ITB # 201905 – Green Circle Phase III

Questions & Answers

Q1. Do bridge suppliers need to be pre-qualified for this project?
A1. No, they just must be able to provide the bridge as specified on the plans.

Q2. The length of the bridge is to be 50 ft between centers of bearings per sheet C2.7, however is shown as 50 ft out to out on the Contech drawing on the last sheet of the plan set. Which is correct?
A2. The length of the bridge is approximately 50'. The contractor may choose to slightly modify the overall dimensions of the bridge to meet site conditions and overall trail design.

Q3. The height of the bridge abutment back wall is 1'-8" per sheet C2.7, however is shown as 2'-3" per sheet S-3 and the Contech drawing on the last sheet of the plan set. Which is correct?
A3. The bridge designs provided in the plans are for reference only. The specific bridge design and manufacturer are to be provided by the contractor bidding on the project.

Q4. A pipe hand rail is shown on the bridge on sheet C2.7, however on the Contech drawing on the last sheet of the plan set this hand rail is replaced with a rub rail. Which is correct?
A4. The bridge must meet ADA, ASHTO and VDOT standards for railing. Any reference on plans or drawings is for reference only. The specific railing design shall be provided by the successful bidder.

Q5. On the Contech drawing on the last sheet of the plan set, the steel type of the bridge is described as atmospheric corrosion resistant steel (weathering steel) with no further finishing. In the specifications, the finish is described as 3-coat painted. Please confirm that painting of the bridge is required. Also, since it is not common to require a weathering steel base when painted, please confirm that weathering steel is required if the bridge is in fact to be painted as it will increase the cost.
A5. Revised answer 10/25/19 – Per addendum #1, the finish will be 3-coat painted. It will not need to be weathered steel before painting.

Q6. Based on language provided in the section 6.1 of the pedestrian bridge specification, it appears that the bridge manufacturer is only to shop prime the steel and allow the contractor to apply intermediate and finish paint coats in the field. Please confirm that this is the intent. It is acceptable to finish the bridge steel in the shop.
A6. All scratches to a shop finish incurred during construction or placement of the bridge on site, shall be brought to factory or pre-damaged condition prior to final acceptance.

Q7. The wood deck type on the bridge is described as Structural Fir or Southern Yellow Pine on the Contech drawing on the last sheet of the plan set, however is described as hardwood Ipe on page 1 of the specification for the bridge. Please clarify.

A7. Revised answer 10/25/19 – the bridge decking should be composite wood, identical to the boardwalk system.

Q8. The design vehicle load for the bridge is described as 20,000 lbs per the Contech drawing on the last sheet of the plan set, and 10,000 lbs per section 2.1 of the bridge specification. Please clarify.

A8. The bridge design vehicle load is 10,000 lbs. psf. The location directly adjacent to a major public road allows for easy access by emergency vehicles.

Q9. The safety system on the bridge is shown as horizontal rails on sheet C2.7, and described as vertical pickets in section 1.5 of the bridge specification. Please clarify.

A9. The bridge railing system must meet applicable codes. The specific railing design should be provided by the successful contractor to the City for approval. The design shall meet code requirements and consider cost of the system.

Q10. May bidders submit VDOT Prequalification information in lieu of audited financial records?

A10. Yes.

Q11. Please Verify the Signs / Post (Breakaway Bases) are being installed by others and not a contract requirement?

A11. Yes – the signs will be installed by the City following project completion.

Q12. How is the Required Striping being compensated for on this project?

A12. Striping will be installed by the City following project completion.

Q13. How are the CD-2 Cross Drains required being compensated for on this project?

A13. The cross drains will be omitted from the project scope.

Q14. With the Storm Frame & Covers falling in the Asphalt Trail, are there any concrete collar requirements for the Frame and Covers?

A14. No.

Q15. Will the Contractor be allowed to close the service entrance to Valley Proteins as necessary to access, drill caissons, set bridge etc. from their entrance?

A15. Yes – the City will need a minimum of 2 weeks' notice to coordinate with the property owner.

Q16. The Plans required a Modified VDOT CG-11, where is the detail and pay item for this work?

A16. This entrance will be constructed as a CG-9D, which is bid item #15.

Q17. Are Cross Sections Available for this project?
A17. No – the intent is to carry the standard cross section throughout.

Q18. Will the City be hiring or providing third party compaction / concrete testing etc to satisfy VDOT Requirements?
A18. The City will provide any required testing services.

Q19. Will CCTV Pipe inspections be required to satisfy VDOT Requirements?
A19. The City will perform CCTV pipe inspections following installation.

Q20. Please provide the Boring Logs and Geotechnical Reports for the project.
A20. It has been provided via e-mail to all pre-bid attendees and posted on the purchasing website.

Q21. Is there a manufacturer the city reviewed to come up with the dimensions of the bollards in the details? Can they provide the contractors with that Information?
A21. The designer provided the following link for something similar: https://www.1800bollards.com/product/4-internal-removable-carbon-steel/. The City is open to any type of removable bollard that will serve the same purpose as the ones shown on the plan.

Q22. A supplier has concerns the IBC specifications on the spacing for the joists are the minimum requirements for residential code for decks. Will this support the load needed? Also, would this affect the spacing on the piers? There is no typical spacing on the plans for the piers.
A22. There is shallow rock to work around, so a typical spacing was not dictated for the piers. The boardwalk will not be subjected to large live or dead loads nor will it be affected by flood waters, so residential code is sufficient. The contractor needs to meet VUBC 2015 standards with construction. Given the shallow rock, the contractor will need to make modifications in the field to meet minimum standards.