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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.

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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All inquiries must include the contract number.

08-497504	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1: When will the cross sections be available for our use?</p> <p>Response: Cross sections for this project will be available starting 05/17/2010. If interested please contact the above listed numbers to obtain a copy.</p>
2.0	<p>Special_Provisions_Specific: HOT MIX ASPHALT CONCRETE</p> <p>Question_2: This item does not reference type A or B. is there an error with the quantities? The quantity indicates 3.4 tons. I just want to make sure that this item is not in error.</p> <p>Response: Quantity of 3.4 Tons refers to Hot Mix Asphalt (Type A), please refer to the Standard Specification (SSP) of Hot Mix Asphalt for more information.</p>
3.0	<p>Question_3: Bid item description for item 90-Concrete Barrier (Type 60c) refers to Type 60C. Please provide profile or barrier elevations to calculate the variable height of the barrier.</p> <p>Response: Concrete Barrier (Type 60C) has a constant height (from final grade to top of barrier) of 3 feet. Depth of Concrete Barrier (Type 60C) is 0.7 feet, which is the actual thickness of the outside shoulder top surface. Please refer to Construction Detail C-1 for more information and details. An Addendum is being prepared for this project. Thus, an updated version of Construction Detail C-1 will be distributed shortly to clarify the choice of Concrete Barrier (Type 60C). Plans and cross-section sheets will be updated accordingly. Cost estimate for project already includes Concrete Barrier (Type 60C).</p>
4.0	<p>Question_4: Plan sheets and typical sections refer to Type 60 Barrier, which has a constant height. Should bid item #90 be for Type 60 barrier instead of Type 60C barrier?</p> <p>Response: Bid item # 90 should be for Concrete Barrier Type 60C only.</p>
5.0	<p>Question_5: Question_1: You have not provided contour grading plans with the project plans. Are there cross sections available for this project?</p> <p>Response: No contour grading plans. There are X-sections and slope stake listing available, If interested please contact the above listed numbers to obtain a copy.</p>
6.0	<p>Question_6: You have not provided staging plans with the project plans. Does that mean you can do the entire job at one time?</p>

	<p>Response: Please see Traffic Handling plans, Temporary K -rail are used to separate the traffic and construction area.</p>
7.0	<p>Question_7: E-3 (SH 246) is missing out of bid set. Please clarify.</p> <p>Response: Please refer to Addendum # 1 issued on June 7, 2010 An addendum will be forthcoming to address this issue</p>
8.0	<p>Question_8: Can you please check quantities for the retaining wall? Bid item number 55. I find there is a discrepancy of 459 cy that appears to be in the type 1 wall</p> <p>Response: Please remember that there are two (2) types of Retaining Walls for this project. One is RW Type 1, and the other is RW Type 7. RW Type 1 is a Standard Retaining Wall that could be found in Standard Plans B3-1 (May 2006). RW Type 7 was designed by Caltrans HQ Structure Design Unit. Quantities for both RWs were added together in the "Estimate of Cost" for the project, since most of the items/materials are the same. Bid item # 55 shows a quantity of 3,205 CY for Item Code #510060 (Structural Concrete, Retaining Wall), this includes quantities for both RW Type 1 and Type 7. Quantities shown on Retaining Wall Quantities (R-11), page 194 of plans, only reflects items for RW Type 1. So the difference between "Estimate of Cost" and R-11 is 445 CY. Please let us know if this explains the difference, or the discrepancy you calculated was from something else.</p>
9.0	<p>Question_9: can you please re-calculate your quantity for the retaining wall (Type 1). and adjust the bid item accordingly?</p> <p>Response: Please refer to question NO.8.</p>
10.0	<p>Question_10: Will there be Cross Sections made available for this project?</p> <p>Response: Please refer to questions 1.0 and 5.0.</p>
11.0	<p>Question_11: Please advise that when I downloaded the plan sheets from the Caltrans website that Sheet No. 246 of 319 (E-3) was missing from the package. I have gone back and double checked and it is not included on the website. Please reply. Thank you.</p> <p>Response: Please refer to Question # 7.</p>
12.0	<p>Question_12: Per Traffic Chart 1 & 2, no "lateral buffer space" is required...do you concur?</p> <p>Response: Pending.</p>
13.0	<p>Question_13: Please double check your RSC quantities...our quantities are significantly different...</p> <p>Response: We double-checked our Rapid Strength Concrete (RSC) quantities and they seem to be accurate. Please let us know where the "Significant Difference" was located. Please indicate so by using Page 183 of 319, under Q-1 (Summary of Quantities).</p>
14.0	<p>Question_14: please advise where or on what plan sheet the culvert removal is on.</p> <p>Response:</p> <ul style="list-style-type: none"> 1. Sheet 74/319 Drainage System No.3: Remove existing 24"x 15.1 CSP Drainage System No.4: Remove existing 24"x 0.2 CSP 2. Sheet 75/319 Drainage System No.5: Remove existing 24"x 6.2 CSP Drainage System No.6: Remove existing 24"x 13.2 CSP 3. Sheet 78/319 Drainage System No.11: Remove existing 24"x 123 RCP

