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DATE: April 5, 2012

TO: All Prospective Bidders

SUBJECT: **Response to Bidders' Inquiries No. 5**
Wentworth Springs Road at Gerle Creek – Bridge Replacement
Project
Contract No. PW 11-30573, CIP No. 77118

ITEM NO.	LOCATION, PAGE OR DRAWING NO.	QUESTION/ANSWER
5.01	General	<p>Question: Do you have a specification on the P-15 fire truck? I am looking for axle locations and weight distributions to each axle.</p> <p>Answer: See Figure 3.6.1.8.1-1 California P15 Truck from the California Amendments to AASHTO LRFD Bridge Design Specifications – Third Edition w/ Interims thru 2006 included as Attachment A to this Response to Bidders' Inquiries.</p>
5.02	N-1, SP-2, SP-11, and SP-28	<p>Question: Please confirm that the snow load for the structure is 291psf. This number seems high even for the "Snow On Ground" loads in the Sierra Hydotech report on the county's website?</p> <p>Answer: 291 psf snow load is confirmed.</p>
5.03	General	<p>Question: An 8ft truss height will be difficult to design for the loads and meet the 400k maximum dead load reaction. Is a taller truss allowed as long as the 3'-0" low steel is held?</p> <p>Answer: See Addendum No.2</p>
5.04	Plan Sheets S-1 and S-5	<p>Questions: 1) The project specifications limit the abutment backwall height to 3'-0" while the drawings show a 3'-0" top of deck to low steel dimension.</p> <p>2) The top of deck to low steel dimension is quite restrictive on a structure of this size and specified loading. In addition, there needs to be some increase in backwall height (6" to 8"), over and above the top of deck to low steel dimension, to accommodate bearing pads, bearing and setting plates, etc. Can these dimensions be increased as necessary to fit the bridge superstructure (approximately 4' top of deck to low steel with a 4'- 8" abutment backwall height)?</p> <p>Answers: 1) See Addendum No.2.</p> <p>2) No. These dimensions can not be increased.</p>
5.05	Plan Sheet S-1 and SP-75	<p>Question: Are there going to be any vehicular rail requirements on this bridge structure? While CALTRANS style barriers are likely not required on a structure of this type, we would normally recommend some type of more substantial railing element between the roadway and truss (potentially a 10" high tubular or HSS member), in addition to</p>

		the angle safety rails, and designed for some lateral impact load (say 10 kips). Answer: See Addendum No.2.
5.06	Appendix A	Question: We would like the ability to add a hydration stabilizer, or retarder, to the mix to get it to the location (project). Once the mix has arrived on site we would like to add a dose of accelerator to the concrete to "wake it up". So we would like an exception to the specs to allow us to batch concrete and deliver it well over 90 min. Would using an accelerator or retarder be acceptable. Answer: Attention is directed to Section 90-4 "Admixtures" and Section 90-6.03 "Transporting Mixed Concrete" of the Amendments to the Standard Specifications included as Appendix A of the Contract Documents.

Holders who have already mailed their proposal can contact Janel Gifford at (email: Janel.Gifford@edcgov.us) to arrange return of their proposal.

Inform all suppliers and subcontractors as necessary.

The DOT is only sending this Response to Bidders' Inquiries by posting on the following website: <http://www.edcgov.us/Government/DOT/Bids.aspx>.

Responses to bidder inquiries, unless incorporated into formal addenda to the contract, are not a part of the contract, and are provided for the bidder's 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 availability or use of information provided in the responses to bidder inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," 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.

Sincerely,



Janel Gifford, P.E.
Senior Civil Engineer
Office Engineer/Contract Services Unit

Attachment

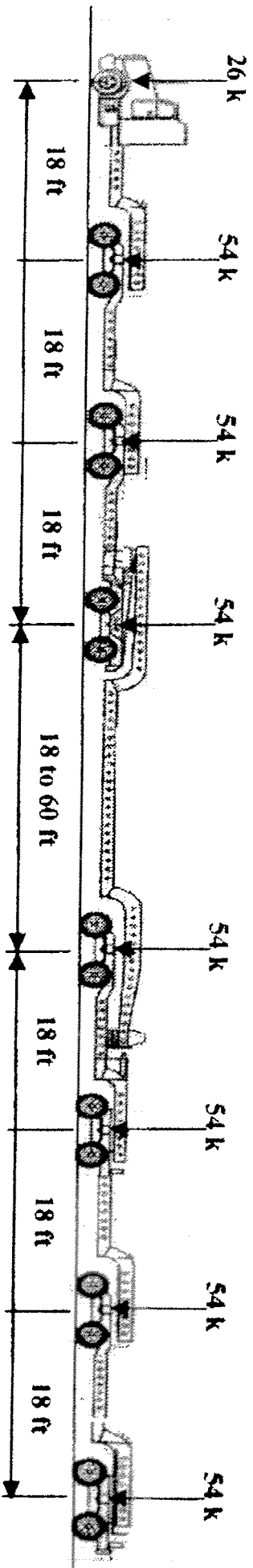


Figure 3.6.1.8.1-1 California P15 truck