

May 8, 2020

## QUESTIONS AND ANSWERS

### SET # 7

**TO** : All Prospective Bidders  
**FROM** : Ehab Azab, Contracts Administrator  
**SUBJECT** : Contract C20004 – US 101/Blossom Hill Road Interchange Improvement

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Q43. Please provide us the location / detail for the Temporary Visual Screen Bid item #20.

A43. See Note 2 on drawing C-23 (Sheet 42 of 345).

Q44. I am looking for the sign in sheet from the prebid meeting for C20004 - US 101/Blossom Hill Road Interchange Improvement. Do you have that?

I was just emailing to ask if the above project had a sign-in sheet from the pre-bid meeting which could be sent to me?

A44. Pre-Bid Meeting sign-in attendance sheet is uploaded at VTA website on May 7, 2020.

Q45. The Caltrans Construction Manual Chapter 2 – Section 2-215 Construction Zone Enhanced Enforcement Program (COZEEP) references when COZEEP is required (such as during full freeway closures, closures of two or more lanes on a freeway in the same direction, night closures of exit and entrance ramps, etc.); this section also references that “Caltrans pays the CHP for furnishing officers and cars for construction zones”. Is COZEEP required for the freeway lane closures, the freeway closures, on/off ramp closures, etc. for this project? If required who is responsible for the costs? Will VTA be covering these costs or does the contractor need to account for these costs in their bid?

A45. VTA will pay the CHP for furnishing officers and cars for construction zones in accordance with the Specifications and as determined by the Engineer.

Q46. City of San Jose Specification 86-1.05 Maintaining Existing and Temporary Electrical Systems states that “Police officers shall be provided, at the Contractor’s expense, to direct traffic during the shutdown of a traffic signal system”; Specification Section 86-1.06 Scheduling of Work states that “The traffic signals and streetlights shall be shutdown for cutovers and the Contractor shall provide police officers for traffic control at the Contractor’s expense”. Will San Jose Police officers be required during the signal & lighting modification/installation work (temporary & permanent)? Are San Jose Police Officers required to be onsite when other construction activities are taking place in and around the signaled intersections (for example are police required when there is a lane closure within 250’ of the signaled intersection)? Who is responsible for the costs of the San Jose Police Officers when they are required? Will the VTA be covering these costs or does the contractor need to account for these costs in their bid?

- A46. City of San Jose Specification 86 applies to traffic signals and lighting in City right-of-way and the pedestrian lighting along the Class I bicycle /pedestrian path. For these locations, which include the traffic signals modification at the intersection of Blossom Hill Road (N) and Monterey Road, the Contractor shall provide police officers for traffic control at the Contractor's expense. The intersections of Blossom Hill Road with the southbound ramps and with the northbound ramps/Coyote Road are in Caltrans right-of-way subject to Caltrans requirements.
- Q47. Lane closure charts in Technical Specification 12-4.02C(3)(g), (h), (j) and (m) do not provide freeway/ramp/street lane closures to accommodate pile driving from 6am to 9pm. Special Condition 6.13 limits noise to 86 dbA between the hours of 9pm and 6am. Will VTA allow Blossom Hill lane closures from 9am to 3pm to accommodate pile driving and bridge construction? Will VTA modify noise constraints to allow pile driving at bent 2 from 7pm to 5am? If noise constraints are not modified, will VTA modify freeway lane closure charts to accommodate pile driving at bent 2 from 9am to 3pm?
- A47. Please submit your bid based on the design as shown in the Bid Documents, including any cost associated with providing specialized equipment that might be required to complete the Work. The selected Contractor may request deviations from the specified work hours in accordance with the Specifications.
- Q48. Do we need to complete the pre-qualification if bidding as a sub-contractor?
- A48. No. Please refer to answer # A33 of Q&A Set #5 published on April 27, 2020.
- Q49. Appendix A – Insurance Requirements, Article B (Builder's Risk): Does CA 7105 apply to this project?
- A49. Earthquake coverage is not required as already stated in the Bid Documents Volume 1 Appendix A, Section B. "Builder's Risk Insurance" page A-3.
- Q50. Appendix A – Insurance Requirements, Article A.3 (Self-Insured Retention): This article requires that self-insured retentions or deductibles cannot exceed \$50,000 (\$100,000 if Contractor is a publicly traded company) unless approved by the VTA. For large General Contractors that have robust insurance programs, and deductible funds are fully collateralized. We request that you change this to Contractors are responsible for all deductible responsibility.
- A50. Appendix A remains unchanged. Contractors with large self-insured retentions are welcome to submit their financials (income statements and balance sheets) for the past three years for VTA review, as already outlined in the Appendix A text. VTA has approved large SIRs for adequately-financed contractors in the past.

Q51. It appears the plans were created in an 8.5 X 11 PDF, I may be wrong, however, we can not change size of document to print plan in suitable size for bidding...please let me know what we're doing wrong.

A51. Bid Documents - Volume 3 (Part 1 and Part 2) were formatted to be printed on 11"x17". Contractor could also plot this document to scale on 22"x34" paper.

If you have any questions, please do not hesitate to contact me at [ehab.azab@vta.org](mailto:ehab.azab@vta.org).

Sincerely,



Ehab Azab

Construction Contracts Administrator