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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

The mailing address is 655 2nd Street, San Bernardino, CA 92402.

Phone (909) 383-4050

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All inquiries must include the contract number.

08-007174	
Inquiry No.	Inquiry/Response
1.0	<p>Since this project was not advertised until July 06, 2007 will the prebid meeting be re-scheduled?</p> <p>Response: Pre bid meeting will be held on August 29, 2007 at 1:00 pm at the District office room 805. An addendum will be issued to officially announce the above date, time and place of the prebid meeting.</p> <p>Please find the electronic files of Pre-Bid Meeting Attendance List and Presentation at Pre-Bid Meeting under the Contract No. 08-007174 (1)</p>
2.0	<p>Please provide plans for Retaining Wall No. 2. Or at least bottom of footing elevations and design heights.</p> <p>Interpretation: This information will be helpful in determining the extent of shoring, since it is shown for this wall near Abutment 3 on sheet 267 of 309.</p> <p>Response: Plans for "(Segment 3) Retaining Wall No. 2" are included in the Contract Plans. This wall is an MSE wall type with Bridge No. 54-1235M.</p>
3.0	<p>Special provisions section 5-1.19 Project Information section B. states that cross sections are available in electronic copy. When are the cross sections be available and in what format?</p> <p>Response: 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>
4.0	<p>Special Provisions, Section 10-1.70 "Type 6 Retaining Wall" refers to "The contract price paid per square meter for retaining wall stem (Type 6), yet there is no bid item listed in the Engineer Estimate. Please clarify.</p> <p>Response: There is a retaining wall type 6 (Retaining Wall No. ORSHO-1) on sheet R-9 (sheet no. 500), but the quantity for this retaining wall is included in retaining wall quantities sheet R-21 (sheet 512). The ssp in the special provisions, section 10-1.70 will be removed by an addendum forthcoming.</p>

5.0	<p>Traffic control chart No's 1 & 2 allow a total of 9 & 8 hours for traffic lane closures respectively. Page 328 of the Special Provisions require Approach Slab (Type R) concrete to cure for at least 6 hours prior to being open to traffic. After allowing 1 hour for traffic control installation and removal and 6 hours for cure, there is only 1 hour of time available in the NB and 2 hours in the SB direction to perform all the necessary demolition, excavation, rebar installation, and pouring of the concrete. This is an infeasible small duration of time to perform this work. Typically Caltrans requires only 4 hours cure with a Non-Chloride Chemical add mixture AND includes special "Approach Slab Closure Charts" which allow 9-10 hours of closure time, providing the contractor a work window of between 5-6 hours to perform this work. Please consider providing additional traffic control charts and/or reducing the required cure time on the approach slab concrete to allow!</p> <p>Response: The work in question can be accomplished in the provided window or at worst be staged for multiple closures as provided in the specification for the Structure Approach Slabs (Type R).</p>
6.0	<p>The plans specify a (N) Type approach slab for the Lytle Creek bridge. This includes Geocomposite Drain Material and slotted pipe underdrain at top-of-footing elevations. This requires excavation to the bottom of the existing abutment. This appears to be an incorrect application. The auxiliary work associated with a type (N) approach slab cannot be performed at this location without additional traffic handling plans and stage construction. Should this approach slab be a type (R)? If so please provide the amended drawings and specifications.</p> <p>Response: Structure Approach Slab N (14D) specified at the approaches of Lytle Creek Bridge is correct. Contract Dwg. Sheet No. 762 (Structure Approach Drainage Details) will only apply to the widening portion of the bridge; geocomposite drainage system will not be required at existing abutments.</p>
7.0	<p>Requesting plan holders list for job number 08-007174.</p> <p>Response: Plan holder lists of the above referenced project are posted on the internet website "www.dot.ca.gov".</p> <p>After the webpage of "www.dot.ca.gov" is open, place the cursor on the "Engineering" and then click on the "Advertised Highway Projects". Find the heading of "Plan Holder Lists", open it and then click on "show all". Search the list of plan holder for contract 08-007174.</p>
8.0	<p>Question_8.0: A. Will the pile data tables on sheets 832/1063 and 866/1063 be revised to show HP 360 x 132 piles are to be driven at the bents? B. Will sheets 739/1063 through 742/1063 be revised to substitute Cl. 625, Alt. V piles for the HP piles shown at the abutments?</p> <p>Interpretation_: A. The quantities of HP 360 x 132 piles on sheets 831/1063 and 866/1063 equal the bid quantities for items 125 and 126. B. The pile data table on sheet 737/1063 and the quantities on sheet 736/1063 indicate Cl. 625, Alt. V are to be driven at the abutments.</p> <p>Response: An addendum will be issued to resolve.</p>
8.1	<p>Question_8.1: A. How will we be paid for the fractured rib texture on the abutments of bridge 54-1229? The texture is shown on sheets 837/1063 thru 839/1063 but there is no allowance for it on sheet 831/1063 nor bid item 144F. B. Why isn't fractured rib texture shown on the abutments of bridge 54-1230?</p>

