

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

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

**ENTRADA WAY CULVERT SLIP-OUT BANK STABILIZATION PROJECT
COUNTY PROJECT NO. 13311
PROJECT FILE NO. E5103**

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

- Q1. Is a site visit for bidders planned? I don't see it listed anywhere and seems necessary for a project of this complexity.
R1. A scheduled site visit is not planned. Bidders shall visit the project site on their own per project specifications.
- Q2. Is there an engineers estimate for this project?
R2. Please refer to the project specifications.
- Q3. Does the project fall under PLA or CWTA or MTPA (MASTER TRADE PARTNER AGREEMENT)?
R3. This project does not fall under any of these categories.
- Q4. Is pre-qualification required?
R4. Please refer to the project specifications.
- Q5. Can we use the bid bond form from our insurance company, since I could not find the required form in your documents?
R5. Bid forms from the insurance companies are acceptable.
- Q6. I wanted to inquire about the availability of the geotechnical investigation document also referred to as the Geotechnical Evaluation Report in the Special Provisions. The project Spec Sheet makes 3 references to the document, but the report cannot be found within any of the four provided project documents.
R6. The geotechnical report is now available on the project website and on OpenGov.
- Q7. Section 12-2 of the Special Provisions indicates to set up and use a temporary traffic signal from 5pm to 8am. It then says to one way flag traffic from 8am to 5pm. Is there a reason for the flagging? Can we just not use the signal that's already in place?
R7. Per Note 4 on sheet C01, and per paragraph 12-2 of specification section 12, the Contractor is responsible for preparing a Traffic Control Plan for all phases of work. Depending on the phasing of work, timing of work, anticipated traffic, etc., the County may approve of the use of a temporary traffic signal during all hours

of the day to facilitate safe travel through the one open lane. If equipment will be moving in and out of the construction area during this time, flagging may also be needed. If two lanes of traffic cannot be left open at the end of the work day, the traffic signal is required. The County Engineer will review the Traffic Control Plan prepared by the Contractor for each phase of work and make the final determinations at that time.

Q8. Does the County have historical summer flows for La Honda Creek you can share?

R8. The County does not have historical summer flows to share as La Honda Creek is an un-gaged creek.

Q9. The temporary "Soil Nail Wall or Similar" that is called on sheet S-1 is 8' behind the new permanent wall is approximately 19' tall. Can this wall and its soil nails be left in place after the permanent structure backfill is placed? And, in which bid item is this wall paid?

R9. See added special provision section 19-3.03B(2) that clarifies that the top portion of temporary wall only has to be removed. Design, installation and removal of temporary wall should be included in Item 22 Structure Excavation (Soldier Pile Wall).

Please see Addendum No. 1 issued on July 17, 2026.

Q10. Has the new, soldier pile wall been designed to handle structure backfill up to the new ground anchor level? Can we install the beams, lagging and backfill up to the ground anchor elevation, then install the ground anchors, and then backfill to top?

R10. See added special provision section 19-3.03E(3) which clarifies limits on backfill prior to grouting anchors. The anticipated construction sequence is generally as follows:

1. Install temporary soil nail or other wall while excavating to remove boulders
2. Backfill to bottom of wall elevation
3. Drill and install soldier piles
4. Install lagging to 10' below ground anchor
5. Backfill on both sides of lagging to 10' below ground anchor
6. Install lagging and backfill to 2' above ground anchors (during backfilling, monitor movement of soldier piles and drill and grout anchors if excessive movement occurs)
7. Drill and grout ground anchors
8. Complete lagging and backfill
9. Complete concrete facing

Please see Addendum No. 1 issued on July 17, 2026.