	<p>Drainage System No.12: Remove existing 24"x 4.2 CSP 4. Sheet 79/319</p> <p>Drainage System No.13: Remove existing 24"x 2.42 CSP</p> <p>Drainage System No.14: Remove existing 24"x 3.8 CSP 5. Sheet 80/319</p> <p>Drainage System No.15: Remove existing 24"x 6.64 CSP</p> <p>Drainage System No.16: Remove existing 24"x 1.86 CSP 6. Sheet 81/319</p> <p>Drainage System No.17: Remove existing 24"x 5.2 CSP</p> <p>Drainage System No.18: Remove existing 24"x 4.4 CSP 7. Sheet 82/319</p> <p>Drainage System No.19: Remove existing 24"x 2.5 CSP</p> <p>Drainage System No.20: Remove existing 24"x 3.3 CSP 8. Sheet 83/319</p> <p>Drainage System No.21: Remove existing 24"x 4.4 CSP</p> <p>Drainage System No.22: Remove existing 24"x 3.3 CSP 9. Sheet 84/319</p> <p>Drainage System No.23: Remove existing 24"x 6.7 CSP</p> <p>Drainage System No.24: Remove existing 18"x 11.45 RCP</p>
15.0	<p>Question_15: The typical cross section sheets indicate clearing & grubbing within the RW outside of the shoulder construction. Are the existing trees to be removed or protected in place?</p> <p>Response: <u>Remove bushes and weeds, existing trees Protect in Place. See Note 8 of Typical Cross-Section (X-1), page 2 of 319.</u></p>
16.0	<p>Question_16: Will both the longitudinal joint between the new lane and shoulder addition and the transverse joints for the lane and shoulder addition be measured and paid as item 52-Seal Pavement Joint. If so, our quantity takeoff is substantially higher than the Engineer's Estimate.</p> <p>Response: Item #52 - Seal Pavement Joint, quantity has been revised/updated. Addendum # 2 has been prepared & will be forthcoming to address changes for this item. Quantities for Seal Pavement Joint were revised/updated to <u>64,600 LF.</u></p>
17.0	<p>Question_17: Reference Item 75-Minor Concrete (Miscellaneous Construction. Where is this work located?</p> <p>Response: Item #75 - Minor Concrete (Miscellaneous Construction) is for <u>concrete slabs</u> under "Fenced Service Equipment Enclosure and Slab". Details of this could be found in Construction Details (C-11) on page 42 of 319.</p>
18.0	<p>Question_18: Your answer to Question # 3 & 4 referred bidders to C-1. C-1 shows concrete barrier type 60 on .7 ft of PCC. There is no addendum that has clarified the contradiction between the typical cross sections, the layout sheets, the summary of quantities and the bid items. What is correct and when will addendum be issued?</p> <p>Response: Please refer to Addendum # 1 issued on June 07, 2010 An addendum will be forthcoming to address this issue. Addenda are posted online as soon as they are issued. Please check daily the Department's website for newly issued Addenda.</p>
19.0	<p>Question_19: Sheet TH-2, section A-A shows pinning k-rail to concrete pavement. This is unnecessary given the nature of the work and causes damage to both the k-rail and the concrete pavement as well as increases costs of placement. Is pinning required on all k-rail that is placed on the job?</p> <p>Response: Pending.</p>

20.0	<p>Question_20: Our takeoff indicates a Structural Concrete quantity of 3,42cy Vs. Caltrans takeoff of 3,205cy. Plan sheet #194 indicates 2760cy. Please advise.</p> <p>Response: Plan sheet #194 indicates a 2760 CY of "Structure concrete, retaining wall" for Type 1 wall. Plan sheet #311 indicates a 445 CY of "Structure concrete, retaining wall" for Type 7 wall. Together, that makes 3205 CY of "Structure concrete, retaining wall" for the project.</p>
21.0	<p>Question_21: Will we be allowed to close 2 lanes to facilitate the striping changes.</p> <p>Response: Yes, two (2) lanes will be allowed to be closed for striping. Further details will be provided during the project kick-off meeting with Caltrans Resident Engineer.</p>
22.0	<p>Question_22: The Engineer has included both P1 & P2...How do you want the shoulder PCC constructed?</p> <p>Correction for Answer to Question 22.0: <u>RSP P1 (Jointed Plain Concrete Pavement)</u> was deleted per recent Addendum submitted. <u>RSP P2 (Jointed Plain Concrete Pavement - Widened Slab Details)</u> will be utilized instead.</p> <p>Response: 2006 Standard Plans P1 and P2 are to be used for the project. P1 describes Longitudinal Joints and Alternative Tie Bars details, P2 describes actual Cross-Section of the roadway. Many of their Notes are similar, but discuss different subjects. Again, both P1 and P2 are to be included in the project.</p>
23.0	<p>Question_23: I downloaded the electrical plan sheets on the above referenced project and noticed that Sheet No. 246 (E-3) was not included in the download package, but Sheet No. 247 (E-4) was included twice. Please clarify.</p> <p>Response: Please refer to Addendum # 1 issued June 07,2010</p>
24.0	<p>Question_24: Reference is made to question #22. P-1 shows tie bars between the new lane and new shoulder, and doweled joints. P-2 section c-c states there are no dowels or tie bars in the shoulder. Please tell us which you want.</p> <p>Response: Please refer to the above correction for Question 22.0 Please refer to the response of Question #22</p>
25.0	<p>Question_25: In the Jointed plain concrete pavement special provisions under Quality Control, AASHTO TP 60 is referenced for a coefficient expansion test. QC laboratories have commented that this procedure is improper due to local aggregate sources. Please advise.</p> <p>Response: Pending</p>
26.0	<p>Question_26: According to addendum 1, the LCB on page CD1 shows that it is under the barrier rail but conflicts with the cross sections in the same addendum. Additionally, the LCB quantity was not increased. Could you please clarify and adjust LCB quantities if you want the LCB under the barrier.</p> <p>Response: An addendum was recently issued to revise all relevant Typical Cross-Sections to reflect changes to <u>Construction Details (C-1)</u>. Furthermore, LCB and HMABB quantities in plans and cost were already calculated to account for materials under Concrete Barrier Type 60C and Concrete Dikes C & E. So, no need to adjust LCB quantities.</p>