	<p>Interpretation_: A. Fractured rib texture will be deleted from the abutment drawings or it will be incidental to bid item 134F or it will be added to bid item 144F. B. Fractured rib texture will be added to the abutment drawings and Caltrans will tell us how it will be paid for.</p> <p>Response: An addendum will be issued to resolve.</p>
9.0	<p>Elevation view on sheet 1038/1063 can the bottom of footing elevation between 87+27.51 and 87+51.91 is revised from 301.55 to 301.50?</p> <p>Interpretation_: The F dimension for the H=5.500 wall shown on 1047/1063 is greater than the dimensions for the design H's on either side.</p> <p>Response: The bottom of the footing shall be constructed as shown to the elevation indicate on the plans. The F thickness of the footing shall follow Special Details. The top of footing in elevation view between section Design H = 4800 and H=5500 should not be level. Our intention is to keep the bottom of footing the same between these sections.</p>
10.0	<p>Sheets 1028 & 1033 require expansion joints every 4.877 meters for the footings and stems of retaining walls 13 & 14. This will increase the cost of these walls and architectural treatment substantially.</p> <p>Interpretation_1: Perhaps the joints can be spaced further apart.</p> <p>Response: Pending</p>
11.0	<p>Special_Provisions_Specify: Addenda NO 2 said to replace these existing pages with the new pages with the same numbering</p> <p>Should the existing pages with corresponding numbers be 5,10,11 & 12 instead? The Bid items on the addenda sheets match Bid items on the Engineers estimate on the very next sheet in each case.</p> <p>Interpretation_: The sheets to be revised should be numbered 5,10,11 and 12 and should replace those same sheets of the original Engineers estimate 5,10,11 and 12.</p> <p>Response: Addendum No. 2 is correct.</p>
12.0	<p>On sheet 187 of 1063 a 4570mm x 4570mm RCB is shown. Standard Plan D80 only goes to 4270mm x 4270mm. Where in the plans or standard plans can the details be found for this box culvert?</p> <p>Response: Please refer to 1999 Caltrans Standard Plans, Sheets D80 and D82. Use the same member sizes and reinforcing data as for a 4270mmX4270mm RCB culvert under 6.0 meters of cover as detailed on sheet D80. In addition, increase the number of distribution "d" bars from 20 to 22.</p>
12.1	<p>On sheet 187 of 1063, two Type A RCB WW are shown with H = 5.5m & 5.8m. Standard Plan D84 only goes to H=4.9m. Where in the plans or standard plans can the details be found for these two wingwalls?</p> <p>Response: Since Type "A" Retaining Wall on D84 is limited to 4.9 m height, as an alternative, please refer to 1999 Caltrans Standard Plans, Sheet B3-1, Type 1 Retaining Wall. Data is listed for the 5.5 m. wall, however, for the wall 5.8 m. in</p>

