

## ITB # 201911 – MSV Trails

### Questions & Answers

- Q1. Are the pedestrian bridges required to be pre-fabricated?  
A1. Updated 10/28/19 - No, they can be built on site if preferred.
- Q2. Do the DBE subcontractors have to be VDOT certified?  
A2. Updated 10/28/19 - They must have the appropriate DBE certification, but they do not need to be VDOT prequalified contractors. A listing of contractors that have the appropriate DBE certification can be found at the following website:  
<https://directory.sbsd.virginia.gov>
- Q3. Are there any pilings in the floating dock system?  
A3. No – there are two abutments that hold it on the ends.
- Q4. Is the trail location staked at this time?  
A4. No. Perry Matthewes with MSV will be glad to walk the alignment with anyone that is interested.
- Q5. Should excess material be removed from the site?  
A5. The museum will direct the contractor where to dump spoils.
- Q6. Are materials inspections the responsibility of the contractor?  
A6. No, the City will take care of any additional inspections required.
- Q7. Do cleared materials need to be hauled away?  
A7. No, they may be left on-site. The museum staff will direct the contractor where to store them for later use by the museum.
- Q8. Is the City open to weathered steel beam bridges with wooden railing for this project? It would prove less maintenance over what is called out on the plans and would arrive in one piece to be erected on site.  
A8. For bidding purposes, the City will not entertain alternates until the contract is awarded.
- Q9. Can the wetlands cleanup and trail locations be marked in the field?  
A9. The wetlands cleanup and floating walkways have been marked in accordance with the diagram below (note that since this was pasted into this document it is no longer to scale).

