

The responses to bidders' inquiries are provided for the bidders' convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given. Inquiries along with responses may be posted at the website only when the inquiries are submitted in any of the acceptable manner prescribed under the Notice to the Contractors and when the responses have already been communicated to the individual inquirers. Bidders' inquiries received over the phone must be followed-up and submitted in writing for an official response.

The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.

Send Contractor Inquiries via email to d8_pbi@dot.ca.gov

The mailing address is 655 2nd Street, San Bernardino, CA 92402.

Phone (909) 383-4050

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All inquiries must include the contract number.

08-483304	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1.0: An agreement regarding a stream or lake has been entered into by the Department of Transportation and the Department of Fish and Game. Copies of this agreement may be obtained at the Department of Transportation. Can we get a copy of this agreement?</p> <p>Response: Please find the attached file of the agreement below.</p>
1.1	<p>Question_1.1: Relations with California Regional Water Quality Control Board The location of the Seismic Retrofit on Bridge No. 54-0307, on SR 18 crossing Mojave River, is within an area controlled by the Regional Water Quality Control Board. Regional Water Quality Control Board Order No. 20Q4-004-DWQ has been issued covering work to be performed under this contract. The contractor shall be fully informed of rules, regulations, and conditions that may govern the Contractor's operations in the areas and shall conduct the work accordingly. Copies of the order may be obtained at the Department of Transportation. Can we get copies of this order?</p> <p>Response: Please find the attached file of the order below.</p>
2.0	<p>Question_2.0: Can you please provide copies of the project related Federal & State Permits...(Fish & Game, RWQCB, etc...)</p> <p>Response: Please find the attached files of agreement/order below.</p>
3.0	<p>Question_3.0: Number of working days not listed in this section (Section 4) as is usual. Interpretation_1: Reference is made to 160 days in Section 3 and on advertised listing.</p> <p>Response: This contract is advertised as an A + B contract. The working days (B) shall be determined by the contractor's bid. The maximum allowed days have been specified as 160 days.</p>
4.0	<p>Question_4.0: Has the State obtained a Form 'B' (right of way entry permit) with the rail road(UP)? What are estimated track and time windows?</p> <p>Response: Attached below please find the documents of "Railroad Service Contract" and the "Temporary Occupancy Permit". These two documents provide information for the above questions.</p>
5.0	<p>Question 5.0: As the anchors are sloped, oversize holes in the steel bracket will be required to facilitate erection of the bracket. What size holes will be allowed? Are standard flat / beveled washers to be used?</p> <p>Response: From Section 10-1.45 (Rock Anchors) of the Special Provisions: " Anchor holes shall be drilled into the concrete pier columns to the depth and the</p>

	<p><i>diameter recommended by the manufacturer."</i></p> <p><i>Oversize hole diameter may be drilled in the steel brackets for the sloped anchors, but shall not exceed 32 mm (or 1.25 in). Use hardened washers.</i></p>
5.1	<p>Question 5.1: At the upper steel brackets, the uppermost row of anchors are horizontal while the lower rows are sloped, compounding the problem of installing the steel bracket over the anchors. Please advise.</p> <p><i>Response: Suggestion: Oversize hole diameter in the steel bracket for the horizontal anchors should match the diameter of the anchor holes in the concrete pier. The steel bracket should already be in place prior to installation of the horizontal anchors.</i></p>
6.0	<p>Question_6.0: Stage 2,3 & 4 make reference to a "24 hr lane closure"...can you please clarify the "24 hr lane closure"???</p> <p><i>Response: The 24-Lane Hour Closure is specified in the Lane Closure Charts in the written Special Provisions</i></p>
7.0	<p>Question_1: does k-rail need to be pinned?</p> <p><i>Response: The K - Rail will not need to be pinned. At each end of the bridge there will be an excavation that is 1 meter deep and 9 meters long parallel to traffic. This excavation will be over the entire width of the roadway, however it will be built in three stages. It looks like there is enough room to place the K-Rail at least 2 feet from the edge of this excavation and pinning will not be required, however if the contractor wishes to place the K-Rail closer than 2 feet from the edge during work at these locations the Standard plan requires pinning adjacent to the excavation.</i></p>
8.0	<p>Question_8.0: Stage 2, 3 & 4plans detail a "24-hr lane closure"...please clarify....when and where is a 24 hr lane closure needed or used.</p> <p><i>Response: As written in the notes on the SC2, SC3 and SC4 the meaning of 24-hour lane closure is supposed to convey to the contractor that they have 24 continuous hours of work available for that stage. Also, within in the same note it specifies the number of lanes available in the 24-hour continuous lane closure: Stage 2 (2 lanes open in peak, 1 lane opposing), Stage 3 (2 lanes open in each direction), Stage 4 (2 lanes open in peak, 1 lane opposing). A comment about Stage 3 Plan sheet notes specifying a 24 hour closure. I think it could be a little misleading in that it seems you would have to follow the lane closure charts in Section 10.1.19 of the Special Provisions for the 24-hour lane closure, but this is not true. I was just trying to convey that work was going to be done continuously on a 24-hr basis with two lanes opened in each direction. The note does say two-lanes open in each direction.</i></p> <p><i>Section 10-1.19 Maintaining Traffic of the Standard Special Provisions provides more information regarding the times and open lanes during the nighttime and 24-hr lane closures. It provides the lane closure charts giving information as to how many lanes and at what times of the days lanes are open for a direction of traffic. Chart 1 is a nighttime closure for NB traffic, Chart 2 is nighttime closure for SB traffic, Chart 3 is 24-hour closure for NB traffic, Chart 4 is 24-hour closure for SB traffic. Remember the charts give the allowable number of lanes open at certain hours during the day. Therefore, since Chart 1 (NB) and Chart 2 (SB) provide differ amount of lanes at differ times for two differ directions, they must be combined to get the proper working schedule for night time closures since NB and SB traffic does run concurrently. Notice this detail is already inherent for Charts 3 & 4 since we are providing 2 lanes of open traffic for both the morning and evening peak traffic directions. If you observe the charts they are mirrored to one another. Since we are providing 2 lanes of traffic for the two different peak times of the day during Stages 2 and 4, notice the Traffic Handling Plans for Stages 2 and 4 have two different plans (NB and SB peak) each that call out portable delineators to be switched between the two adjacent lanes during the allowable times of day. Even though the note on SC-3 says a 24-hour closure, the intent was to convey a 24-hr continuous working period (with the existing lane configuration altered), hence SC-3 does not use Lane Closure Charts 3 and 4.</i></p>

