

Clarifications March 24, 2011 – Madera 99 Chowchilla Rehab Design-Build Project Contract No. 06-0E0404

No.	Class	Document	Section	Clarification	Response
21	4			It is our understanding that additional improvements may be required for the project to replace MBGR with concrete barrier on the Avenue 16 interchange for the NB off ramp area. Can Department provide the description of the required improvements? Is it the intent to replace MBGR on both sides of the ramp with concrete barrier? If so please identify limits.	Replace MBGR with concrete barrier on both sides of the NB off-ramp at Avenue 16 per the Safety Analysis Update dated January 10, 2011.
22	3			The plans show a service meter on the freeway rather than near an interchange which will be difficult to access by PG&E. Is it the intent of Department to instead install this in the accessible area of the interchange and connect via a conduit?	Intent is to replace cabinets and utilize existing service points. Design-Builder will need to coordinate with P.G. &E.
23	3			Pavement Structural Section is less than 24" and electrical lines are typically placed at a 30" depth. There seems to be no need to remove these lines if they are not being impacted. Should these lines be abandoned?	These lines should not be abandoned as they would be located within the structural section compaction zone.
24	3			The safety analysis indicates that all fixed objects within the Clear Recovery Zone (CRZ) should be shielded or removed. There are many trees within the CRZ. Clearly, it is not the intention of Department to remove the trees since they were not considered in the Environmental document nor the approved PSSR. Is it the intention to shield these trees/objects with guardrail?	Trees are not to be removed. If they are within the Clear Recovery Zone, they should be shielded
25	2			Department Provided Engineering Reports. Per the Project Development Procedures Manual Chapter 2, Section 9 certain reports are to be sealed by a registered civil engineer. We are requesting that the Department provide the Structural Section Recommendation Report, and Hydraulic Recommendations Memorandum (which internally to Department serves as the Drainage Report for rehabilitation projects) as documents stamped/sealed by the appropriate registered civil engineer. Please confirm that the District Hydraulics recommendation evaluated the change to the existing outside shoulder cross slope that is being proposed - converting the existing 10-foot at 5% to 2 feet at 2% and 8 feet at 5%, since no other recommendations were made for additional drainage facilities to be installed we assume that District has verified that the new configuration will comply with design spread requirements. Please note that the concrete paver must maintain one plane for the 14' lane width.	Stamped Structural Section recommendations will be provided with Addendum No. 1. District Hydraulics recommendation evaluated the change to the existing outside shoulder cross slope.

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26	4			Will Department require a log of test boring for each new sign structure? Will a geotechnical report which interprets the results of the boring be required?	Yes, these will be required for the CMS location.
27	3			Please Clarify that what paving work on the ramps within the project limits will be required.	Paving Work on ramps is limited to gore area and required conform tapers.
28	3			We understand that the proposed concrete paving will require the CRCP lane be tied to the outside shoulder; isolation joints will be required between the #1 and #2 lane and between the JPCP shoulder and AC at the existing barrier, and the JPCP lane will be tied to the JPCP median shoulder.	CRCP will not be required to be tied to the outside shoulder. An isolation joint will be required between the #1 and #2 lanes only.
29	4			Typically this type of project would not require design cross sections, since they would not be needed to control the work in the field. Are Caice design cross sections required? If so what purpose would they serve?	Design cross-sections are not required.
30	4			We are requesting as-built plans from all maintenance, traffic operations (TMS) and rehabilitation work that has been performed within the project limits. We are requesting as-built plans for all structures within the project limits.	All available as-built plans will be provided.
31	2			There are several utilities running parallel to the freeway that appear within State right of way. Will the Department provide the longitudinal policy exception for these facilities?	Longitudinal policy exception has been approved and will be provided.
32	3			Are Traffic counts required to establish lane closure charts, or will the Department supply that data from existing count stations? The TMP as provided by the Department should be adequate, will the Department allow the Design Builder to simply implement the existing TMP?	Traffic counts are not required if the number of working days/construction strategy stay the same.
33	3	Book 1	4.2.1 4.2.2	Please clarify the "TIME WITHIN WHICH PROJECT SHALL BE COMPLETED; SCHEDULE"; i.e. a) time requirement between contract award and the issuing of NTP #1, b) allotted time between NTP#1 and NTP#2, c) when does the 360 working day time period start. Please note that Working Days are defined in exhibit "A" as "Any Calendar Day other than Saturday, Sunday, or a Holiday" because weather days are not mentioned it is understood that the State considers weather days as working days. In addition to this, under the pre-requirements for issuing NTP #1	Work days will be granted to the Design-Builder during suspension due to weather. Workdays will start upon issuance of NTP 1.

