

Sespe Creek Overflow Railroad Bridge Repair IFB No. SPBL-2025-01 Questions - Responses to Questions Received between April 28 and April 30, 2025:

Includes questions submitted in writing to SPBL@GOVENTURA.ORG 4:00PM on April 30, 2025.

1. Could you please provide the RRPL detailed requirements?

Attachment C – Insurance Requirements has been updated to include the Railroad Protective Liability (RRPL).

2. Please confirm the address for the delivery of bid:

Ventura County Transportation Commission
Attn: Amanda Fagan, Planning & Sustainability Director
751 E. Daily Dr., Suite 420,
Camarillo, CA 93010

3. Is there an engineer's estimate available? Is there a DBE goal percent that should be met?

To ensure a competitive bidding environment, VCTC does not plan to release the engineer's estimate. For an estimate of the total cost of the project already available in the public domain, you can review the Staff Report for Item 9D of the VCTC Agenda from April 4, 2025, available here: <https://www.goventura.org/wp-content/uploads/2025/03/VCTC-MEETING-AGENDA-APRIL-4-2025-3.pdf>.

This project is anticipated to be reimbursed (funded) in whole or in part through Federal Emergency Management Agency (FEMA) Public Assistance (PA) reimbursement program. The Invitation for Bids and Template Contract thus follow FEMA PA guidelines. FEMA does not use the terminology of Disadvantaged Business Enterprise (DBE) and does not require setting of a percentage DBE goal. Rather, FEMA PA guidelines require taking affirmative steps to ensure use of small and minority businesses, women's business enterprises, and labor surplus area firms when possible. In alignment with applicable FEMA Public Assistance Guidelines, the following affirmative steps extend to prime contractors, as follows:

1. Were target firms included on your organization's solicitation lists?
2. Were target firms solicited whenever they were potential sources?
3. Did your organization divide total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by target firms?
4. Did your organization establish delivery schedules, where the requirement permits, which encourage participation by target firms?
5. Did your organization use the services and assistance, as appropriate, of such organizations as the Small Business Administration (SBA) and the Minority Business Development Agency (MBDA) of the U.S. Department of Commerce?

To identify potential target firm partners, the Small Business Administration offers a search tool at: https://dsbs.sba.gov/search/dsp_dsbs.cfm. NAICS codes identified for subcontracting opportunities for this project include: 237310, 237990, 238110, 238120, 238190.

There is no specific deadline before the bid due date by which outreach is required. Bidders demonstrate having taken the above affirmative steps through completion of the Bid Forms IB-7 M, N, O, and P.

4. How far North (FT) of the VCTC R/W can the contractor install a cofferdam or diversion methods? Please clarify.

The Contractor shall install a cofferdam or diversion method in a way to minimize the footprint of disturbance needed to complete the project. Any cofferdam or diversion methods must be submitted to the Engineer for approval prior to construction.

The Contractor may potentially install cofferdam or diversion methods within the boundary, roughly 150' upstream from the CL of track and 50' downstream of CL of track. Approximate Boundary Coordinates:

- 34.40651, -118.93260
- 34.40693, -118.93230
- 34.40644, -118.93117
- 34.40594, -118.93151



5. How far East (FT) can the water diversion be pushed to get away from the immediate construction area, and can we excavate a channel within the VCTC R/W to accommodate a diversion channel? Please clarify.

See above answer.

6. Does the VCTC have any property that can be utilized for material storage nearby?

The Contractor may utilize sections of the VCTC ROW for staging and materials, the VCTC ROW extends 50' from the track centerline in both directions at the section Northeast of the intersection of Old Telegraph Rd and Grand Ave.

7. Can deliveries of equipment and materials be done during normal working hours 7 am to 5:30 pm under traffic control (Flagging Operations) if approved by Ventura County Roads and Transportation Department? Please clarify.

Any delivery of equipment or materials that may obstruct roads must be coordinated with Ventura County Roads. Old Telegraph Rd is the primary route for the County as it is the main road to enter and exit Fillmore, CA. The Contractor shall anticipate lane closures would be limited to

nighttime only. The Contractor must also be mindful of local sound ordinances, see 6.04.1805 - General Standards

https://library.municode.com/ca/fillmore/codes/code_of_ordinances?nodeId=TIT6LADEUS_CH6.04ZORE_ARTIIIGERE_6.04.1805GEST

- 8. Can the existing material in the creek flow area (access map) remain in the channel? Please clarify.**

Uncontaminated native material existing material in the creek will remain in the creek as long as the Contracts meets project criteria, specifications, and other guidance outlined in the IFB documents. No disturbance to the passage of aquatic species is allowed. The channel may not be used for permanent deposit of spoils.

- 9. Please specify what measures the general contractor should implement and where the general contractor is to be paid out for work relating to preventing the Southern Pond Turtle (*Actinemys pallida*) from entering the project location**

Work related to Southern Pond Turtle mitigation and avoidance shall be included in Bid Item 01 57 19.01.

Contractor to follow avoidance and mitigation measures developed by the USACE, Regional Water Quality Control Board (RWQCB), and USFWS. The Contractor may refer to the summarized list of the avoidance and minimization measures USACE Final Project Report for the emergency repair work performed in September to October 2024 under the General Condition 26 of Regional General Permit (RGP) No. RGP063 (File No. SPL-2024-00568-AJS).

