

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

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Phone (909) 383-4050

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All inquiries must include the contract number.

08-456614	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1.0 - Due to the holidays and the number of projects bidding on January 4th, 2007 and January 11th, 2007, we request that you reschedule the bid dates so that we have the opportunity to bid each of the upcoming projects.</p> <p>Response: No postponement is planned.</p>
2.0	<p>Question_2.0: What are the existing abutment and bent footing elevations?</p> <p>Interpretation_1: The existing abutment footing is just below the new bent 2 location.</p> <p>Response: The elevations of existing abutment and bent footing can be found on as-builts plans.</p>
2.1	<p>Question_2.1: Can we order As-Builts for the existing #56-0633 bridge?</p> <p>Response: The as-built plans can be purchased at Map File/Record Center located on 6th floor, 464 West Fourth Street, San Bernardino, CA 92401-1400. Please call Gloria Flores at (909) 383-4828 in advance for appointments.</p>
3.0	<p>Question_3.0: The engineer's estimate does not have a bid item for the fractured rib texture located at the structural concrete retaining walls.</p> <p>Interpretation_1: It is assumed that the cost will be in the structural concrete retaining wall bid item.</p> <p>Response: Please bid per the current contract documents. Any changes will be done by change orders.</p>
4.0	<p>Question 4.0_: Are the cross sections for Green River available?</p> <p>Response: The information is shown in the red book under header "Project Information" page 126 and 127</p>
5.0	<p>Question_5.0: The rapid set concrete structural sections show 150mm of LCB underneath the 260mm of RSC. Where is the LCB paid for and is it LCB or RSC material?</p> <p>Interpretation_1: The LCB is paid for under bid item 72 - Concrete (Rapid Setting) and is RSC material, and the quantity of bid item no. 72 needs to be increased to reflect this change.</p> <p>Response: The quantity of LCB is 195 M3.</p>
6.0	<p>Question_6.0: Typical cross sections for the EB and WB exit ramps indicate a PCC /</p>

	<p>LCB section for the ramp termini areas. The Engineers Estimate does not have an item for LCB. Where will the work for the LCB be paid?</p> <p>Response: Bid as you see it. Any changes will be done by CCO.</p>
<p>7.0</p>	<p>Question_7.0: I WAS LOOKING THROUGH THE E-SHEETS AND THE SERVICE ENCLOSURES (IIIBF & IIICF) DON'T HAVE ANY DESCRIPTIONS AS FAR AS WHAT BREAKERS ARE GOING IN THESE ENCLOSURES. PLEASE LET ME KNOW WHAT EQUIPMENT IS GOING INSIDE PLEASE.</p> <p>Response: Here is the required circuit breakers and lighting control equipment for each cabinet:</p> <p>Sheet E-43:</p> <p>Note 2:</p> <p>INSTALL 120/240 V III CF SERVICE EQUIPMENT ENCLOSURE. 100 A, 240 V, 2P, MAIN CB - LS-3 15 A, 240 V, 2P, CB LIGHTING 15 A, 120 V, 1P, CB LIGHTING CONTROL 15 A, 1P, TEST SWITCH LIGHTING CONTROL PHOTOELECTRIC UNIT TYPE V 60 A, 2PNO, CONTACTOR LIGHTING CONTROL 100 A, 240 V, 2P, MAIN CB - TC-1 20 A, 120 V, 1P, CB RAMP METERING 20 A, 120 V, 1P, CB CCTV 20 A, 120 V, 1P, CB CCTV #4 20 A, 120 V, 1P, CB IDS #4 15 A, 120 V, 1P, CB SIGN LIGHTING 15 A, 120 V, 1P, CB SIGN LIGHTING 15 A, 120 V, 1P, CB SIGN LIGHTING CONTROL 15 A, 1P, TEST SWITCH SIGN LIGHTING CONTROL PHOTOELECTRIC UNIT TYPE V 2-30 A, 2PNO, CONTACTOR SIGN LIGHTING CONTROL</p> <p>Note 3:</p> <p>INSTALL 120/240 V III BF SERVICE EQUIPMENT ENCLOSURE FOR BRIDGE LIGHTING. 100 A, 240 V, 2P, MAIN CB - LS-3 15 A, 240 V, 2P, CB BRIDGE LIGHTING 15 A, 120 V, 1P, CB LIGHTING CONTROL 15 A, 1P, TEST SWITCH LIGHTING CONTROL PHOTOELECTRIC UNIT TYPE V 60 A, 2PNO, CONTACTOR LIGHTING CONTROL</p> <hr/> <p>Sheet E-45:</p> <p>Note 1:</p> <p>INSTALL 120/240 V III CF SERVICE EQUIPMENT ENCLOSURE. 100 A, 240 V, 2P, MAIN CB - LS-3 15 A, 240 V, 2P, CB LIGHTING 15 A, 240 V, 2P, CB LIGHTING 15 A, 120 V, 1P, CB LIGHTING CONTROL 15 A, 1P, TEST SWITCH LIGHTING CONTROL PHOTOELECTRIC UNIT TYPE V 2-60 A, 2PNO, CONTACTOR LIGHTING CONTROL 100 A, 240 V, 2P, MAIN CB - TC-1</p>

