

ITB #202006
Hope Drive Extension
Questions & Answers

Updated 7/21/2020

- Q1. Will the City consider an extension to the bid date?
A1. As per Addendum #2 (forthcoming), bids will be due on **August 19, 2020** at 2:00 p.m.
- Q2. Will the City make Autocad or Microstation files available, to assist in the preparation of bids, on these projects?
A2. CAD files are being made available and can be downloaded from the City's Purchasing website as a courtesy. Contractor assumes all responsibility for utilizing these files in preparing their bid. Contractor shall bid based on the quantities in the Bid Form.
- Q3. Special conditions – page 4, 5.03 – we are responsible for temporary removal and reinstallation of structures and piping. Is this meaning telephone, electrical, lines not shown?
A3. The private utility companies have started relocating their facilities in-conflict. Should field work reveal additional conflicts, those will be addressed between the Contractor and City at the time of discovery.
- Q4. Railroad – what is the traffic count on this railroad line?
A4. The total train count is unknown; however, the City's best estimate is less than 10 trains per day.
- Q5. Rock removal – there are two unit prices for this – one in the earthwork – item 10 and one in signal work – item 208. Hoe ramming rock in the mass grading is different from hoe ramming rock in the trenches as far as production. I think there should be a line item for rock in the utility trenches.
A5. All rock excavation in mass grading and utility trenches will be paid under bid item #10. Any rock excavation required for the signal installation will be paid under item #208.
- Q6. Plan Sheet 2 – item G-4 states that removal of concrete items to be paid in grading – this includes sidewalk, curb, storm pipe, etc. in the spec book the description for bid item #3 – demolition of ex. asphalt or concrete also includes these same things. Note the spec book says, "when necessary existing pipes and structures shall be removed and properly disposed of". This unit price is paid per SY. Please confirm that item 3 will be the asphalt and site concrete (sidewalk, curb) and where the storm pipe/structures would be paid.
A6. Note G-4 will be removed from the plans and quantities for Bid Item #3, Demolition, will be adjusted accordingly. Cost for demolition of existing storm

structures shall be included in bid items for new storm. A revised Bid Form and revised Drawings will be provided in Addendum #2.

Q7. Plan Sheet 2 – item G-6 says the borrow material should be CBR 6. Bid item #8 calls for select fill – specs say select material type 1. Also, will we need to have the select fill for utility trench backfill??

A7. Note G-6 will be revised to remove the portion regarding CBR 6. Utility trench backfill shall follow the City of Winchester Public Services Standards Manual, latest edition Revised Drawings will be provided in Addendum #2.

Q8. Plan sheet 2A(3) shows the unsuitable materials summary – how will we be paid for this excavation, geotextile stabilization fabric, soil cement stabilization. There are no line items for this.

A8. The Unsuitable Materials summary on sheet 2A(3) will be revised to utilize geotextile stabilization fabric and soil cement stabilization as alternative solutions. Unsuitable materials undercut has been accounted for in the earthwork quantities. Two bid items are being added to the Bid Form – one for geotextile fabric and one for soil cement stabilization. Revised Drawings and Bid Form will be provided in Addendum #2.

Q9. Plan sheet 1K, where are the 18” DIP and 12” DIP pipes and the 12” modified EW-1 paid on the bid form?

A9. These items do not appear on plan sheet 1K. The Bid Form is being revised to include 18” and 12” DIP – see Addendum #2.

Q10. Plan sheet 16(2) under geotechnical bedding requirements discusses undercutting with backfill of stone. How will this be paid as there are no unit prices for this? Also, under this section it says to use VDOT standard detail PB-1 and VDOT specs but in the spec book under section “Storm Sewers” it gives the bedding and backfill for the piping using #57 stone. Typically, VDOT uses 25 or 26 stone. Which is correct?

A10. Bedding requirements are paid for within the pipe cost. The City spec will take precedence. The hierarchy of the specifications and standards that apply to this work (as noted in item 1 of the City Special Conditions in the contract) will be revised to reflect:
1. Contract’s Technical Specifications, 2. City of Winchester – Public Services Standards Manual, 3. VDOT Road & Bridge Specifications, including all supplements. Please see Addendum #2.

Q11. Just want to confirm we are not getting paid separately for minor excavation for the larger pipes and box culvert. The drainage descriptions have these listed.

A11. Correct. Minor excavation will be paid for within the pipe cost.