- Q11. Sht 13 requires Type A trees to be fully removed, including stump/rootball. Generally these days, Agencies are leaving rootballs/stumps in place around creeks to help minimize ensuing erosion. One of the Type A trees is a 96" Oak Tree. Please confirm that County wants Contractor to factor in the immense expense of excavating out and removing this 96" oak tree rootball. Can Contractor elect to just grind this stump to the fullest extent and leave the rootball?
- R11. Rootballs are intended to be left where feasible. They are called to be removed when in conflict with areas that already require excavation, and as such these removals do not create significant additional excavation. Also, be advised that the 96" oak is a multi-trunk cluster spanning a total diameter roughly 96" rather than a single solid trunk.
- Q12. On the Water management Plan [Sht. C06] – Under the "Fish Exclusion Notes," bullet 2 indicates use of a "County Qualified Fisheries Biologist" to perform Fish Relocation. This description of work indicates a level of specialization and competence not necessarily possessed by the typical Biological Consultants contractors normally retain. Is this Biologist to be provided by the County at no charge to the contractor. If not, will a Bid Item be added to pay for this work?
- R12. The County will provide the qualified biologist to perform fish relocation at no cost to the contractor.
- Q13. Bid Item 40 –Dill Hole and Drive Timber Piling [ELS] is detailed on Plan Sht. C08 and indicates per Note 3 – "Shall be Installed in Drilled Shafts a minimum of 6 Feet deep into Bedrock." We assume these Timber Piling will not be driven into the 6-Foot-deep holes but essentially placed in a drilled 18" Nominal Diameter hole the size of the timber piling at the Tip end and no further effort anchoring these piles will be required. Please confirm.
- R13. As shown on sheet C08 the tip of the Timber Piling must bear on the bottom of the 6-foot-deep drilled into bedrock shaft. The means and methods of installation of the Timber Piling is up to the Contractor. As per Specification Section 49-7.03E "Pre-bored holes, pile spuds and shaft excavation shall have a diameter no larger than one ¼ inch greater than the tip end of the pile installed unless approved otherwise by the Engineer".
- Q14. On the TESC plan – Sht. C01 we assume this to be your Traffic Handling Plan. The only Traffic Control device indicated is approximately 100 LF of Temporary K-Rail Concrete Barrier. No Construction Area Signage, Temporary Barricades, Temporary Crash Cushion Barrier Ends or Re-Striping is indicated and therefore required. Is this your designed and approved Traffic Handling Plan? If it is not, please provide the additional necessary information and details
- R14. The TESC (Temporary Erosion and Sediment Control) plan is not the approved Traffic Handling or Traffic Control Plan. The staging area is shown for coordination purposes related to the wildlife exclusion fencing and temporary erosion and sediment control measures. Per Note 4 on sheet C01, and per the project specifications, the Contractor is responsible for preparing a Traffic Control Plan for County review for all phases of work.

Q15. Is it acceptable to use conventional poured-in-place 4,000 Psi Concrete in lieu of the specified Shotcrete in Bid Item #46. This would be done at no expense to the County of San Mateo. It would result in a cleaner, more controlled operation than Shotcrete with all the associated Rebound shotcrete and required clean up.

R15. 4,000psi concrete may be used at the Contractor's option for the shotcrete wall facing. Contractor shall submit written request to the County.

Q16. It appears County design requires drilling and installing the Soldier Piles underneath the existing powerlines. Please indicate the height of the powerlines so Contractors can evaluate feasibility of drilling beneath live electrical lines.

R16. The height of the power lines is not known. Contractor shall field verify the height of the power line.

The RFI's listed below were submitted and received after July 16, 2026. The County has provided responses to Q17 through Q18, submitted after the deadline, but not be providing responses to additional RFI's.

Q17. For bidding purposes, Can you please verify if the county is installing an SFT-M on the approach end of the MGS? Caltrans Safety does not allow the non-Mash compliant End Anchor (TYPE SFT-M) to be installed as an approach terminal less than 20' from apposing traffic.

R17. The MGS design is attempting to replace in kind the existing guardrail system without requiring a long extension of the guardrail and/or relocation of existing utility infrastructure. There is no change to the SFT-M end anchor assembly system as shown on the plans.

Q18. Can you please verify the MOD Cable Railing Details? (set in pockets or ground set)

R18. Typical Section on sheet S3 shows a modified spacing of cables. "Cable Railing at Culvert" detail on sheet S4 shows a modified post base over the existing culvert. Cable railing posts at new wall should use the "retaining wall (with gutter) New Construction" detail and Section C-C on Revised Standard Plan B11-47. Cable railing posts at existing wall should use Section A-A on Revised Standard Plan B11-47 as noted on the elevation on sheet S1.

All RFI requests were due on July 16, 2026, and the County provided responses on July 17, 2026 and July 22, 2026. The County will not be providing responses to additional RFI's.

Updated as of JULY 22, 2026

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