

September 21, 2016

CCTA Contract No. 427
Caltrans Contract No. 04-4H1604
Balfour Interchange Project

Addendum No. 8

Dear Contractor:

This addendum is being issued to the contract for construction on State Highway **ON ROUTE 4 IN CONTRA COSTA COUNTY IN CITY OF BRENTWOOD FROM 1.1 MILES NORTH OF BALFOUR ROAD TO 0.6 MILE SOUTH OF BALFOUR ROAD.**

Submits bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on **Monday, September 26, 2016.**

To the *Proposal and Contract* Book Holders:

Inquiries or questions in regard to this addendum must be communicated as a bid inquiry and must be made as noted in the *Notice to Bidders* section of the *Notice to Bidders and Special Provisions*. Response to bidder inquiries will be posted weekly at www.planroom.us/contracostatrans.

INFORMATION HANDOUT:

1. The attached "Final Responses to Bidder Inquiries" is added.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids with the *Proposal and Contract* you now possess.

Inform subcontractors and suppliers as necessary.

This addendum is available for download on the website:

www.planroom.us/contracostatrans

If you are not on the Registered Plan holders list but request bid documents on this project, you must comply with the requirements of this letter before submitting your bid.

BY THE ORDER OF THE CONTRA COSTA TRANSPORTATION AUTHORITY:

Randell H. Iwasaki, Executive Director
September 21, 2016

No.	Inquiry Date	INQUIRY	Response Date	RESPONSE
1	8/8/2016	In order to produce more timely, accurate, and comprehensive quantity and material take offs, we are requesting copies of digital files such as CAD, Micro Station, or XML files which contain information regarding existing topography, design linework, alignments, and design elevations as well as digital cross sections.	8/12/2016	No additional digital information, other than what is currently available to prospective bidder's at the project advertisement website, will be released at this time.
2	8/8/2016	Special Provisions Section 2-1.33 states in part: "Do not fax forms except for the copies of forms with public works contractor registration number submitted after the time of bid. Email these copies to Andy Gust of Psomas at agust@psomas.com. Submit the forms and copies of the forms to Andy Gust of Psomas. Failure to submit the forms and information as specified may result in your bid being deemed nonresponsive." Please clarify what form(s) specifically are being referenced?	8/12/2016	All forms in the Proposal and Contract Book as stated in the first paragraph of this section.
3	8/8/2016	Special Provisions Section 10-1.03 states in part: "You may work within drainage channels only from June 15th to October 31st of any year." Please clarify what the working limits are for the drainage channels. Would it please be possible to have a drawing with the restricted limits clearly defined?	8/12/2016	Your attention is directed to the California Department of Fish and Wildlife Streambed alteration agreement for this project (Permit No. 1600-2014-0434-R3) in its entirety as provided in the information handout, which you are required to comply with. Permit condition 2.1 identifies your noted restriction. This reference is to work within Deer Creek Channel within the project limits, including open channels and conveyance systems.
4	8/8/2016	Special Provisions Section 10-1.03 states in part: "You may work in the north area of Balfour Road throughout the project limits for a distance of 400 feet north of the existing westbound Balfour Road curb line after January 9, 2017. You may work in the south area of Balfour Road throughout the project limits for a distance of 50 feet south of the existing eastbound Balfour Road curb line after January 9, 2017." Please clarify what the working limits are for the Balfour Road. Would it please be possible to have a drawing with the restricted limits clearly defined?	8/12/2016	Clarified in Addendum No. 1 and No. 2 and Exhibit added to Information Handout in Addendum No. 2.