20 A, 120 V, 1P, CB RAMP METERING
15 A, 240 V, 2P, CB SIGN LIGHTING
15 A, 120 V, 1P, CB SIGN LIGHTING CONTROL
15 A, 1P, TEST SWITCH SIGN LIGHTING CONTROL
PHOTOELECTRIC UNIT TYPE V
30 A, 2PNO, CONTACTOR SIGN LIGHTING CONTROL

Note 2:
INSTALL 120/240 V III BF SERVICE EQUIPMENT ENCLOSURE
100 A, 240 V, 2P, MAIN CB – GS-1
20 A, 120 V, 1P, CB IRRIGATION CONTROLLER

Sheet E-50:

Note 8:
INSTALL 120/240 V III CF SERVICE EQUIPMENT ENCLOSURE.
100 A, 240 V, 2P, MAIN CB - LS-3
20 A, 120 V, 1P, CB LIGHTING
15 A, 120 V, 1P, CB LIGHTING CONTROL
15 A, 1P, TEST SWITCH LIGHTING CONTROL
PHOTOELECTRIC UNIT TYPE V
60 A, 2PNO, CONTACTOR LIGHTING CONTROL

100 A, 240 V, 2P, MAIN CB - TC-1
50 A, 120 V, 1P, CB TRAFFIC SIGNAL

Sheet E-54:

Note 9:
INSTALL 120/240 V III CF SERVICE EQUIPMENT ENCLOSURE.
100 A, 240 V, 2P, MAIN CB - LS-3
20 A, 120 V, 1P, CB LIGHTING
15 A, 120 V, 1P, CB LIGHTING CONTROL
15 A, 1P, TEST SWITCH LIGHTING CONTROL
PHOTOELECTRIC UNIT TYPE V
60 A, 2PNO, CONTACTOR LIGHTING CONTROL
100 A, 240 V, 2P, MAIN CB - TC-1
50 A, 120 V, 1P, CB TRAFFIC SIGNAL

Please see standard plans sheets ES-2E and ES-2F for more details.

8.0	<p>Question_8.0: Is it your intent to correct the current design for Metal Beam Guard Rail and associated work by an addendum before the bid or by Contract Change Order after award?</p> <p>Interpretation_1: The current design is not compatible with 2004 Standard Plan requirements for attachment to bridge rails, contradicts those applicable standards and does not provide coordinated details or pay items.</p> <p>Response: Regarding Question No. 8.0 and 8.1, End Cap (Type B) shall be used instead of Terminal Section (Type B). Also, End Cap (Type A) shall be used instead of End Section. These connections to the bridge or retaining wall shall be constructed in conformance with Standard Plans 2004 and the provisions in Section 83-1 "Railings" of the Standard Specifications.</p>
8.1	<p>Question_8.1: Why have the metal beam guardrail and associated work items not been included as " materials furnished but not incorporated in the work" list in Section 5-1.14?</p> <p>Interpretation_2: These are designated components of the work per 10-1.61, are subject to price escalation are a last item of work to be installed but are not listed as material on hand items. All of this requires a responsible contractor to add contingencies to the</p>

