

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.

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**All inquiries must include the contract number.**

| 08-472214   |  |
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| Inquiry No. | Inquiry/Response   |
| 1.0         | <p>Question_1: When will the cross sections be available for our use?</p> <p><b>Response: Cross sections for this project will be available starting on 10/08/2008. If interested please contact the above listed number.</b></p>  |
| 2.0         | <p>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?</p> <p><b>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:</b></p> <p><b>A. Commercial General Liability Insurance</b><br/> <b>C. Worker's Compensation and Employer's Liability Insurance</b><br/> <b>D. Umbrella or Excess Policies</b></p>   |
| 3.0         | <p>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..."</p> <p>This requirement is "...in addition to the preconstruction conference..."</p> <ol style="list-style-type: none"> <li>1. What will be the duration of the training session?</li> <li>2. Where will the training session be conducted?</li> <li>3. What will be the duration of the preconstruction conference?</li> </ol> <p>Please clarify.</p> <p><b>Response: In response to Inquiry 3:</b></p> <p><b>1. What will be the duration of the training session?</b></p> <p><b>The training session will consist of 3 parts. The first part is a two-to-three hour meeting</b></p> |

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|      | <p>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.</p> <p><b>2. Where will the training session be conducted?</b></p> <p>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.</p> <p><b>3. What will be the duration of the preconstruction conference?</b></p> <p>The preconstruction conference will take 2-3 hours.</p>   |
| 4.0  | <p>Question 4: Please provide the daily Freight and Passenger train traffic count on the Union Pacific Railroad line.</p> <p><b>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</b></p>  |
| 5.0  | <p>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.</p> <p><b>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 &amp; Connectors), Asphalt Concrete Type A (Mainline &amp; Connectors), and Replace Concrete Pavement (RSC, Lane Replacement). The total quantity for each of those items remains the same.</b></p> |
| 6.0  | <p>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.</p> <p><b>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</b></p>   |
| 7.0  | <p>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?</p> <p><b>Response: An addendum to the project will be issued shortly that will include a Lane Requirement Chart for the work on Jurupa Avenue overcrossing.</b></p>   |
| 8.0  | <p>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.</p> <p><b>Response: Pending</b></p>  |
| 9.0  | <p>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.</p> <p><b>Response: Pending</b></p>  |
| 10.0 | <p>Question_10: Sign Lighting Summary on sheet E-32 of the plans does</p>   |

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|      | <p>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?</p> <p><b>Response: Pending</b></p>   |
| 11.0 | <p>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.</p> <p><b>Response: An addendum will be issued in response to this inquiry.</b></p>  |
| 12.0 | <p>Question_12: Please provide Plan Location and Specification section for bid item 42 - Remove Concrete (Structure).</p> <p><b>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).</b></p>   |
| 13.0 | <p>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.</p> <p><b>Response: "An addendum will be issued to update the price quote. Bidders are also reminded of the specification's requirement to contact The Fort Miller Co., Inc. for a detailed quote."</b></p>   |
| 14.0 | <p>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.</p> <p><b>Response: "No disincentive maximum will be provided."</b></p>  |
| 14.1 | <p>Question_1: Reference section 6-1.01 - Incentives and Disincentives for Completion of Work - Paragraph A. The first sentence states that the total number of extended weekend closures on the project is 32. The second sentence states that this number (32) will be the "basis for the determination of incentives and disincentives for completion of the designated portion of work". The fifth sentence then states that the contractor will receive an incentive for any weekend closures less than 27 not utilized. Should it read the contractor will receive an incentive for any weekend closures less than 32 not utilized per the second sentence of this section? It seems that the incentive and disincentive should be based off of the same number of closures.</p> <p><b>Response: No Change. "The specification is correct as written".</b></p> |
| 15.0 | <p>Question_15: How many Passenger/Freight trains come by daily? And at what speed?</p> <p><b>Response: Please refer to Question # 4 of this listing.</b></p>  |
| 16.0 | <p>Question_16: If an imported material meets all other requirements and has a Sand Equivalent greater than 30 it is not acceptable, but</p>   |