5	8/8/2016	Proposal and Contract Page 17 Directs Contractor to only list subcontractors: "The Bidder shall on the following forms: 1) List each subcontractor to whom the Bidder proposes to subcontract any item of work, or portion thereof, in excess of one-half of one percent (.50%) of the total bid or \$10,000, whichever is greater, in accordance with the Subletting and Subcontracting Fair Practices Act, commencing with Section 4100 of the Public Contract Code, and" However, the Title of Page 18 implies that Suppliers, Manufacturers & Truckers also must be listed. Please consider revising title to reflect only subcontractors.	8/12/2016	The heading of the table on Page 18 will be revised by Addendum #1
6	8/10/2016	Typically Caltrans allows for 6 to 8 weeks to bid a project of this size and complexity. 4 weeks is not sufficient time to properly analyze and prepare a competitive estimate for this project. We respectfully request a 2 week postponement to the current bid date. The upcoming Labor Day Holiday weekend will also impact estimating on this project. We would like to bring your attention to a project that Caltrans advertised on August 1st to replace a bridge on Rte. 49 in Coloma, CA with an Engineers Estimate of \$16,500,000. The advertised bid date for this project is Sept. 28th. We would ask that you seriously consider a bid postponement for the Balfour Road project. Thank You.	8/12/2016	At this time the Contra Costa Transportation Agency (CCTA) does not anticipate any extensions to the current bid opening date of August 30, 2016 at 2:00pm.
7	8/11/2016	Due to the fact that we were finally able to get plans on 8/9/16, we request that the bid date be extended at least two weeks to allow us and potential subcontractors to thoroughly analyze the plans and specs. Also, since Kinder-Morgan is going to be working in the Stage 1 area until next April, construction in this area won't begin until next year anyway.	8/12/2016	At this time the Contra Costa Transportation Agency (CCTA) does not anticipate any extensions to the current bid opening date of August 30, 2016 at 2:00pm.
8	8/11/2016	I was hoping you could help me out with a correction need for my phone number used on the prebid meeting on Wed. Aug. 10th @ 1:00pm. I incorrectly wrote down the phone number, can you please correct this to (650) 259-9545; Ext 110	8/12/2016	Your request has been forwarded to the CCTA website administrator. The pre-bid conference attendance list will be revised to show your correct contact information.

9	8/11/2016	There are dirt piles at the corner of Vasco and Walnut, is this dirt available for the project from CCTA?	8/19/2016	The material at Vasco Road is available to prospective bidders by coordinating with the Contra Costa Public Works Department. The material has not been tested and CCTA makes no claim as to the acceptability of the material for use on the Balfour Road/SR4 Project. All material imported from this site will require both environmental and geotechnical testing prior to use on this contract. The contractor will also be responsible for any permits and environmental considerations that would be applicable to this site and required by Contra Costa County.
10	8/11/2016	Is there any chance that this project can be postponed 1 or 2 weeks - usually 6 to 8 weeks is given to bid a project this size.	8/12/2016	At this time the Contra Costa Transportation Agency (CCTA) does not anticipate any extensions to the current bid opening date of August 30, 2016 at 2:00pm.
11	8/15/2016	Due to the magnitude of the project and few large Caltrans projects also bidding by the end of August and in September. Please postpone this project at least four (4) weeks from the original bid opening date 08/30/2016, so the reliable Contractors and Subcontractors have enough time to analyses the bid.	8/19/2016	At this time the Contra Costa Transportation Agency (CCTA) does not anticipate any extensions to the current bid opening date of August 30, 2016 at 2:00pm.
12	8/15/2016	Please post all Contractors and Subcontractors questions and answers on your website for Contractors and Subcontractors to review.	8/19/2016	All pre-bid questions and corresponding answers are posted each Friday in the CCTA Plan Room associated with the Balfour Road Project advertisement
13	8/16/2016	On page 53 of the special provisions, there are paragraphs that talk about the Los Vaqueros Pipeline being gravity drained prior to the agency inspection of the pipe. There is reference to dewatering after the pipeline is drained; that the contractor has to be done in 2 days with this operation. Are the 2 days the contractors have to get this work done considered part of the 10 calendar day shutdown period?	8/19/2016	Response to this inquiry is addressed within Addendum #2.