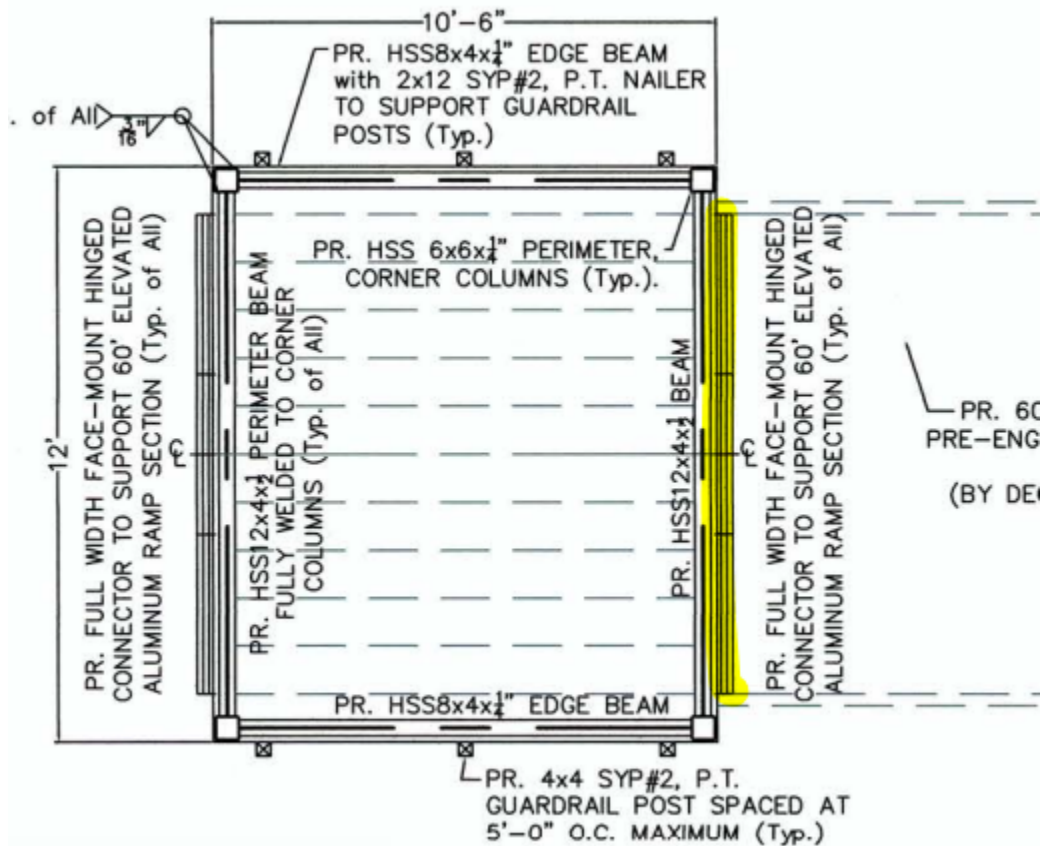


- Q10. I see that the stone for trails is being donated. Does that include the trucking cost to the site?
- A10. Yes. Carmeuse will deliver the stone as needed for construction. The Contractor will need to coordinate directly with Carmeuse on deliveries.
- Q11. The statement was made at the pre-bid meeting that the floating walkways would need to be engineered to the site conditions from the bidder. Is this stated in the bid documents? It was our assumption that the floating walkway as shown was designed for this project and the site conditions. Please elaborate and if the bidder is to provide the engineering, please provide all necessary documented site conditions for this proposal.
- A11. The walkway layout, abutments, landings, general frame design, flotation system and basis connections have been done. These details are on the plans and should be used as the basis for the design. The supplier of the dock and ramp system is responsible for the engineering of their particular ramp and floating dock element designs. The supplier is responsible for and must ensure that the final connections, handicap requirements, loading requirements, supplied frames, etc. meet the design criteria and the building code requirements. That is what was meant when saying the supplier is responsible for the design of their system. The City will review their shop drawings to ensure that this criteria is met, but they are responsible for the design and fabrication just like a truss manufacturer would be. This is a standard requirement for pre-manufactured elements.
- Q12. Can you reiterate what was stated regarding the live loads for the floating walkways at the pre-bid meeting?
- A12. As stated at the pre-bid, the number of floats shown for the walkway is for a 40 psf live load, which is deficient. A 60 psf live load is required, so more floats will be needed. This is the responsibility of the supplier.
- Q13. Are we grading for areas outside of the trail – ie Wind View Shed that shows a ff of 846.00 and middle of fitness trail system circle (sta 38+50 to 42+00 area)?
- A13. Yes. This grading has been added to the plans as part of Addendum #2.
- Q14. Please provide a specification for Prime & Double Seal Surface.
- A14. A detail with specifications has been provided in Addendum #2.
- Q15. Please provide a specification for Geotextile Fabric.
- A15. Geotextile Fabric shall be in accordance with VDOT Section 305.
- Q16. Detail on sheet 19 – for trail – what is the 2' shoulders to be. The detail calls for alternate bid item – which is not on our form and you do not have a pay item on this.
- A16. The shoulders on the trail should be installed as grass shoulders.

- Q17. Is the stone only donated for the stone base – what about stone used for prime & double seal surface?
- A17. #8 stone for prime & double seal surface is being donated by Carmeuse – see addendum #2.
- Q18. 6” concrete slab – what is this? I see the words on sheet 12 at the top of the page but none of the concrete details on sheet 19 show a 6” depth. Is this a driveway entrance?
- A18. The 6” structural concrete slab is defined on sheet 14/19 and provides a bridge link from the sidewalk on Amherst Street to the first landing. It is standard 6” structural slab with #5 bars at 8” on center, each way placed at mid-depth (3”) of the slab. The steel will continue to within 2” of the edges and over the stone wall support. It will have to be formed and properly connected to the landing for support, as indicated.
- Q19. How much of the stone wall needs to be removed along Amherst Street where the sidewalk ties in?
- A19. On sheet 14/19, a plan view detail of the wall cut is indicated. It is 14’ wide with an actual slab width of 10’-6”. The portions of the wall that are disturbed and exposed shall be patched with like stone to match the finish look of the existing wall.
- Q20. Talking with the floating deck company – they have two 60’ bridges that parallel Amherst Street that will need to be unloaded and set with a crane. We would need to close one lane of traffic on Amherst for 8 hrs to set just one of these and also stop the other lane of traffic at times during the closure. This would need to be done twice as we have two bridges to place. Is this possible?
- A20. There are three lanes at this location, so one lane of Amherst Street may be closed completely, leaving one lane for eastbound and one lane for westbound Amherst Street traffic. Should the contractor need to close the eastbound lane and the center lane, flagging will be required to maintain traffic in both directions.
- Q21. The city requires us to perform 50% of the dollar amount of the contract. The cost of the floating system is very expensive and we also need to utilize 10% DBE. I am concerned about making this 50% requirement. Can this be reduced for this project?
- A21. This restriction has been reduced to 25% on the Contractor Qualification Data Sheet as part of Addendum #2.
- Q22. Will asphalt be paid on the current liquid price per VDOT?
- A22. The City is willing to adjust the bid price based on the VDOT index.
- Q23. How are we to price the aggregate base course when the bid form has 3,140 tons but addendum 2 shows donation of 2,420 tons. If we base our bid on the difference to purchase then we have a problem if we over run the 3,140 ton total. Can this be split into 2 pay items?
- A23. The quantity of stone listed in the bid is conservative, so base the per TON bid price on the donation of the 2,420 TONS as stated in the addendum.

