

Dark Gulch Crossing Stabilization Project (Project)

Request for Bids Responses to Questions:

- Section I: Pre-Bid Tour Notes *Updated: 02/07/2020*
 - Section II: Other Questions Received *Last Update: 02/17/2020*
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SECTION I: Pre-Bid Tour (01/29/2020) Notes

Project management:

The San Mateo Resource Conservation District (RCD) will be entering into contract with the construction contractor, and is the project manager, and approval from the RCD will be required for changes to tasks and any change orders. The project engineer (Tim Best) and geotechnical consultant (Haro & Kasunich and Associates) will be providing construction observation services. San Mateo County Parks (Parks) staff will provide oversight and assistance for biological monitoring and other species protection measures in compliance with permits. And, in case of an emergency/safety issues or regular park operations questions, Parks staff will be available to assist. Parks staff are not responsible for providing input or decisions on technical aspects, or the scope or specific tasks of the construction project.

Subcontractors:

Subcontractors that will be used for the project should be listed in the bid proposal. The contractor will need email approval from the RCD to add subcontractors at a later time.

Q) What is the load rating for Hoffman Creek Bridge?

A formal load rating for the bridge does not exist. Structural calculations (2018) indicate the bridge has ample capacity for HS20-44 Caltrans Standard Truck and Lane Loads in effect when the bridge was constructed, based on condition of repair of structural members observed in 2018 and with original 2" design thickness of asphalt wearing surface. The HS20-44 standard truck has three axles: one at 8,000-lb and two at 32,000-lb: total weight 72,000-lb. Included was the recommendation to limit one vehicle on the bridge at one time. The 2018 calculations also included a custom design load, analogous to the HS20-44 standard truck, to approximate an 80,000-lb excavator. With short term allowable stress increase for the timber glulams, the bridge has the capacity to support an 80,000-lb vehicle, provided the vehicle is not parked on the bridge and instead is moved on and off the bridge in a timely manner; and limiting one vehicle on the bridge at one time. In 2018 the bridge was slowly and carefully traversed by a 79,000-lb excavator without observed problems.

Q) What is the bridge width?

A) 12 feet between runners along the base of the bridge.

Q) What is the price for the custom fabricated pipe to be used in the crossing?

A) Pipe is standard culvert. Only the bends between each segment of pipe will need to be custom. Refer to Technical Specifications SECTION 334100: STORM DRAINAGE SYSTEMS - CULVERTS in Exhibit A of the Request for Bid (<http://www.sanmatorcd.org/rfb-dark-gulch/>). See pipe culvert estimate provided at the request for bids web page: <http://www.sanmatorcd.org/rfb-dark-gulch/>.

Q) How far down the road from Dark Gulch can excavated material be stored/stacked/

A) In Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>), Project Plans Sheet C2 designates that a 3,000 foot segment of Old Haul Road extending from Dark Gulch to about Keyston Creek may be used for temporary stockpile of excavated material. All temporary stockpiled material will need to be removed at the conclusion of the project.

Q) Will the contractor be responsible for clearing the stockpile site that was recently cleared of trees (labeled "Principal staging and spoil disposal area" in sheet C3.0 in the provided project plans in Exhibit A of the Request for Bid, <http://www.sanmateorcd.org/rfb-dark-gulch/>)?

A) Yes, contractor will clear and chip woody debris. Stumps can be left in place, and spoils placed over them.

Q) Will the trees for removal be marked?

A) No, but refer to the provided Project Plans in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>) which identify the approximate work area perimeter (i.e. limit of ground disturbance) and indicate roughly the number (and diameters) of trees within the perimeter that will need to be removed.

Q) Will the contractor be responsible for chipping trees removed from the site?

A) Refer to Technical Specifications SECTION 311100 CLEARING AND GRUBBING in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>).

Q) Will contractor need to replant trees?

A) No

Q) When were the bore samples (referenced in the geo tech report) drilled at the crossing?