	<p>Stage 1 - Use Lane Closure Charts 1 and 2 with Traffic Handling Plans TH-1 & TH-2 Stage 2 - Use Lane Closure Charts 3 and 4 with Traffic Handling Plans TH-3 & TH-4 Stage 3 - No Lane Closure Charts with Traffic Handling Plan TH-5 Stage 4 - Use Lane Closure Charts 3 and 4 with Traffic Handling Plans TH-6 & TH-7 Stage 5 - Use Lane Closure Charts 1 and 2 with a Traffic Handling Plan TH-1 & TH-2</p> <p>Stage 1: Estimated 5 working days - Night Closures Only - One Lane in Each Direction (Total 2 lanes of traffic - reduced capacity from 4 lanes - only during evening though) - During this stage we are preparing the median area for traffic to use during Stages 2, 3 and 4. The metal beam barrier on the bridge will be removed. Additionally, a large portion of the raised median between the Mojave River Br and Stoddard Wells Rd. signal will be removed and asphalt will be placed so vehicles can use it during stages 2, 3 and 4.</p> <p>Stage 2: Estimated 30 working days - 24-hr lane closure - Two-Lanes in Peak Direction and One Lane in opposing direction with a movable barrier to move between morning and evening peaks (Total 3 lanes of traffic - reduced capacity from 4 lanes) - During this Stage, northbound SR-18 traffic (going towards Victorville) will be crossed over to the southbound side (going towards Apple Valley) so work can be completed on the western portion of the bridge.</p> <p>Stage 3: Estimated 30 working days - 24-hr lane closure - Two-Lanes in both directions reduced to 11-ft. lanes (Total 4 lanes of traffic - no reduction in capacity) - During this Stage, traffic will move in its normal pattern with construction work down in the median.</p> <p>Stage 4: Estimated 30 working days - 24-hr lane closure - Two-Lanes in Peak Direction and One Lane in opposing direction with a movable barrier to move between morning and evening peaks (Total 3 lanes of traffic - reduced capacity from 4 lanes) - During this Stage, southbound SR-18 traffic (going towards Apple Valley) will be crossed over to the northbound side (going towards Victorville) so work can be completed on the eastern portion of the bridge.</p> <p>Stage 5: Estimated 5 working days - Night Closures Only - One Lane in Each Direction (Total 2 lanes of traffic - reduced capacity from 4 lanes - only during evening though) - During this stage we are putting back the median to its original condition. Permant concrete barrier will be construction on the bridge with crash cushion treatnet. Additionally, the raised median between the Mojave River Br. and Stoddard Wells Rd. signal will be rebuilt to its original layout.</p>
9.0	<p>Question_9.0: If project begins in early February 07, contract time would end approximately Sept 30, 07. This would allow 1 month (Sept) to complete the work underneath the Bridge. Will the start of the project be postponed 30 to 60 days to allow more time at the end of the contract for work underneath the bridge?</p> <p>Interpretation_1: Caltrans would postpone award & beginning of contract time until March 15th 2007 to allow 2.5 months of working time at end of project for work underneath the Bridge.</p> <p>Response: Pending</p>