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				states "received Department Approval, which may require Released for Construction Documents" this requirement may cause substantial delays to the issuing of NTP #2.	
34	2	Book 1	10.1 10.2	Section 10 is obligating the Design-Builder to provide litter removal, removal of graffiti, weed control, repair and maintenance of landscaping, damage from third parties, etc. This work is historically performed by Department, please consider revising this section similar to a bid build project. A good example of the issues created by this section would be the landscape maintenance. Department and the Design-Builder would have to perform a survey of the existing landscaping and its conditions. The contractor would have to get all of the maintenance manuals for landscaping controllers, as built plans indicating the type of plants and the location of the irrigation lines and access to the irrigation controllers to manage the watering of the plants. This is a lot of additional work for a project that does not require any landscaping changes and only has 360 working days. It is also unclear as to who pays for the water and electrical cost during the maintenance period.	The Department has considered the issue presented by the Proposer and decided to modify the requirements. The appropriate revisions will be provided in Addendum No. 1.
35	3	Book 2 Project Requirements	3	Please clarify the level of involvement Department will have in the Public Information progress.	Department Public information office (PIO) will be involved in the review and final approval of all project related information prior to release to local and media and/or general public.
36	3	Book 2	Exhibit 21-A	The proposed concrete structural sections do not comply with the Departments design tables in section 620. For R values greater than 40 a Type 1 subgrade condition exists (a majority of the project limits - R values from the department's structural section recommendation report). Entering Table 623.1F, with a TI of 16.5, without lateral support - yields a CRCP section of 1.10' CRCP over 0.50' HMA-A, the section shown on the plans is 1.0' CRCP over 0.25' HMA-A. There are similar discrepancies with the structural sections where the R value is reported to be 20. Please clarify why these discrepancies exist and why the standards within the HDM are not being met.	Structural section designs are based on 40-year service life. HDM tables have not been updated to reflect latest Pavement Policy. Indicated designs are in compliance with latest Pavement Policies.

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37	2	Book 2	Exhibit 21-A Page 1-3	Scope of work There are several discrepancies regarding the scope of work between page 1-3 and Exhibit 21-A of Book 2: 1.) Exhibit 21-A states that "Lane 1" will be JPCP between PM 11.7 and 12.72, however, sheet X-2 shows "Lane 1" as an HMA structural section with a JPCP inside shoulder and median. Please clarify what structural section should be used for "Lane 1" within these limits of the project. 2.) Exhibit 21-A describes a structural section for "Lane 1, Median & Inside Shoulder" between PM 11.7 and 12.72, however, sheet X-2 shows the limits of the work extending to PM 13.1. Please clarify the limits of work for this portion of the project.	To be addressed by Addendum No. 1. However, Exhibit 21-A supersedes the plan sheets which are provided for information only. Also refer to the revised Typical Cross Sections to be provided as a reference.
38	3	Book 2	RID	The section for "PM 10.00 – PM 10.10 & PM 10.45 – PM 11.60" shows the northbound CRCP extending into the number 1 lane a total of one foot, is this correct? All other typical sections show it ending at the lane line.	The intent is to have a 14' wide CRCP in lane 2 and the existing 10' shoulder will become an 8' shoulder (Note, however, that the shoulder will be striped at 10 feet).
39	2	Book 2 Project Requirements	1.3.3 Page 1-3, General Description - First Bullet Page 21-9, Exhibit 21-A Proposed Pavement Design	In Book 2 under Section 1.3.3, "General Description" (top bullet), it indicates removing the 10' existing shoulder and replacing with an 8' wide HMA shoulder between PM 10.0 to 11.6. However, on Page 21-9, Exhibit 21-1, "Proposed Pavement Design", proposes a rigid shoulder section (1.00' CRCP, 0.25' HMAB (Type A). If the text takes precedence, what is the proposed AC shoulder section within these limits?	Outside shoulder shall be HMA within the project limits per Exhibit 21-A. Exhibit 21-A and Section 1.3.3 will be revised to conform to each other.
40	2	Book 2 Project Requirements	1.3.3 Page 1-3 General Description Page 21-9, Exhibit 21-A Proposed Pavement Design	Page 21-9, Exhibit 21-A, "Proposed Pavement Design", proposes a median pavement section between PM 11.6 to 11.72 (1.15' JPCP, 0.25' HMAB (Type A)). However, no mention is made in Book 2 under Section 1.3.3, "General Description". Please clarify the intent of the documents?	Exhibit 21-A and Section 1.3.3 will be revised to conform to each other as part of Addendum No. 1.