Q12. Plan sheet 16(8) calls for structure H7-26 to be a DI-1 but plan sheet 16(1) calls for it to be a DI-7. That sheet also calls for L=10’ but I believe that is a

- misprint? Bid form calls for a DI-7. So, is the profile the wrong one?
- A12. DI-7 is the correct inlet type. Plans will be revised. [See Addendum #2.](#)
- Q13. Plan sheet 16(2) shows line H12-2 to H12-3 as 24" and str H12-3 as 24" ES. The profile on plan sheet 16(8) shows 24" pipe with 15" ES. The bid form item 137 calls for 15" ES. What is correct?
- A13. 24" ES is correct. Bid form and plans will be revised. [See Addendum #2.](#)
- Q14. Plan sheet 16(2) shows line H11-2 to H11-1 as 24" and str H11-1 as 24" ES. The profile on plan sheet 16(8) shows 24" pipe with 15" ES. The bid form item 133 calls for 15" ES. What is correct?
- A14. 24" ES is correct. Bid form and plans will be revised. [See Addendum #2.](#)
- Q15. Plan sheet 6 – the 6' chain link fence at station 32+50 to 33+00 says to be removed/relocated. How is this being paid? Also, what happens with the fence where the road crosses at station 30+00? Do we just terminate?
- A15. This cost for removal is paid for within the clearing & grubbing cost per the VDOT Specification 301. The Contractor shall simply terminate the fencing at station 30+00 and install corner posts (cost to be included in clearing and grubbing). The property owner is responsible for any new fencing desired for the fencing removed between station 32+50 and 33+00.
- Q16. Plan sheet 16(1) on structure H6-17 states it will connect to ex. 68"x43" pipe. Sheet 6 shows abandonment at structure H6-17. Per the plan view it looks like we should be removing an endwall and having pipe to connect to str H6-17. Please detail what is happening here.
- A16. A detail will be added to the plans on sheet 16(2). [See Addendum #2.](#)
- Q17. Plan sheet 16(1) str H7-17 calls for 18" ES, bid form item 93 calls for 15" ES and plan sheet 16(6) calls for 18" ES on a 15" storm line. Which is correct?
- A17. 15" ES is correct. Plans will be revised. [See Addendum #2.](#)
- Q18. If a business has 2 entrances, can we block off one during construction and not have to deal with traffic. These would be short term for pipe installation, cutting out entrance, etc.
- A18. Access must be maintained to each property throughout the project. Contractor may coordinate with the property owner to close one entrance down completely if there are more than one.
- Q19. On the storm structures that we are just to modify the tops and it also gets a new pipe tied into it – what happens if the existing structure is not big enough to tie into this structure and instead, we need a new structure totally? Will this be handled by a change order?
- A198. Existing structures were evaluated to determine whether they can be utilized as reflected in the plans. Any field adjustments not reflected in

the plans will require review and approval by the Engineer and if appropriate, handled by a change order.

Q20. At the area where we are filling in the existing pond at station 24+00 – the note states that LL of 40 percent and rock size of 4” max. This looks like we could use the onsite excavated material, but the spec book calls for select fill to be type 1 material. Please clarify if we can use the onsite clay. Where will this work be paid – under the grading lump sum? Also, the over excavation will this be paid at the regular excavation and borrow excavation unit prices?

A20. Imported fill shall be select fill per the specifications. On site material can be used if deemed suitable per plan. This work will be paid under the Earthwork specification. In the case of over excavation and fill, this will be paid at the regular excavation and borrow excavation unit prices.

Q21. Are the only pavement markings that we get paid unit price the lines that are placed on the surface course? All other striping to be included in maintenance of traffic.

A21. Correct.

Q22. Will the cut and fill be paid per plan quantity or measured? Is topsoil stripping included in the excavation number? Is this for both topsoil strip in cut and fill?

A22 Both Regular Excavation and Borrow Excavation (Select Fill) will be measured. Topsoil is included as part of the regular excavation quantity for cuts. Topsoil placement (fill) is paid for under the line item for Topsoil and Seeding.

Q23. In areas where the existing removal is outside of the new roadway, how will the filling back of this area be handled – thru the fill quantity or should this be under the demo of asphalt?

A23. All fill (with the exception of topsoil) will be paid for under Borrow Excavation.

Q24. Sheet 17(1) note says the contractor is to obtain the UPS from the City. Item 186-188 does not reflect install only.

A24. The Contractor shall purchase and install the items.

Q25. Valley & Hope intersection has all black equipment. Hope Dr. and Papermill (new intersection) will have all black equipment except for the poles will be galvanized.

A25. All new signals shall conform to City standards, which include galvanized poles that are powder-coated black.

Q26. Lighting conduit specifies SCH 80, will the traffic signal conduit be SCH 80 as well?

A26. Contractor to follow VDOT Road & Bridge Specification, Section 700 for requirements.

