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) 383-5961
Fax (909) 383-6739.
All inquiries must include the contract number.

08-4440U4

Inquiry No.	Inquiry/Response
1.0	Question_1: When will the cross sections be available for our use? Response: Cross Sections are now available to be picked up. If interested in obtaining a copy, please call the above listed number.
2.0	Question_2: going through ebidboards.com, we pulled contract # 08-4440u4. As a drilling company, we looked for the plans related to our interest. We could not identify the appropriate bid item #s as associated with the defined bid item description. We are looking for the following bid items (as in plans, w/appropriate blue prints/sketches).. 126, 127, 128, 129, 170, 171, 172. Response: Please refer to the July 2004 Standard Plans, standard plans list in the Special Provisions, the project's Bridge, Sign and Soundwall Plans for work related to piles and CIDH piles.
3.0	Special_Provisions_Specific: The index is based on 10% Question_3: Will the agency revise to the current 5% being used? Response: ~~An Addendum will be issued to address this change~~. Please see addendum no. 1 dated July 16, 2009, which addresses the revisions to the "Compensation Adjustment for Price Index Fluctuations" in the special provisions."
4.0	Question_4: There are 3 bid items for slope paving - 211, 212, & 213. The bridge quantities indicate quantities for items 212, & 213 slope paving (rock blanket) and slope paving (concrete pavers). Cannot find where item 211, slope paving (Concrete) is placed. Please advise. Response: Please see addendum no. 1 dated July 16, 2009
5.0	Question_5: We understand that this project was postponed to August 27, 2009. Please confirm. Response: ~~As of today (07-08-09) the Bid Opening Date is 08-20-09. A request has been made to change it to 08-27-09. Until an addendum is officially issued, please bid according~~

	~~to the current bid documents.~~ ~~Opening Bid Date is now August 27, 2009. Please see addendum No. 1 dated July 16, 2009.~~ PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009.
6.0	Question_6:Please provide the electronic files for the contour grading plans (or all plans sheets). This information was provided on the adjacent SANBAG 215 Project (Segments 1&2). The issued cross sections do not provide adequate detail to perform an accurate quantity take-off. Response: Contour grading plan information will not be provided for this project (Segments 5 and 11). Please bid according to current bid documents.
7.0	Question_7: Retaining wall 55 requires fractured rib arrowhead cluster and formed relief texture. The special provisions indicate fractured rib shall be measured by the square meter. We cannot find bid items for the arrowhead cluster and the formed relief texture. Please specify the method of measurement / basis of payment for these two items. Response: ~~An addendum is forthcoming to address this issue~~. PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
8.0	Question_8: In regards to the CMU color for this project, there's quite a conflict. The specials provisions on page 206 state that the colors are to be fed chip #30450 for segment 5 and #33440 for segment 11. Yet the project plans do not state which walls are on what segment. Further confusing the matter, project sheet number 584 states that the CMU shall be Red Brown, fed chip #204000. In addition, the next page, sheet number 585, says the color shall be Angelus Block color #207. Please clearly define what the CMU color is for the block walls. Response: ~~An addendum is forthcoming to address this issue~~. PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
9.0	Question_9: Plan sheet Nos. 584 and 585 have conflicting details on whether the CMU is split-face on one side or two sides. Page 584's section drawing, on the right side, shows that ALL the CMU is split-face on both the freeway and residential sides. While page 585 states that if the wall is seen from city streets then it shall have texture on both the residential and street side and if it not then it shall have split-face texture on the freeway side only. But what is not clear is the interpretation. Is this based on being visible from 30ft away, 100 ft. away, 300 ft. away?? Caltrans should clearly state, with stationing points, where the wall is to receive one-side split-face treatment and where it is to receive texture on both sides of the wall. Response: ~~An addendum is forthcoming to address this issue~~. PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
10.0	Question_10: Sheet No. 724 there's a conflict between the sound reinforcement table and the typical section showing (H=3759 Thru H=4978). The section says the maximum height of regular strength CMU shall be 2845, and after that, the remaining height must be high-stress CMU. While the reinforcement table says that regular strength CMU can be used up thru a H=4369. And if the H is over 4369, then all the CMU must be high-stress. Which call out is correct, the reinforcement table or the section drawing on the far right. Please clearly state. Response: Per the "Sound Wall Reinforcing Table" on sheet 724, the "Maximum H" column refers to the **TOTAL** height of the wall, that is, wall and barrier rail included (see cross section "H=3759 thru H=4978" on same sheet).

