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.

08-472214

Inquiry No.	Inquiry/Response
1.0	Question_1: When will the cross sections be available for our use? Response: Cross sections for this project will be available starting on 10/08/2008. If interested please contact the above listed number.
2.0	Question 2: Since this is an ROCIP contract, is the required Rail Road insurance included in the ROCIP program or is the contractor required to provide an additional railroad insurance policy? Response: The contractor is required to be in full compliance with Section 13, "Railroad Relations and Insurance Requirements," of the Special Provisions. However, under Section 13-1.07, "Railroad Protective Insurance," the ROCIP will provide: A. Commercial General Liability Insurance C. Worker's Compensation and Employer's Liability Insurance D. Umbrella or Excess Policies
3.0	Question 3: Special Provisions Section 10-1.49 details requirements for PCCP replacement using the "Super-Slab" system. One of the requirements is for mandatory training for "…the superintendent, construction foreman, the project surveyor, grout suppliers, grout installers, equipment operators…" This requirement is "...in addition to the preconstruction conference…" 1. What will be the duration of the training session? 2. Where will the training session be conducted? 3. What will be the duration of the preconstruction conference? Please clarify. Response: In response to Inquiry 3: **1. What will be the duration of the training session?** The training session will consist of 3 parts. The first part is a two-to-three hour meeting

	reviewing in detail the installation process. The second part is devoted to grout training during which the contractor will be required to pump grout into a wood mock-up of a slab so the technique of grouting can be developed. The third part of the training occurs during the first installation of SuperSlab, and will consist of on-the-job type training. **2. Where will the training session be conducted?** The first part will occur at an office location agreed to between the Engineer and the Contractor. The second part will occur at the Contractor's yard. The third part will occur on the job site. **3. What will be the duration of the preconstruction conference?** The preconstruction conference will take 2-3 hours.
4.0	Question 4: Please provide the daily Freight and Passenger train traffic count on the Union Pacific Railroad line. Response: Per an email received from Mr. Dan Miller of Union Pacific Railroad Company on 1/2/07, the train count is 48 trains per 24-hour period. If more detail regarding the train count is required, the bidder should contact Union Pacific directly
5.0	Question _5: In the table on sheet 503, there is no quantity for "Replace Concrete Pavement (RSC, Lane Replacement)" for EB60-NB15 Conn Sta 12+20 to 14+80.907. The plans show this area as being replace concrete pavement. Please confirm whether this are is to be removed and replaced. Response: The quantities for replacing concrete pavement for EB60-NB15 Conn Sta 12+20 to 14+80.907 (Sheet Q-5) were inadvertently included in the quantities for WB60-NB15 Conn Sta 3+80 to 7+60 (Sheet Q-4). The affected items are Asphaltic Emulsion (Paint Binder), Liquid Asphalt MC-70 (Prime Coat), Roadway Excavation (Mainline & Connectors), Asphalt Concrete Type A (Mainline & Connectors), and Replace Concrete Pavement (RSC, Lane Replacement). The total quantity for each of those items remains the same.
6.0	Question_6: There are no "Temporary Water Pollution Control Plans, Details,Quantities, and Construction entrances" in the bidding set of plans. Please, provide this information, so this work can be properly accounted for in the bid price. Please, provide the locations and types of Water Pollution Control measures. Response: Please see plan sheets 97,98 and also standard plan sheets T51, T53, T56 and T58. The quantities related to water pollution control in the list of bid items are items numbers 6, 7, 8, 9, 10, 11 and 12
7.0	Question_7: The specs indicate that the existing Jurupa Street OC (Bridge No. 54-0971) is to be treated with Methacryalate. What is the allowed closure duration of Jurupa Ave. in order to complete this work? Response: Pending
8.0	Question_8: Per 604, 605,606 and 611 the CIDH piling indicated for the Bent No. 2 Crash Wall is called out as 600 MM CIDH in a number of locations. There is no bid item for 600 MM CIDH. Please Clarify. Response: Pending
9.0	Question_9: Plan Sheets 604, 605,606 and 611 gives details for Bent No. 2 crash wall however there are no bottom of wall elevation shown on the foundation plan. In addition there is no overall dimension given for the length of this crash wall. Please Clarify.

	Response: Pending
10.0	Question_10: Sign Lighting Summary on sheet E-32 of the plans does not represent the Sign numbers, quantity of signs and sheet numbers to which they are referenced. Some signs are missing from plan sheets E-2 to E-29. Should this be corrected for bidding purposes? Response: Pending
11.0	Question_11: Per the Special Provisions section 10-1.24, the falsework table indicates no traffic opening for the Seventh Street UC (Widen.) Please indicate the required traffic closure for the Seventh Street Bridge. Response: Pending
12.0	Question_12: Please provide Plan Location and Specification section for bid item 42 - Remove Concrete (Structure). Response: The item 'Remove Concrete (Structure)' is covered in C7, C8, Q1, Q2, Q3. Installation of 'Transition Rail (Type WB)' will require removal of existing concrete blocks at the locations indicated on the plans. Specifications for this item of work may be found on page 137 of the Special Provisions, and page 130 of the 1999 Standard Specifications (Section 15-3).
13.0	Question_13: Please refer to Special Provisions section 10-1.49 on page 172. The third paragraph states "The unit price quoted by the manufacturer for Super-Slab TM system, The Fort Miller Co., Inc., FOB the project site, is $282.00 per square meter which includes delivery but not sales tax. This price covers only the precast slab elements and is good for 90 days after April 7, 2008." The time period for the specified quote is long past. Please provide a current price quote for the precast panels. Response: Pending
14.0	Question_14: Please refer to Special Provisions section 6-1.01 on page 28. Paragraph B provides for a maximum incentive to be paid of $900,000. Paragraph C provides for a disincentive of $175,000 for each weekend closure in excess of 32 with no maximum disincentive. Due to the large disincentive unit rate, it would be fair to provide a disincentive maximum approximately equal to the incentive maximum. Response: Pending