14	8/16/2016	CCTA has placed schedule constraints in the project that are not possible to complete due to the Kinder Morgan work zone. Given the fact that the controlling items of the project, the three bridges, cannot be worked on (abutment fills and settlements started) until April of 2017, there is no need for work to be started until this constraint is no longer an issue. In kind, there is no reason not to give the contractors more time to bid a \$40,000,000 project this complicated. We respectfully request the bid date be postponed.	8/19/2016	At this time the Contra Costa Transportation Agency (CCTA) does not anticipate any extensions to the current bid opening date of August 30, 2016 at 2:00pm.
15	8/16/2016	Section 19-6.03D of the specifications says the MSE wall that is in between the Deer Creek Bridge (Right) and the Deer Creek Bridge at EB SR4 On-Ramp has a settlement period of 60 days, yet both bridge abutments that the wall ties into have settlement period of 30 days. If this is correct the contractor will not be able to do any construction on the said abutments until the 60 days is up for the MSE wall. These settlement periods should be the same amount of days. Thirty days should be sufficient time for the settlement of the MSE wall given it is in the same abutment surcharge as the two adjacent bridges. Please revise this specification to 30 days for the MSE wall in an addendum.	8/19/2016	The settlement period for the MSE Wall will be changed to 30 days. Please reference Addendum #2.
16	8/18/2016	Are there as-built plans for the new capped area of the LVP?	8/19/2016	Yes, they are included in Addendum #2. Attached as-builts are provided for reference only and may not reflect actual field conditions.
17	8/18/2016	How is the pipe line backfilled? What is the strength of the CLSM backfill material the plans reference?	8/19/2016	Void between the pipeline and concrete cap shall be backfilled with native material compacted to 90% up to the 12-inch void shown on S-1. Strength of CLSM referenced on plans shall be in accordance with Caltrans standards.

18	8/18/2016	<p>For what seems like a critical facility there are no guidelines for how the pipe line cap is to be constructed adjacent to a live pipe line. Does the pipe line need to be shored between the edge of footing and the pipe line? Can we expose the pipe to spring line? Are there limits to how many feet of pipe can be exposed at any time? What is the water pressure in the pipe? What is the pipe line material? What are the joint lengths? Can we expose both sides of the pipe at the same time?</p>	8/19/2016	<p>No, as stated in Note 3 on S-1, Contractor shall not disturb pipeline backfill below base of footing. The pipeline operates at less than 55 psi. Reinforced Concrete Cylinder Pipe (RCCP) as shown in the profile on C-1 and C-2 and stated in Detail 3 on C-7 Based on lay drawings, joint lengths from STA 242+00 to STA 248+00 are 20 feet. This may not reflect actual as-built conditions. Yes. Contractor is responsible for monitoring and managing groundwater levels so that the excavation is free of standing water throughout the duration of cap construction including non-working days/hours. Contractor shall have all equipment necessary to keep the excavation dry onsite at all times, including sump pump, in the event it rains. Yes, Contractor is limited to having two sections of cap length (construction joint to construction joint) open at any given time.</p> <p>Yes you can expose the pipe. The Contractor can expose the pipeline down to the spring line. At the footing, Contractor may excavate a 45 degree plane from the spring line of the pipe to the bottom of the footing. Contractor is responsible for monitoring and managing groundwater levels so that the excavation is free of standing water throughout the duration of cap construction including non-working days/hours. Contractor shall have all equipment necessary to keep the excavation dry onsite at all times, including sump pump, in the event it rains.</p>
19	8/19/2016	<p>Addendum No. 1 Section 10-1.03 states in part: "Construct and complete the CCWD LVP concrete cap work from "LVP Line" Station 242+00 to 248+00 by January 1, 2017." Portion of the concrete cap is in the Balfour Road 500 feet north of the existing eastbound Balfour Road curb line Zone where the contractor can only work after April 1, 2017. Please advise.</p>	8/26/2016	<p>The concrete cap is only to be constructed south of Balfour Road - See plan sheets 465-478.</p>