	On Standard Plan Sheet B15-6 the Soundwall Reinforcement Table should be used to determine the number of courses of High Strength CMU. Since the maximum H of 4369 requires a compressive strength of 13.1 MPa and the maximum H of 4978 requires a compressive strength of 25.6 MPa, only the bottom 3 courses on a wall with a H of 4978 need to be high strength.
11.0	Question_11: In contract # 08-4440U4, I have looked everywhere for barrier rail and the elevations for the 60C concrete barrier in the cross sections and have yet to find any. There is plenty of it throughout the project. Could you either let me know where to find it or possibly have new cross sections available for me to do an accurate and competitive bid? Response: For Segment 11 – Limits and elevation controls for Type 60C barrier are shown on the profile sheets. Cross sections are also available at the District Office
12.0	Question_12: On page 839 of the project plans the sound wall referenced on N215-W210 is only shown on this particular sheet. There is no blow-up profile showing the "H" or steps in height for this sound wall. Please provide a true profile for this sound wall on structure. Currently there is no way of checking the engineers estimate for this wall, except for assuming the quantity on page 840 is correct. Response: Details for the soundwall on the NW Connector are shown on sheets 886 and 887.
12.1	Question_12.1: The response to Question #12 does not provide any help. I asked if the state could provide a "BLOW-UP" of the wall profile, not where the details are listed on the project plan. How can you determine the (4) different wall H's without a profile drawing? Without a profile w/ H call outs all we know is that the sound wall portion is 189.78M long and that the engineer est. came up with 579M2 of masonry block wall. Please provide a larger scale profile with dimensions. Response: A profile of the wall will not be provided since the table on sheet 886 provides sufficient information to calculate and verify quantity as shown for the soundwall on sheet 840.
13.0	Question_13: Sheets 139 and 140 of the Contract Drawings show ADL within the areas identified in section 10-1.41. Sheets 112 - 117 of the Contract Drawings show additional areas of ADL outside those limits, specifying removal to a depth of .300. However, the type (Y-1, Y-2, etc.) is not specified, nor is the disposition of this material specified. Further, sheet 547 lists 4,110M3 of Y-2 Roadway Excavation. This quantity corresponds with sheets 139 and 140. Sheet 542 of the Contract Drawings lists a total of 7,944M3 of Y-2 Roadway Excavation. This quantity corresponds with sheets 112 - 117. The combination of these two quantities, essentially, totals to the bid quantity. Please clarify if there is ADL as shown on sheets 112 - 117, and if so; What type ADL material is it? How will it be paid? Response: ~~An addendum is forthcoming to address this issue.~~ PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
14.0	Question_14: BID ITEM 66 - REMOVE CONCRETE (MISCELLANEOUS). THE BID ITEM LIST SHOWS THE UNIT OF MEASURE TO BE M3 (CUBIC METERS). SHEET Q-5B SHOWS THE UNITOF MEASURE TO BE M2 (SQUARE METERS). ADIVSE WHICH UNIT OF MEASURE IS CORRECT. THE DRAWINGS REFERENCED ON SHT Q-5B ARE NOT REALLY CLEAR AS TO WHAT IS TO BE REMOVED AND THE

	DIMENSIONS. PLEASE ADVISE Response: ~~An addendum is forthcoming to address this issue.~~ PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
15.0	Question_15: The Notice to Bidders for Contract 08-4440U4 states the DVBE contract goal to be 5 percent. In signing the state budget the Governor deleted the Good Faith language for DVBE participation goals, and now requires that a 3 percent participation goal must be met in order for a bid to be found responsive. Please confirm which direction the Contractor should proceed in its DVBE outreach and provide an addendum confirming any changes. Response: PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
16.0	Question_16: Bid Item 310,"MODIFY COMMUNICATION SYSTEM", does not have a payment description in section 10-3.52 of the Special Provisions. Further it appears that all work necessary to complete the Communication System Modification is covered in Bid Items 291 thru 294, 311 thru 314 and 317. Is Bid Item 310 necessary, and if so, what work does it entail? We have been advised by Mr. Perez of District 8 that all work between the Communication Hub and the Transportation Management Center is Existing. This being true, we are at a loss as to what is required by Bid Item 310. Please advise. Response: ~~An Addendum will be issued to address this issue.~~ PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
17.0	Question_17: BRIDGE 54-0946G SHEET 796, AND 54-1249 SHEET 906 NOTES INDICATE THAT BUNDLED, "CONT", AND ADDITIONAL BARS ARE ULTIMATE SPLICED Response: Per Notes 1 and 5 on the referenced plan sheets, all bars that are Labeled or shown as "cont" and/or "additional" and/or "bundled", shall be ultimate butt spliced by either welding or CT approved mechanical Coupler. The "#16 total 6 per bay" longitudinal distribution reinforcement at the bottom of deck slab shall also be ultimate spliced. All other bars not being called out "cont" and/or "additional" and/or "bundled" shall not require ultimate splice even though the bars are running full length or full width of the bridge.
18.0	Question_18: BRIDGE 54-1234 SHEET 865 NOTE 3 SERVICE SPLICE #43 BARS Response: Service splices are required for the #43 bars as shown on the plans to Comply with seismic performance standards. All other deck and stem bars Shall be spliced in conformance with the requirements of the Standard Specifications, Section 52-1.08, "Splicing".
19.0	Question_19: BRIDGE 54-1265 SHEET 931 NOTE 1 CONTINUOUS LONGITUDINAL REINFORCING SHALL BE SERVICE SPLICED Response: "All bars that are labeled or shown as "cont" and/or "additional" and