The Contractor must follow BMPs outlined in IFB documents and implement mitigation measures per the Biological Resources Analysis and Jurisdictional Delineation Report included in the IFB documents.

- 10. Please confirm if railroad track dynamic stabilization is required, and if SCRRA/Metrolink will be providing as typically done in the past.**

No stabilization needed.

- 11. Plansheet RP-001/8 of 31) states to “install 115 # worn on timber ties (365 tf). Please confirm that the jointed rail to be installed on the project can be reused from what’s existing or if the Contractor or VCTC will retain ownership and remove from the jobsite.**

Existing rail may not be reused. VCTC to retain ownership and arrange pick up from Job Site per Section 1.07 of 34 11 11.

- 12. Plansheet RP-001/8 of 31) states to “install 115# worn on timber ties (365 tf). Section 34 11 11-2.01.A does not specific worn rail. Please confirm second-hand / relay rail is acceptable to be used on this project. This rail will likely not have test reports available.**

Per the contract, rail shall be 115# worn (with no more than 1/8” vertical wear / 0” horizontal wear) and must be ultrasonically tested. New 115# rail may be used.

- 13. Plansheet RP-001/8 of 31 states to “install 115# worn on timber ties (365 tf). Please confirm if the joint bars & bolts to be installed can be reused from whats existing and removed.**

Existing joint bars and bolts cannot be reused for the repair work.

- 14. Section 34 11 11-2.06.A states “the lengths of rails for jointed rail strings shall be 80 feet when corrected to a temperature of 60 degrees. Typical industry practice with jointed rail is to purchase at 39’ lengths with drilled-ends from vendors. Please confirm this is acceptable.**

Either 39’ or 80’ pieces of 115# rail may be used. Per question #12, either 1/8” vertical worn & UT tested segments may be used or new 115# rail.

- 15. Section 34 11 11-1.04.G states “The vendor shall submit qualifications of welding supervisor demonstrating flash butt welding experience of no less than three years.” Since the track is jointed track, this section should be struck out. Please clarify.**

Agree. Welding supervisor is not needed for this project as there is no flash butt welding required.

- 16. Section 34 11 11-2.08 mentions compromise joint bars. Please confirm compromise joint bars are not required on this contract.**

The rail that will be installed is 115# and it will need to be connected to the existing 113# Head Free rail. Compromise bars (113 – 115) are required.

- 17. Section 34 11 11-2.02.A, C & D refer to welding of rail and flash-butt welding. Please confirm these sections are not applicable.**

Welding of rail will not be required for this project.

- 18. Please confirm if the intent is for the wood tie track construction to utilize double-shoulder tie plates with 4 cut spikes per tie, and box anchored with rail anchors every other tie or if the fastening system will be pandrol (rolled) steel plates with (4) screw spikes per plate and (2) galvanized e-clips per plate.**

Utilize double shoulder tie plates (cut spike), 4 spikes per tie plate, and box anchors every third tie. Anchor pattern shall comply with Metrolink Standard drawing ES2351.

- 19. Please clarify if the new wood ties are 7x9x8’-6” ties spaced at 19-1.2” O.C.**

Confirmed.

- 20. Please provide the following missing bid forms: IB-7 F (Hiring and Lobbyist Restrictions Certifications Form), IB-7 O (Target Firm Participation Commitment Form), and IB-7 Q (Letter of Intent and Affirmation Form).**

- a. IB-7 F. Hiring and Lobbyist Restrictions Certifications Form – This Form requirement is **cancelled**. There will be no requirement to submit a Hiring and Lobbyist Restrictions Form. Please note that IB-7 G (Certification Regarding Lobbying by Contractor) **is** still required and is included in the Bid Forms package posted to the VCTC Contracts page.
- b. IB-7 O. Target Firm Participation Commitment Form – The Target Firm Participation Commitment Form is included in the Bid Forms package as Pages 23 and 24. The Form was placed after IB-7 Q by mistake. The Bid Form package has been updated to reorder the Forms.
- c. IB-7 Q. Letter of Intent and Affirmation Form – The Bid Form package has been updated to include missing Form.

- 21. Please provide the daily train traffic, both Freight and Passenger that will occur within 50 feet of the work limits. Please note, that this is the maximum for the project, so if the railroad intends to start running trains before final acceptance of the project, we need to know the daily train traffic.**

The railroad is out of service in the area of the bridge with de-railers in place at Mile Posts 423.2 and 423.5 on either side of the project area. No train traffic will occur within 50 feet of work limits prior to final acceptance of the project.

- 22. Can we get a copy of the lease and operation agreement between VCTC and Sierra Northern Railway?**

Publicly available versions of the Agreement and Amendment #1 are available here:

[ATTACHMENT-ITEM-6 SANTA-PAULA-BRANCH-LINE-LEASE-AND-OPERATIONS-AGREEMENT-FINAL-12-16-2021-REVISED-REDLINE.pdf](#)

[ATTACHMENT Item-13 SPBL-Railroad-Lease-and-Operations-Agreement-First-Amendment Staff-Report-with-Amendment-No.-1.pdf](#)

VCTC can share the final signed versions with the successful bidder upon award.