20	8/19/2016	Addendum No. 1 States: "7. On Page 55, Section 10-1.03, add the following after the second paragraph: "Construct and complete the CCWD LVP concrete cap work from "LVP Line" Station 242+00 to 248+00 by April 1, 2017." Further in same Addendum No. 1 Section 10-1.03 states in part: "Construct and complete the CCWD LVP concrete cap work from "LVP Line" Station 242+00 to 248+00 by January 1, 2017." Please advise, which date is correct?"	8/26/2016	Date is corrected in Addendum #2.
21	8/19/2016	Addendum No 1. states in part: "1. On Page 7, Notice to Bidders: change working days from 560 to 400 and 8. On Page 55, Section 10-1.03, replace the third paragraph with the following: "You may work in the north area of Balfour Road throughout the projects limits, to a distance of 500 feet north of the existing eastbound Balfour Road curb line after April 1, 2017." Addendum One in effect, restricts the area the contractors can work until April 2017 and reduced the number of working days. The contractor needs to be able to cooperatively work in the restricted zone to install the temporary shoring and install settlement fills and construct Deer Creek Bridge and Deer Creek Bridge On Ramp structures. Please reconsider allowing the contractor to actively pursue Stage One critical path work in the restricted Zone.	8/26/2016	Restriction thru April 1, 2017 will remain in effect to allow Kinder Morgan work to be completed.
22	8/15/2016	We looked at the section of this project that calls out for RCP pipe and concrete manholes and wanted to see if you could try our polypropylene pipe out to be considered for use there. It is lighter and stronger than RCP and will have significant cost savings, especially on the larger size diameters, because the contractor will not need to have heavy equipment on site for long periods of time to put this product in the ground. We have cities where this pipe is already in the ground that we'd be happy to share with you. I'm also attaching a video done by one of the contractors that wanted to put this pipe to the test. If this is something that you might consider, can I stop by and show you a sample of that pipe?	8/26/2016	This question is an issue that is handled during the construction phase of this project. All contractors shall, and are required to, bid the contract work based on the materials shown in the contract plans and specifications.

23	8/19/2016	As called out in plan sheets U-14 through U-18, over 800 LF of 20" potable and 1,000 LF of 24" non-potable water line are to be restrained as part of the water line relocations in Bid Items 185 and 186. Per the City of Brentwood standards, the restraint harnesses on these lengths of pipe will require 304 stainless steel accessories. Can Fusible PVC pipe be used in lieu of bell-and-spigot (B&S) PVC pipe with bell restraint harnesses for these pipe segments? Fusible PVC pipe, with its butt-fused joining system, is intrinsically restrained and does not require additional restraint hardware, eliminating the need for costly stainless steel harnesses along the pipe alignment. Please see the attached Pipe Technical Data Sheets on pages 2 and 3. Fusible PVC pipe is regularly used for casing and carrier pipes under major highways in Caltrans right of ways, making it a trusted product in the vicinity of roadways. Please see the attached list of Caltrans Encroachment permits allowing Fusible PVC pipe on page 4 and the copies of the permits that follow.	8/26/2016	This question is an issue that is handled during the construction phase of this project. All contractors shall, and are required to, bid the contract work based on the materials shown in the contract plans and specifications.
24	8/22/2016	The Design Cross Section plans show the "BF" line from station 24+00 to 36+50 to be constructed with full structural section while the layout plans show portion of the roadway constructed with full structural section, then grind and overlay. Please clarify	8/26/2016	The typical sections and the plans show the correct limits of new or reconstructed pavement. The design cross section establish elevations to be constructed to. Construction Detail Sheets C-1 thru C-4 show location of pavement saw cut lines and limits of cold plane, overlay and new structural section.
25	8/22/2016	The Typical Cross Sections plan sheet X-17 and X-18 show the "FL1N" Line to be constructed with Structural #16 from station 618+75 to 629+99.79. While the Design Cross Section show the "FL1N" Line to be constructed from station 626+00 to 629+99.79. Please Clarify	8/26/2016	The typical cross sections within this station range show the correct limits of new or reconstructed pavement.
26	8/22/2016	Is the 0.15' HMA overlay quantity on Rte. 4 of Stage 2A, Phase 2 paid under Bid Item #98 or Bid Item #99? Please clarify	8/26/2016	Covered in Bid Item #99
27	8/22/2016	No cross section provided for temporary ramp portion work on Stage 4B of plan sheet SC-22 "FL2N, FL3N" Line. Please clarify	8/26/2016	Construct the roadway structural section as indicated in the typical. In Stage 5B additional HMA will be placed to final grades.
28	8/22/2016	Due to the magnitude of the project and few large Caltrans projects also bidding by the end of August and early September. Please postpone this project at least four (4) weeks from the original bid opening date 08/30/2016, so the reliable Contractors and Subcontractors have enough time to analyse their bid.	8/26/2016	Please reference Addendum #3 for information pertaining to a revised contract bid opening date.