- Q27. Relocate signal/ped head should new hanger be included? If not, will the City pay for additional hangers if the existing hangers cannot be used?
- A27. The Contractor shall assume the hangers are in fair to good condition suitable for reuse. The Contractor is responsible for notifying the City if upon field relocation the hanger assembly is not good/fair for City of Winchester to make final determination on reuse. If new hanger assemblies are necessary, a work order change may be pursued at the sole discretion of the City.
- Q28. Do the new galvanized signal poles need to be Union Metal also?
- A28. Type I/II mast arm poles are not required to be Union Metal. See signal City specification for requirements.
- Q29. Who will remove the existing light poles and foundation along Hope Dr.? If the contractor is to remove will there be a line item added?
- A29. SVEC will remove the light poles, and the Contractor would remove the concrete foundations, as part of clearing & grubbing line item.
- Q30. The "Maintenance of Traffic" item includes a temporary signal. However, the notes state that the contractor is responsible for providing the temporary plans and timings. Is there a reason that the City cannot provide this to the contractor? What locations will need a temporary and at what level will be required?
- A30. As observed in the projects plans, the intersection of Hope Drive/Valley Drive, the signalize operations shall be maintained. The Contractor is responsible for maintaining orderly traffic flows and shall be responsible for implementing/inputting the signal timings through coordination with the City. The means/methods and level of temporary signal is the Contractor's responsibility as noted and shall maintain signalized operation of the intersection at all times. Temporary signalization may not be necessary but should the contractor's means and methods require temporary signalization then it will be paid for as part of "Maintenance of Traffic" item.
- Q31. On sheet 7 – at station 40+75 on Hope Drive where we have a new entrance to lot 025 – what happens to the existing fencing here? Is it correct that this will match up with the existing gate and we do not have any rework to the fence?
- A31. The fence within the existing RW, proposed RW and Temporary Construction Easement in this area will need to be removed, as part of clearing and grubbing line item. The property owner has been compensated for this impact.
- Q32. Sheet 10 – the area between the railroad crossing removal by CSXT and the overlay pavement – what happens to this once we remove the pavement? When I look at the existing areas along the railroad, they appear to be grass but the now on sheet 10 upper right talks about railroad ballast. Also, how would this be paid?
- A32. This area will need to be restored to a grass area and graded to drain. We do not expect impacts to the railroad ballast, but should the contractor disturb the

railroad ballast it is to be restored. A line item has been added to the Bid Form for railroad ballast – [see Addendum #2.](#)

Q33. Sheet 11 – the existing 42” RCP pipe with wingwalls on the west side of the pond is to be removed? It does not have a designation, but the inverts will not work so it looks like it should be removed. Also, same question about the 15” RCP in the current Tevis Street where we are removing the road at the pond drain. This should also be labeled for removal.

A32. [Plans will be revised to label these structure/pipes as to be removed – see Addendum #2.](#)

Q34. Sheet 19(4) – at the new fire hydrant assembly – how is this connection to be made – are we doing a tap? If so, how is this paid?

A34. [Yes, a new wet tap will be made. Bid Form will be updated to include wet taps – see Addendum #2.](#)

Q35. Sheet 19(11) – since the new 18” sanitary sewer will need to be installed in phase 1 can we close off Tevis Street for installing the concrete encasement on the sanitary line. We request closure just long enough for this crossing.

A35. [A closure of Tevis Street for this work will be allowed.](#)

Q36. Since the sanitary manholes are both 48” dia and 60” dia shouldn’t the unit price for this be divided into two items to address each size?

A36. [Bid Form will be updated to break out these two items – see Addendum #2.](#)

Q37. I do not see guidelines for abandonment of sanitary pipe and manholes in your specifications. Can you provide info on what you expect – are we to remove part of the top of the manholes. Also do you have info on the existing line as depth on the manholes?

A37. [Note #8 on sheet 19 speaks to abandonment of water/sewer items. The contractor shall remove existing manholes that are not required in the completed system to at least 2 feet below the proposed subgrade or natural ground line and fill the rest of the manhole with approved backfill in accordance with Section 302.03 \(a\)2.g. of the VDOT Road and Bridge Specifications. Existing sewer information will be added to the plans – see Addendum #2. Existing sewer mains abandoned in place shall be filled with flowable fill – a bid item for this is being added to the Bid Form – see Addendum #2. The depth of the existing sewer line is basically the same as the depth of the new sewer line.](#)

Q38. There is no bid item for the 18”DIP sanitary shown on 19(16) between manhole E and F.

A38. [18” DIP line item will be added to the Bid Form – see Addendum #2.](#)

Q39. Sanitary line between manhole G and H – are the concrete pads and the electrical pole being relocated that are located at station 23+83?

A39. The electrical pole is being relocated by SVEC as part of the project. Contractor shall remove the concrete pads as necessary.

