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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.

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**All inquiries must include the contract number.**

08-449314	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1: Will the Cross Sections for this project be available online?</p> <p><b>Response: The Cross Sections for this project are available for pick up at the CCO/PBI Desk starting today 12/15/2010. They are available on CDs in pdf format. If interested, please contact one of the above listed numbers to arrange for obtaining a copy.</b></p>
2.0	<p>Question_2: Notice To Bidders states ...Complete the work within 655 working days. Section 4 - ...Beginning of Work ... states ...Complete the work within 660 working days... Which is correct?</p> <p><b>Response: 660 is the correct number of working days. (Please refer to Addendum # 1 issued on 01/07/2011)</b></p>
3.0	<p>Question_3: Plan sheet 184 and 188 section A-A specify Temp Shoring (Not A Pay Item). In order for the contractor to properly asses the amount, height and length of shoring highway cross sections are required. Please post required cross sections.</p> <p><b>Response: Please refer to question NO.1.</b></p>
4.0	<p>Question_4: Pursuant to the contract plans (Sheets 490, 491, 520 and 521) it would appear that the rock for Bid Item 182 Slope Paving (Concrete-Rock Facing) is to be fabricated using real rock. Notations on these sheets denoting the rock areas as Rock Blanket along with details that utilize natural rock would seem to confirm this point.</p> <p>However Section 10-1.76 Architectural Texture Paragraph 5 state The Rock Blanket texture for the slope paving shall be an architectural texture simulating the appearance of a Rock Blanket with a maximum texture relief as indicated on the plans. Formliner joints shall be constructed to maintain continuity in the Rock Blanket texture pattern across the joint. This section continues that Full compensation for architectural texture (rock blanket texture) on slope paving shall be considered as included in the contract price paid per cubic meter for slope paving (concrete-rock facing) and no separate payment will be made therefore.</p> <p>The latter would indicate that the surface of the slope paving is to be an architectural treatment applied to the slope paving concrete. Which is correct?</p>

	<p><del>Response: An Addendum will be forthcoming to address this Issue Please refer to Addendum # 1 issued on 01-07-2011.</del></p>
5.0	<p>Question_5: Assuming that the Slope Paving (Concrete-Rock Facing) is to be constructed using natural rock, the following comes into question.</p> <p>Pursuant to note 4 on sheet 491 and sheet 521 the rock to be used is to be grey in color.</p> <p>Pursuant to section 10-1.48 Rock Blanket (Type 1) the Rock for the rock blanket (Type 1) shall be clean, smooth multi colored cobble type rock naturally colored reddish brown in overall appearance after placement and shall be obtained from a single source.</p> <p><del>Response: An Addendum will be forthcoming to address this Issue. Please refer to Addendum # 1 issued on 01-07-2011.</del></p>
6.0	<p>Question_6: RCTC received a call from a potential bidder for the I-215 East Junction Project. His question was: "what would the cost be for the right of entry agreement to enter RCTC Right of Way".</p> <p><b>Response: RCTC has determined that it will waive its fees for the Right of Entry.</b></p>
7.0	<p>Question_7: In reference to the Pipe Hanger Assembly For Casing on sheet 543 and the utility call outs 1 and 2 on sheet 544, shows the casings are running through the length of the bridge. Are the casings to be paid under their respective items of work (300mm wsp casing/400mm wsp casing)? Please advise.</p> <p><b>Response: Payment is to be paid per section 10-1.91 (page 236) of the contract specifications</b></p>
8.0	<p>Question_8: What is the cost of the RCTC "Temporary Construction License or the Easement"?</p> <p><b>Response: RCTC has determined that it will waive its fees for the Right of Entry (Temporary Construction License or the Easement)</b></p>
9.0	<p>Question_9: Reference plan sheet 532 of 594. Plan view shows 300mm and 400mm casing under the approach slabs for future utilities. Typical section on the same plan sheet seems to indicate the casing and pipe hangers extend the entire length of the bridge. Do the casings (with pipe hangers) extend the entire length of the bridge and approach slabs? Please review the quantities for items 168 and 169.</p> <p><b>Response: The casing is designated for placement of future Gas Line and Water Line; therefore it will only be placed at the abutments per CT STD PLAN B7-10/U-8. However, pipe hangers are provided across the entire length of the bridge for future placement of the utilities. Per the contract specifications, full compensation for furnishing and installing all pipe hangers shall be considered as included in the contract prices per meter for the sizes of welded steel pipe casing involved and no additional compensation will be allowed therefore.</b></p>
10.0	<p>Question_10: What is the difference between Bid Items 108 and 109?</p> <p><b>Response: It appears the Tack Coat and Paint Binder were duplicated, same quantity and same location... we also have Prime coat in the same areas. One is sprayed on the BASE layer before the 1st lift of AC. The other is the spray between AC lifts. We only need the Prime Coat and one of the other 2 items (108 or 109). One of the bid items should be deleted after the start of construction.</b></p>