29	8/23/2016	In order to construct the Deer Creek Extension, we may have to pump water from the 84" and 48" storm drains around the work area. Can you tell us what the summertime flows are in each of these storm drains?	8/26/2016	There is no available stream gage information.
30	8/23/2016	Is there a plan sheet that shows the design of the Junction Structure DS-31? The plan and the profile for this structure does not show rebar, wall thicknesses, etc.,.	8/26/2016	Details (i.e.-Wall thicknesses, rebar, etc..) are shown in the Standard Plans under D91a and D91b.
31	8/23/2016	Addendum #2, Section 19-6.03D, page #94, paragraph #2 and #5 stated, "During the settlement period, you are required to perform Settlement Monitoring.....etc.". Please tell us how many settlement monitoring devices to be install at each embankment and where? Please provide plans location.	9/9/2016	The response to this bidder inquiry is provided in Addendum #5
32	8/24/2016	Bid Item #38 "Temporary Creek Diversion" and Bid Item #39 "Temporary Creek Bed Protection System". Please provide us the specifications and plan details for these work.	8/26/2016	Diversion specification is Section 13-13 TEMPORARY CREEK DIVERSION on page 77. Temporary creek bed protection mat is Section 13-12 TEMPORARY TIMBER CONSTRUCTION MAT on page 76.
33	8/24/2016	Special Provisions Section 7-1.06(F) - Can you please provide the expected exposures the requirement for the Professional Legal Liability from the Contractor is for? The Contractor has available the \$10,000,000 requirements for the Contractor Pollution Liability. Pollution Legal Liability insurance is NOT typically obtained by a/the Contractor. Pollution Legal Liability insurance is typically obtained by those who own, develop or are operating a facility or site.	9/21/2016	This requirement stems from an agreement between the project proponents and Kinder Morgan and is a condition of Kinder Morgan's agreement for part of the project to be performed in the vicinity of their pipelines. Therefore, it is not a requirement CCTA has any ability to change.
34	8/24/2016	The sum of the quantities for the approach slabs for the 3 bridges is 486 CY. Bid Item #125 quantity is 377 CY. Can you please revise the bid quantity to 486 CY?	8/26/2016	Bridge Approach Slab quantities are correct as shown on the bridge plans. Bid Item #125 will be corrected to reflect 486 CY.

