



ANACOSTIA RIVERWALK TRAIL – KENILWORTH TRAIL SECTION

SOLICITATION QUESTIONS AND ANSWERS

AMENDMENT 4

Solicitation No.: DCKA-2013-B-0032

DC FAP: CM-8888(431)

MD FAP: MD88431

1. Can the project owner provide information regarding the railroads crossing the project? In particular, please provide daily train counts, broken down by passenger or freight, as well as a count of the number of actual tracks crossing the project.

There are two sets of tracks which cross the railroad bridge just to the South of New York Avenue. Amtrak has provided the following information regarding daily train counts:

- 57 MARC commuted trains
- 84 Amtrak commuter trains
- 5 freight trains @ 30 mph

2. The plans do not include any proposed grading contours, except on the E&S sheets. Will grading plans be provided for bid?

In addition to the grading contours shown on the Erosion and Sediment control sheets, trail profiles are provided on sheets 56 through 88, and typical sections are provided on sheets 16 through 19 of the contract drawings. No additional grading information will be provided.

3. There is no pay item for Rip Rap. Page 55 of the Special Provisions states Rip Rap will be paid under its own separate pay item.

The level spreader item on Page 55 indicates that "Furnishing and installation of rip-rap and storm drain pipes associated with the level spreaders shall be paid for under those respective items."

The special provision for Erosion and Sediment Control indicates that all riprap, both permanent and temporary, will be included in the lump sum price for Erosion and Sediment



Control. Riprap at storm drain outfalls / level spreaders is not included in the level spreader items, but is instead included in the lump sum item for Erosion Control.

4. Access: In all areas of the project access is shown either by temporary roads or berthing piers. However there is no access between Structure S-2 and the boardwalk. What was the department's intent for this area?

This area can be accessed via the proposed trail, using the S-1 pedestrian bridge for construction traffic. It can also be accessed from the water. It is not anticipated that NPS would allow construction traffic through the main entrance to Kenilworth Gardens.

5. Permit Clarification: Permit MD ASACE/MDE and MDE Tidal Wet Lands License both state "That no work will be done in the water from March 1 through June 15TH "However Plan sheet # 128 states there is a river closure June 1 through July 27th. Please clarify.

The June 1 - July 27th closure period was a preliminary period provided by DDOE. The DDOE WQC permit closure period (March 1 - June 30) will govern in DC. In Maryland, the MDE permit closure period (March 1 - June 15) will govern.

6. During the closure periods are we permitted to do surface work if our coffer dams are in place and sealed prior to the closure period?

Work is permitted within the cofferdams during the closure period, if the cofferdams are installed and removed outside the closure period. Bryan King of DDOE Fisheries and Wildlife Division should be notified for any work within the closure period.

7. Normally to keep a level playing field both DDOT and MDDOT use pay items for erosion control why is there only a "lump sum" item on this contract and not pay items?

The Erosion and Sediment Control will be a lump sum item, in accordance with the DDOT Standard Specifications and the project special provisions.

8. Specifications call for metalizing of the structures then painting over the metalizing. As one of the two pre-approved bridge suppliers, we are concerned about the availability of a metalizing firm capable of meeting the specification. At this point in time we have been unable to find one. We are also concerned about the performance of the metalizing for the intended corrosion protection. As the structures are designed using tubular steel, only the outside of those tubes are being protected. The inside of the tubes are still mill finish. We are asking if hot dip galvanizing, per ASTM 123, could be substituted instead of the metalizing. There are many capable galvanizers that can also apply the specified paint system. Galvanizing will evenly coat the entire structure, inside and out with consistent millage of zinc. From the information we have received, metalizing is more time consuming and costs considerably more than galvanizing.



Galvanizing will be allowed as an alternate coating system. S.P. 107 is modified as attached.

REPLACE S.P. 107 in its entirety with the attached. (4 pages)

9. Regarding the LED wallpack fixtures: Bid items 618985 and 618986 show a total of 11 fixtures to be installed, but the plans indicate 12 (5 at Benning Rd., 5 at NY Ave and 2 at the Amtrak tracks). Which count is correct?

12 fixtures is the correct number.