	"#16 tot 5 equally spaced per bay" longitudinal reinforcement at the bottom slab shall be service spliced."
20.0	Question_20: Under construction notes it reads 0.1 black stripe (thermoplastic). We need to know if this is correct as I will need to obtain pricing for special thermoplastic black. In our past experience the black contrast stripe has always been black waterbourne paint. Can you please advise us if we can use the waterbourne installation method or will we be required to install contrast stripe with the thermoplastic method. Response: Sheets 463-467, 487 and 488 are the quantity sheets for permanent pavement delineation. Please refer to them, as they are very clear as to what type of striping is required for the job (e.g. painted, or thermoplastic). Also, please refer to sections 10-1.112 "Thermoplastic Traffic Stripe (Sprayable)", and 10-1.113 "Paint Traffic Stripe and Pavement Marking" of the special provisions, which describes other material (if any) that can be used other than paint or thermoplastic for the permanent traffic striping.
21.0	Special_Provisions_Specific: Imported borrow shall be mineral material including rock, sand, gravel or earth. The Contractor shall not use man-made refuse in imported borrow including: A. Portland cement concrete B. Asphalt concrete C. Hot mix asphalt D. E. F. G. H. I. Question_21: Does this section prevent the use of ruble generated from the bridge removals or other miscellaneous removals on the project from being incorporated into the embankments on the project? Response: Please refer to section 19-7 of the Standard Specification for information regarding "Imported Borrow" and "Borrow Excavation". Please refer to section 10-1.37 "Existing Highway Facilities", subsection "Bridge Removal" of the Special Provisions, and sections 15-3 and 15-4 of the Standard Specifications, which allows broken concrete from bridge removal operations to be disposed of in embankments subject to the requirements of sections 19-5 and 19-6 of the Standard Specifications. Please refer to section 10-1.37 "Existing Highway Facilities" of the Special Provisions for information regarding the removal and disposal of other concrete and miscellaneous facilities.
22.0	Question_22: Retaining Wall 55 includes Arrowhead & Mountain Ridge Texture, but there are no pay items. Would these quantities be part of the Fractured Rib Texture Pay Item 140? Response: ~~An addendum is being processed addressing the "Fractured Rib Arrowhead Cluster Texture" and "Formed Relief Texture (Mountain Ridge Relief)" items of pay. Until such time, please bid according to the current bid documents.~~ PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009

23.0	Question_23: How can we obtain the soil reports? Response: Please refer to section 5-1.08 of the special provisions for the list of the information handouts that were included with the bid package. For information such as cross sections and ADL Soils Report that can be obtained at the District 8 Office, please call 909.383.5961.
24.0	Question_24: In section 5-1.16 "Biological Monitor", the requirement to retain and have an authorized biologist on site for all activities identified in Endangered Species and Wildlife Protection of these special provisions is stated. No specific "Endangered Species and Wildlife Protection" section is included in the special provisions. Please clarify the extent of this work. Due to the ambiguousness of this requirement and the difficulty in quantifying this work, it is suggested that the State provide the Biological Monitor (which the State typically will do) or have this work be performed as extra work at force account. Response: ~~An addendum is forthcoming to address this issue~~. PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009
25.0	Question_25:Is it necessary to have two items (Item Nos. 13 & 19) for Concrete Washouts? What is the State's intention in including two items? Response: Both types of Temporary Concrete Washout Facilities were proposed to provide adequate holding capacity, ease of maintenance and transport, and were chosen based on the type of work and amount of concrete at given locations; in addition to providing contractor flexibility.
26.0	Question_26: Typically, if a job requires Portable Changeable Message Signs to be paid as a lump sum, the special provisions will indicate the minimum number of signs required for the job. Section 10-1.30 "Portable Changeable Message Signs" does not indicate a minimum number of signs that will be necessary for the project, but does state that if "Portable changeable message signs ordered by the Engineer in excess of the number shown on the plans or specified in these special provisions will be paid for as extra work at force account". What is the minimum number of signs the contractor is required to have on the job? Response: "The number of Portable Changeable Message Signs (PCMS) required by the project plans are indicated on plan sheets 453 and 454. A total of 15 are identified in the table. In addition, please refer to the Standard Plans relating to traffic control."
5.1	Question_5.1: We understand that this project was postponed. Please confirm. Response: ~~Addendum No. 2 was issued on August 18, 2009. This addendum postponed the Bid Opening Date indefinitely. An addendum will follow advising of the new Bid Opening Date and other changes.~~ PLEASE SEE ADDENDUM # 3, DATED AUGUST 28, 2009