

ITB # 201912 – North Cameron Drainage Improvements – Phase I

Questions & Answers

Updated 5/2/19

- Q1. Will the City accept Contractors VDOT Prequalification Certificate in lieu of audited financial statement?
- A1. Yes
- Q2. For the Response to the Contractor Qualifications, can we submit the responses to the questions under this section on contractor form, format in lieu of providing the response on the forms provided within the bid documents? (There is very limited room on the ITB forms).
- A2. The form in the bid documents needs to be included, but responses can be indicated on separate sheets of paper and attached to the Contractor Qualification Data Sheet.
- Q3. Can the northbound lane of traffic be shifted to southbound lane during the project?
- A3. Yes. Southbound Route 11 traffic will be routed through the detour, so the contractor has use of the entire street area to work and maintain the one lane of northbound traffic.
- Q4. Does water system bypass need to be buried?
- A4. As long as temperatures remain above freezing, the bypass does not need to be buried.
- Q5. Any idea on the peak flow on the existing sanitary main?
- A5. Not specifically, but the existing line is at capacity and surcharges during wet weather.
- Q6. Bypass for sanitary sewer connection in Piccadilly street will likely take more than a weekend. How should the Contractor plan to handle this?
- A6. The sanitary sewer should be bypassed from the manhole at the Fairfax/Cameron intersection to the existing manhole at the intersection of Fairfax and Loudoun Streets (to the west). To avoid an extended closure of the Fairfax/Loudoun intersection, the bypass line will need to be buried in the intersection of Fairfax/Loudoun and connected to the existing manhole underground.
- Q7. Plans do not appear to be scaling correctly.
- A7. We have confirmed that as long as the PDF files are printed full size at 24x36 plan size, they do scale correctly.
- Q8. Is the gas line shown near the storm line replacement active?
- A8. Yes. The City is working with Washington Gas to have it moved out of the way.

- Q9. What thickness of base asphalt should be placed in utility trenches? Is this included in the cost of the utility installation?
- A9. 5" of base asphalt will need to remain in the utility trenches after milling, so assuming a 2" overlay, approximately 7" of the trench shall be filled with base asphalt. The cost of the base asphalt is included in the utility installation cost.
- Q10. How shallow can water main be installed in areas where crossing will leave less than 3' cover?
- A10. No less than 24" of cover, where a crossing of other utilities makes it impossible to get the full 36" of cover. City will work with the Contractor on each of these crossings on a case by case basis.
- Q11. Any idea how deep the current water main is?
- A11. Assume that the existing main is 36" deep.
- Q12. Where concrete replacement is associated with inlet installation, how will that be paid?
- A12. In areas where multiple inlets are to be installed (intersections of Clark/Cameron and Baker/Cameron), concrete replacements around inlets will be paid for under the bid item for concrete sidewalks.
- Q13. I am working on the N. Cameron bid and am trying to find a link to an approved product or manufacturers list for Winchester. Can you please tell me where I can find it?
- A13. Any products or manufacturers required to be used by the City are spelled out in the project specifications and/or the City's standards manual.