A) Early June

Q) Does the project team anticipate that the cut-to-fill ratio for the crossing will be sufficient such that no material will need to be imported?

A) Yes

Q) Can slurry be used?

A) Slurry is not prescribed. .

Q) Does rock need to meet CalTrans specifications?

A) Yes. Refer to Technical Specifications SECTION 354237 ROCK SLOPE PROTECTION in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>). Note that Langley rock is not acceptable.

Q) What is the work window?

A) Work can start between May 1 and June 15, 2020 (depending on site conditions and precipitation forecasts) and continue through October 15, 2020. Refer to the permit summary handout and permits (Lake and Streambed Alteration Agreement and 401 Water Quality Certification) at the request for bid webpage: <http://www.sanmateorcd.org/rfb-dark-gulch/>

Q) Is there a restriction for work hours?

A) Yes: Construction starting 30 minutes after sunrise and no earlier than 7am, and finishing at least 30 minutes before sunset every day. Refer to the permit summary handout and permits (Lake and Streambed Alteration Agreement and 401 Water Quality Certification) at the request for bid webpage: <http://www.sanmateorcd.org/rfb-dark-gulch/>

Q) Can work be conducted on weekends?

A) Yes

Q) Will there be a biological monitor on site?

A) Yes, for certain construction activities such as vegetation clearing, initial grading activities to establish the footprint of excavation, and setting up the dewatering system. An on-call qualified biologist will be available at all times during construction activities, including when activities do not require a biological monitor onsite. Note that daily inspections of the active work area, and staging and stockpiling areas prior to the commencement of construction activities, and that a qualified biologist (from County Parks and/or RCD) will provide training to onsite crew members such that they can act as a qualified biological monitor to conduct these "morning sweeps." Refer to the permit summary handout and permits (Lake and Streambed Alteration Agreement and 401 Water Quality Certification) at the request for bid webpage: <http://www.sanmateorcd.org/rfb-dark-gulch/>

Q) Who will be managing the storm water pollution prevention plan (SWPPP) requirements (i.e. preparation, inspections, reporting)?

A) Tim Best (project engineer) will prepare the SWPPP, provide inspections and reporting. The Contractor shall implement the SWPPP per Technical Specifications SECTION 015723: STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IMPLEMENTATION in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>).

Q) Are all permits and funding in place?

A) Yes, with the exception of one permit: the Nationwide Permit #14 (Army Corps of Engineers) is expected before the bid due date.

Q) Will trees need to be wrapped with waddles?

A) Not unless indicated in Project Plans in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>).

Q) Who will be responsible for construction staking?

A) Construction contractor. See Technical Specification SECTION 017123.16 CONSTRUCTION SURVEYING in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>)

Q) Who did the survey work?

A) Bowman & Williams (consulting civil engineers and land surveyors) and Tim Best, the project engineer.

Q) Is there a requirement for disadvantaged business enterprise or disabled veteran business enterprise that applies to the project?

A) No.

Q) Will camping be allowed on site for the contractor crew?

A) Yes. Exact location and other details (including limits, insurance requirements, etc) for this are TBD by San Mateo County Parks staff.

Q) Are there any restriction on re-fueling?

A) Yes. Refer to the permits (Lake and Streambed Alteration Agreement and 401 Water Quality Certification) and the Technical Specifications in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>).

Q) Does Parks have a logging company that it works with for this type of project?

A) No.

Q) In request for bids, is the estimated cubic yards of excavation (~42,000) bank yards?

A) Yes, the estimate is bank cubic yards (excavation) and compacted fill (fill placement) .

Q) Will road improvements require that the road be rolled?

A) Yes. See Technical Specifications for engineered fill (SECTION 312300 EXCAVATION AND FILL) and aggregate base rock (SECTION 321540 AGGREGATE BASE) in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>).

Q) What will be done regarding uncertainty with 1:1 cuts and worker safety?

