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DATE: April 9, 2012

TO: All Prospective Bidders

SUBJECT: Response to Bidders' Inquiries No. 6
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
6.01	Plan Sheet S-2 and SP-76	<p>Questions: The 291 psf snow load is listed as an "additional dead load capacity". Please confirm the following: 1) Snow load does not act concurrently with vehicle loadings. 2) Snow loading can be treated as an extreme event "dead load" with a load factor equal to that used for dead load. 3) Vertical snow load will be combined with lateral seismic forces which are based on the dead weight of the structure only.</p> <p>Answers: 1) Correct. 2) Correct 3) The seismic forces were calculated from the permanent dead weight of the structure, not including snow loads. For design load combinations see "Design" reference under the General Notes on Plan Sheet S-2.</p>
6.02	Plan Sheet S-2 and SP-76	<p>Questions: It appears the preliminary reactions may have been based on a structure design without knowledge of the 291 psf snow loading and the site specific seismic information including CALTRANS design criteria. The specifications list maximum dead load and seismic load reactions. 1) How were the seismic reactions determined? 2) As they are a function of the period of the entire system, what period was assumed? 3) Is there any contingency should these reaction limits be exceeded (i.e., use of light weight concrete, re-design of abutments, etc.)?</p> <p>Answers: 1) The longitudinal seismic reaction is approximately equal to the product of the tributary permanent dead weight and the calculated acceleration. The transverse seismic reaction is approximately equal to 30% of the tributary dead weight- See Addendum No 3. 2) A period of 0.65 seconds was assumed. 3) No.</p>

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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