



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31
HAZARD CM ENGR LLC | Lic. #1039495 A/C31
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

10529 Vine Street
Lakeside, CA 92040
Phone (858) 587-3600
Fax (858) 453-6034
hazardconstruction.com

Request for Clarification #4

December 18, 2020

18. Is our proposal to include the bridge repair scope shown in Attachment F of the Planning study? Is this in addition to the deferred maintenance scope referenced in Addendum #6?

Response – Yes, the Option B Work includes those items noted in Attachment F of the Approved Project Report and its Attachments.

If Attachment F repairs are to be performed, can ICTC clarify the staging? The staging plans don't appear to include stages to perform all the work, specifically work in the 6 existing lands on the west side of the bridge.

Response – The Proposer needs to develop it staging plan for this Work and include it in its schedule for ICTC, Caltrans, and Customs and Border Protection (CBP) review during the Proposal evaluation.

Can a lane be closed during the day or is work limited to hours when the Port of Entry is closed?

Response – ICTC has referred this question to General Services Administration (GSA) and CBP for response. ICTC will provide the response as soon as it is received.

Please confirm the POE hours of operation.

Response -- The Port of Entry (POE) hours of operation can be found on the CBP website at :

[Calxico East - Class A, California - 2507 / U.S. Customs and Border Protection \(cbp.gov\).](#)

The current pandemic travel restricted hours of operations are 6:00 AM to 2:00 PM. Travel restrictions have been extended through November 2020 and may be extended further. Travel restrictions are to be accommodated.

19. Per Addendum 6, we are to include Option B bridge and tunnel deferred maintenance scope as outlined in the "Bridge Assessment Report Section 1.8 Summary and Conclusions and its associated table on Report Page 8 and the Report photos and exhibits". This summary of the bridge and tunnel elements, condition ratings, and repair recommendations is vague and wide open as to the exact scope of work. For example:

- 1.2.12 Approaches – Investigate/repair settlement and seal cracks – **Appendix D, Page D-2, Table Element No. 321 Approach Slab – Reinforced Concrete Condition States No. 2 and 3 (St.2 and St. 3 columns) shall be sealed as required in Section 1.8 Summary and Conclusions.**
- 1.3.2 Bearings Devices – Monitor movement, and repair or retrofit bearings – **Appendix D, Page D-2, Table Element No. 313 Bearing-Fixed Condition State No. 3 (St. 3 column) shall be repaired as required in Section 1.8 Summary and Conclusions.**
- 1.3.4 Bolts – Replace or touch-up bolts with protective paint – **For pricing, assume no more than five (5) percent of the bolts require to be replaced or painted.**

There is a big difference between investigating or monitoring as opposed to repair or replacing something and the extent of repair can vary based on inspector's perception. Additionally, we have not had a chance to investigate the site and condition for these repairs and have a few pictures to try and price a tremendous amount of work. It is going to be impossible to compare proposals based on a clearly defined scope and limits. Please clearly define the work to be done so all bidders are pricing the same scope of work.

Response – Calexico East POE—Assessment of Existing Conditions Bridge Assessment Report references FHWA Report No. FHWA-PD-06-001 as the basis for the bridge and abutment tunnel condition ratings and recommended repairs. Section 1.8 Summary and Conclusions presents the repair recommendations summarized in Appendix D – National Bridge Inspection Standards (NBIS) Element Quantities. The Appendix D table on Pages D-2 and D-3 indicates the quantities of the bridge and abutment tunnel elements requiring repair. See responses in the previous three bulleted items for the repair quantities required for these specific items.

The Proposer shall include the estimated repair quantity and pricing details in its Escrowed Proposal Documents required by Book 1 – Contract.

20. For option B, do new sheet pile need to be installed along the canal banks similar to existing? If so, can ICTC clarify limits, dimensions, sheet pile thickness, etc. so we can accurately bid this scope.

Response – For pricing and schedule, assume a sheet pile size of ESZ18. This size shall be confirmed by the Site-specific geotechnical investigation and analysis. If the Site-specific geotechnical investigation indicates the use of a different sheet pile size is appropriate for the Site conditions, or to match the existing sheet pile wall, the cost shall be adjusted as required by Book 1 – Contract. The new sheet pile wall shall extend beyond the new abutment limits equal to the extension beyond the current abutment.

The Proposer shall include the quantity and pricing details in its Escrowed Proposal Documents required by Book 1 – Contract.