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41	4	Book 2 Project Requirements	50% Design Reference Plans – Electrical Sheets (E-x) 50% Design Reference Plans	1. The 13 th bullet item on page 1-3 of Book 2 calls to add count loops to all on- and off-ramps and tie into existing traffic monitoring system.	Install count loops at each on and off ramp where an existing count loop does not exist. Existing and proposed count loops should be connected to the TMS cabinets via underground conduit and DLC's.
42	3	Book 2	1.3.3	The project requires that the existing Type A Dike be replaced with Type E dike. This is an effective height change of 2-inches. Was this loss of 2-inches taken into consideration in the District's hydraulic recommendations for the project? Can Type D dike be used when necessary to achieve drainage design spread width?	Type A dike in cut areas will be replaced with Type A dike. Type A dike in at-grade or fill areas will be replaced with Type E dike.
43	3	Book 2	1.3.3	In the second bullet it states that in the CRCP section the outside 10 foot shoulder will be replaced with an 8-foot wide HMA shoulder. The typical sections indicate that the shoulder will be an 8-foot CRCP shoulder, please clarify.	8 foot HMA shoulder is correct
44	3	Book 2 Project Requirements	1.3.3	Please confirm that all electrical improvements will only occur on the State Route 99 mainline and ramp gore areas and not include ramp terminal intersections of local streets.	The electrical work is not confined to mainline and ramp gore areas. In some cases, work is proposed at the on/off ramps near the local streets, also on sheet E-5 conduit is to be placed across N I Street.
45	3	Book 2 Project Requirements	1.3.3 Exhibit 21A	If we are grinding 0.35 of existing AC from the existing PCC from PM 9.5-10 and from PM 11.7-13.1 and putting on 0.6' of new materials, how much reconstruction of the median is Department expecting to conform to the existing median? It appears water will be trapped along the new overlay?	Conform to the median and make sure water will flow.
46	2	Book 2	1.3.3 11.3.1 Plan Sheets X-1, X-2 C-1, C-3, C-4 & TH-xx	The Plans show inconsistent limits and widths for the new Pavement Sections; The X-sheets show (a) JPCP starting in the median at PM 9.5, (b) CRCP/JPCP starting in the travel lanes and outside shoulder at PM 10.0, and (c) 12' wide #1 & #2 lanes; The C-sheets show (a) JPCP starting in the median at PM 10.3, (b) JPCP starting in the outside shoulders at PM 9.8, (c) CRCP/JPCP starting in the travel lanes at PM 10.0, and (d) 11' wide #1 lanes and 14' wide #2 lanes. The TH-sheets indicate (provide for) other limits. It is impossible to design/quantify what is expected. The limits of the drawings and pavement types don't coincide with the noted Sections in	The plans are preliminary and provided for reference only. Scope of Work is indicated in the Contract Documents. Typical Cross Sections have been updated to better reflect Project Requirements.