35	8/25/2016	<p>The Performance and Payment bond forms for the above project are ambiguous by virtue of the Inclusion of Caltrans as an additional obligee. Caltrans' rights are not clear - especially since it does not appear to be a party to the contract. We suggest that the following language commonly found on multiple obligee bond forms be added to the end of the Bond Forms to clarify the rights and obligations of the parties.</p> <p>1.) The Surety shall not be liable under the Bonds to the Primary Obligee and/or the Additional Obligee(s) unless the Primary Obligee and/or the Additional Obligee(s) shall make payments to the Principal strictly in accordance with the terms of the Contract, and shall perform all other obligations to be performed under said Contract in accordance with the Contract terms.</p> <p>2.) The aggregate liability of the Surety hereunder to the Primary Obligee and/or the Additional Obligee(s) shall be limited to the penal sum of the Bonds and Surety upon making payment hereunder shall be subrogated to and entitled to an assignment of all rights of the payee with respect to the particular obligation discharged by the payment, either against the Principal or any other party liable to the payee on the discharge obligation.</p> <p>3.) The Additional Obligee(s) rights hereunder are subject to the same defenses Principal and/or Surety have against the Primary Obligee, and the total liability of the Surety shall in no event exceed the amount recoverable from the Principal by the Primary Obligee under the Contract. At the Surety's election, any payment due under the Bond may be made by joint check payable to the Primary and/or any Additional Obligee(s).</p>	9/16/2016	<p>The payment and performance bond forms are revised in addendum #6 to remove Caltrans from both forms, but indicate that the successful bidder will be required to add Caltrans using a dual obligee bond rider on both the payment and performance bonds. No additional changes should be made to the payment and performance bond forms.</p>
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36	8/25/2016	<p>The Performance and Payment bond forms are ambiguous by virtue of the inclusion of Caltrans as an additional obligee. Caltrans' rights are not clear - especially since it does not appear to be a party to the Contract. We suggest that the following language commonly found on multiple obligee bond forms be added to the end of the Bond Forms to clarify the rights and obligations of the parties.</p> <ol style="list-style-type: none"> 1. The Surety shall not be liable under the Bonds to the Primary Obligee and/or Additional Obligee(s) unless the Primary Obligee and/or the Additional Obligee(s) shall make payments to the Principal strictly in accordance with the terms of the Contract, and shall perform all other obligations to be performed under said Contract in accordance with the Contract terms. 2. The aggregate liability of the Surety hereunder to the Primary Obligee and/or the Additional Obligee(s) shall be limited to the penal sum of the Bonds and Surety upon making payment hereunder shall be subrogated to and entitled to an assignment of all rights of the payee with respect to the particular obligation discharged by the payment, either against the Principal or any other party liable to the payee on the discharged obligation. 3. The Additional Obligee(s) rights hereunder are subject to the same defenses Principal and/or Surety have against the Primary Obligee, and the total liability of the Surety shall in no event exceed the amount recoverable from the Primary Obligee under the Contract. At the Surety's election, any payment due under the Bond may be made by joint check payable to the Primary and/or any Additional Obligee(s). 	9/16/2016	<p>The payment and performance bond forms are revised in addendum #6 to remove Caltrans from both forms, but indicate that the successful bidder will be required to add Caltrans using a dual obligee bond rider on both the payment and performance bonds. No additional changes should be made to the payment and performance bond forms.</p>
37	8/26/2016	<p>The project funding signs are shown to be installed on box beams. Per Section 56-4.02D of the State Standard Specs for 2010, the laminated wood box beams are to be State furnished. Will these be CCTA furnished?</p>	9/9/2016	<p>The project funding signs will be furnished and erected by others prior to award of this contract. Please reference Addendum #5 for further information pertaining to this pre-bid inquiry.</p>
38	8/26/2016	<p>The construction area signs are shown to have graffiti film on them. Typically, CAS do not have the overlay film applied, only the permanent roadside signs. There has not been one Caltrans job that even has this request. This will significantly raise the bid amount for the CAS if required. Please advise.</p>	9/2/2016	<p>Anti-graffiti film is not required on Construction Area Signs. See Addendum #4.</p>
39	8/29/2016	<p>Bid Item #96 "Asphalt Emulsion (Curing Seal)", what is this bid item for?</p>	9/2/2016	<p>Bid Item #96 - Asphaltic Emulsion (Curing Seal) will be eliminated in Addendum #4.</p>

40	8/30/2016	Your contract Number 04-4H1604 Special Provisions page 46 requires (F) Pollution Legal Liability Insurance with limits of not less than \$5,000,000 per occurrence. Contractors have Contractor's Pollution Liability Insurance as required by paragraph (E), which covers pollution legal liability arising from construction operations. Contractors do not have an insurable interest in a site Pollution Legal Liability Insurance which applies to property owners. Please clarify that a Contractor's Pollution Liability Policy meets the requirements of both paragraph (E) and (F) for Pollution Legal Liability Insurance requirement.	9/21/2016	This requirement stems from an agreement between the project proponents and Kinder Morgan and is a condition of Kinder Morgan's agreement for part of the project to be performed in the vicinity of their pipelines. Therefore, it is not a requirement CCTA has any ability to change.
41	8/30/2016	Drainage Sheets; Special Provisions Section 71 - Please confirm that all new storm drain lines are to be CCTV'd as per Section 71. This is not the typical Caltrans spec.	9/2/2016	CCTV is required of all new drainage systems and two CCTV inspections of the existing 12" sewer line that crosses the "FL1N" Line at approximate station 621+40 (before earthwork operations and after embankment settlement period).
42	8/30/2016	Drainage Sheets; Special Provisions Section 70, City of Brentwood Standard Specifications - The City of Brentwood requires 100% Slurry for all trenches within existing streets (per COB ST-25a). The project includes storm drain trenching within Balfour Road and HW4 that are being overlaid; for instance, Section 30, 31 and 32 per sheet X-1. Within these overlay sections the new storm drain lines - is 100% Slurry required (or is using native material for structural backfill (per Caltrans A62D) the approved method? Within the new roadway sections (i.e. Sheet X1, Sections 3 and 4) - is COB Detail ST25 applicable or is using native material as structural backfill per Caltrans Detail A62D the approved method? If COB Detail ST25 applies, will the Engineer accept a native trench backfill even though it does not have a SE greater than 20?	9/2/2016	All trenching will be done per detail on Sheet UD-11 (modified COB detail ST-25A)