	<p>contract prices. This is a dis-service to the taxpaying public because you have overlooked these items in Section 5-1.14.</p> <p>Response: See response under 8.0.</p>
9.0	<p>Question_9.0: Is it your intent to provide a design, including dimensions and details, for the Bridge Mounted Signs by an addendum before the bid or by Contract Change Order after award?</p> <p>Interpretation_1: There is no standard plan for bridge mounted sign structures. You have not provided details on this set of plans. This work is currently undefined and ambiguous.</p> <p>Response: Bridge mounted sign dimensions is shown on the sign plan.</p>
9.1	<p>Question_9.1: Clarify what you want to be installed for Item 104 as the item description disagrees with what you define in Special Provision section 10-1.61.</p> <p>Interpretation_2: Item 104 states " Wood Post", Special Provision section 10-1.61 allows wood, steel or " PLASTIC"??? posts. We don't believe that any design would permit "PLASTIC" posts. We believe that your item description would limit Sect 10-1.61 to wood post with wood block.</p> <p>Response: Line post shall be wood. Blocks shall be wood.</p>
10.0	<p>Question_10.0: All Roadway Excavation is quantified on plan sheet 150 as (Type Y-1) (ADL). CT quantities show surplus excavation of 12,676 m3. Does this designation of the material as containing aurally deposited lead exclude it from being exported off the project per the requirements of Special Provisions 10-1.27 "Earthwork", for purposes of complying with Section 7-1.13 "Disposal of Material Outside the Highway Right of Way"?</p> <p>Interpretation_1: All Road Excavation is aurally deposited lead contaminated (ADL). Surplus excavation remains the property of CT and cannot be exported off the highway right of way. Therefore, no pay item exist to pay for the exportation of the (ADL) material nor is there embankment capacity to bury the material within the project ROW.</p> <p>Response: No, it does not exclude this material from being exported off the project area. Please see Special provision Section 10-1.29 "Material Containing Aerially Deposited Lead" in regard to handling this type of material.</p>
10.1	<p>Question_10.1: The quantity for bid item 37 includes existing AC and roadway base materials. Since the entire road excavation quantity is designated (ADL), must the existing base and AC grindings(ruble) be handled in accordance Special Provisions section 10-1.29 "Material Containing Aerially Deposited Lead"?</p> <p>Interpretation_2: All existing AC and base materials are to be handled in accordance with SP section 10-1.29. Therefore, the material cannot be recycled and reused within 0.3m of finished grade and cannot be exported off the project.</p> <p>Response: Yes.</p>
10.2	<p>Question_10.2: If all excavation material is hazardous aerially deposited lead contaminated (ADL)and is required to be covered by "a minimum of 0.3m of non-hazardous soil or pavement, then will all non-hazardous material needed to cover roadway excavation have to be imported from off site?</p> <p>Interpretation_3: Non-hazardous and pavement required to cover the aerially deposited lead material will have to be imported from off site. Therefore, no pay item exist for payment of imported material needed to cover the (ADL) classified roadway excavation.</p> <p>Response: Not all excavated material is contaminated by aerially deposited lead (ADL). Please see Special Provision Section 10-1.29 Material Containing Aerially Deposited Lead for the ADL limits. Additionally, there is also structure excavation material (Bid Item No. 39 and 40) that can be used.</p> <p>The quantity for the Y ADL soil is 3852 m3 (see earthwork table on Q-2 sheet 150) The station where the type Y ADL soil are as followed:</p>

