

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](mailto:d8_pbi@dot.ca.gov)

The mailing address is 655 2<sup>nd</sup> Street, San Bernardino, CA 92402.

Phone (909) 383-5961 or (909) 383-6322

Fax (909) 383-6739.

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

08-0K2404	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1: Please provide ramp closure hours and days. Charts 3 &amp; 4 on page 55 do not include Hector &amp; Crucero Roads as noted by the PM limits. Will Caltrans allow continuous closures for the ramp termini R&amp;R? Please advise as soon as possible.</p> <p><b>Response: No ramp closures proposed for Hector Rd and Crucero Rd ramps. Ramp works will use half width of the ramp while leaving another half for traffic.</b></p>
2.0	<p>Question_2: Special_Provisions_Specific: According to the Quality Control/Quality Assurance construction processing Section 39 of the Special Provisions "percent of theoretical maximum density is required for HMA Type A, Type B, and RHMA-G if the specified paved thickness is at least 0.15'</p> <p>Question_1: The coring process and density determination of rubberized materials at this thickness can be troublesome for all parties. Is it the intent of the specification for percent of theoretical maximum density to be required for the RHMA-G?</p> <p><b>Response: Yes indeed, coring for density for the RHMA-G is required. This project uses a 1/2"Aggregate mix and Type G projects with a thickness of 0.15 or greater need to have core densities determined. Based on past projects, there should be no difficulty obtaining and testing the 1/2"mix with the RHMA- G mix as long as some effort has been made to compact the mix.</b></p>
3.0	<p>Question_3: Please clarify the allowable stationary lane closure requirements contained in Section 10-1.10 "Maintaining Traffic". The specification appears to be contradictory by stating "Not more than one stationary lane closure will be allowed in each direction at one time. Concurrent stationary closures shall be spaced no closer than 1.25 miles apart..."</p> <p><b>Response: No two closures are allowed simultaneously in each direction.</b></p>

	<p>However, if the work is carried out in one direction of the roadway only, then they should be separated by 1.25 miles along the same lane.</p>
4.0	<p>Question_4: Question_1: Please define the allowable closure requirements for the Desert Oasis Safety Roadside Rest Areas. Neither the Traffic Charts nor Plan Drawings appear to define allowable times and durations.</p> <p>Response: <b>Use Charts # 3 and # 4 for Desert Oasis Safety Roadside Rest Area ramps. The PM specified on these charts are for the rest area eastbound and westbound ramps.</b></p>
5.0	<p>Question_5: Water in the basin is very limited. Will the contractor be allowed to use water from the rest area for construction purposes?</p> <p>Response: <b>This is not allowed.</b></p>
6.0	<p>Question_6: It appears the loops for the WIM at PM 28.8 are placed in asphalt. Does Caltrans want the contractor to skip over this area with the work?</p> <p>Response: <b>Yes. No grinding or any other work shall be performed on the WIM station.</b></p>
7.0	<p>Question_7: Does the State have any need for the excess grindings?</p> <p>Response: <b>No. the State does not have a need for grindings. Please bid as per current contract documents</b></p>
8.0	<p>Question_8: The project specifications address a prime coat. Prime coats are usually used on finish aggregate prior to placement of asphalt. The plans show the asphalt to be deeper than the .40 digout. Should the spec be for tack coat? There is only a bid item for tack coat, not prime coat.</p> <p>Response: <b>Use of prime coat will be minimal, if at all. The specification is provided in all contracts</b></p> <p>Revised Response: Project plans show mill/overlay and digouts, and no Prime Coat work is planned, so the specs for Prime Coat listed on Page 71 of the advertised Specs are unnecessary.</p> <p>Specs for Tack Coat are included in the Standard Specifications and no SSP is needed for this work.</p>
9.0	<p>Question_9: Is it Caltrans intent to have a "Full Time" Biologist on site during construction activities?</p> <p>Response: <b>The contractor has to hire a qualified (as certified by Caltrans and the US Fish and Wildlife Service Ventura Office) biological monitor. The contractor supplied biologist needs to prepare and deliver a worker education program to all construction crews, foremen, and other personnel that are working onsite. The contractor-supplied biologist also needs to be onsite during all initial ground disturbing activities including vegetation removal. Additionally the contractor-supplied biologist will be onsite to monitor installation and movement (including removal) of desert tortoise exclusionary fencing. The contractor supplied biologist also needs to be "on-call" for the project. This is to ensure that the contractor supplied biologist can be on-site if a desert tortoise is discovered within the project area.</b></p>
10.0	<p>Question_10: Please clarify the cold plane depth to be performed at the Desert Oasis SRRA (EB &amp; WB). Construction Detail Plan Sheets C-</p>

7 & C-8 show the milling to be .05' and refer to the Typical Cross Sections, Sheets X-1 & X-3, which show .15' milling. Which milling section is to be used?

**Response:** The mill depth is to be 0.15' to maintain profile.