11.0	<p>Question_11: Bid Item 195 Vegetation Control (Asphalt Concrete). Is there a specification for this work? Section 10-1.03 Vegetation Control (Minor Concrete) is provided in the contract docs. Please clarify</p> <p><b>Response: The bid item for Vegetation control (AC) is correct. (Item 195) The plan sheet showing Vegetation Control (AC) is also correct (sheet L-7) The SSP for Vegetation Control is NOT correct. (Spec 10-1.103) (this is SSP 83-025) This will require issuance of CCO at the time of construction.</b></p>
12.0	<p>Question_12: Please clarify if the provision is correct that states construction of misc. asphalt areas "In median areas adjacent to slotted median drains, each layer of HMA must not exceed 9.5 mm maximum compacted thickness."</p> <p><b>Response: This particular sentence (SSP 39-250 paragraphs 3) may be omitted. As is it is technically 'not applicable' since we have no 'slotted median drains'. We are not constructing any 'slotted' drains. We are constructing a "GRATED LINE DRAIN (GLD)" along the 'D' line. Normal depth HMA paving adjacent to the GLD is permitted.</b></p>
13.0	<p>Question_13: Bid item 87 ("Grading" plan sheet 84) calls to "Place and compact embankment" the existing stockpiled dirt. Are we to remove and recompact the entire stockpile? The stockpile appears to be in the area where fill would be required? Please provide clear direction for this item.</p> <p><b>Response: The answer is YES it must be recompact. This dirt was excess from another job and was <u>loose dumped</u> in place with NO compaction performed. Embankment fill must meet the requirements of section 19 and it is believed the existing fill material does not meet those requirements since to compaction effort was performed in the stockpile placement. This dirt must be removed / relocated / compacted to meet specifications.</b></p>
14.0	<p>Question_14: The staging plans (Stage 1A &amp; 1B) sheets call for "Temp AC" on the shoulder. The AC material is not accounted for in the "Summary of Quantities". Is the AC material paid for under Bid item 99 "HMA"?</p> <p><b>Response: Yes.</b></p>
15.0	<p>Question_15: It seems that the cross sections and the layout sheets don't coincide with each other. For example, one of the instances is on the J line, sheet 32 of 32, it shows a 60C rail but according to the layout sheets, it shows 60GC. Please clarify which is correct.</p> <p><b>Response: At the top of each x-section sheet is the large words For Earthwork Development Only". The x-section sheets are only intended to allow for an independent calculation of earthwork quantities. If the glare type barrier is not shown correctly on this sheet, it will not affect the ability to correctly calculate earthwork quantities. The bid plan sheets will take precedence over these x-sections.</b></p>
16.0	<p>Question_16: My question concerns the Erosion Control (Type D) for contract # 08-449314. The Special Provisions, Section 10-1.46 Erosion Control (Type D) list three separate seed mixes on pages 147-148. The heading for each seed mix, along with the application chart on page 149, show specific locations with Line &amp; Station numbers for placement. The corresponding Erosion Control plan sheets EC-1 through EC-6, however, do not match the Special Provisions Line &amp; Station numbers. The only corresponding Line between the Special Provisions and the plan sheets is "3C". I cannot locate Lines "2CL1", "23C", or "3BB" on plan sheets EC-1 through EC-6. Can you clarify the location &amp;/or provide the necessary quantities for each of the three seed mixes?</p> <p><b>Response: Pending.</b></p>