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|      | <p>at the contractors option, aggregate for shoulder backing consisting of material processed from reclaimed asphalt concrete has no Sand Equivalent requirement? All other requirements are the same. Reclaimed asphalt concrete typically has a sand equivalent greater than 30. Why can't the imported material have a sand equivalent greater than 30 if it meets all the same requirements?</p> <p><b>Response: "The bidder should bid the item in question as per the specifications of the project."</b></p>  |
| 17.0 | <p>The aggregate for Type A asphalt concrete shall conform to the 19 mm maximum, medium grading specified in Section 39-2.02, "Aggregate," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.</p> <p>Question_17: In lieu of a 19 mm Maximum, Medium graded mix, could a 19 mm Maximum, Coarse gradation mix be substituted, this mix has been used in the past few months in general vicinity of this project.</p> <p><b>Response: "A 19 mm Maximum, Coarse graded mix may not be substituted for the 19 mm Maximum, Medium graded mix."</b></p>  |
| 18.0 | <p>Question_18: Note 1 and Sections C-C and D-D on sheet 226 shows K-Rail to be reset to provide a 3.05m shoulder "...when no work is being performed in work area."</p> <p>Does this note mean that the k-rail will have to be relocated before and after every work shift?<br/>If so, will this relocation be paid as K-Rail?</p> <p><b>Response: Prior to work beginning in this area and after work is completed in this area, the k-rail must be placed to provide a 3.05 meters shoulder. However, during the time work is performed in this area, even if the work requires multiple shifts, the k-rail does not need to be relocated to provide a shoulder. Relocation will be paid for as k-rail.</b></p> |
| 19.0 | <p>Question_19: Please refer to the detail drawings 92 through 96 of 674. These drawings provide the details for the precast concrete replacement panels. These drawings do not provide the dimensions for the dowel and tie bars. Please provide the spacing, diameter and length of bars to be used with the precast concrete panels.</p> <p><b>Response: For dimensions and spacing of dowel bars and tie bars not indicated on the plans, the bidder should refer to Standard Plans P1, P2 and P10 as applicable.</b></p>  |
| 20.0 | <p>Question_20: Due to the amount of unanswered questions, we request that the bid date be postponed to a later date.</p> <p><b>Response: Bid Open Date will not be postponed. PBI Desk will make every effort possible to answer all Inquiries before the Bid Open Date.</b></p>  |
| 21.0 | <p>Question_21: Several bidders inquiries for the above referenced project were submitted over a week ago and have not been posted as of today. When will these inquiries be posted? When can bidders expect a response to these inquiries?</p> <p><b>Response: Although no time frame could be given to answer a specific inquiry due to the time it takes to be reviewed by the appropriate functional unit, PBI Desk will make every effort to have all inquiries answered before the Bid Open Date. Pre-Bid Inquiries (PBI) Web site is updated daily (Monday through Friday) and responses are posted as soon as they are available.</b></p>  |
| 22.0 | <p>Question_22: Due to the upcoming holiday schedule, is it possible to postpone the bid for one week?</p> <p><b>Response: Please refer to Question # 20.</b></p>  |

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| 23.0 | <p>Question_23: The designated portion of work described in the "Extended Weekend Closure (EWC) Summary" tables in section 6-1.01 state that associated profile grinding and joint sealing work does not need to be completed within the 55 Hour Weekend closure. Please provide traffic lane requirement charts for the various connectors showing the allowable work window to complete the grinding and joint seal work.</p> <p><b>Response: Pending</b></p>  |
| 24.0 | <p>Question_24: Stage Construction plans for Stage 3 are not accompanied by Traffic Handling Plans. Other stages are detailed in Traffic Handling plans.<br/>Will Traffic Handling Plans be issued for Stage 3? Some information (Crash Cushions, striping, etc.) are not detailed for Stage 3 as are other stages.</p> <p><b>Response: Striping for southbound route 15 will be the final striping, based on the pavement delineation plans. Striping for northbound route 15 will remain the same as the previous stage. Krail will be placed as shown on the stage construction plans for Stage 3. Crash cushions will be placed as directed by the Engineer.</b></p> |
| 25.0 | <p>Question_25: Please provide the approximate concrete panel layout for the Random Slab Replacement (Rapid Set Concrete). This information has previously been provided on other recently bid District 8 Contracts.</p> <p><b>Response: Pending</b></p>   |
| 26.0 | <p>Question_26: Please refer to page 159 through 172 of the special provisions. Special provisions section 10-1.48 does not provide specifications for any load transfer dowels or tie bars. Are dowel bars and tie bars required in the rapid set concrete pavement? If so, please provide details for the construction of the dowel and tie bars. Please clarify.</p> <p><b>Response: Pending</b></p>  |
| 27.0 | <p>Question_27: Please refer to page 159 through 172 of the special provisions. Special provisions section 10-1.48 does not provide specifications for any longitudinal or transfer joint widening and sealing. Are the longitudinal and transverse joints required to be sealed? Are the joints to be sealed with compression seal or liquid joint sealant? Please clarify.</p> <p><b>Response: Pending</b></p>   |
| 28.0 | <p>Question_28: Please refer to special provisions page 151 and 152. Page 151 paragraph beginning "INSTALLING TIE BARS", the first sentence states "Tie bars shall be installed at longitudinal contact joints and longitudinal weakened plane joints as shown on the plans." Page 152 paragraph beginning "DOWEL PLACEMENT" the third sentence states "Dowel bars shall be placed at longitudinal joints as shown on the plans." These two sentences contradict each other and the contract plans do not depict when to install dowels and when to install tie bars. Please clarify.</p> <p><b>Response: Pending</b></p>  |
| 29.0 | <p>Question_29: Please refer to plan sheets 3-5 of 674. The typical cross sections for the lane replacement show 229mm PCC on top of 122mm PCC. Are the two layers of PCC to be placed in two separate</p>   |

