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Request for Clarification #1

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1. In the Instruction to Bidders, Form 1A & 1B have specified Substantial Completion be completed within 360 Working Days of NTP1, however Section 1.12 specifies 460 Working Days following NTP1. Please clarify contract duration is 460 Working Days.

The Contract duration is 460 Working Days. Forms 1A and 1B will be revised in an upcoming Addendum.

2. In Book 1 Section 17.1 Liquidated Damages (Page 78), there is a statement in red that reads "ICTC – to confirm Liquidated Damages amount. These are from the Caltrans Template." Based on the estimated contract size, Caltrans LD's should be \$10,000 per day, not \$28,500 as listed. Please confirm actual LD's \$28,500 for Substantial Completion.

This item has been referred to ICTC Legal Counsel for consideration. No assurance is made that they will respond or incorporate the comment or make any Contract modifications until the Best Value Determination is completed, the Apparent Best Value Proposer is identified, and Contract negotiations initiate.

ICTC anticipates the Liquidated Damages amount will be reduced as suggested.

3. The contractor is required to maintain access for Border Patrol, IID and other operations during construction. When the tunnels are being extended on both the north and south side, access will be cut off for a period of time in order to construct the tunnels and retaining wall. What are the requirements for maintaining access? Is the contractor required to construct only one tunnel at a time? Is the tunnel construction required to get completed in so many days? Please clarify the requirements.

ICTC referred this question to the General Services Administration and Customs and Border Protection and received the following response: IID is the agency operating the canal and should be the primary contact for specific construction procedures. Border patrol should be notified as to the proposed schedule allowing border patrol to adjust their manpower. Calexico East Land Port of Entry (LPOE) CBP and GSA priorities are to maintain continued travel of Northbound and Southbound pedestrians, private owned vehicles and commercial cargo vehicles.

ICTC followed up with IID and received the following response: The contractor will need to maintain access at all times of one or both tunnels. Construction of the tunnels would need to occur one at a time, access of one tunnel is always required. Length of time for tunnel construction has not been stipulated by IID.

4. The existing metal wall will need to be removed during construction and a portion reset to go up the embankment after it is constructed. Is the contractor responsible for removing and replacing the existing portion of wall or will it be by others? If the contractor is required to remove/replace, please provide as-builts for the wall (specifically footing details) so the wall can be replaced in kind. In addition, what temporary protection requirements will be required during construction when the existing wall is removed during construction? Will the contractor be required to install/remove the temporary protection, or will it be by

others?

ICTC has referred this question to the US Border Patrol per the direction of General Services Administration. ICTC will provide the response as soon as it is received.

5. During the site visit we accessed both the top and bottom of the job site with a GSA escort. During construction, how will the contractor be required/allowed to access both the top and bottom of the work area on a daily basis? For example:

All personnel working on site will be required to submit an application for local CBP vetting and GSA HSPD-12 background security clearance. All personnel cleared by CBP vetting and GSA HSPD-12 will have access to the facility without escort.

- How will construction traffic/deliveries be allowed to access the POE to get to the top of the bridge? Will they be required to be escorted? If escort is required is it a GSA escort, or contractor escort? **For dropping off and/or picking up deliveries, contractor personnel with CBP vetting and GSA HSPD-12 clearance may escort/direct any deliveries on site and escort/direct off site when deliveries are complete.**
 - What will be the requirements when the POE is closed at night vs. open during the day? **Priority during LPOE hours of operation is continued pedestrian and traffic flow. Off hours of operation is site security.**
 - Will the contractor be able to access in/out from Nina Lee Rd./Pan American St.? Will an escort be required? Are there any limitations from this access road? **The County of Imperial Public Works Department is the local administrative municipal agency for the Americas Gateway Development. Imperial County Public Works Department will need to be contacted for roadway requirements.**
 - Will the contractor be allowed to cross the IID Drop 5 to access the south side of the All-American Canal? If so, are there any weight/load restrictions for crossing? **IID has a limit weight of 10 tons maximum for any heavy equipment crossing IID Drop 5. Per IID, contractor will need to find another public or private access that exceeds the weight limits of IID Drop 5.**
6. Are there any special requirements for a construction yard, or staging area, within the jobsite limits? For example, must the area be lighted, have security cameras, special fencing requirements, etc?

It is ICTC's understanding that construction yards or staging areas shall comply with the Caltrans Standards, Specifications, and Guidelines, and as addressed in the Approved Project Report and its Attachments. ICTC has referred this question to Caltrans, the General Services Administration, and Customs and Border Protection and received the following response: Any job staging area within the Calexico East LPOE must be cleared with GSA and CBP. Temporary additional lighting may be required if staged equipment, supplies, trailer etc. create extensive darkening and visual impaired areas to LPOE personnel.

7. Will there be a Hydraulic Analysis Report and/or Scour Report, as deliverables, required for the All-American Canal in connection with the bridge widening plans? (as per Book 2 Section 9.3.2)

Given the All-American Canal flow is maintained by Imperial Irrigation District, the flows are relatively low and stable. Any required scour analysis can be presented in a brief memorandum noting assumptions and protection requirements. As noted in the Instructions to Proposers, the existing sheet pile protection wall at the Canal bank is to be extended to accommodate the bridge widening work.

8. Are project betterments anticipated from IID for the Canal and need to be included as a part of the project?

No

9. Will settlement monitoring be required by IID/USBR for the All-American Canal during construction? If so, what are the requirements?

Construction Work shall not impact the All-American Canal. If the Design-Builder's Site geotechnical analysis indicates settlement concerns due to construction, then settlement monitoring shall be conducted in compliance with Caltrans Standards, Specifications, and Guidelines.

10. Could you provide a statement outlining the anticipated maintenance of security measures and facilities (cameras/fence/etc.) during construction.

ICTC's understanding and Custom and Border Protection's expectation is that existing Site security measures and facilities shall remain in effect at all times during construction.

11. Are there other geotechnical laboratory test results available besides corrosivity? Consolidation and unconfined compressive strength for example.

ICTC has requested all available geotechnical information from Caltrans. Available geotechnical information has been posted on the Project webpage. Any additional geotechnical information received from Caltrans will be posted on the Project webpage and Proposers will be advised when the materials are posted.