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				Book 2 either. Please clarify.	
47	3	Book 2	1.3.3.	In the third bullet the JPCP is required to be "design supported". Please clarify that this is in reference to HDM 623.1(4) "Lateral Support". The current proposed structural section will not meet this requirement since both longitudinal edges along the lanes will require an isolation joint between them. Please clarify the Departments intent for lateral support requirements.	Proposed structural section designs provide lateral support and meet this requirement.
48	3	Book 2	2	ITS - Is the Design-Builder responsible for providing a certified lab for testing? If so, what is to be tested?	State Furnished materials will be tested by the Department. Other ITS elements may require certifications.
49	3	Book 2	2.5.2.2.2 page 2-23	Key Personnel Requirements The RFP minimum requirements for Key Personnel differ from the RFQ requirements for Key Personnel (Level A). The RFP requires a licensed PE for the following personnel that the RFQ did not: DB Project Manager, DB Quality Manager and DB Construction Manager. Additionally, the RFP requires a licensed PE for several positions (Level B) that that the RFQ did not address including: Design Quality Assurance Manager, Construction Quality Assurance Manager, Traffic Engineer Manager and Hydraulics Engineer. Please clarify the requirements for these individuals.	Key Personnel Requirements will be revised to conform to the RFQ.
50	3	Book 2 Project Requirements	3.2.2	Can participation of Public Outreach consultant of the weekly coordination meetings be conducted by teleconference?	Alternative communication and meeting facilitation is generally encouraged.
51	3	Book 2 Project	3.2.6	Is paid advertising in local media expected to be part of the media relations/public outreach?	Most media outlets generally support traffic related public information /commuters alerts as Public Service Announcement (PSA).

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		Requirements			Reasonable efforts should be made and local resources utilized in order to maximize communication of project related information to the general public and regional media outlets. Paid project related advertisement is not expected.
52	3	Book 2 Project Requirements	4.4.1.7	The project is Categorically Exempt (CE); however this section references an environmental document. If the project is a CE are the notifications and pre-construction surveys still required?	Notifications and pre-construction surveys are required.
53	3	Book 2	9.5.4.1	States that an as-built survey base map file is required. Is the intent to prepare an electronic 3-D surface of the As-Built condition? There are also requirements that the map show all utilities within the project limits, is this also required?	An electronic 3-D surface of the as-built condition is not required. All identified utilities should be shown on the as-builts.
54	3	Book 2 Project Requirements	10.2.1 21.5.1	Is it the intent of the RFP for the DB team to rely on the Materials reports and recommended pavement sections in the RFP (not on the Plans) or does the DB team need to verify the soil R values used before design is completed?	The structural sections shown on Exhibit 21-A are to be followed.
55	2	Book 2	11.3.1	All slopes are required to be 4:1 or flatter. Are cut slopes required to be 4:1?	No
56	4	Book 2	11.3.2	The project design speed has been selected at 75 mph. Has the District performed the geometric analysis to determine if the existing horizontal and vertical geometry meet this design speed?	Department believes that existing horizontal and vertical geometry meet the posted design speed.
57	3	Book 2	12.3 12.5.3	The requirements to produce the "Project Drainage Overview Map", supporting calculations, and geographic features (showing all receiving and impaired waters within 2,000 feet) seems extensive for this project. Is it the Departments intent to require a drainage report be prepared for the entire project limits, which will analyze the adequacy of the existing system and upgrade the existing systems to meet current standards? Potential costs associated with significant drainage improvements are currently not included in the Departments plans.	Department requires that a drainage report be developed to document existing conditions. Significant drainage improvements are not intended nor required.

