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October 21, 2016

**Invitation For Bid**  
**Richmond-San Rafael Access Improvement Project**  
**Dated August 23, 2016 as amended September 23, 2016, and October 20, 2016**

**QUESTION AND ANSWERS DOCUMENT #2**

**Q1: Per Section SC-33, QUALITY CONTROL PROGRAM, please clarify what is required by the Contractor.**

A1: The QUALITY CONTROL PROGRAM must satisfy all Caltrans requirements for both a Source Inspection Quality Management Plan and Project Quality Control Plan. California Building Standard Code, Title 24 is outside the scope of the project improvements and does not apply. Caltrans will not issue you an encroachment permit until your Quality Management Plan is approved.

**Q2: Referring to Bid Item #157, Architect. Treatment, with 31,700 sf total, with very little repetition, can the contractor use the non-elastomeric form liner?**

A2: No. Per Caltrans's Standard Specifications, the form liners must be manufactured from an elastomeric material.

**Q3: Referring to Bid Item #163, ERECT STRUCTURAL STEEL, does the existing bridge paint coating contain lead?**

A3: Yes. You must assume that you have to abate the paints that you remove for the areas where the signs will be mounted. The bridge had underwent significant structural modification in the last 15 or so years, along with continuous repainting with non-lead paint. However, the painters have not removed all the old paint with lead, only those that areas that were loose, or flaking. We do not have any documentation from Caltrans showing where they have abated lead based paint.

**Q4: Is Traffic Control Chart #10 (Addendum #1) correct? It show a one-hour gap between midnight and 1AM daily, in which the ramp may not be closed.**

A4: Lane Closure Chart No. 10 has been corrected to show no gap between midnight and 1:00 a.m. See Addendum No. 2.

**Q5: "Lane Closure Chart No. 2 is the lane closure requirements from Sir Francis Drake Blvd On-Ramp to Castro Street Interchange. The first requirement of the lane closure chart is to provide at least 1 lane between the hours of 2300 to 0600. The second requirement is work allowed within the highway where shoulder or lane closure is not required. Since a major portion of the Modify Existing Electrical System is on the EB direction of the bridge, would BATA consider allowing a shoulder closure to utilized between the hours of 0700 to 1600 in the current shoulder? Allowing a shoulder closure during 0700 to 1600 would be a substantial cost savings to BATA."**

A5: Yes, see revised Lane Closure Chart No. 2 in Addendum No. 2.

**Q6: Per specification Section GC-59 Invoice & Progress Payment: Would the Agency pay for material on hand for the form liner materials.**

A6: Yes. Progress payment may be paid as a material hand.

**Q7: Is this project subject to buy America or buy American requirements for steel products?**

A7: Yes. Buy American provisions are being enforced on this contract. This requirement is in the 2010 Revised Standard Specifications, Section 6-2.05C.

**Q8: Will subcontractors be required to complete the Occupational Safety Councils of America and Chevron Training?**

A8: Yes, per Section 15-4.01C(2)(b), paragraph 4:

“Prior to starting any work in Chevron facility, all of your personnel scheduled to work in Chevron facility must receive OSCA training....”

**Q9: Do all subcontractors need to be listed on bid form #8, regardless of SBE certification status?**

A9: Yes - All SBE and Non-SBE subcontractors must be listed.

**Q10: Who is responsible for signing the insurance for checklist (Bid Form #7?)**

A10: This must be signed by an executive officer of your company. Typically this would be the same individual who signs the construction agreement (Contract Form #1)

**Q11: Please confirm that the Concrete Barrier Type 60SC Details No. 2 Sheet (Sheet No. 75) depicts the Bicycle Railing that is paid under Bid Item 211.**

A11: That is correct. Concrete Barrier Type 60SC Details No. 2 Sheet (Sheet No. 75) depicts the Bicycle Railing that is paid under Bid Item 211.

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