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|      | <p>layers? If so, is the bottom layer of PCC required to be weakened plane saw, widened and sealed? If not, are the dowel and tie bars to be placed <math>d/3+12\text{mm}</math> for the pavement surface using <math>d</math> as the 229mm or <math>229\text{mm}+122\text{mm} = 351\text{mm}</math>. Please clarify.</p> <p><b>Response: Pending</b></p>  |
| 30.0 | <p>Question_30: Please refer to plan sheet 5 of 674. The typical cross section for Rte 15 for Sta 832+15.957–Sta 835+50.999 for the southbound random slab replacement shows a replacement depth of 299mm. Is this supposed to be 229mm? Please clarify.</p> <p><b>Response: Pending</b></p>   |
| 31.0 | <p>Question_31: The summary of quantities table lists the volumes of "Replace Concrete Pavement-Random Slab" in general locations and volumes. This information does not provide sufficient information to accurately estimate the volume of work to be performed during the weekend closures. Since the weekend closures have severe penalties, it is imperative that the volume of this work in the weekend closure areas be provided. Please provide a breakdown of the slab replacement work to be performed during the weekend closures.</p> <p><b>Response: Pending</b></p>  |
| 32.0 | <p>Question_32: The summary of quantities table lists the volumes of "Replace Concrete Pavement-Random Slab" in general locations and volumes. The available work window varies greatly depending upon which lane the slabs are to be replaced. Please provide the volume of slab replacement for each lane</p> <p><b>Response: Pending</b></p>  |
| 33.0 | <p>Question_33: Temporary K-Rail on Ontario Mills Parkway extends (by stationing) from Station 100+25 to 111+60 on the south side and from 100+55 to 111+60 on the north side. The total K-Rail (calculated) for Ontario Mills is 2,235 meters. This seems like an excessive amount of K-Rail to install for construction of improvements to one undercrossing.</p> <p>Please advise whether or not the 2,235 meters of K-Rail to be installed is correct. If it is, please provide additional detailing for traffic handling of affected adjacent properties.</p> <p><b>Response: Pending</b></p>   |
| 34.0 | <p>Question_34: Please refer to plan sheets 12 and 13 of 674 (X-11 &amp; X-12). The typical cross sections for the northbound direction shows two different types of precast panel replacement. One typical shows 203mm precast PCC slab on 10mm of leveling material for a total depth of replacement of 213mm. The other typical shows random slab replacement of 213mm precast panel and no leveling material for a total of 213mm. Special provisions section 10-1.49, page 183, "Installation of Super Slab", "(1) Placement and fine Grading of Bedding Course", the first sentence states "A 10 mm layer (minimum) of bedding material is required between the existing stabilized base and the new precast slabs". The typical cross sections contradict the special provisions. Is a 10mm layer of bedding material required under all of the precast concrete slabs? Please clarify.</p> <p><b>Response: The 10-mm layer of bedding material is required under all pre-cast slabs. The</b></p> |

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|  | sections of random slab replacement using precast slabs referred to on sheet X-11 and X-12 should be 203 mm precast PCC slab over 10 mm leveling material, for a total depth of replacement of 213 mm. |
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