

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

Fax (909) 383-6739.

All inquiries must include the contract number.

08-1A9904	
Inquiry No.	Inquiry/ Response
1.0	<p>Special Provisions Specify: cross sections are not included with the plans, but are available, bidders or contractors may inspect the cross sections and obtain copies for their use, at their expense.</p> <p>Question_1: Project Information states that Cross Sections are available for viewing. Can we get a copy?</p> <p>Response: Contractors can come to District Office at 464 W. Fourth Street San Bernardino to review the Cross Section plans. A hard copy of the Cross Sections file will be available at District Office for the contractors to take out, to make copies of their own. The Cross Sections file taken out by the contractors must be returned to the District Office the same date so that it will be available for other contractors to use.</p> <p>The Cross Sections electronic file is available and will be sent to the contractor through e-mail when the request for the file is received at "D8 PBI/D08/Caltrans/CAGov"</p>
2.0	<p>On page 209 of the special provision the limits of ADL are specified as being between 1.83m and 3.0m from edge of existing pavement, but on page 104 of the plans the ADL is shown starting at the edge of the existing pavement and continuing throughout the width of the median. Which is correct? Also, the special provisions identify the limits of ADL as being between .150 and .610 meters deep within the stations listed but sheet 104 show the ADL beginning at the surface of the existing ground. Again, which is correct?</p> <p>Interpretation_1: Special provisions govern and if the condition shown on the plans exists there would be a significant change in character of the work requiring a contract change order to rectify.</p> <p>Response: Clarification no. 1. The Type Y-1 material containing Aerially Deposited Lead (ADL) is found on the median between the limits indicated on the SSPs. The distance from existing edge of pavement to the centerline (1/2 median) varies from 1.83 to 3.0 meters. ADL is found from edge of pavement to edge of pavement (the median) and not only between 1.83 and 3.0 meters. The estimated quantities for roadway excavation (Type Y-1) were calculated as is shown on plan sheet 104 of 199.</p>

	<p>Clarification No. 2. The depth of Type Y-1 material containing ADL varies from 0.15 to 0.61 meters and is not between 0.15 to 0.61 meters. In other words, ADL is found from the surface down to 0.61 meters. The estimated quantities for roadway excavation (Type Y-1) were calculated as is shown on plan sheet 104 of 199.</p>
2.1	<p>In section 10-1.34 of the special provisions; The third paragraph requires 12 hours between placement of paving notch concrete and the subsequent placement of approach slab concrete. But the fifth paragraph of this same section requires only 1 hour. Which is correct?</p> <p>Response: An Addendum is being processed to resolve.</p>
2.2	<p>Section 10-1.48 requires "epoxy coated reinforcement" in the concrete barrier railing. This is a significant additional cost. Please confirm if ALL steel reinforcement bars in the various types of concrete barrier rail is to be "epoxy coated" per section 52-1.02B.</p> <p>Response: Limit where the concrete barrier will be constructed is located on Climate Area III, so epoxy coated reinforcement is required.</p>
3.0	<p>Section 10-1.39 Reinforcement of the Special Provisions does not mention epoxy coated rebar as a requirement to this contract. Section 10-1.48 Concrete Barrier of the Special Provisions states, "Full compensation for epoxy-coated rebar reinforcement shall be considered as included in the contract price paid per meter for concrete barrier...". If the concrete barrier will be required to have epoxy coated rebar, then Section 10-1.39 Reinforcement needs to call for the epoxy coated bar. Please clarify, by addendum, if the epoxy coating will be required.</p> <p>Response: Per the Special Provisions, Section 10-1.48, "Concrete Barrier," Bar reinforcing steel for use in concrete barriers shall be epoxy-coated. Bid per the current contract bid documents.</p>
4.0	<p>The 4th paragraph of section 5-1.04 requires the adjacent lane to be closed when men or equipment are working within 1.8 meters of that lane. The traffic control charts only allow the closing of two adjacent traffic lanes, with a minimum of two lanes remaining open. The contract work includes replacing approach slabs as well as treating the entire bridge deck surfaces with methacrylate. It is physically impossible to perform this work in freeway lane #2 or #3 and maintain the 1.8M distance without reducing the travelled way to one lane of traffic. Please issue an addendum to allow the necessary lane closures to perform the work required in lanes 2 & 3.</p> <p>Response: There is not need for addendum. Part of the shoulder will be used as travel lane during this work and be re-striped after the work is done. Channalizers could be installed on LL No. 2 and shift traffic 1.8 meters away from the work area by re-stripping.</p>
5.0	<p>Will the sign pedestals need to be reconstructed in the areas of the Type 60GE Barriers? If yes, how will this work get paid?</p> <p>Response: Sign pedestals do not need to be reconstructed. Refer to Standard Plan A76F.</p>

6.0

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If yes, how will this work get paid?

Response Limits shown on bridge plans are correct.