Q40. Section 1.4.3 requires Bidders to submit audited financial statements and/or Dunn & Bradstreet reports for the last two (2) years in order to be considered for selection. Acknowledging that Section 1.1 allows designation of such information as "Proprietary", financial statements are considered strictly confidential and closely held by most private firms. As such, will the City consider allowing submission of a letter from the bidders bonding company as a third option to meet this requirement? Sample language of this option from other procurements is provided below:

Include a letter from a surety or insurance company (with a Best's Financial Strength Rating of A minus and Financial Size Category VIII or better by A.M. Best Co.) stating that the Bidder is capable of obtaining a performance and payment bond based on the current estimated contract value, which bonds will cover the Project and any warranty periods. The letter of surety shall clearly state the rating categorization noted above and reference the estimated contract value as identified in the bid documents, in a manner similar to the notation provided below:

"As surety for [the above named Contractor], [XYZ Company] with A.M. Best Financial Strength Rating [rating] and Financial Size Category [Size Category] is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project."

A40. Yes, this will be acceptable for purposes of submitting the bid, however, the City reserves the right to request this information before the award of the contract. Another option is that if the Contractor is a pre-qualified contractor with VDOT for this type of project, the Contractor Qualification Data Sheet and audited financial statements do not need to be submitted.

Q41. Do all subcontractors used by the prime contractor for any work associated with both projects need to be VDOT pre-qualified?

A41. No.

Q42. Will any/all rock excavation necessary for sanitary sewer, storm sewer and water main construction be measured and paid under the bid item for rock excavation?

A42. Yes.

Q43. How will rock excavation, if necessary, for the 72" RCP CL.V CSX Tunnel be paid?

A43. It will be paid for by the bid item for rock excavation.

Q44. We assume any/all costs for CSX associated with the 72" Tunnel will be paid by Winchester direct, please confirm.

A44. Yes, the City will pay for all direct costs with CSX for this project.

Q45. Please provide a plan showing where the existing utilities currently being relocated will be in relation to the proposed work.

- A45. A plan is not available. Contractor shall assume that the relocated utilities will not interfere with their work.
- Q46. Will any/all support or relocation of guy wires for existing utilities that are NOT being relocated but are in close proximity to the proposed work be paid for by Winchester or the contractor?
- A46. The City will work with SVEC to coordinate this, if it is required.
- Q47. There is a liquid asphalt adjustment special provision for the Valley Avenue Improvement project, yet we do not see the same for the Hope Drive Extension. Will all asphalt be eligible for liquid adjustment based on the index at time of bid?
- A47. The City will pay for liquid asphalt adjustment based on the index at the time of the bid for the Hope Drive project.
- Q48. Will there be any adjustment paid for fuel on these projects?
- A48. No.
- Q49. Can the bid item forms be provided as an excel document?
- A49. No.
- Q50. When we do the water line tie ins will these need to be done at night or can the lines be shut off without a lot of impact?
- A50. It will be dependent on the specific location of the tie-in. City will work with the Contractor to determine the requirement during construction.
- Q51. Sheet 19(4) – the water service to BB&T says new service connection and meter setting so wouldn't we be going back to the main? It only shows meter as new.
- A51. Yes, a new tap will be made at the main and a new service line installed.
- Q52. Plans call for sanitary manhole G to be in a 60" dia manhole. If we can make it fit in a smaller diameter is that ok?
- A52. No. This manhole must be a 60-inch diameter manhole.
- Q53. Coordination of Valley Avenue and Hope Drive – looking at the phasing of Valley Avenue – the storm sewer down Tevis will be done in phase 1 but the pond is not built on Hope Drive until phase 4. How will the storm sewer be handled during this time? Also, the Hope Drive contractor could be fighting the storm water from Valley Avenue during their construction of the storm and pond in phase 4.
- A53. The Contractor for the Hope Drive project shall be responsible to make necessary accommodations (temporary piping, grading, etc.) to handle the storm water drainage from the Valley Avenue project. A lump sum line item has been added to the Bid Form for this work – see Addendum #2.
- Q54. Is the existing 15" sanitary sewer line plastic or terra cotta?
- A54. Terra cotta.
- Q55. The purpose of this email is to determine what approval process is required to get precast concrete pole base approved for usage on the Hope Drive project. We manufacture them at our plant in Winchester. I have attached 2 items that might shed some light on just what they are. We believe that they are a cost savings alternative to the more common pour in place method. Since the install process is not weather

