 1:1 as shown; we are not cutting into the existing cut banks other than what is shown in the cross sections and the grading summary.

April 9, 2009

Q1 - It appears that the new culverts reinstalled in the same place as the existing culverts and the new culverts in the cut sections station 81+91 and 86+08 are approximately 5' deep, are there profiles for the pipes? And on the reduced plans there appears to be elevations on the inverts, are these existing?

A1 - You are correct, we are not cutting into the existing cut banks other than what is shown in the cross-sections and the grading summary.

April 9, 2009

Q1 - Item 30301-1000 Ditch Reconditioning shows 8000STA as the quantity. The summary of quantities table on sheet B1 shows 8000 LF. Which is correct?

A1 - Amendment 001 has addressed this correction; should read 'Inft'

Q2 - The detail for continuous cold recycled asphalt base course indicates a width of 25'. The current industry's equipment for this recycling processes 12.5' in one

pass. An overlap of 3" is recommended for adjacent passes. This would produce an overall width of 24'9". Will this be acceptable?

A2 - Yes, 24'-9" would be acceptable for cold recycle width.

Q3 - Will the bid items with asphalt cement be adjusted by a compensation adjustment index for price fluctuations?

A3 - Price adjustment clauses for fuel and asphalt are not part of this project due to the single season of work.

April 9, 2009

Q1 - In the plans and SCRs we haven't been able to locate a spec for the Delineators. Since the road is plowed during winter, we would assume that the flexible reboundable delineators (e.g., Davison model FG 500) are preferred by the maintaining agency. Steel-post-mounted delineators can become ineffective by just one hit from a snowplow.

{Deleted text to condense} If I missed the spec, please advise.

A1 - We have issued an amendment which addresses your concerns.

April 9, 2009

Q1 - How do I obtain a hard copy of the plans?

A1 - We no longer print out hard copies of the plans or specs for Contractors and other interested parties. You can copy the plans to a disc and then take them to a local printing company for prints.

April 8, 2009

Q1 - Pay item 30301-1000 Ditch Reconditioning - 8,000 Sta - is that potentially meant to be 8,000 LF

A1 - We have issued an amendment to correct this error.

Q2 - Pay item 62202-1000 Materials Transfer Vehicle -Could we request clarification as to how to quantify this item, and what type of vehicle you are expecting?

A2 - This is a lump sum item. Vehicle requirements are located in Section 402.13 of the SCRs.

Q3 - Page E-26 states that "All construction work must be completed by November 25, 2009", however Sheet B15 is referencing Season One and Season Two. Please clarify

A3 - Disregard the language relating to Season 1 and Season 2 on page B-15. At one point in time this project was scheduled to be advertised much later in the season which would have forced it to be a two season project.

Q4 - Is there a potential for award in less than 70 days, due to the fact that temperatures could affect the paving operations in November.

A4 - We make every attempt to award within 3 weeks after bid opening, however, factors beyond our control could cause a delay. Typically though, it does not take the full 70 days.

April 8, 2009

Q1 - SCR 107.1 indicates that FHWA has applied for a 404 permit and 401 certification. The contractor is required to comply with these documents. Are there any anticipated permit requirements, that are not reference in the SCRs, that the contractor needs to include costs for in the offer?

A1 - The 404 permit and its requirements were added in amendment A001. At this time we do not know of any anticipated requirements for the 401.

April 8, 2009

Q 1 - Most of the slopes on this project are very steep and thickly forested with down pipes going to the bottom of the slopes. It would be very helpful to have cross sections of the pipes to see the placement of the riprap and steepness of the slope and the length of the pipes.

A1 - Topographical survey is not available for some of the areas where riprap is being placed. The terrain in these locations can be assumed from adjacent cross sections or by site visit.

April 8, 2009

Q1 - The bid schedule item Ditch Reconditioning pay item no 30301-1000 states that there is 8,000 stations. I believe that this is a typo since each station is a 100 ft.

A1 - Quantities table on sheet B-1 shows this to be 8,000 LF which is correct. We have corrected the reference to "sta" on the bid schedule via amendment 001.

April 7, 2009

Q1 - Reference SCR 156.06(i) - In this section, the phrase "without delay" seems to effectively eliminate the possibility of heavy equipment working in the roadway during four useful hours of daylight. Will it be possible to use flaggers and a pilot car (or two pilot cars, perhaps) running constantly during those hours? This would minimize the delays during those hours to ten minutes or less. Effective public communication would allow the local commuters to adjust for these short delays.

A1 - No. Neither flaggers or pilot cars will be allowed from 6 a.m. to 8 a.m, and 4 p.m. to 6 p.m. During these times, traffic shall pass through the construction without delay.

Q2 - page A-i it tells you to submit pages A-5 through A-15 with your bid package. However, Appendix A ends at page A-6. Are there any missing pages or is A-6 the last page?

A2 - Page A-5 is the first page of the bid schedule, and goes through Page A-15. Appendix A pages are numbered "Appendix A-1" through "Appendix A-6"

April 7, 2009

Q1 - My question is on page A-i it tells you to submit pages A-5 through A-15 with your bid package. However, Appendix A ends at page A-6. Are there any missing pages or is A-6 the last page?

A1 - Page A-5 is the first page of the bid schedule, and goes through Page A-15. Appendix A pages are numbered "Appendix A-1" through "Appendix A-6"

April 4, 2009

Reference SCR 156.06(i)

Q1 - In this section, the phrase "without delay" seems to effectively eliminate the possibility of heavy equipment working in the roadway during four useful hours of daylight. Will it be possible to use flaggers and a pilot car (or two pilot cars, perhaps) running constantly during those hours? This would minimize the delays during those hours to ten minutes or less. Effective public communication would allow the local commuters to adjust for these short delays.

A1 - Neither flaggers or pilot cars will be allowed from 6 a.m. to 8 a.m, and 4 p.m. to 6 p.m. During these times, traffic shall pass through the construction without delay.

March 30, 2009

Q1 - What testing will be required by the contractor in bid item 15401-0000 Contract Testing?

A1 - The required testing and information can be found in the standard Specs for Construction of Roads and Bridges, FP-03. The publication is divided by subsections so you will easily find Subsection 154 - Contractor Testing. The publication is on our sister website at [www.wfl.fhwa.dot.gov/design/specs/fp03.htm](http://www.wfl.fhwa.dot.gov/design/specs/fp03.htm)

Q2 - How do I find a bidders list so we can give a proposal to them?

A2 - The current plan holder's list can be found on our website at [www.cflhd.gov/procurement/construction/advertised-projects.cfm](http://www.cflhd.gov/procurement/construction/advertised-projects.cfm). Click on the plan holder's list for this project to view those that have downloaded plans. The list distinguishes between Prime, Subs and Suppliers.

Q3 - How can we get on the owners list for testing and/or testing/inspection?

A3 - I'm not sure what you mean by the "owners list" We contract with the Prime Contractors only so you will need to contact those on the above mentioned list to provide your specific product information.

Follow-up: We don't have such a list as we have our own labs and the contractors are responsible for their equipment if they choose to use their own so again, you would have to contact the Primes.

March 23, 2009

Q1. Next week my company plans on visiting the job site over at Washington Road. I just wanted to make sure that there is no formal job walk scheduled and that the job site can be accessed.

A1. You are correct. There is no formal site viewing so you and your company are on your own to view the site.

Q2. Do you know if tire chains or anything else will be required to see the site?

A2. My understanding is that the road is kept open year round since it is the only access for residents of Washington, CA. It is suggested that you check local weather conditions for the Washington area before traveling to the site.