Revised Plans and Special Provisions have been prepared to address this question, as well as 11 through 16 below, related to lighting. Modified plans and specifications are attached:

REPLACE drawings GN-04, GN-05, LT-01 through LT-10, LT-12, and LT-16. (14 drawings)

REVISE the Special Provisions as follows:

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REVISE page number for S.P. 108 and 109 per the attached (3 pages)

ADD S.P. 110 - Pepco Approved Meter and Security Safety Switch

ADD S.P. 111 - Repair Electrical Manhole

S.P. 78 - Electrical Work

DELETE the following from the sixth paragraph on page 88:

~~*The as-built drawings shall include Maryland Grid indication to show pole and manhole location. Manhole and pole shall be assigned with a Grid Number, which is consistent with the DC Street Lighting numbering system.*~~

REVISE the seventh paragraph on page 90 as follows:

There may be instances throughout this project where the Contractor will be required to build conduit to intercept existing PEPCO manholes. In such instances, the Contractor shall be required to coordinate penetration of existing manholes with the Potomac Electric Power Company so as to avoid disruption to PEPCO facilities.

S.P. 79 - Rigid Galvanized Steel Conduit

REVISE the title of the S.P. as follows:

RIGID GALVANIZED STEEL CONDUIT: ITEMS 618 982, 618 983, 618 984

S.P. 80 - PVC Conduit

REVISE the title of the S.P. as follows:

PVC CONDUIT: ITEMS 618 100, 618 072



S.P. 84 - Ground Wires

REVISE the title of the S.P. as follows:

GROUND WIRES: ITEMS 618 292, 618 298, 618 310

S.P. 87 - Furnish and Install LED Underpass Luminaire

REVISE the title of the S.P. as follows:

FURNISH AND INSTALL LED UNDERPASS LUMINAIRE: ITEM 618 986

S.P. 88 - Furnish and Install Streetlight Circuit Control Cabinet and Controller

REVISE the last paragraph of the S.P. as follows:

The unit of measure for furnish and install streetlight circuit control cabinet and controller will be per each. Payment will be made at the contract unit price per each. The price will include the cost of the controller, cabinet, breakers, lighting contactors, ground bars, neutral bars, dimmer control and all peripheral electronic components and all required labor, equipment and materials to install the cabinet in the field and render the lighting system operational. The cost associated with arranging and providing secondary electrical service to the cabinet is not included in this pay item.

S.P. 91 - Furnish and Install Metal NEMA 4 Junction Boxes

REVISE Paragraph 91 (A) as follows:

The Contractor shall furnish all labor, equipment and materials necessary to furnish and install junction boxes mounted to bridge, barrier or boardwalk structures.

REVISE Paragraph 91 (D) as follows:

The unit of measure for furnish and Install metal NEMA 4 junction boxes will be per each. Payment will be made at the contract unit price per junction box installed, and payment will include all labor, mounting to structures, equipment, tools, materials and all incidentals necessary to complete the work specified herein.

ADD the following Special Provisions:

S.P. 110 - Pepco Approved Meter and Security Safety Switch

S.P. 111 - Repair Electrical Manhole

10. Regarding the LED wallpack fixtures: The aforementioned bid items indicate 10W and 13W lights are to be installed, but sheets LT-1, LT-2, LT-6 and LT-7 indicate the fixtures are to be 35W. What is the correct fixture size?

This is being addressed in the Lighting Addendum. The LED wallpack fixture shall meet the following specifications:



- Suitable for use with a 0-10V Dimmer Control.
- Suitable for outdoor use and compatible with photoelectric control.
- 35W Power Usage
- 120V operating voltage
- 4000K Color Temperature
- 2750 Lumen Output.

11. Regarding the poles to be set at NY Ave and Benning Rd: The description on page 109 under special provisions is incomplete. As there is no 20' pole standard to the District, the assumption is this would be a 716 pole modified to a 20' height. Is this correct? Can a shop drawing be supplied?

Yes, this is correct. The 716 pole modified to a 20' height has been used by DDOT on other projects. A shop drawing will not be provided at this time.

12. Regarding the poles to be set at NY Ave and Benning Rd: There is no mention of the type of luminaire to be installed with the pole? Standard 100 HPS? LED of some sort? What is the exact spec?

A luminaire will not be installed on the 20' steel poles at the New York Ave and Benning Rd areas. One photocell will be installed per pole, and this photocell will be hardwired back to the lighting control cabinet.