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No.	Class	Document	Section	Clarification	Response
58	3	Book 2	12.4	"Drainage shall be designed to accommodate construction staging and shall be provided during all stages of construction." The traffic handling plans provided show only a 1' shoulder (against the median barrier) in several stages. For construction staging, is drainage design spread width required to comply with Table 831.3? Most Department Districts do not require design spread for staging unless the stage is anticipated to occur in the winter. For the Department proposed 1-foot shoulders during staging design spread will not be met. Is it the intent for the Design-Builder to construct significant temporary drainage facilities during the staging of traffic? If so what design storm and criteria will be required?	Department does not intend for the design-builder to construct significant temporary drainage facilities.
59	3	Book 2	16.4.3.1 18.4.9.3	"The Design Builder shall pay all costs, unless otherwise noted, charged by the electric power companies for providing power connections."	Yes, this is a project requirement.
60	3	Book 2	17	ITS The section refers to using devices consistent with ATSAC, and/or other software. Is the Design-Builder to provide the software and be responsible for its integration to the TMC?	The Design-Builder is responsible for the integration of the ITS elements, but software does not need to be provided by the Design Builder.
61	3	Book 2	17.3.1	Integration of ITS elements is discussed, is that a role for the Design-Builder?	Yes, the Design-Builder is responsible for the integration of the ITS field elements with the TMC (Traffic Management Center).
62	3	Book 2	17.5.1	Can the Department clarify what is expected as part of the Fiber Optic System test plan?	Fiber Optics System will not be installed as part of this item.
63	3	Book 2	18.4.2	The length of a lane closure is limited to 1/3 of a mile. A typical lane closure is at least 1.5 miles please adjust lane closure length or let the DB determining the lane closure when we are determining the lane closure charts.	The requirement will be changed to 1.5 miles and will be reflected in Addendum No. 1
64	4	Book 3 Section 6 Control of the Material	Page 4-14 Page 16-15 Book 2 – 16. Signing,	In Book 2, Section 16.4.3.2 indicates that state furnished materials shall be traffic signal controllers and controller cabinets. The project does not propose any traffic signals but there are other typical state furnished materials required by the project? Will the following items required by the project	The following items will be State Furnished: Changeable Message Sign Panel Model 2070 and 170 Controllers Detector Sensor Units Close Circuit Television Camera Router

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			Pavement Markings, Signalization, and Lighting	be State Furnished Materials? <ul style="list-style-type: none"> • Changeable Message Sign Panel • Model 2070 controller assemblies, including controller unit • completely wired Type 334 controller cabinets • detector sensor units • wireless modems • close circuit television camera router 	
65	2	ITP	2.0	Will the Department consider delaying the Price Proposal Due Date to allow for sufficient time to prepare the proposal?	The Department has considered the issue presented by the Proposer and decided to modify the procurement schedule. The Price Proposal due date will be extended by two weeks. A revised procurement schedule will be provided in Addendum No. 1.
66	4	PSSR		In the Project Scope Summary Report it indicates that there will be approximately \$16,250 for Utility Work. The report never states what that work is, and the only reference made to work is in the Right of Way Data Sheet which states that \$4,000 has been included for potholing in the vicinity of the Gateway ramps. What utility work is anticipated?	These were preliminary estimates for scoping purposes.
67	2	QMP	General	This section states that the QMP shall be part of the Design-Builder's Final Proposal and must be approved by the Department in writing prior to the start of any Work activities. The QMP is a relatively large document and requires a substantial amount of work to complete. It seems inefficient to have 5 separate Design Build Teams develop 5 separate Quality Management Plans prior to award. Would the Department be willing to make the submission and approval of the QMP one of the prerequisites to NTP1 in lieu of submitting the QMP as a part of the Final Proposal?	The Department has considered the issue presented by the Proposer and decided to modify the requirements. The appropriate revisions will be provided in Addendum No. 1
68	4	QMP	4.3	This section states that the Project Quality Assurance organization operates under the oversight of the Quality Manager, who reports directly to the Executive Committee and also to Department. Is it the intent of the State for the Department to give direction to the Quality Manager or for the Quality Manager to only provide reports and documents to the Department?	The Quality Manager will provide reports and documents to the Department. The appropriate revisions will be provided in Addendum No. 1