43	8/30/2016	<p>Utility Sheets; Special Provisions Section 78, City of Brentwood Water and Sewer Line Work - The COB Standards detail the Cathodic Protection requirements for new waterlines. The project Special Provisions only acknowledge that all water and sewer line work be per the COB Standards. Can the Engineer please provide a Cathodic Protection Plan showing the size and location of the anodes, locations and type of test stations, joint isolation details, etc... Or is it the responsibility of the Contractor to design the system? A design prior to bid would be preferred so that all bidders bid the same level of cathodic protection and the Engineer has a basis for changes.</p>	9/2/2016	<p>No, the contractor does not need to design a cathodic protection system, just install the design as outlined in the COB Standard Specifications. Section 150 Corrosion Control Facilities of the COB Standard Plans and Specifications identifies the standards for cathodically protecting the pipelines. The types of coatings, anodes, and required anode sizes for the various types of fittings based on soil resistivity are presented in Tables 150-6 and 150-7. The anode sizes shown for a 12-inch diameter fittings are adequate for the larger pipe sizes on this project. Results of the soil resistivity testing are identified in the geotechnical report.</p>
44	8/30/2016	<p>Sheet UD-11; Special Provisions Section 78, City of Brentwood Water and Sewer Line Work - Is the modified COB detail ST-25a applicable only for the new waterline work? Or for both the sewer line and water line work? If the detail on Sheet UD-11 applies only for the waterline work, does the new sewer line need to be constructed per the unmodified version of COB ST-25a (with slurry backfill)?</p>	9/2/2016	<p>Trenching detail on Sheet UD-11 (modified COB detail ST-25A) applies to both the waterline and sewerline work.</p>
45	8/30/2016	<p>Utility Removal Sheet UQ-1; Special Provisions Section 19, Earthwork - As summarized on Sheet UQ-1, the project includes a significant quantity of existing utilities to be removed. Per our review, the specifications are silent on the approved trench backfill material post utility removal. In other words, can native material be used to backfill the demo'd utility ditch or is imported material required? If imported material is required, please specify the type of material. Additionally, the depth of existing utilities would also be required to determine the quantity of import required for backfill.</p>	9/2/2016	<p>Trenching detail on Sheet UD-11 applies except that the Permeable Material can be replaced with Native Material on all existing utility removal.</p>
46	8/30/2016	<p>Utility Removal Sheet UQ-1; Special Provisions Section 19, Earthwork - The project includes the removal of an abandoned oil line. Is there a chance that the surrounding soils are contaminated, or hot? If so, will the legal handling and disposal of hot soils be paid to the contractor as extra work? If not, please provide a quantity of contaminated soil removal for bidding purposes.</p>	9/2/2016	<p>All records indicate that this line is abandoned. Contractor should verify before removing. Handling and disposal of hazardous material not already addressed in the contract documents will be paid for by contract change order.</p>