13. Regarding the poles to be set at NY Ave and Benning Rd: Page 108, regarding the photocell, states that "the photocell receptacle shall be installed on top of the pole in place of the pole finial". Standard DC poles do not have finials. Decorative poles utilize night watchmen type photocells that are mounted in the crown. Pendant poles utilize either cutoff or teardrop fixtures in which the photocell is mounted on top of the pole. What exactly is DDOT looking for?

The photocell should be installed at the top of the pole to avoid vehicle headlight glare.

14. Regarding the conduit placement on NY Av: Maps LT3-LT5 indicate that one (1) four inch conduit is to be placed from the Pepco manhole to the lighting control cabinet, however the notes on LT3 indicate two (2) conduits are to be placed. Which is correct?

This is being addressed in the Lighting Addendum. One 1-4" conduit will be installed from the existing underground Pepco Transformer to the control cabinet. The 1-4" conduit will tie into the existing DDOT lighting manholes between the existing Pepco transformer and the proposed lighting control cabinet.



15. Regarding the conduit placement on NY Av: Sheet LT3 indicates that the contractor will be responsible for the conduit placement from the existing Pepco transformer to the proposed Pepco service pedestal location. As this is part of the Pepco infrastructure, this is normally done by Pepco and the contractor would be responsible from the service pedestal to the control cabinet. Is it DDOT's plan to have the contractor install the Pepco portion of the conduit? If so, has this been cleared by Pepco?

This is being addressed in the Lighting Addendum. The updated design has 1-4" conduit, furnished and installed by the contractor, from the existing underground Pepco transformer to the lighting control cabinet. The contractor will have to coordinate this conduit installation with Pepco. The lighting cabinet will be equipped with a fused line side safety switch and Pepco approved meter socket.

16. During the prebid meeting your representatives stated that construction equipment would be permitted on the pedestrian bridges. Please provide the maximum loading that will be permitted on the bridges and boardwalk sections.

It is the contractor's responsibility to design the pedestrian bridges based on the design criteria provided and any anticipated loads from the contractor's method of operations during construction. The design criteria for bridge loading can be found on sheet 4A of 393.

17. This is a difficult project with many environmental constraints, we respectfully request that the question period be extended to 7/31/2013.

The question and answer period will not be extended.

18. The list of pay items include 6' Chain Link Fence and the typical sections on sheet HT-01 show 6' Chain Link fence. However on plan sheets PS-04 and PS-05 the plans call for 8' chain link fence. Please clarify fence height requirements.

The height of the fence is eight (8) feet, to match the existing fence.

19. The specifications call for metalizing of the pedestrian bridge trusses, please consider allowing galvanizing as an alternate coating system.

Galvanizing will be allowed as an alternate coating system. S.P. 107 is modified as attached.

REPLACE S.P. 107 in its entirety with the attached. (4 pages)



20. Please add Big R Bridge and Art Thureson, Inc. to the pre-approved vendors list per S.P. 97 – Prefabricated Pedestrian Bridges:

The requested manufacturers have been preapproved.

ADD the following to the pre-approved manufacturers list:

*Big R Bridge
P.O. Box 1290
Greeley, CO 80632
770-468-4405*

*ART THURESON, INC
4000 West Walton
Waterford, MI 48329
248-623-859*

21. For bonding purposes only, what size project \$ is this job expected to be in.

A cost estimate will not be provided. Bidders should bond the entire contract value based on their intended bid price.

22. In order to maintain project continuity, we respectfully request that DBE contractors from any of the specified directories be allowed to satisfy DBE requirements for either owner.

DBE contractors may request reciprocity in either jurisdiction. However, the DBE contractor's work in a jurisdiction where they are not certified cannot be counted toward the DBE goal for that jurisdiction until the DBE contractor has been certified in that jurisdiction. Questions regarding reciprocity and the DBE certification process in the District of Columbia may be directed to:

*Ms. Glenda Payne
DDOT Office of Civil Rights
Glenda.Payne@dc.gov
202-673-6813*



Questions regarding reciprocity and the DBE certification process in Maryland may be directed to:

*Gary M. Counts
MBE/DBE Administrator
Office of Construction
MD State Highway Administration
443-572-5207 (Office)
gcounts@sha.state.md.us*