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69	3	QMP	4.3.1	This section identifies eight key Quality Management Positions. During the one on one meeting it was asked if the Department would leave it up to the design-builder's discretion as to how these roles are filled. It was specifically asked if some of these positions could be filled by the same person (in other words, eight positions is not necessarily eight people). Department responded by saying that it was up to the Design Builder how to fill these roles and that more than one position could be filled one individual. The only clarification being that there needed to be a clear distinction between QC and QA personnel. Please confirm that our understanding as stated above is correct.	Your understanding is correct.
70	3	RID		Does Department have design-level (1' contours) planimetric mapping of the project area that the designer can use or is it the intent for the designer to provide.	Department has requested additional surveys and will post as soon as it becomes available
71	3	RID		The CAiCE and survey files provided were incomplete and did not cover the entire project area; does Department have design-level corridor topographic surveys (used to prepare the current rehab plans) that can be provided?	Available information has been provided. Department has requested additional surveys and will post as soon as they are available.
72	3	RID		We have copies of materials recommendations, is the geotechnical report also available?	No geotechnical reports are available.
73	2	RID Conceptual Plans		Cross section for PM 11.7 to 13.1 does not match the existing condition. Please provide the correct cross sections	Department will reissue Sheets X-1, X-2, and new Sheet X-3 to clarify intent as part of Addendum No. 1.
74	3	RID Project Studies and Reports	Materials Recommendations	It appears that geotechnical field investigations and lab analysis have been conducted by the Department for the project. Could we be provided with the information and results of such investigations and studies?	Materials Recommendations have been provided. Additional test results will be provided with Addendum No. 1.

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75	2	RID (Conceptual Plans)	Typical Cross Section sheets of the conceptual and as-built plans	<p>In the conceptual plans, it appears that a 10' outside shoulder is proposed with an HMA Dike Type E that will be placed on existing pavement. The as-built plans indicate that the outside shoulder width including the existing Type A dike is 10' wide. This is contradictory. Does the project propose pavement widening to standardize the shoulder width and accommodate the HMA Dike Type E?</p> <p>If so, the grading work along the edge of pavement will not be limited to conforming for shoulder backing as shown on the conceptual plans. This will additionally require considerations for ADL handling and water quality mitigation. Accurate assessment of magnitude of work will be difficult without a survey of the existing conditional along the outside shoulder and edge treatments.</p>	Shoulder width shall be 10 feet. Additional widening may be required to accommodate the dike. Additional surveys have been requested.
76	2	RID (conceptual plans) and 06-400604 – March 1999 Plans (a-built plans)	Typical Cross Section sheets of the conceptual and Profile and Typical Cross Section sheets of the as-built plans	<p>From PM 9.5 to 10.0 and PM 11.7 to 13.1, the project proposes to overlay the pavement resulting in a 0.25' net increase to the existing grades. Within these same limits, the inside shoulder (minus the inside-most 1') will be reconstructed with JPCP at a -2%. Based on the overlay and -2% cross slope, the left edge elevation of the JPCP is set. The conceptual drawings show that this will result in positive flow away from the existing center barrier to the JPCP; the as-builts would suggest otherwise. If positive flow away from the barrier is not achieved, it may result in additional work or reconstruction of the 1' existing section and/or barrier. Is the project assuming that the 1' closest to the median barrier remain as existing and no barrier reconstruction will be required?</p> <p>If correction of the 1' existing section will be required, accurate assessment of magnitude of work will be difficult without a survey of the existing inside shoulder and barrier.</p>	No barrier reconstruction is anticipated. Within the noted post miles, the median is not being reconstructed with JPCP. No barrier reconstruction is anticipated. Additional surveys have been requested.