- Q24. Just want to confirm we are not responsible for any landscaping.  
A24. No landscaping is included in this contract.
- Q25. What are the guidelines for working in the wetlands? I know we will have some disturbance with coming thru and clearing, building floating deck. Is there any repair or special seeding that needs to be done when we are done?  
A25. All work shall be performed in accordance with the Corp of Engineers Nationwide Permit 42, which has been issued to cover this project.
- Q26. Regarding Bid Item 10: 20' Pedestrian Bridge Drawings 1 LS - what is the total sf of this pedestrian bridge? Can you confirm it is 12' wide x 20' long? Is it floating or fixed? Is it aluminum or steel?  
A26. The 20' bridge details are shown on sheet 15/19. The bridge width is 12' wide by approximately 20' long and it is supported by 20' concrete abutments on each end. This is a fixed element. It was designed to be built in place, but per the discussion at the Pre-Bid meeting, the City would be willing to accept a pre-engineered, pre-fabricated bridge package that would bear on the concrete abutments. The pre-fabricated bridge could be made of wood, steel, or aluminum provided that all design criteria is met. Please note that the Trex finish materials must be installed on the pre-fabricated bridge, as well, if that is the option chosen.
- Q27. Regarding Bid Item 11: 50' Pedestrian Bridge Drawings 1 LS - what is the total sf of this pedestrian bridge? Can you confirm it is 12' wide x 50' long? Is it floating or fixed? Is it aluminum or steel?  
A27. The 50' bridge details are shown on sheet 15/19. The bridge width is 12' wide by approximately 50' long and it is supported by 20' concrete abutments on the ends and intermediate columns spaced at 10'-0" on center. This is a fixed element. It was designed to be built in place, but per the discussion at the Pre-Bid meeting, the City would be willing to accept a pre-engineered, pre-fabricated bridge package that would bear on the concrete abutments and columns, as needed. The pre-fabricated bridge could be constructed of wood, steel, or aluminum provided that all design criteria is met. Please note that the Trex finish materials must be installed on the pre-fabricated bridge, as well, if that is the option chosen.
- Q28. Regarding Bid Item 12: Floating Walkways Drawings 1 LS: What is the total or approximate sf?  
A28. The Floating Walkway system is meant to be fabricated and installed as one system. Approximately square footage can be scaled off the plans.

- Q29. Earthwork- the specs call for imported fill to meet Select material requirements. Please confirm that the excavation can be used for fills and that if we run short we would bring in the select material. Some VDOT projects we have had to export all the cut and bring in material for the fills.
- A29. On-site excavated material may be used as backfill.
- Q30. Addendum 2 – 4.b.: When it says “in-kind services include supervision of the installation of Trex materials” does this mean Trex will be installing or they will just be supervising our installation?
- A30. Supervision will be provided only. Installation must be done by the contractor or sub-contractor.
- Q31. How do we tie in the floating system to the pedestrian walkway landings?



- A31. This is the 60' ramp landing. The ramp is a bridge span. As stated, it could rest on top or be hung to the HSS12x4 perimeter tubular beam. The ramp manufacturer needs to design the connection. Shop drawing review will verify its compatibility. The tube was designed to handle either connection provided the hung connection does not apply excessive eccentric loading to the member.

- Q32. On the donation of Trex material – is it possible for the boards to be pre-cut by the supplier since they will be a uniform length?
- A32. Unfortunately not. The boards will be the length specified in the donation information and will need to be cut to the proper lengths by the contractor or subcontractor.