- sensitive, they also help keep the project on schedule.
- A55. The City will consider this as a part of the submittal and review process after the contract has been awarded. For this particular item, SVEC will also need to approve the pole bases.
- Q56. As with past City of Winchester bids, may Bidders provide evidence of VDOT Prequalification instead of an audited financial statement and/or Dunn & Bradstreet report, in compliance with 1.4.3 Financial Statements of the Contractor Qualification Data Sheet?
- A56. Yes, if the Contractor is pre-qualified with VDOT, the Contractor Qualification Data Sheet and audited financial statements are not required to be submitted with the Bid.
- Q57. Will the traffic signal on these two projects require sch 80 pvc conduit?
- A57. Contractor to follow VDOT Road & Bridge Specification, Section 700 for requirements.
- Q58. Will the contractor have a chance to ask questions based on the answers provided to previous questions?
- A59. Yes.
- Q60. Please clarify if the STP-1 post is to be black.
- A60. Yes, they are black.
- Q61. I was wondering if Bid Items 78,99,101 (Mod. DI-1 (Shallow) SD-5, DI-1 Top) need the vane grates or do they need DI-1 tops per the description in the bid sheet. I want to make sure I'm quoting the right materials to the contractor. Please advise.
- A61. They need to have the vane grates as per City of Winchester detail SD-5.
- Q62. Sheet 19(4) – at sta 14+70 where we do the new fire hydrant – how are we tying into the ex. line? is this a tap because this looks to be right at the location of the existing tee?
- A62. See answer for question 34.
- Q63. Can SM-9.5AL be used? Also, will there be the liquid asphalt payment?
- A63. Yes, SM-9.5AL can be used. There is no separate payment for liquid asphalt.
- Q64. Cross sections – sheet 51 and 52 – station 302+00 and 302+25 do not show existing roadway but indicate cut here but on plan sheet this is shown as mill and overlay. What is correct?
- A64. It shall be a mill and overlay.
- Q65. Cross sections – sheet 53 – part of the Frontage road gets mill and overlay per plan sheet 7 – on the referenced page of the cross section it is showing a couple feet of difference between the existing road and the new pavement so is it correct that this would be built up with all asphalt in these areas?
- A65. The majority of fill will be Borrow Excavation followed by the specified stone and asphalt section for the road.
- Q66. Sheet 1H item 18 –
1. are the lockable barricades only at the areas where the RR crossings are being removed? What about the new crossing on Hope Drive will this need one also?

2. How wide does the opening need to be that is lockable? Can we do concrete traffic barricades with a 20' lockable farm gate?
- A66. The lockable barricades will be needed where the Papermill crossing is being removed and for the new crossing. A 20-foot lockable farm gate will be sufficient.
- Q67. Railroad – sheet 1H item 4.b – is the ballast protection similar to putting silt fence along the railroad line to keep material out?
- A67. Yes.
- Q68. Railroad – with the vicinity of the railroad and the new sanitary sewer – There is a note on sheet 11 about sheeting and shoring adjacent to the tracks. The cross sections do not show the theoretical live load influence zone only the phreatic zone line. It looks like we are outside this zone but with the depth of the sanitary sewer and all the hoe ramming or rock we will be doing – will we need any type of shoring here. I see on page 84 item D of the CSX specs that trench boxes are not acceptable shoring but can we still use them to perform our work if we are outside this zone? Is the only location of shoring required the tunneling of the 72" storm pipe which looks like it would be within this zone?
- A68. The Contractor is responsible for the means and methods to complete the work safely and follow the applicable CSX requirements.
- Q69. Rip rap at box culvert H8-7, sheet 2J(7) shows 27'x27'x2' class 1 rip rap, sheet 16(2) calls for 18 tons of rip rap and sheet 8 shows the area which does not measure out to the 27'x27'. What is correct?
- A69. Bid the amount shown on the Bid Form. Contractor will be paid for actual quantities.
- Q70. Same question with the rip rap at 72" storm pipe, sheet 2J(5) shows 30'x30'x2 area, sheet 16(2) shows 69 ton, these are not the same. Also, both 1 and 2 make the quantity of rip rap on the bid form wrong.
- A70. Bid the amount shown on the Bid Form. Contractor will be paid for actual quantities.
- Q71. Can we block off the access from Tevis Street to Panera Bread and other businesses while we are installing the box culverts or do we need to leave access for one lane traffic?
- A71. This access can be closed while installing the culverts.
- Q72. I see on addendum 1 for both projects that the time due is 2:00 pm. Is this true or should Valley Avenue be at 2:30?
- A72. Bids for both projects are due at 2:00 p.m.
- Q73. Where does the 12" gate valve go that is referenced on sheet 2J(8)? Is this in the dewatering well structure? Do you have a detail showing how this is secured and connected?
- A73. The 12" gate valve shall be installed just on the outside of the dewatering well structure.
- Q74. Where will the payment for the woven geotextile stabilization fabric be paid that will be needed for the undercut of unsuitable material?
- A74. See answer for question 8.
- Q75. At the box culvert location – there is an existing water line that crosses. This is not shown as getting relocated and does not show on the profile. What about the existing gas and telephone lines also – will these be relocated?

