

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

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

**MIDCOAST MULTI-MODAL TRAIL IMPROVEMENTS PROJECT**

**COUNTY PROJECT NO. P29F1  
PROJECT FILE NO. E4952 (Project)**

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

Q1. Is there a pre-bid scheduled for this project?

*R1. There will be no pre-bid meeting. However, contractors are required to visit the site per the Acknowledgement of Site Visit form.*

Q2. I would like to request a planholders or bidders list.

*R2. Plan Holder's List will be available on the project webpage:  
<https://publicworks.smcgov.org/midcoast-multi-modal-trail-improvements-project>  
The County will periodically update the list as needed.*

Q3. Regarding the approach railing on either side of the pedestrian bridge, can you please confirm the lengths of each section (i.e. Abut 1 North, Abut 1 South, etc). It appears that there are 3 lengths listed in the bridge plans, but the 4th length is not listed or is not clearly defined. See below assumptions. Thank you!

Abutment 1 North = 9'-0"

Abutment 2 North = 9'-0"

Abutment 1 South = 9'-0"?

Abutment 2 South = 13'-0"

*R3. The approach railing length for Abutment 1 South is 9'-0". According to plan sheet S3, Wingwall Elevation Detail, the 9'-0" dimension includes **both** North and South wingwalls for Abutment 1.*

Q4. Will the County be providing a list of pre-approved suppliers for the Prefabricated Pedestrian Bridge??

*R4. The County does not have a list of pre-approved suppliers for the prefabricated pedestrian bridge.*

Q5. Can you please provide the soils report?

*R5. Soils report is available on the project webpage:  
<https://publicworks.smcgov.org/midcoast-multi-modal-trail-improvements-project>  
Labeled as "Final Foundation Report dated Dec 3, 2019"*

- Q6. What is the difference between BI 21 “Structural Backfill (Soldier Pile Wall)” and BI 25 “Structure Backfill (Soldier Pile Wall)”??
- R6. *Structure Backfill (Soldier Pile Wall) [See sheet S5] is directly behind the wall while Structural Backfill (Soldier Pile Wall) [See sheet C-0.02] is behind the structure backfill and beneath the trail.*
- Q7. Is bid item 22 a typo? “Structural Backfill (Soldier Pile Wall, Contaminated Soil)”. Should this be “Structural Excavation...”? Or are you leaving a space for us to dispose of the aerially deposited lead materials??
- R7. *This is not a typo. Bid Item 22 is provided in the event that contaminated soils are reused as backfill. See General Notes sheet C-0.01 and Spec Section 10-5.*
- Q8. Attached is section 49 Piling form Caltrans Spec Book. Steel Soldier Piling is limited to 12” of water at time of pour. Per the Soils Report from 3-14-17 ground water is shown at 12 to 15’ below road surface elevation. Putting ground water at around 6’ into the shafts. Can the shafts be tremie poured with the high ground water and polymer slurry used for shaft stabilization if needed? It is possible the ground water will dissipate later in the years and drop below the [top] elevation and not be a factor.
- R8. *Groundwater is expected, and tremie pour with polymer slurry for stabilization is acceptable.*
- Q9. Pile driving subcontractor and crane for setting bridge will need overhead clearance for the North and South abutments for pile driving and setting the bridge. Access for the north abutment requires the 40” Dia. and the 30” Dia. trees east of the Abutment #1 location to be cut down or trimmed skyward. The trees lean into abutment area and prohibit a crane from reaching piles. Also, the 60” & 40” Eucalyptus on the west side of bridge near mid span need to be trimmed skyward to provide clearance for the same reasons. Reference Note 1 on page 8 of 38 does this give us permission to remove trees that prohibit safe access to the work?
- R9. *Per Note 1 on sheet C-1.02, the contractor will provide a bridge installation plan which, amongst other items, includes tree removals. In this documentation, the contractor can note any additional tree removals not shown on the plans for review and approval by the County, but the desire is to look to trimming where feasible.*
- Q10. Is the Imported Borrow item only for trail fill or will it be utilized for possible shortages in Structure Backfill material as well?
- R10. *Imported Borrow may be used for trail fill or structure backfill if needed, and as long as it meets material requirements and suitability review by the Engineer for its use case.*
- Q11. Is the Contractor responsible for the \$29,700 Caltrans permit fee and unquantified inspection costs? (Per page 2 of 4 of the Caltrans Encroachment Permit.)?
- R11. *Yes, the contractor is responsible for the \$29,700 Caltrans permit fee. The unquantified inspection costs will be paid by the contractor and will be reimbursed by the County through a change order.*

Q12. On sheet S6 the 1" sq pickets on the railing, are those solid or tubular, if tubular what is the thickness?

*R12. A 1" square tube with 0.120" thickness is acceptable.*

Q13. We need a more definitive answer regarding cutting of trees. To drive the 30" CISS piles to specified tip a sizable truck crane will need to be used. The pile rig will require a crane pad at each abutment around 30 ft by 60 FT and the rig will have a 100-foot boom. This will require cutting of most of the trees on the Abutment #1 side that interfere crane safe crane operation. According to the demolition plan sheet 8/38 these trees aren't shown to be removed. On the abutment #2 side the Pile rig will need to sit part way into Miramar Dr, and this will require Miramar to be temporarily closed during the Pile driving. There are several trees to the south of Miramar Dr. on Sheets 8 & 9 that are shown to be protected that will probably need to come out. The 100 ft Crane boom will be assembled and disassembled in this area. To bid this project and not gamble on whether we receive approval from the County to remove additional trees we need a more definitive answer on tree removal in these areas. Not having these trees removed will make this job un-constructable with the pile driving equipment required to build this job. Could the County issue an addendum allowing more leeway on tree, trimming and removal?

*R13. The contractor is responsible for providing a bridge installation plan that includes tree removals, equipment used, and effort to minimize the number of additional trees to be trimmed/removed. The County will verify such plan and approve accordingly for the additional trees to be trimmed/removed as required to construct the bridge.*

Q14. I have another question regarding the treatment requirement for the lagging boards. Is the County set on the dual treatment requirement?

*R14. The County has removed the dual treatment requirement in Section 57 of the Special Provisions for timber laggings.*

Q15. Raised Crosswalks – the demo plans show the existing Asphalt to be removed but detail 8/C6.04 shows AC Overlay on the existing pavement. Please clarify.

*R15. The contractor is responsible for removing the existing asphalt concrete roadway surface such that the raised trail crossings can be installed with at least 2" of AC. Where the conforms occur at both ends on the roadway, the contractor must wedge grind at least 5 feet from the conform limits across the entire road width.*

Q16. Can you confirm that the County will provide, at no cost to the contractor, all of the avoidance and mitigation measures contained in Appendix G. This includes the hiring of biologists and archaeologist, tree replacement, etc.

*R16. The County will only provide, at no cost to the contractor, a biologist and archaeologist for the avoidance and mitigation measures contained in Appendix G (BIO-1, BIO-2, CULT-1A). The County is also responsible for the development and implementation of Riparian Mitigation Plan (BIO-5) and Tree Replacement Plan (BIO-6). All other mitigation measures listed in Appendix G shall be implemented by the Contractor and paid for in the corresponding bid items.*

**All RFI requests are due by February 16, 2022. The County anticipates releasing responses to RFIs no later than February 18, 2022.**

Updated as of **2/22/2022 12:56 PM**

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