47	8/30/2016	Utility Removal Sheet UQ-1; Special Provisions Section 19, Earthwork - The project includes the removal of an existing 24" waterline. Please advise on the type of material used to construct this waterline; particularly, if the waterline is restrained. Also advise on both the depths of both the existing waterline and oil line. As well as the type of bedding used around each pipe. This is necessary to determine the type of shoring required to remove the oil line. Lastly, can the COB isolate the waterline during the oil line removal? Or will the waterline remain active during demolition?	9/16/2016	As-built information for the water lines are located in the as-built plans provided in Addendum #6. The waterline will remain active during oil line removal and demolition. Waterline shutdowns will comply with section 10-1.03 of the special provisions.
48	8/30/2016	Utility Plan Sheet U-11; Special Provisions Section 19, Earthwork - The plans call out that a new oil line is to be constructed by others. Please advise on the type of pipe bedding used to construct this new oil line. We suggest that concrete or slurry bedding (per COB ST-25a) be used to protect the oil line during the subsequent excavation activities.	9/2/2016	Kinder Morgan is implementing the "Typical Paved Surface Trench Detail" shown on the attached Kinder Morgan Plan sheet.
49	9/1/2016	Bid Item #88 - Rolled Erosion Control Product (Blanket) - 3890 SQFT - Please clarify the type of Erosion Control Blanket to be used, and the sequence of it's installation for erosion control, as it is called out in the plans and bid items list, however, we have been unable to locate the type of blanket, or installation sequence called for, in either the plans or specifications provided in the bid documents.	9/9/2016	The "ROLLED EROSION CONTROL PRODUCT (BLANKET)" is considered to be part of the temporary erosion control work and is therefore not a permanent component of the work. Any type of erosion control blanket is acceptable as long as it conforms to Section 21-1.02O(4) "Erosion Control Blankets" of the Standard Specifications.
50	9/8/2016	RFI Question and Response #42 // Drainage Profile Sheet 15 - RFI Inquiry #42 attempted to clarify the storm drain bedding and backfill requirements. The response stated to construct all trenching per Sheet UD-11. Based on this response, further clarification is needed. Detail UD-11 requires that burrito wrapped CLII Permeable be placed to 3.2' from finished grade within a trench section. Is UD-11 applicable only within the existing roadways or does it also apply to areas within the new abutment fill? For example, Drainage System #39 on Sheet DP-15 is shown to be placed within a fill. Does UD-11 apply to this and other similar scenarios?	9/16/2016	Detail UD-11 is only applicable for water line and sewer line construction under both new and existing pavements of Balfour Road. Detail UD-11 would not apply to any Drainage systems (including System #39) or other areas not under Balfour Road whose pipe cover standards are instead covered by Caltrans Standard Plans.

51	9/8/2016	RFI Question and Response #42 // Drainage Profile Sheet 18 - Detail UD-11 requires that burrito wrapped CLII Permeable be placed to 3.2' from finished grade within a trench section. In some instances, the new roadway extends to, or beneath, the shown top of pipe. For example, Drainage System #48 on Sheet DP-18 is shallow. The top of pipe is at or below road subgrade. UD-11 would indicate that a minimum of 6" of CLII Perm and a 12" cap of slurry be placed above the top of pipe. Please note that this pipe is under Roadway Section 9, a 50" deep road section; hence, the CLII Perm and Slurry would be 18" into a 50" Section. How does the Engineer want to handle these scenarios?	9/16/2016	Detail UD-11 is only applicable for water line and sewer line construction under both new and existing pavements of Balfour Road. Detail UD-11 would not apply to any Drainage systems (including System #39) or other areas not under Balfour Road whose pipe cover standards are instead covered by Caltrans Standard Plans.
52	9/8/2016	RFI Question and Response #42 // Drainage Profile Sheet 23 - Is UD-11 applicable within the storm drain trenches outside of either a new or existing roadway section? For example, Drainage System #60 on Sheet DP-23 is outside the new HW 4 alignment and outside of any paved area. Does UD-11 apply to this and other similar scenarios?	9/16/2016	Detail UD-11 is only applicable for water line and sewer line construction under both new and existing pavements of Balfour Road. Detail UD-11 would not apply to any Drainage systems (including System #39) or other areas not under Balfour Road whose pipe cover standards are instead covered by Caltrans Standard Plans.
53	9/20/2016	Are we doing our own surveying on this project? I have not seen a modification to Standard Specifications Section 5-1.26.	9/21/2016	The Contractor is not doing the surveying, section 5-1.26 applies as written.
54	9/20/2016	I have submitted this question multiple times, and do not see that it has been addressed? If it has, can you direct me to the addendum that correlates with its response. If it has not, can you please resolve this so we can accurately submit a proposal. 1. The project funding signs are shown to be installed on box beams. Per section 56-4.02D of the state standard specs for 2010, the laminated wood box beams are to be state furnished. Will these be CCTA furnished?	9/21/2016	This was addressed in the Addendum #5 and Response to RFI question #37. The signs will no longer be installed by the Contractor.
55	9/20/2016	Caltrans new specifications requires QC for Asphalt Paving, is CCTA providing all the rest of the QC for the project??	9/21/2016	Contractor is responsible for Developing, implementing, and maintaining a QC program per Section 6-3.05 of the RSS.