- A75. This 12" water line shall be relocated. This work has been added to the Bid Form – see Addendum #2. Contractor shall assume the gas and telecommunication lines will be relocated.
- Q76. What is the budget for this project?
A76. The City does not release the engineer's estimate during the bidding process.
- Q77. Can an excel version of the bid form be provided?
A77. No.
- Q78. Will the contractor be responsible for scheduling or paying fees to utility contractors to relocate and/or support utility poles, or will the contractor only be responsible for coordination?
A78. The City will assist with coordinating this if necessary. The Contractor shall assume that they will not need to pay any fees for this.
- Q79. Will the 72" tunneled pipe require a casing pipe on the outside?
A79. As per CSX requirements, there will be no casing pipe.
- Q80. Is asphalt demolition and/or patching for utility crossings incidental to the specific utility items when lines will cross existing pavement to remain, or will this be paid for under the asphalt items (i.e. Items 3, 21, 22, 24, & 25)?
A80. Both the asphalt demolition and patching for utility line installations are incidental and included in price for the utility items.
- Q81. Per the technical specifications, the contractor is to be responsible for seeding of grass until it reaches a height of 3 inches; is this to mean the entirety of the planting area, or will maintenance only be required until a specific amount of the seed has reached the desired height (i.e. 90% of seeded area)?
A81. Contractor is responsible for maintenance of the grass until that phase of the project is accepted by the City.
- Q82. The landscaping technical specification references a pay item for "Trees (type and size)" however, no unit price items are provided for site landscaping outside of the pond area. Is landscaping only required for the proposed aquatic benches of the pond?
a. If landscaping is required elsewhere on site, or if existing trees set to be removed are to be replaced, please provide unit price bids items and a planting schedule.
A82. There will be no landscaping items outside of the pond area.
- Q83. Will the contractor be required to perform any maintenance of existing grass or plantings within the limits of disturbance for the various phases (i.e. mowing, pruning, etc.)?
A83. Contractor shall be responsible for the maintenance of grass within their work area until that phase of the project is accepted by the City.
- Q84. Once the grass reaches the desired height will maintenance be taken over by the City?
A84. The Contractor will be responsible for maintaining the grass in each phase of the project until that phase has been accepted by the City.
- Q85. Under which unit price item will storm sewer removal and/or abandonment be paid?

- A85. This cost is included in the cost for the installation of the new storm items.
- Q86. Will obscuring of pavement marking quantity count toward the total quantity and be paid for under item number three, Demolition of Existing Asphalt or Concrete? If no, what item will this be paid for under?
- A86. The cost for obscuring pavement markings shall be included in the cost for the maintenance of traffic bid item.
- Q87. What shall rock be defined as?
- A87. Rock is defined in the Technical Specification for Rock Excavation in the contract document.
- Q88. Please provide an item for existing tree removal and/or clearing and grubbing.
- A88. Clearing and grubbing is provided as a line item on the Bid Form.
- Q89. Is topsoil stripping and excavation included within regular excavation?
- A89. Yes.
- Q90. Refer to Technical Specification Earthwork: In regard to the measurement and payment for Regular Excavation, will this only be paid for total "unsuitable soils" excavated and hauled away?
- A90. The Technical Specification for Earthwork has been revised – see Addendum #2.
- Q91. Refer to Technical Specification Earthwork: If suitable soils are required to be hauled off, what pay item will it be paid for under.
- A91. Excess materials that need to be hauled away is paid for under Regular Excavation.
- Q92. Refer to Technical Specification Earthwork: Is all on-site cut to fill to be paid for under the lump sum "Grading" bid item?
- A92. The Technical Specification for Earthwork has been revised – see Addendum #2.
- Q93. Refer to Technical Specification Earthwork: If undercutting unsuitable soils beyond proposed subgrade is required, will the excavation and haul off be paid for under the Regular Excavation pay item? Will the replacement of the undercut material be paid for under Regular Excavation or Borrow Excavation?
- A93. Yes, for the first part. Borrow Excavation for the second part.
- Q94. Is stripped topsoil from within the project limits suitable for reuse if accepted by the engineer?
- A94. Yes.
- Q95. Please confirm that the City will pay for and subcontract all third-party inspectors (i.e. geotechnical, concrete, asphalt, etc.).
- A95. Yes, the City will pay for all third-party inspections.
- Q96. Under the landscaping technical specification, warranty and watering are defined as through the spring and summer of 2021, respectively; however, this project will extend into 2022. Please clarify if this is to read spring and summer of 2022.
- A96. Yes, the warranty and watering will be required for the spring and summer of

2022.