A) The geotechnical engineer will be under contract with the RCD, and will be onsite during construction as frequently as required to perform inspections and monitor cut instability if/when encountered. Temporary excavations will progress from top down. Old fill and native overburden soil will be exposed before bedrock is encountered. Before excavation into bedrock commences the fill and native soil exposures will be inspected by the geotechnical engineer with the contractor present. If unstable conditions are encountered during excavation it is more likely they will be encountered in the old fill or overburden soil. There is a greater chance that seepage, if present, will occur within the old fill and overburden soil or perched atop the bedrock. If unstable old fill or overburden soil is encountered, shoring or flattening of the unstable slope exposure will be discussed and mitigation action determined and implemented before excavation into bedrock proceeds

Shoring of the cut is not anticipated at this site. Over excavation to reduce the steepness of the cut is not anticipated but may be required if unanticipated adverse soils are encountered. If shoring or flattening of temporary cut slopes is required it will most likely occur above the bedrock. The need for additional clearing and excavation will be paid by the unit costs. The cost for temporary cutbank improvements will be considered an extra and will be discussed and approved by the Engineer and RCD as required. See Technical Specifications Section 312300 EXCAVATION AND FILL for excavation and site safety requirements.

SECTION II: Other questions received *Last Update: 02/17/2020*

Question 1: Do you have an engineer's estimate?

Response: We do not have an engineer's estimate to provide for construction of the project, but at this time we anticipate a cost range between \$2.1 million and \$2.5 million taking into account that this is a complicated job in non-standard work conditions.

Question 2: What company or who will be the outside compliance auditors on this season's projects?

Response: The project is subject to prevailing wage requirements, but not labor compliance. The RCD plans to contract with an outside compliance auditor for the project, but we have not yet selected one yet. We are in conversation with North Valley Labor Compliance Services. We are not considering Contract Compliance & Monitoring Inc for this project

Question 3: What rock quarries are approved for the project?

Response: The project does not have a list of approved rock quarries, however, Langley rock will not be accepted.

Question 4: Is a bid bond required?

Response: A bid bond is not required, but refer to page 7 of the Request for Bids document for information about what is required for performance bond.

Question 5: Are we required to have compaction testing on every lift from bottom of excavation to completion, and if so what is depth of the lifts?

Response: Compaction testing services will be undertaken by the project geotechnical engineer (Haro, Kasunich and Associates) retained by the RCD. Whether or not every lift needs to be tested will be determined by the geotechnical engineer at the time of construction based on conditions encountered and quality of workmanship. Testing services are not part of the Contractors responsibility.

Question 6: Can you please provide details for drainage ditch and rock spec for non structural fill area?

Response: There are no drain ditches prescribed. A single bac/keyway drain is prescribed along the back edge of the fill (see Sheet C8 in the Project Plans in Exhibit A of the Request for Bid (<http://www.sanmateorcd.org/rfb-dark-gulch/>))

Question 7: Can fuel stored onsite if it's in double walled tank with berm containment?

Response: Fuel can be stored onsite in this manner as long as it is in compliance with the requirements in the permits (Lake and Streambed Alteration Agreement and 401 Water Quality Certification) and the Technical Specifications in Exhibit A of the Request for Bids which are designed to prevent any fuel entering the "waters of the State." (<http://www.sanmateorcd.org/rfb-dark-gulch/>) These requirements address where and how fuel can be stored and where and how refueling should occur. In particular for this question, note permit measure 2.7 in the Lake and Streambed Alteration Agreement which requires that refueling take place at least 150 feet from streams; and requirements under section 2.9 of the Technical Specifications which require that stored hazardous materials (including fuel) must be contained and secured (i.e. locked to prevent tampering or unauthorized access).

Question 8: Will it be possible to remove a few trees on old haul road and possibly widen the road for access with longer and wider trucks hauling in material to the site?

Response: Limited tree removal will be acceptable, pending review by County Parks on specific tree to be removed. Significant widening of the road will not be permitted, but minor widening in selected areas to improve access and safety will be allowed pending approval by Project Engineer and County Parks.