

May 19, 2020

QUESTIONS AND ANSWERS

SET # 10

TO : All Prospective Bidders
FROM : Ehab Azab, Contracts Administrator
SUBJECT : Contract C20004 – US 101/Blossom Hill Road Interchange Improvement

- Q69. Sprinkler schedule on sheet ISS-1 shows the C-2 (MOD) flood bubblers as having a type V riser per Caltrans, but sheet ID-5 shows the C-2 (MOD) flood bubblers not having type V riser. ID-5 shows the bubblers within a 4"x12" drain pipe with swing joint. Please clarify if we are to use detail on sheet ID-5 or Caltrans type V for the C-2 (MOD) flood bubblers.
- A69. ID-5 is to be used for the City of San Jose system served by Controller "C" including trees within the median of Blossom Hill Road. Caltrans Standard Plan H4 shows similar details to be used for Caltrans systems served by Controllers "A" and "B."
- Q70. The quick coupler valve detail on sheet ID-1 shows no rebar support? Normally rebar is used to hold the quick coupler upright should we account for the use of rebar. Please advise.
- A70. The City of San Jose quick coupler valve detail on ID-1 (sheet 187) does not require rebar support.
- Q71. Planting sheet PL-1 the legend has cloud symbol to show what existing planted areas to maintain, but planting plan sheets PP-1 thru PP-8 don't show those existing planted areas to be maintained. Please highlight and provide plans showing what existing planted areas are to be maintained.
- A71. The cloud symbol shown on PL-1 (Sheet 199) should be interpreted to mean "MAINTAIN (E) PLANTED AREAS OUTSIDE WOOD MULCH AREA WITH THE DASHED LINE SYMBOL
- Q72. In Specification Section 12-4.02C(3)(g), Charts M1-M4, Blossom Hill Road may be closed completely for practically the same number of hours as when a lane closure is allowed. Can the VTA and San Jose look at this and determine if possibly we can have a longer lane closure time? Or complete closure? We are allowed to close lanes on 101 for longer times than Blossom Hill Road.
- A72. See the response to Q47. Please submit your bid based on the design as shown in the Bid Documents. The Contractor may request deviations from the specified work hours in accordance with the Specifications.
- Q73. Are there plans associated with Addendum 3? When I download the file from the website it shows 1 of 24 pages ... but I can't scroll past page 1. Appears to be corrupted? I confirmed this issue on a co-worker's computer too.

- A73. Yes, there are four (4) plans attached to Addendum #3 which contains 24 pages. Please refer to A35 of Q&A Set #6 dated May 1, 2020. File is not corrupted; many Bidders were able to download the pdf file. If you continue to experience this IT problem, please email the undersigned.
- Q74. Sheet C-38 shows a plain band between the bike path and the 6” band that is part of the aesthetic treatment. The 6” band is shown at the bottom of the slope paving. What is this non-dimensioned band?
- A74. See Drawing C-28 (Sheet 47). Areas of slope paving not shown to be stamped fractured rib pattern or precast elements are to be broom finished per the Standard Specifications.
- Q75. On the “NB 101 On-Ramp POC the Isolation Casing for the Pile at Abutment 6 appears incorrect. It is specified as 72” Diameter 12 Gauge Galvanized CSP on sheet 299 of 345. This is the same size as the actual C-I-D-H Piling specified as 72” Dia. at this location per the Pile Data Table on sheet 297 of 345. Normally this Isolation Casing would be 12-inches larger (84-inches) at a minimum than the specified diameter of the support pile. Please clarify Detail 1 on sheet 299 to indicate the intended correct diameter of the Isolation Casing.
- A75. The casing at abutment 6 of the NB 101 On-Ramp POC is an isolation casing for the column, not a pile casing. Per Detail 1 on sheet 299 of 345, the bottom of the isolation casing around the column is at the top of the pile. The casing provides a 1-foot annular space around the column. The diameter of the column isolation casing shown on Detail 1 of sheet 299 of 345 is correct.

If you have any questions, please do not hesitate to contact me at ehab.azab@vta.org.

Sincerely,



Ehab Azab

Construction Contracts Administrator