

**REQUEST FOR INFORMATION
FOR
COUNTY OF SAN MATEO**

**LISTED BELOW ARE THE QUESTIONS (Q) SUBMITTED BY
POTENTIAL BIDDERS FOR THE**

**SAN CARLOS AIRPORT RUNWAY 12-30 & CONNECTOR TAXIWAY
REHABILITATION PROJECT**

**COUNTY PROJECT NO. ASL03
PROJECT FILE NO. E5077 (Project)**

**THE COUNTY OF SAN MATEO DEPARTMENT OF PUBLIC WORKS
HAS PROVIDED RESPONSES (R) TO THE QUESTIONS BELOW**

- Q1. Is the pre-bid meeting on 2/13/23 mandatory?
R1. The pre-bid meeting on 2/13/23 is not mandatory.
- Q2. Where at the San Carlos Airport will the prebid meeting be held?
R2. The pre-bid meeting will be held in the conference room of 620 Airport Way, San Carlos, CA 94070. Depending on air traffic, a site visit may be available after the meeting.
- Q3. Is there a CAD file available with the topo? If not can we get a set of vectorized pdf's with more defined linework for the existing topography and callouts for the topography contour elevations. There is currently not enough information provided to determine earthwork quantities.
R3. Topographic survey pdf file will be included in the upcoming Addendum #1.
- Q4. Please consider pushing the bid date a minimum three weeks. A project with a DBE goal requires at least 30 days to provide a proper Good Faith Effort and/or make the DBE goal. DBE contractors are small businesses and need more time than larger contractors to put together their bids.
R4. After consulting with the FAA, the bid opening date will be pushed back 1 week from the original bid date. The specifications will be revised in the upcoming Addendum #1.
- Q5. A project of this size advertised with only two weeks to prepare a proposal is not sufficient time. We respectfully request a two week extension to the bid date.
R5. See response R4.

- Q6. Bid Item 46 signs are listed as 4 modules. The sign legends for all those signs will fit on 3 modules. Is there a reason for the signs to be 4 modules?
- R6. Each manufacturer can require different size modules to convey a message, depending on layout. Note #6 on detail A3/EL504 address this issue and reads as follows: "The sign modules are based on two characters per module. When considering the number of characters in a guidance sign, the figures 1 and – shall be considered one-half of a character. Payment will be made based on the number of modules specified in the contract, regardless of if additional modules are required by a particular manufacturer."*
- Q7. Sign Identification Numbers: We don't recommend adhesive sign ID numbers (can become FOD). We do have a sign ID system, black letters on yellow, that are vinyl and zip screwed to the sign end panels. Will those suffice? And, will the sign numbers be 1 - 41 or will they be assigned a different number?
- R7. Experience has shown that adhesive labels can work well, however, placards are acceptable. See detail B4/EL504, note #2 that reads "Each airfield sign shall be fitted with an adhesive label with reflective numbers depicting the sign number assigned by the airport. Adhesive label shall be 10 year vinyl, or greater service life. Placard produced by the sign manufacturer will be acceptable." Sign numbers shall be as shown on the guidance sign table, sheet EL505.*
- Q8. Bid Item 48. Is there a list of the Spare Parts?
- R8. Spare parts are shown on detail C1/EL502. As far as signs, the following is required: (4) guidance sign LED light bars/ lamps and drivers.*
- Q8.1. (Follow-up to R8) I am assuming that by driver you mean the PCB Controller. I also noted that there were (12) isolation transformers to match loads. I am assuming some of those would be for signs as well. If that is the case because we are only quoting our signs to contractors it might be helpful if we had a quantity for the isolation transformers.
- R8.1. Yes on the controller. The isolation transformer spares can come from anywhere – it's up to the contractor what supplier to get those thru.*
- Q9. Contour Grading Plans CG101- CG104 are missing the existing topo grade elevations. We can't do any takeoff for the earthwork without the topo grades. Please send us the revised grading plans or the electronic CAD files.
- R9. See response R3.*
- Q10. Going through the plans, we've noticed that no existing grades have been provided anywhere in the plan set. Without existing grades, we cannot calculate/confirm earthwork quantities. Can you please provide a topo of the existing site?
- R10. See response R3.*
- Q11. Note #17 of Sheet EL504 - Airfield Signage Details, the drainage hole with screen in the bottom of the sign housing is something new to us and we are trying to better understand it.
- R11. Light sign drainage must be provided to expel any accumulation of rainwater or condensation. This can usually be accomplished with the manufacturers standard FAA approved design.*

Q12. We would like to pose the question of an extension on the DBE Letter of Intent Form and DBE Good Faith Efforts Documentation to post bid of 48 hours or 5 business days? At time of bid to provide this information causes room for error on these documents.

R12. Revisions will be made to the project documents to allow all potential bidders to submit all required DBE information within 5 calendar days after the opening of the bids. A copy of the revised specification sheets will be issued with Addendum #2.

Q13. Sheet GI002 (p.2) Note 18 states “The quantity of unclassified excavation, Item P-152, includes 21,580 CY of undercut excavation which will be used only when directed by the engineer.” Is 21,580 CY correct, it is the entire item quantity? This appears to be the remaining excavation after removing the existing section paid in another item. Please clarify and consider adding an allowance item for undercutting or a separate item for that quantity so it can be priced accordingly.

