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.

08-472304

Inquiry No.	Inquiry/Response
1.0	Question_1: When will the electronic cross sections be available to download for our use? Response: Cross Sections for this project will be available for pick up at the CCO/PBI Desk starting today 09/29/08. They will be available on CDs in pdf format.
2.0	Question_2:Contractor's Licensing Statement This document shows that the President of the Corporaton must sign this document. Why if Teichert Construction is a Corporation and has stockholders, can't a Corporate officer of the company sign this statement. Response: Canceled .
3.0	Question_3: BID ITEM #99 "REPAIR SPALLED JOINTS" (POLYESTER GROUT) THIS PRODUCT IS QUOTED AND PURCHASED BY VOLUME, IE. CUBIC METERS (M3),EXACTLY AS IN POLYESTER CONCRETE FOR BRIDGE DECK OVERLAY. YET THE CALTRANS ESTIMATED QUANTITY IS WRITTEN AS SQUARE METERS (M2).SINCE THE CALTRANS SPECIFICATION FOR THE MATERIAL IS THE SAME, REGARDLESS OF WHETHER IT IS SPECIFIED FOR BRIDGE DECK OVERLAY OR JOINT REPAIR, WHY CAN'T CALTRANS KEEP ALL CONTRACTORS ON THE SAME "LEVEL PLAYING FIELD" BY PROVIDING A VOLUMETRIC ESTIMATE OF THE POLYESTER GROUT REQUIRED FOR THIS ITEM ? Response: This item "Repair Spalled Joints (Polyester Concrete)" is measured by area because the depth of the spall at each repair area is variable and the volume needed is not uniform at all locations.
4.0	Question_4: Do the 10 day extended closures for Fastset Concrete at entrance/exit ramp construction from Station 84+00 to the end apply to the two exit ramps at the West End of the project, WB County Line Road Off and EB Calimesa Road off, even though they do not fall within those station limits?

	Response : the intent for the work at the WB County Line Road Off ramp and EB Calimesa Road Off ramp was to have construction done during the overnight closures shown in the Complete Ramp Closure charts 5 and 6 in Section 10-1.21 Maintaining Traffic of the special provisions. The 10 day ramp closures are only allowed for the ramps referenced on layout sheet TH-39, sheet No. 457
5.0	Question_5: What are the repair requirements for the 600mm RCP lateral between station 102+00 and 103+00? Will we have to remove full lane concrete panels? Will there be a trench patch and panel remove and replace at a later date? If panel replacement is required will this be paid as part of the storm drain item or the panel replacement item? What are the lane closure requirements and restrictions? Response: An Addendum is being issued to change this drainage system.
6.0	Question_6: In Special Provisions on page on paragraph 0 the bid location is stated to be opened at 3347 Michelson Drive, Suite 100,Irvine, Ca. But the bid envelope tate was enlosed with the bid documents show the bid will be opened at 1120 N Street Room 0200, Sacramento, Ca. Please issue the right bid envelope where the bid will be opened at on bid day. Response: If you believe that the Bid Envelope you received was incorrect and you need a corrected one, please contact Caltrans Headquarter in Sacramento, and a correct Bid Envelope will be sent to you.
7.0	Question_7: Per the specification on pg 86, the traffic vehicle opening table for the E-60-E-10 Connector replacement bridge states that the contractor shall provide a traffic opening of 4.8 m and a height restriction of 4.6 m. On plan sheet 751 the plan view shows the concrete barrier/ vehicle opening at 3.6 m. Please clarify the minimum required vehicle opening during the construction of this bridge. Response: Please see Addendum No. 1 dated October 30, 2008. Plan sheet 751 has been revised.
8.0	Question_8: The Unit of Measure for this item is listed as "L." Please clarify what it should actually be. Response: Please bid per the contract documents. The second sentence of the first paragraph under "Measurement and Payment" of Section 10-1.79, "Bridge Deck Methacrylate Resin Treatment" (Page 220) reads "Furnish bridge deck treatment material will be measured by the liter of mixed methacrylate resin actually placed and will be paid for as furnish bridge deck treatment material."
9.0	Question_9: Ref Contract Items 189 and 195- Request you clean up the ambiguity in the details, call outs and quantities that conflict between plan sheets 18 and 44 of the roadway plans and 713, 728 and 734 of the structure plans. Response: See Addendum No. 1, dated October 30, 2008. Plan sheets 713 and 734 have been revised. Quantities for items 189 and 195 have also been revised.