	<p>Westbound off-ramp (line E) from sta. 16+75 to sta 17+32 along the shoulders only. Westbound on -ramp (line B) from sta. 10+00 to sta 16+48 along the shoulder only.</p>
11.0	<p>Question_11.0: PER SHEET E-54 ON THE PROJECT PLANS NOTE NUMBER 9 IS BLANK BUT HAS A SYMBOL OF A NEW SERVICE ENCLOSURE. I WOULD LIKE TO KNOW IF YOU NEED A NEW IIICF OR A IIIBF FOR THE SERVICE?</p> <p>Response: INSTALL 120V/240V TYPE III CF SERVICE EQUIPMENT ENCLOSURE. The contents of the service equipment enclosure are as follows: 100 A, 240 V, 2P, MAIN CB - LS-3 20 A, 120 V, 1P, CB LIGHTING 15 A, 120 V, 1P, CB LIGHTING CONTROL 15 A, 1P, TEST SWITCH LIGHTING CONTROL</p> <p>PHOTOELECTRIC UNIT TYPE V 60 A, 2PNO, CONTACTOR LIGHTING CONTROL 100 A, 240 V, 2P, MAIN CB - TC-1 50 A, 120 V, 1P, CB TRAFFIC SIGNAL</p>
12.0	<p>Question_12.0: After determining the amount of area to be covered for erosion control hydroseeding on this project, i noticed some big discrepancies in the amounts of areas to be covered. For Fiber, the amount of KG's divided by the total kgs/hect equals .925 hectares. Seed equals 1.487 hectares and Stabilizing Emulsion equals 2.766 hectares. What would you like me to do?</p> <p>Response: The Erosion Control Plans show Erosion Control D (Type 1), and (Seed Type 2).The quantities in the SSP and application rates for fiber are correct.</p>
13.0	<p>Question_13.0: In Section C-C on sheet 277, TPB is called out under the approach slab without a depth dimension, while Section A-A (under MR less than 50 mm, by the way) refers the reader to the Road Plans. On sheet 16, the limits of work on Green River Road stop short about 6 m from the bridge and Note *** refers the reader back to the bridge typical cross section. Please clarify what base material, if any, is required under the approach slabs.</p> <p>Response: Please bid per the current contract documents.</p>
14.0	<p>Question_14.0: S.P Section 10-1.25 "Clearing and Grubbing" states that the contractor shall ensure a biologist is present in order to clear and grub between March 15 and September 15. Who pays for the biologist?</p> <p>Question_14.1: Plan sheet 160 of 282 shows rock blanket to be constructed at the WB off ramp at approximate station 18+00. In reality this area is a slope area between the two bridge structures and currently has slope paving on it. Will the rock blanket be constructed in this area?</p> <p>Response: Caltrans will provide the biologist to monitor this activity.</p>
14.1	<p>Question_14.1: Plan sheet 160 of 282 shows rock blanket to be constructed at the WB off ramp at approximate station 18+00. In reality this area is a slope area between the two bridge structures and currently has slope paving on it. Will the rock blanket be constructed in this area?</p> <p>Response: Rock blanket will not be constructed in this area.</p>
15.0	<p>Question_15.0: On sheets 12 & 15, 150 mm of LCB is shown under 260 mm of PCC. Since there are no bid items for these items, it is assumed that they will be paid under bid item 72 Concrete (Rapid Setting). But will the quantity representing the 150 mm base portion be measured and paid for as Concrete (Rapid Setting) or will the base quantity be considered incidental to the bid quantity of 340 m3?</p> <p>Interpretation_1: The bid quantity is understated if the 150 mm base portion, which would have to be rapid setting as well, is not taken into account. Please double check your quantity.</p>

	<p>Response: The quantity of LCB (Lean Concrete base) is 195 M3.</p>
16.0	<p>Question_16.0: It is not possible to price item 37 competitively without clarification. We need to know if all of the roadway excavation on the project to be covered under Item 37. If it is, where is it to be disposed of onsite? Specifications indicate lead is present to a depth of .9 meters. There is excavation below this depth. Is it considered contaminated. There is also excess excavation. Specifications allow haul off and disposal of excess excavation if it does not contain aerially contaminated lead. However, specifications do not allow export of aerially contaminated lead. We need a response!!!</p> <p>Response: Type Y ADL soils exist only along the shoulders of the westbound on and off ramps of Riv-91 at Green River OC. (see question 10.2)</p> <p>The ADL is located on the westbound off and on ramps from 0.0 meters and 3.66 meters measured horizontally from the edge of existing pavement and to a depth of 0.9 m below existing grade (this is not depicted on the plans). Type Y ADL soils should be excavated and placed within embankments and covered with at least 0.3m non-hazardous soils or pavement.</p> <p>The Type Y soils shall not be "blended" with non-hazardous soils and should remain within the project limits in accordance with the Variance.</p>