	height, use properties of a 6.1 m. wall.
13.0	<p>Section D-D, on sheet 713 of 1063, shows what appears to be a paving notch under the Type R Approach Slab. However, there is no paving notch quantity given under the list of quantities on sheet 702 of 1063. Is this concrete paving notch concrete? If so, will the bid quantity be revised? If not, in which item does this concrete get paid?</p> <p>Response: Pending</p>
14.0	<p>On the type N approach slabs, how are the removals paid?</p> <p>Response: The pay clause for excavation involved in type N approach slab is indicated in the third paragraph of Section 51-1.23 "Payment" in Standard Specifications.</p>
14.1	<p>What type of Structural section will the type N approach slab and sleeper slab be placed on? Will the approach slab be placed on TPB?</p> <p>Response: As shown on Sheet 760, the approach slab portion of the Structure Approach Type N (14D) will be on 150 mm thick TPB.</p>
15.0	<p>Per the tieback wall details No. 1, plan sheet 1006 of 1063, a footing is to be constructed under the tieback section. What sequencing will be required by the contractor to construct this footing?</p> <p>Interpretation: A. Excavate and addition 300mm on the bottom tieback section. Pour the footing prior to the proposed shotcrete section.</p> <p>B. Complete the proposed shotcrete section. Undermine the proposed shotcrete and pour the footing.</p> <p>Response: Pending</p>
15.1	<p>Per the tieback wall details No. 1, plan sheet 1006 of 1063, a footing is to be constructed under the tieback section. This footing is not connected to the shotcrete and/or structural section of the proposed wall. What item will the footing be paid under and where will the quantities be allocated?</p> <p>Interpretation: This item falls under item 136(F) Structural Concrete (Tieback Wall)</p> <p>Response: Pending</p>
15.2	<p>Per the tieback wall details No. 1, plan sheet 1006 of 1063, a footing is to be constructed under the tieback section. Since this footing is not connected to the shotcrete and/or structural section of the proposed wall and only acts as a leveling pad for the retaining wall, can the footing be eliminated?</p> <p>Interpretation_3: A. Extend the shotcrete and structural concrete section 300 mm.</p> <p>B. Require leveling pad for structural concrete only.</p> <p>C. Eliminate footing and leave the proposed structural and shotcrete section per plan.</p> <p>Response: Pending</p>
16.0	<p>Are there any restrictions on locating bridge falsework bents in Warm Springs Channel? Sometimes the COE restricts construction in channels during the rainy season.</p>

	<p>Construction of Warm Springs Bridge and Orange Show N.B. On-Ramp will necessitate placing falsework in the channel during the rainy season in order to construct the project in a timely fashion.</p> <p>Interpretation: The specifications do not expressly prohibit work in the channel during the rainy season, so it is O.K. to erect falsework in the channel during the rainy season.</p> <p>Response: Pending</p>
17.0	<p>Question_17.0: Will permanent steel deck forms be allowed at Lytle Creek Bridge (Widen)?</p> <p>Response: No.</p>
17.1	<p>Question_17.1: How is the reconstruction of the channel walls and invert at Warm Creek Bridge(Widen) paid for?</p> <p>Response: Please bid per current bid documents.</p>
18.0	<p>The bid quantity of 34,029 kg for item #219; Misc. Iron & Steel; includes 11,102 kg of steel called out in the Concrete Trap Channel & Transitions (Ref. DS #25v-ab). Other than the steel wire mesh shown at the weeps, the steel shown is for reinforcing. Please verify that the reinforcing steel in the Concrete Trap Channel & Transitions is to be paid under the Misc. Iron & Steel item.</p> <p>Interpretation_1: The reinforcing steel quantity was mistakenly put into the Misc. Iron & Steel column of the DG-sheet, but was intended for the adjacent Bar Reinforcing Steel column.</p> <p>Response: Pending</p>
19.0	<p>There is no item # for type 26 mod barrier rail on the bid sheet. Is there one?</p> <p>Response: Pending</p>
19.1	<p>Question_2: Item # 247, Plans show 1574 m of type 732 mod barrier rail. Bid sheet shows 1874 m, which is correct?</p> <p>Response: Pending</p>
19.2	<p>Item # 248, Plans show 1724 m of type 732A mod barrier rail. Bid sheet shows 1571 m, which is correct?</p> <p>Response: Pending</p>