10.0	Question_10: Please provide profile grades "EB" and "WB" for the median work, Sta "ALN 4" 4+ 44 to 6+ 40 so we can determine the details of concrete barrier and thrie beam barrier. Response: The profile and super-elevation for the median work are provided on PS-31 sheet 107. Cross section is available upon request. Slop Staking Listing will be provided during construction.
11.0	Question_11: Please clarify whether the following Rapid Set Concrete areas will be constructed under a 10 day ramp closure or under an overnight closure: C-1/C-3 Line 105+20 to 113+73 Lane 3 C-5 Line 111+11 to 113+40 Lanes 4&5 A33/ALN1 Line 490+54 to 114+09 C-6 Line 111+05 to 120+32 Lane 2 C-6 Line 116+74 to 118+73 Lane 4 Response: All these locations should be constructed under an overnight closure
12.0	Question_12: Please provide the pipe diameter(s), Anchor Assembly type (s), and type(s) of Entrance Tapers for the Flume Downdrain Response: All details for the flume down drains are shown on Standard Plan D87D.
13.0	Question_13: Please provide information for lane closure(s) for work to be done on city and county roads e.g. Calimesa, Singelton etc. Response: **Below is the proposed Local Road Closure Requirement. The most likely closure times (except on special City Specific Activities days which the Contractor should be made aware of at least 24 hours in advance) are as follows:** **Monday through Thursday : 10:00 PM to 4:00 AM** **Friday : 12:00AM to 5:00 AM** **Saturday : 1:00 AM to 5:00 AM** **Sunday : 11:00 PM to 4:00 AM** **The Actual Lane Closure Requirement for the Local Road shall be as directed by the Resident Engineer.**
14.0	Question 14: Please provide information and quantity of temporary K rail , striping etc. to accomplish the MBGR removal and replacement and anchor block construction on county roads e.g. Calimesa, Singelton etc 14 Response: **Bid As Is. The anchor block construction and MBGR doesn't need temporary K-rail and temporary Striping.**
15.0	Question_15: Can you provide as builts of existing bridge structures...need to know in order to bid BI 196.... How many columns are under each bridge, are they square or circular? what is their width/size? Or perhaps there is an infill wall? We need the asbuilts. Response: The procedure to obtain as-built plans is explained in paragraph 7 of Section 5-1.07 Project Information of the Special Provisions
16.0	Question_16: Request further design details that will identify any required "Strengthened Railing Sections for Fixed Objects", per

	Standard Plan A 77G2 to A77G8, at the mainline outside shoulders for Bridge overcrossings e.g. Calimesa, Singelton, etc. Response: No details will be providing for the “Strengthened Railing Sections for Fixed Objects". Within the project limits, there is no location that require “Strengthened Railing Section for Fix Object”
17.0	Question_17: Please identify more clearly what type and where existing overhead sign "D" is to be removed from. Response: The existing overhead sign “D” is a truss sign structure on one post at approximate station 114+90 “B2” line
18.0	Question_18: Where do you intend to cover the scope and payment of removal/disposal/or salvaging of existing Single and Double Beam Barrier that is now in the median from approximate Sta "AL2N" 111+00 Lt. to "AL3N" 130+64 centerline ? Response: The existing single or double metal beam barrier from approximate Station "AL2N" 111+00 Lt. to "AL3N" 130+64 centerline is called on the plans as Salvage MBGR. However the quantities of these salvage MBGRs are not included in Q-11 Sheet No. 546. Adjustment to these quantities will be required during construction as directed by the Engineer.
19.0	Question_19: Please clarify what Type of Concrete Barrier is to be installed from Sta "ALN1" 115+54. to 116+16. and "ALN3" 111+86. to 111+97. as shown on layout plan sheet L-33. Response: As shown on the Layout Plan Sheet L-3 Station "ALN1" 115+54. to 116+16: Concrete barrier type 60C paid for as type 60 Station "ALN3" 111+86. to 111+97: Concrete barrier transition from type 60C to 60GC shall be paid for as type 60GC as indicated on Q-8 Sheet No. 543
20.0	Question_20: Please provide a plan for Type 60R modified barrier transition at Sign Post that is detailed for the vertical pavement offsets that appear to be called for at new Overhead Signs A and B. Response: Use Construction Details C-38 Sheet No. 166 in Conjunction with Construction Details C-35 Sheet No. 163
21.0	Question_21: In the Standard Specifications, Section 26-1.02A, it reads, "The amount of reclaimed material shall not exceed 50 percent of the total aggregate volume used". Response: Please follow the Standard Specification. In the Standard Specifications, Section 26-1.02A reads, "The amount of reclaimed material shall not exceed 50 percent of the total aggregate volume used".
22.0	Question_22: DO YOU WANT TO HAVE ISOLATION JOINTS ON BOTH SIDES OF THE CENTER RAIL??? Response: Pending YES as shown on the plans
23.0	Question_23: DO YOU WANT TO HAVE A .600 M WIDE PAVING SECTION #1 UNDER THE CENTER RAIL...THEN A ISOLATION JOINT FOLLOWED BY A 4.27 M +/- PAVING SECTION #1???

	Response: Yes. The section under the concrete can be paved separately or with the barrier or as directed by the Engineer.
24.0	Question_24 Please provide hours of full freeway closure, west bound Rte 10 and 60, to enable the installation of Bridge Mounted Sign sructure# C, which spans all west bound traffic lanes. Response: "Full freeway closure" will not be needed to install the bridge mounted sign #C. The overhead sign C consists of two signs. Please consider the staging for the overhead sign to use overnight closures.
25.0	Question_25: Bid 195....60 ga mod: What makes it "mod"...provide a detail. Were is a cross section of barrier? Response: Barrier Rails Type 60GA (Mod) are slight modifications of the Standard barrier rail Type 60GA. Specific barrier section details are shown for each separate location. See plan sheets 722, 729, and 743 for the type 60GA (Mod) barrier details at their respective bridge locations.
26.0	Question_26: Please provide the flume downdrain sizes and tapered inlet types for this project. Response: Refer to Question # 12 above.
27.0	Question_27: Your responses to Pre Bid Questions No. 13.0 and 14.0 are debateable. Request that you either provide longer(10 hr. minimum) hours for closure and / or temporary K rail at the many county/local roads requiring rail removal and replacement. Response: Pending
28.0	Question_28: Request that you postpone the bid opening until the remaining un- answered pre bid questions can be responded to, preferably, by an addendum to all plan holders. Response: Pending