

Wilbur Avenue Overhead Widening
Bid Inquiry Log

City of Antioch
Bid Opening: October 4, 2012

NUMBER	ORIGINATED BY	COMPANY NAME	BID INQUIRY	RESPONSE
1	Chris Hansen	FD Thomas	We have a question regarding pay item #108. Is it your intention under this pay item that the existing steel structure be cleaned and painted as well as the new structural steel?	Only at connection points.
2	Rocehlle Orzech	CEC	I have a question regarding the bid book. Page 11 states list of subcontractors, their name, address & description of work, on page 12 it states list of subcontractors (additional page) with more information. So what I am asking is should we fill out page 11 with just the minimum information in the small space provided & then use page 12 for additional information as well as additional subcontractors? Thank you very much, I look forward to hearing from you.	The second page is only if you need additional room to list your subs.
3	Hal Stober	Gordon Ball Inc.	Please clarify the specifications for roadway "Full Closure". Please clarify if the Full Closure specification in Section 10-1.22 on page 134 provides for full roadway closure during the normal work day shift and is under a different closure schedule than that indicated on the Lane Requirement Chart shown on Page 132, which allows for 8 hours of closure at night only.	Yes, full roadway closure is allowed for sewer relocation and longitudinal abutment construction.
4	Hal Stober	Gordon Ball Inc.	Please clarify and define what pile qualifies as "adjacent to the tracks" for surveying the track as defined by Section 5-1.19	Within 25' of the tracks. This has been addressed in Addendum #2

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5	Hal Stober	Gordon Ball Inc.	Please provide a top of wall profile for the Crash Walls. Our review indicates that the only information provided to determine the height of the crash walls is a dimension specifying that the top of wall is to be a minimum of 12 feet above the track. This information is critical to properly evaluate the crash wall work to be performed, and should not be left for interpretation. Because there is a quantity listed in the bid schedule for Item 100, there must be information that provided dimensions to calculate that quantity	Track elevations have been added to the structural plans and this has been addressed in Addendum #2. This provides sufficient information to determine quantities.
6	Hal Stober	Gordon Ball Inc.	We request additional information that appears to be available for the MSE wall. The plans do not specify the width of excavation required for the MSE excavation and backfill. This information is critical to evaluate excavation and backfill quantities, and to analyze the excavation shoring requirements. Sheet 50 of the plans indicates a MSE Wall excavation quantity, this quantity must have been based on certain dimensions. Please clarify the dimensions of the MSE wall excavation, or provide adequate cross sections by which dimensions and volumes can be determined.	Estimated soil reinforcement lengths have been added to the plans and this has been addressed in Addendum #2. However, the Contractor's shop drawings for MSE wall will dictate the actual dimension.
7	Hal Stober	Gordon Ball Inc.	Crash Wall Section 3/S51 indicates a footing section of 1'-6" <i>minimum</i> . We have not found any guidelines for determining the thickness of the subject footing. Please clarify the thickness of the footing for the Crash Wall as indicated on Section 3/S51.	The dimension (1'-6" min) should read 1'-6".
8	Todd Anderson	Jefco Painting and Coating	Per Section 10-1.56 Clean and Paint Existing Structural Steel, page 235 under "Painting" the first undercoat is Red Primer PWB 145E then the second undercoat is inorganic zinc rich primer. These to coatings are not compatible. Also no finish coats are listed.	This has been addressed in Addendum 2.