R13. Note #18 will be removed from Sheet GI002 and a revised copy of Sheet GI002 will be issued with Addendum #2.

Q14. Sheet GI002 (p.2) Note 19 states “The quantity of crushed stone base, Item P-209, includes 36,930 SY for replacement of undercut excavation which will be used only when directed by the engineer.” This statement does not make sense as 36,930 SY is the total of Items 8 & 9 which are SY payment items at a specified depth of P-209. Please clarify and consider adding an allowance item for replacement of undercutting or a separate item for that quantity so it can be priced accordingly.

R14. Note #19 will be removed from Sheet GI002 and a revised copy of Sheet GI002 will be issued with Addendum #2.

Q15. Sheet GI002 (p.2) Note 20, please clarify this statement and consider adding an allowance item for replacement of undercutting or a separate item for that quantity so it can be priced accordingly.

R15. Note #20 will be removed from Sheet GI002 and a revised copy of Sheet GI002 will be issued with Addendum #2.

Q16. Sheet CP501 (p.21) Detail B2 indicates Emulsified Asphalt Tack Coat Item P-602 on top of the AB section yet there is not specification section or pay item for P-602. Please clarify.

R16. No Emulsified Asphalt Tack Coat, Item P-602 is to be placed on top of the AB as shown on Detail B2. Note will be removed from Detail B2 and a revised copy of Sheet CP501 will be issued with Addendum #2.

Q17. Sheet CP501 (p.21) Detail A1/B2 indicates Proposed Crushed Aggregate to be “8” minimum or Match Existing AB Depth”. The P-209 is paid for by the SY at a specified depth. How will the contractor get paid for additional AB greater than 8” thick?

R17. The contractor will work with the RPR during construction to measure any areas if encountered where the depth of the existing AB is greater than 8” and the placed AB section will match the existing AB depth. A field measured quantity will be agreed upon and the contractor will be compensated accordingly for the additional AB installed.

Q18. Sheet CP501 (p.21) Detail A1, how does the contractor get paid for the “Layer Of Reinforced Fabric” under the Heavy Duty Geogrid?

R18. The contractor will get paid for the proposed “Layer of Reinforced Fabric” under Bid Item #49 (Reinforced Mirafi 600x Fabric).

Q19. The instructions to bidders indicate all DBE information is required at bid time. Most agencies allow a period of time after the bid opening to provide this information. Please consider allowing time after bid opening to submit this information to avoid unwanted errors in bid submission and potential bidder protests.

R19. Revisions will be made to the project documents to allow all potential bidders to submit all required DBE information within 5 calendar days after the opening of the bids. A copy of the revised specification sheets will be issued with Addendum #2.

Q20. Section 20 / 20-02 Qualifications requires certain bidder qualifications be provided at the time of bid where other sections of the specifications require submission after bid, upon request. Please clarify.

R20. Follow the specifications and submit all required qualifications/documentation as stated within the specifications. If there are any specific questions pertaining to a particular requirement stated within the specifications, please submit a question and a response will be issued.

Q21. Would the County consider designating another staging area outside the secured airfield so contractors can take material/equipment/etc deliveries without accessing the secured airfield.

R21. A second staging area outside the secured airfield area will be designated within the area located on the north-east corner of Airport Way and Pico Blvd. The CSPP plans will be updated to show the second designated staging area and will be issued with Addendum #2. Contractor will need adhere to all SWPPP requirements for the designated staging area outside of the secured airfield area.

Q22. Sheet GC102 (p.6) Phasing Plan: Phase 2 indicates in the upper right hand of the sheet that the service road/levee road is included in the “Work Area Limit”. Is there work to be done on this road? If so, please provide a typical detail for the work and some method to confirm the quantities of work.

R22. The work limits shown on the south-east end of the airport within Sheet GC102 is not an access road nor a levee. The plan depicts the work limits for removal and construction of taxiway edge lights as shown on the electrical sheets (Sheets ED103-ED104 and EL103-EL104).

Q23. Improvement plans sheets 17-20 show structural pavement sections to be done for the taxiways and the phasing plans show the work to be done in phase 1 and 2, example Taxiway D, E, and F, these taxiways are shown to be done in phase 1 and 2. Is it the intent to pave these little pieces back in these phases 1 and 2? Or pave everything back in phase 3. Please clarify.

R23. All project work, including paving that falls within the defined work area limits of Phase 1 and Phase 2, will need to be completed within each respective phase.

Q24. Bid items 6 and 7 call for CSLM, the soils report there could be an option for cement treating the soil 24 in. Pretty hard to do with geo grid at the bottom, please clarify if that is an option or not.

R24. Cement treatment of the soil is not proposed on this project and is not an option.

Q25. Does the joint seal on Detail B3, sheet 21, in which payment is incidental to the project get installed at all existing/new pavement joints?

R25. Yes, the seal joint per Detail B3 will need to be installed at all existing/new pavement joints.

All RFI requests are due by Thursday, February 23, 2023.

Updated as of **2/24/2023 11:04 AM**

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