- Q97. Note 1 on sheet 12A states that CSXT requires flagman during work within the CSXT right of way and when work is taking place within 50' of the track centerline. Please confirm the city will be responsible for carrying the costs of the CSXT flagman when work is required within the aforementioned areas.
- A97. Yes, the City will pay for all direct costs to CSXT.
- Q98. Will temporary striping be paid for under the maintenance of traffic unit price item?
- A98. Yes.
- Q99. Sheet IJ(1) under the construction zone activities for phase two and phase three state that the new railroad crossing will be installed by CSXT under phase two and completed for phase three, however this work is shown as being constructed/completed under Phase 1. Please clarify these limits of work for phases 1-3.
- A99. The Contractor shall construct the roadway on both sides of the new railroad crossing in Phase 1. CSXT will construct the actual crossing during the period of Phase 1 through Phase 3 so that the new crossing is opened before Phase 4 begins.
- Q100. Apart from the 60-day maximum closure of Hope Drive as shown on sheet IL(5), are there any other schedule restrictions or milestone dates the contractor must abide by within the overall project duration?
- A100. None, other than the final completion of the project.
- Q101. For the Line Brace Unit of 218 appears overstated, as the quantity which would mean that we would have a brace unit every 11.5'. Please verify.
- A101. The new fence installation is being removed from this contract and will be completed separately. The revised Bid Form is provided in **Addendum #2**.
- Q102. H6-1 DI-2F Inlet L=10' H=4.3' VDOT standard 104.06 states minimum height = Pipe Diameter + 2.5'. Pipe is 36" diameter storm pipe. $3' + 2.5' = 5.5'$ would be minimum height to meet standard. That would put H6-1 1.2' below minimum. Invert to Top of Pipe $3.33' - H4.3' = .97'$ - Curb Height (.5') = .47' Gutter requires .58' concrete pipe is .11' into gutter. Does not meet VDOT Spec. Shallow Box DI-3 would work at following computations Invert to Top of Pipe $3.33' + \frac{1}{2}$ hole .16' = 3.49 (top of hole) + .58 for gutter = 4.07' + .5 curb = 4.57' from rim to invert to work in shallow box DI-3 Inlet. Subject to VDOT Approval. Again, variance from VDOT standard is need, please advise. No DI-2 Inlet Design will work for this height (Precast or Poured in Place).
- A102. Structure revised to be Hanson DI-3 Monobox (detail included in plans) to resolve vertical issues. No VDOT approval is required as this is a City owned/maintained roadway.
- Q103. H6-7 DI-2D Inlet L=4' H=4.4' VDOT standard 104.06 states minimum height = Pipe Diameter + 2.5'. Pipe is 36" diameter storm pipe. $2.5' + 2.5' = 5'$ would be minimum height to meet standard. That would put H6-7 .6' below minimum. Invert to Top of Pipe $2.79' - H4.4' = 1.61'$ - Curb Height (.5') = 1.11'. Does not meet VDOT Spec. Shallow Box DI-3 would work at following computations Invert to Top of Pipe $2.79' + \frac{1}{2}$ hole .20' = 3' (top of hole) + .58 for gutter = 3.58' + .5

curb = 4.08' from rim to invert to work in shallow box DI-3 Inlet. Subject to VDOT Approval. Again, variance from VDOT standard is need, please advise. No DI-2 Inlet Design will work for this height (Precast or Poured in Place).