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9	Sam Hanna	CEC	Please confirm the following: Misc Metals (Bridge) Bid item-111, consists of expansion joint steel & crash wall steel.	Yes, this Item includes the expansion joint steel as well as crashwall steel
10	R. Wilkerson	Ghilotti Bros, Inc.	Your addendum No. 1 has changed the bid date to October 2 nd at 2:00 PM. There is also a large CCTA project, Highway 4 Segment B, that bids on the same date and time. Just about all the contractors bidding on the highway 4 project will want bid on your Wilbur Ave. project but may not due to the bid date conflict. Can you please push your bid date out another week please. The plan details for the MSE wall and the specifications do not indicate the base width of the MSE wall. Can you please provide us with the base width information.	Pursuant to Addendum 2, bid opening is on October 4, 2012 at 2PM. Estimated soil reinforcement lengths have been added to the plans and this has been addressed in Addendum #2. However, the Contractor's shop drawings for MSE wall will dictate the actual dimension.
11	Brandon Smith	Adams and Smith	Detail 3/S38 (sheet 97 of 115) shows a field weld on an existing stiffener. Is the contractor to apply additional weld such that the total is a 1/4" minimum?	Detail 3/S38 (sheet 97 of 115) shows ¼" fillet field welding on both side of a new stiffener plate to the existing stringer. Existing stiffener to existing stringer is already welded and will not require any additional welding.
12	Stephen Banke	CEC	On Plan Sheet RW-2, the MSE Retaining Wall Payment Details contain the following calculation for the Import Borrow Item (Bid Item #43) "Import Borrow Quantity = Total Embankment - (Rdwy Ex + Struc Ex + MSE Wall Ex)". It is our understanding that "Total Embankment" would be defined as the total quantity of fill needed for the entire project including the quantity to needed to fill in the area behind the MSE wall and that the Import Borrow Item will cover the total shortfall of backfill material needed for the entire project. Is this the City's intent? Please clarify and provide a definition of "Total Embankment".	Total embankment refers to embankment quantities (excepting structure backfill). Import borrow quantities does not apply to limits of structure backfill payment.

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13	Stephen Banke	CEC	<p>Just to clarify, we are referring to the formula "Import Borrow Quantity = Total Embankment – (Rdwy Ex + Struc Ex + MSE Wall Ex)" which is shown on Plan Sheet RW-2 <i>MSE Retaining Wall Payment Details</i>. Your answer below states that the Total Embankment in the formula above does not include structure backfill quantity. By structure backfill, do you also mean the MSE wall backfill quantity? If so, this does not appear to be validated by the Earthwork Quantities (and calculated Import Borrow qty of 7,665 CY) shown on Plan Sheet Q-2 which lists embankment quantities of 2,488 CY for Stations 47+96 to 51+47 and 11,334 CY for Stations 56+92 to 67+38. It would appear that the Embankment quantity shown on Plan Sheet Q-2 includes the quantity of embankment needed to backfill behind the wall. Our takeoffs show that the amount of embankment outside the MSE wall limits is far less than 11,334 CY which would imply that the 11,334 CY of embankment includes the quantity needed to backfill behind the MSE wall. Please clarify.</p>	Reference addendum 3.
14	Hal Stober	Gordon Ball Inc.	<p>Section 10-1.35, as revised by Addenda 2, last paragraph, specifies payment for the "structural concrete, barrier slab". There is no such Bid Item in the Bid Schedule. Please advise how to proceed with allocation of cost for the MSE Wall Barrier Slab in the bid. Additionally, please clarify where payment for reinforcing steel for the barrier slab is to be allocated, because the Standard Specifications, as referenced, do not provide clarity to this issue.</p>	Reference addendum 3.

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15	Stephen Banke	CEC	<p>Section 10-1.46 of the Special Provisions states that the work shall consist of "repairing concrete surfaces on the existing bridge deck and at any other locations to the limits designated by the Engineer, as shown on the plans..." We have several concerns with this specification. First, there does not appear to be any locations or limits for repairing spalled concrete shown on the plans. Second, is that the City is planning on adding/increasing the work area after the bid is submitted. If this work is paid as lump sum, how can the contractor bid the work without being able to calculate the actual quantities involved especially considering that additional quantity will be designated in the future by the Engineer? Please provide exact limits/quantities for repairing the spalled concrete or consider changing the payment method to be paid as extra work. Also, please note that there seems to be a conflict in the payment provisions in the second and third to last paragraphs. One states that any spalls over 4" deep will be paid for as extra work while the other states that the lump sum bid item includes everything up to 6 inches deep. Please clarify.</p>	Reference addendum 3.

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