27.0	<p>Question_27: Technical publications indicate that recently an error was discovered in the AASHTO TP 60-00 regarding the calibration of the testing equipment and consequently, on the determination of the concrete CTE. These publications can be found on internet. The replacement standard AASHTO T336 was published in 2009, however, we were unable to locate commercial laboratories performing the new test method. Question 1: Would Caltrans accept testing for coefficient of thermal expansion according to CRD 39, the most commonly used test method?</p> <p>Response: Pending</p>
28.0	<p>Question_28: What type of connection do you want between the existing PCC and the new PCC?...Doweled or Isolations Jt?</p> <p>Response: <u>Longitudinal Isolation Joint</u> is required between existing and new PCC. Please refer to Revised Standard Plan (RSP) P2 and P18, under <u>Lane/Shoulder Addition or Reconstruction and Case 1 Plan</u>, on pages 376 and 380 of 419 accordingly.</p>
29.0	<p>Question_29: Revised Sheet C-1...Detail A is shows an isolation jt next to all the 60C rails...What about next to the "C or E" Dike section? What about next to the retaining walls...Isolation Jt Qty appears low.</p> <p>Response: The joint sealant is only for <u>Concrete Barrier Type 60C</u>. PCC Dikes C and E are to be constructed separate from outside shoulder, in other words, the <u>dikes have only cold joints</u>. Outside shoulder HMABB and LCB will extend out to cover the required dimension so that PCC dikes can be built separately from shoulder surface PCC. There are no PCC Isolation Joints next to the Retaining Walls, refer to RSP A76A on page 367 of 419. Or are you referring to Expansion Joints on the face of the Retaining Walls?</p>
30.0	<p>Tack Coat Item # 49. Question_1: Would you please check your quantity.</p> <p>Response: Quantity for <u>Tack Coat</u> was checked, and it seems accurate.</p>
31.0	<p>Question_31: In response to the answer to question 8 of the bidders inquiries. We are aware that both RW type 1 and RW type 7 are both included in bid item #55. We are finding out that RW type 1 quantities are over-running by approximately 720cy. RW type 7 is also over-running by approximately 20cy. Please re-calculate your quantity for the retaining walls and adjust the bid item accordingly.</p> <p>Response: Please bid as per current contract Documents.</p>
32.0	<p>Question_32: Per addendum 1, Sheet C-1, Detail "A". Is this considered an isolation joint, if not, where is it paid for?</p> <p>Response: The joint sealant in Detail A, under Construction Details (C-1), is considered an Isolation Joint. This is paid by <u>linear foot (LF)</u>, which is the length of <u>Concrete Barrier Type 60C</u>. The length is 9800 LF and will be paid as Seal Isolation Joint. The Quantity for this Item will be increased accordingly to account for the missing Quantity.</p>
33.0	<p>Question_1: Per Addendum No. 2, Sheet 2, Note 11: Standard Plan Sheet P1 has been replaced with Standard Plan Sheet P2. Standard Plan Sheet P2 (Detail A) eliminates the tie-bars between the new lane and shoulder. Is this correct? If we do not hear back we will assume there is no tie-bars between the lane and shoulder.</p> <p>Response: RSP P2 was already included in the project plans, RSP P1 was deleted</p>

	<p>due to possible conflict between the two. Yes, per RSP P2, there are no Tie Bars between new JPCP lane and new JPCP shoulder. Please refer to RSP P18, Case 1 for more details.</p>
34.0	<p>Question_1: Revised Sheet C-1 - indicates a joint containing 1/2" joint filler with joint sealant only between the PCC and the Concrete Barrier (Type 60C). It does NOT appear there is a method of payment for this work, based on the specifications and quantities. Please, specify the method of payment for this work.</p> <p>Response: Please refer to the response in Question # 32</p>