- A103. Structure revised to be Hanson DI-3 Monobox (detail included in plans) to resolve vertical issues. No VDOT approval is required as this is a City owned/maintained roadway.
- Q104. H6-9 DI-2F Inlet L=8' H=4.7' VDOT standard 104.06 states minimum height = Pipe Diameter + 2.5'. Pipe is 36" diameter storm pipe. $3' + 2.5' = 5.5'$ would be minimum height to meet standard. That would put H6-9 .8' below minimum. Invert to Top of Pipe $3.33' - H4.7' = 1.37'$ - Curb Height (.5') = .87'. Does not meet VDOT Spec. Shallow Box DI-3 would work at following computations Invert to Top of Pipe $3.33' + \frac{1}{2}$ hole .16' = 3.49 (top of hole) + .58 for gutter = 4.07' + .5 curb = 4.57' from rim to invert to work in shallow box DI-3 Inlet. Subject to VDOT Approval. Again, variance from VDOT standard is need, please advise. No DI-2 Inlet Design will work for this height (Precast or Poured in Place).
- A104. Structure revised to be Hanson DI-3 Monobox (detail included in plans) to resolve vertical issues. No VDOT approval is required as this is a City owned/maintained roadway.
- Q105. H6-11 DI-2E Inlet L=6' H=5.5' – DOES NOT WORK PERIOD!! Invert to Top of Pipe $5.02' - H5.5' = .48'$ - Curb .5' = -.02'. TOP OF PIPE IS ABOVE ROAD GRADE!! Shallow Box DI-3 would work at following computations Invert to Top of Pipe $5.02' + \frac{1}{2}$ hole .23' = 5.25 (top of hole) + .58 for gutter = 5.83' + .5 curb = 6.33' from rim to invert to work in shallow box DI-3 Inlet. Subject to VDOT Approval. Again, variance from VDOT standard is need, please advise. No DI-2 Inlet Design will work for this height (Precast or Poured in Place).
- A105. Structure revised to be Hanson DI-3 Monobox (detail included in plans) to resolve vertical issues. No VDOT approval is required as this is a City owned/maintained roadway.
- Q105. H6-14 DI-2E Inlet L=6' H=6.6' VDOT standard 104.06 states minimum height = Pipe Diameter + 2.5'. Pipe is 54" diameter storm pipe. $4.5' + 2.5' = 7'$ would be minimum height to meet standard. That would put H6-14 .4' below minimum. Invert to Top of Pipe $5.02' - H6.6' = 1.9'$ - Curb Height (.5') = 1.4'. Does not meet VDOT Spec. Shallow Box DI-3 would work at following computations Invert to Top of Pipe $5.02' + \frac{1}{2}$ hole .23' = 5.23 (top of hole) + .58 for gutter = 5.83' + .5 curb = 6.33' from rim to invert to work in shallow box DI-3 Inlet. Subject to VDOT Approval. Again, variance from VDOT standard is need, please advise. No DI-2 Inlet Design will work for this height (Precast or Poured in Place).
- A105. Structure revised to be Hanson DI-3 Monobox (detail included in plans) to resolve vertical issues. No VDOT approval is required as this is a City owned/maintained roadway.
- Q106. H7-7 DI-2E Inlet L=6' H=7' VDOT standard 104.06 states minimum height = Pipe Diameter + 2.5'. Pipe is 54" diameter storm pipe. $4.5' + 2.5' = 7'$ would be minimum height to meet standard. THIS WOULD ONLY WORK AS Poured IN PLACE DI-2 STRUCTURE. This would still be tough to do poured in place. FYI, to meet VDOT precast standard H would have to be 8'. Shallow Box DI-3 would work at following computations Invert to Top of Pipe $5.02' + \frac{1}{2}$ hole .23' = 5.23 (top of hole) + .58 for gutter = 5.83' + .5 curb = 6.33' from rim to invert to work in

shallow box DI-3 Inlet. Subject to VDOT Approval. Again, variance from VDOT standard is need, please advise.

- A106. Structure revised to be Hanson DI-3 Monobox (detail included in plans) to resolve vertical issues. No VDOT approval is required as this is a City owned/maintained roadway
- Q107. Q&A answer #6 -the answer for demo of storm sewer states to be paid in bid items for new storm but this would be hard to determine where the runs should be placed – ie. Plan Sheet 5 – the pipes at the ex. pond that need to be removed – where would all these go when they are not being replaced by other lines in same trench area? There instead should be a lump sum item for demo of storm sewer because you also have cleaning and abandoning pipes that need a place in the bid form. Also, if we put this in a unit price line item and this quantity gets reduced during construction we would not get paid all that we need.
- A107. The Bid Form has been modified and a lump sum bid item for the Demolition and Removal of Existing Storm Infrastructure has been added. See Addendum #2.
- Q108. Clearing bid item – since the clearing is scattered around and would hard to measure could this item be lump sum instead? I ask because on another project with a different municipality they would not pay for the scrub brush areas and the clearing sub had based his pricing to be dispersed over the 15 acres and was only paid for 5 acres for instance. I see on the Q&A answer #29 that the concrete foundations are part of this item. All the more reason this item should be lump sum.
- A108. The Bid Form has been modified and the Clearing and Grubbing will now be paid for as a lump sum. See Addendum #2
- Q109. Q&A answer #73 – so does the 12” gate valve go with the dewatering structure bid item #141
- A109. The 12” gate valve will be paid for separately under Bid Item #239.
- Q110. Q&A answer #22 – so stripping of topsoil in fill areas will not be measured before placement of fill? This would be an excavation.
- A110. Stripping of topsoil will be measured and paid for under Regular Excavation.
- Q111. Q&A answer #94 – you state that stripped topsoil is suitable for reuse but the specs call for VDOT type B which is topsoil from offsite source. Will the spec change?
- A111. As per Addendum #2, the written answers are binding and made a part of the Contract Documents.
- Q112. Q&A answer #63 – you state there is no separate payment for liquid asphalt but answer #47 you will pay liquid asphalt adjustment. Just want to clarify that you are stating there will not be a separate bid item for this but will just be paid as needed.
- A112. Correct.