RESPONSE TO BIDDER INQUIRIES NO. 2

Date: December 30, 2009

To: All Planholders and persons submitting bids for construction of the Carmel Hill and River Bike Trail, TAMC EA 05-0G7500

From: Richard P. Weber, Project Engineer

Subject: Response to Bidder Inquiries

The following are in response to bidder inquiries received in writing by TAMC:

1. *We could not find anything in the specs regarding a Maintenance and/or Guaranty. Is there anything for us to add to our bid for these costs if they exists?*

See Amendments to the Standard Specifications, dated 09-25-09, Section 6-1.075, "Guarantee", page 58. The Amendments are available on the TAMC website.

2. *If high-early strength concrete is used and when the design strength is achieved, can we immediately remove forms and falsework, backfill structure, and place traffic over the structure?*

The use of high-early strength concrete conforming to the Caltrans Standard Specifications and the Special Provisions is approved by the Engineer.

Addendum 3 will insert language into the Special Provisions which will amend the Standard Specifications, paragraph 3, Section 19-3.06 Structure Backfill, as follows:

> • Structure backfill shall not be placed until the structure footings or other portions of the structure or facility have been inspected by the Engineer and approved for backfilling. No backfill material shall be deposited against the back of concrete abutments, concrete retaining walls, or the outside walls of cast-in-place concrete structures until the concrete has developed a strength of not less than 3,600 psi in compression without shoring, or 2,500 psi strength with temporary shoring in conformance with Standard Plan D88 for a box culvert of 14' span and 50-75 k axle loads, or until the concrete has been in place for 28 days, whichever occurs first.

Special attention is directed to the Standard Specifications for falsework release:

> 11th paragraph of 51-1.06C, "Removing Falsework":
> • Falsework for box culverts and other structures with decks lower than the roadway pavement and with span lengths of 14 feet or less shall not be released until the last placed concrete has attained a compressive strength of 1,500 psi, provided that curing of the concrete is not interrupted. Falsework removal for other box culverts shall conform to the requirements for release of bridge falsework.

7th paragraph of 51-1.11, “Construction Methods”:

• Vehicles with a weight in excess of 1,000 pounds will not be allowed on any span until after the concrete in the span has attained a compressive strength of at least 2,400 psi. Vehicles with a weight in excess of 4,000 pounds will not be allowed on any span until after the concrete in the span has attained a compressive strength of at least 3,250 psi or has attained an age of 28 days, whichever occurs first. Vehicles which exceed the weight limitations set forth in Division 15 of the Vehicle Code and which can be allowed to cross bridge decks under the provisions in Section 7 1.02, "Load Limitations," will not be allowed to make repetitive crossings of any span until the concrete in the span has attained an age of 28 days. In addition, for prestressed structures, vehicles whose gross weight exceeds 10,000 pounds will not be allowed on any span until the prestressing steel for that span has been tensioned.

The falsework may be released and forms may be removed if the concrete has attained a compressive strength of 1,500 psi and the concrete is sprayed with a curing compound per the Standard Specifications.

The concrete strength requirements will take precedence over the age in days requirements as appropriate for the field conditions as long as cracks do not appear in the concrete.

3. *The electrical work shown on sheets S1 thru S7 is different than the electrical work shown on sheets E1 thru E3. Sheet S4 shows a Type 9A pullbox at each light and sheet E3 does not require any? Sheet S3 show 1 ½” conduit typical and sheet E3 show 1” conduit typical. Please verify which drawings are correct. Also is PVC conduit acceptable in the Tunnel Undercrossing for the lighting circuits?*

The recessed lights do not require a pullbox. Connections will made from the conduits stubbed into the blockout cavity to the light fixture’s ballast box. The Electrical sheets shall govern over the Structure sheets for this item.

Conduit in the PUC concrete shall be ½” C. This is addressed in Addendum No. 2.

Standard Specification Section 86-2.05 A & B calls for Type 1 (galvanized rigid steel) conduit “in concrete structures”. PVC is not allowed in concrete structure.