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77	2	RID (conceptual plans) and 06-4006404 – March 1999 Plans (a-built plans)	Typical Cross Section sheets of the conceptual and Profile and Typical Cross Section sheets of the as-built plans	<p>From PM 10.00 to 10.45 to 11.60, the project proposes to reconstruct the pavement with PCC pavement. Within these same limits, the inside shoulder (minus the inside-most 1') and no. 1 lane will be reconstructed with JPCP at a -2% (per Caltrans HDM 302.2), the no. 2 lane plus 2' of outside shoulder shall be constructed with CRCP at -2% and 8' of outside shoulder shall be constructed with CRCP at -5%. Based on this, the "Var" cross slope shown for the inside shoulder is incorrect unless a design exception has been approved?</p> <p>If the insider shoulder cross slope is -2%, it is assumed that the existing grade 1' right of the median barrier edge will be the conform point and the right EP will vary from existing. If so, there is potential for grading work along the edge of pavement which cannot be accurately estimated without a survey at the 1' right of the median barrier edge, along the existing right EP and along the edge treatment.</p>	Additional surveys have been requested from edge of the median concrete barrier to the inside edge of travel way (ETW) and from the outside ETW to the outside edge of shoulder for the entire project limits.
78	4	RID	Cross Section Sheets Contract No. 06-0E0404 Sheets X-1 and X-2	In the preliminary overlay plan set (Contract No. 06-0E0404), the Typical Cross Section Sheets X-1 and X-2 show 3-foot shoulder backing. Based on the dimensions of an HMA Dike Type E (1.33-ft wide), this would leave the true width (W) of shoulder backing to be 1.67-ft. According to Department Pavement Tech Notes, for "Shoulder Backing," dated September 30, 2006, the minimum required shoulder backing width (W) is 2 ft. Please confirm intent.	The 2' shoulder backing from the top edge of the Type E dike is the correct standard.
79	4	RID	Preliminary Overlay Plan Contract No. 06-0E0404 Median Detour Recommendations, dated December 13, 2009	In the memorandum entitled, "Median Detour Recommendations," dated December 31, 2009, as found in the RID, median shoulder replacement for both northbound and southbound from only PM 10.00 to 10.10 and from PM 10.45 to 11.60 is recommended. However, the preliminary overlay plan set (Contract No. 06-0E0404) shows the replacement of median shoulder from PM 9.5 to 10.0 and from PM 11.7 to 13.1. Please confirm intent.	Structural sections shown on Exhibit 21-A apply.
80	4	RID	Cross Sections Sheet X-1	In the preliminary overlay plan set (Contract No. 06-0E0404), Typical Cross Section Sheet X-1, Section "Route 99 – Gateway IC to Route 145/99 Separation Bridge (PM 9.5 to 10.0)"...in the	The plans provided are for reference only. The list is based on a field review by maintenance in 2009. The rehab strategy in this section is cold plane, panel

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				SB direction, it shows Lane 1 with "1' AC PANEL Replacement," whereas Summary of Quantities Sheet Q-1, Table 2 (Southbound) shows no panel replacement at all between PM 9.5 to 10.0. Please clarify intent.	replacement and AC overlay. During construction Department will determine the final locations for panel replacement.
81	4	RID	Summary of Quantities (Q-1), Table 1 and 2	In the preliminary overlay plan set (Contract No. 06-0E0404), the Summary of Quantities (Q-1), Table 1 and 2 "Panel Replacement Full Depth HMA," there are repeated call out for panel replacement full depth of HMA at the same PM location. Please confirm intent.	The locations provided on the Summary of Quantities (Q-1) are based on a field review in 2009. Department will determine the final locations for panel replacement.
82	4	RID	Sheets X-2, Section Fresno River Bridge to Ave 16	In the preliminary overlay plan set (Contract No. 06-0E0404), the Typical Cross Section Sheets X-2, "Section Fresno River Bridge to Ave 16 (PM 11.7 to 13.1)"...in the northbound direction, a JPCP section (1.15-ft JPCP/0.25-ft HMAB) is shown for inside shoulder replacement, yet the linework suggest this proposed section extends into the #1 and #2 lane (despite cold planning/overlay proposed). Please confirm intent (if JPCP is to extend into #1 and #2 lanes as lineworks suggests).	Please refer to Exhibit 21-A. Department will reissue Sheets X-1, X-2, and new Sheet X-3 to clarify intent as part of Addendum No. 1.
83	4	RID	As-built plan Contract No. 58-6TC2 Overlay Plan set Contract No. 06-0E0404 Pages 2-4 Sheets X-1 and X-2	In the as-built plans (Contract No. 58-6TC2) dated January 21, 1957, some of the typical cross sections (Pages 2 through 4) show that dikes were constructed within a 10' wide shoulder on top of the pavement section. In the preliminary overlay plan set (Contract No. 06-0E0404), the cross sections shown on Sheets X-1 and X-2 show dike replacement with HMA Dike Type E (1.33' wide) atop the existing structural section footprint, yet still providing a 10' shoulder. Mathematically (and schematically), it appears that the roadway needs to be widened (approximately 1.33') to maintain a 10' shoulder from ETW to edge of shoulder. Please confirm intent.	The outside shoulder shall be 10 feet.