17.0	<p>Question_17: Please provide vertical offset differentials for the Concrete Barrier Types 60C (Itm 213) and 60 GC(Itm 216)</p> <p>Response: Standard plan A76A identifies type 60 C or 60 GC barriers having a retaining section between 40 mm and 910 mm. Plans developed for the 'C' barriers did not have independent profiles developed as would be provided with retaining wall plans. However the Cross section sheets provided accurately portray the relative elevations of the front and back sides of the barriers and are to scale. In no instance does the height of the retaining section exceed 910 mm. It should be pointed out the barriers identified as part of the "H" line is not shown on the 'H' line cross sections. Refer to the adjacent alignment for the "D" line which correctly shows this particular barrier.</p>
18.0	<p>Question_18: Please provide clarification of requirements of Concrete Barrier Types 60Mod (Itm 223)</p> <p>Response: Along the 'D' line between station 19+40 and Sta 20+00 is a barrier on the easterly side. Layout sheet L-4 says to see details sheet C-18 for specifics on this barrier. This barrier has additional reinforcement per the detail sheet.</p>
19.0	<p>Question_19: Please provide a contract item and pay quantity for the relocation of existing Laminated Type A sign panels called for at Overhead signs 3-A and 2-A.</p> <p>Response: On the Sign Quantity sheet SQ -3 are two items for 1) relocate Framed Sign Panel and 2) Reset Framed Sign Panel with quantities of 1 and 3 respectively. Bid item 54 ( Reset Framed Sign Panel ) identifies a quantity of 3 this is for sign 2A Bid Item 57 (Relocate Framed Sign Panel) identifies a quantity of 4. This quantity is not correct and should be 1 (one) not 4. This will require issuance of CCO to correct the quantity. Also please note:** The description of the work item should have read to Relocate or Reset a "Laminated" signs as opposed to a "Framed" signs however there is no such standard BEES pay item with that particular wording whereas there is one for a 'Framed' sign. In any event the work is shown on the plans, the quantities are shown on the SQ sheets and bid items with the same names are on the bid sheet. The quantity of 'Relocate' should be 1 as noted above.</p>
20.0	<p>Question_20: Ref Plan Sheet 46- Details that are shown are unclear with respect to the "Legend". Please clarify where you require neted 10 and 12 gauge Thrie beam Rail elements.</p> <p>Response: The contractor is correct in noting that the 'A' nested rail elements should be called out for BOTH sides of the approach to the transition with the 'B' elements starting one length back. Section A-A should also Identify nesting 'A' on the left side.</p>
21.0	<p>Question_21: In order for the remaining questions to be answered, and the time for contractors to analyze the responses; please consider the postponement of the bid date.</p> <p>Response: The bid opening date will not be postponed.</p>
22.0	<p>Question_22: Notes 7 and 8 on Sheets 573 and 585 reference completing the tiebacks at each footing before excavating in front of the next footing, as well as not installing tiebacks adjacent to each other until the tiebacks and shotcrete are tested and cured. Are we correct in stating then that at RWs 19 and 20 it is the intent to have each lift of tiebacks and shotcrete wall installed in 8 separate sections?</p> <p>Response:</p> <p>1) Yes, that's correct. One existing footing shall be exposed at one time.</p>

	<p>2) This is correct only between the adjacent tieback anchors where a different separate wall section (which cover only one existing footing) meets.</p> <p>3) Yes, that's correct. For example, for each top or bottom lift in the RW 19, it could have 4 separate wall sections (one section for each existing footing). The RW 20 will have the same number of wall sections.</p>
23.0	<p>Question_23: Per Notes 7 and 8 on Sheets 573 and 585, what width of wall can be exposed at each tieback location at one time? Is it the tributary width of each tieback? If that is the case, is the intent to have to place couplers on all of the horizontal rebar approximately every 7 to 8 ft?</p> <p>Response: No, it should be much longer than 8 ft. If the Couplers to be used in the horizontal rebar's, they should be in installed where the 4 different separate wall sections (as mentioned in question NO.22) meet.</p>
24.0	<p>Question_24: Per Notes 7 and 8 on Sheets 573 and 585, what width of wall can be exposed at each tieback location at one time? Is it the tributary width of each tieback? If that is the case, is the intent to have to place couplers on all of the horizontal rebar approximately every 7 to 8 ft?</p> <p>Response: No, the General Notes are for the 28 days and Stressing of tieback only. The Shotcrete Strength shall be 80 % of the 28 day concrete strength (which is 33.6 Mpa) at the time of Tieback Testing (Performance or Proof Testing).</p>
25.0	<p>Question_25: On sheet X-3 of the contract plans the Typical Section, "Route 60 EB HOV Conn", appears to show the Type 60C barrier on the right side with a deep footing below existing grade. The cross sections for this area just show the bottom of the Type 60C barrier at the existing grade. Which is correct?</p> <p>Response: The type 60C barrier identified on the typical section and on Layout sheets 4 &amp; 5 shows a Type '60C' barrier. The lower side is flush with the '3CC Line' (EB 60 connector) pavement and the back side is higher supporting a drainage ditch. The beginning and end of the run of barrier shall have an 'End Anchor' per Standard plan A76B. The rendering on sheet X-3 depicts one of these anchors.</p>
26.0	<p>Question_26 project Plans require the installation of Piezo on all lanes. To perform this work, all piezo lanes that go into the specific stub out must have sufficient time within the respective lanes to set prior to opening to the public. Maintaining traffic does not provide any full freeway closures and/or lane closure hours to perform this work. Please specify the any methods that will be employed to perform this work.</p> <p>Response: If lane closure charts do not cover the 4 different roadways where these sensors are to be constructed, they will be added to the contract.</p>