

**ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE PURCHASING AGENT**

INVITATION TO BID NO. 23-DES-ITBPW-502

ADDENDUM NO. 1

Arlington County Invitation to Bid No. 23-DES-ITBPW-502 for Shirlington Road Pedestrian Bridge is amended as follows:

I. CHANGE THE BID DUE DATE AND TIME TO FEBRUARY 21, 2023, AT 4:00 P.M.

II. AMEND EXHIBIT G – CONSTRUCTION DRAWINGS AS FOLLOWS:

There is a new planting at the park entrance that does not appear on the plan. The newly planted tree shall be relocated by the contractor on site to a new location and at a time acceptable to the County.

III. RESPOND TO “OR EQUIVALENT” REQUESTS:

“Or Equivalent” Request 1: Bridge Brothers requests approval as a bridge manufacturer.

“Or Equivalent” Response 1: Detailed specifications not provided to respond on approval. All Pratt Trusses fully engineered per the solicitation plans and specifications detailed in Exhibit E will be considered equivalent.

IV. FOLLOWING ARE THE COUNTY RESPONSES TO QUESTIONS RECEIVED BY THE DUE DATE AND TIME:

Question 1: Is an LUP Permit required? If so, can you provide a budget cost for the LUP Estimate so we may factor in the bond cost?

Answer 1: See Section 2 in Exhibit E. The VDOT Land Use Permit shall be obtained by the Contractor. VDOT LUP permit may only be required if the Contractor closes a lane at the bottom of the I-395 off ramp. The Contractor shall be responsible for the VDOT LUP permits if needed.

Question 2: Can you provide a website or documentation showing actual existing utilities?

Answer 2: Please review the Solicitation and Exhibits for this information.

Question 3: When actual conditions are different from the geotechnical report/information provided, will the contractor be entitled for additional compensation?

Answer 3: Please see Section I, paragraph # 17, on pages 7-8 of the Solicitation.

Question 4: May we have a geotechnical report?

Answer 4: Please review the Solicitation and Exhibits for this information.

Question 5: Will you provide a staging area?

Answer 5: Shirlington Road Bridge south bound lanes can be used for the delivery, assembly, and installation of prefabricated pedestrian bridge over one weekend time period (48 hours). Pedestrian access across the bridge shall be maintained at all times. Additionally, parking area along 27th St S. right of way can be used for materials and equipment storage; travel lanes and driveway entrances shall be kept clear from obstructions and debris. Acceptable MOT and E&SC plans must be approved by the County prior to mobilization to these areas.

Question 6: May we have access to the plans for this project?

Answer 6: Please review the Solicitation and Exhibits for this information.

Question 7: The Special Provisions do not call for the ends of the Pre-fabricated bridge structure to be painted. Considering the structure is made of Weathering steel, it is suggested the ends of the Prefabricated structure be painted approximately 5' to avoid contamination/streaking of the substructure. Please advise.

Answer 7: Painting is not required.

Question 8: Please advise if the County would be willing to change the Piling design from Friction Piles to Micropiles.

Answer 8: The current design will not be revised.

Question 9: Will the prefabricated bridge manufacturer be subject to shop drawing review and/or in-plant inspections by VDOT?

Answer 9: Shop drawings, material specifications and calculations shall be submitted to the County for review and approval. VDOT will not review shop drawings or perform in-plant inspections.

Question 10: There appears to be a cross-slope on the pedestrian bridge deck per the Abutment A elevation on sheet B001.4, which does not appear to exist by looking at the similar elevation view for Abutment B. Please clarify.

Answer 10: The difference in seat elevations on abutment A are due to the longitudinal grade and the skew.

Question 11: Per the notes on sheet B001.2, the substructure is designed for a 112k lb max weight, and the truss manufacturer is to bring it to the attention of the engineer of record if the actual weight exceeds this value. Please note that our preliminary design exceeds this weight as it is approximately 123,00 lbs, however it is possible that final design will provide a decreased weight. We will inform bidders of this issue on our quotation.

Answer 11: 123,000 lbs. max weight is acceptable for the current abutment design.

Question 12: Plan Sheet C111.1 Key Notes A & E both state work to be done "By others". Please clarify who is to furnish and install these particular items

Answer 12: Dominion Energy will furnish and install the items (Note A). The removal of the existing pole (Note E) shall be done by the Contractor in accordance with Construction Note 10 on sheet C041.1.

Question 13: Plan Sheet C004.1 Lists 3 Arlington Permits required for this work, what fees, if any, are required to obtain these permits? The same list also references VDOT, in general, what VDOT permits are required? Is a VDOT LUP Bond required?

Answer 13: See Section 2 in Exhibit E. The VDOT Land Use Permit shall be obtained by the Contractor. VDOT LUP permit may only be required if the Contractor closes a lane at the bottom of the I-395 off ramp. The Contractor shall be responsible for the VDOT LUP permits if needed. Fees for County Permits will be waived.

Question 14: Plan Sheet C091.1 shows an extremely limited LOD for the work at the North Abutment. Since this abutment is founded on New H-Piles (Driven) then access of crane of the proper size to handle the piles, the pile leads and hammer will be required. The tight limits shown do not provide enough room to construct the abutment and perform the pile driving. What flexibility does the County have for increasing the LOD at this location?

Answer 14: The LOD are the limits of permanent impacts. The Limits of Work (LOW) shown on sheet C03.1 is available for materials and equipment. Additionally, parking area along 27th St S. right of way can be used for materials and equipment; travel lanes and driveway entrances shall be kept clear from obstructions and debris. Acceptable MOT and E&SC plans must be approved by the County prior to mobilization to these areas. Contractor may submit a request to increase the LOW and use the adjacent parking lot on a temporary basis for pile driving activities.

Question 15: Can any portion of the parking area adjacent to the north abutment be utilized for access, staging, or any purposes to facilitate the construction?

Answer 15: The parking area along 27th St S. right of way can be used for materials and equipment storage; travel lanes and driveway entrances shall be kept clear from obstructions and debris. Contractor may submit a request to use the adjacent parking lot on a temporary basis. Acceptable MOT and E&SC plans must be approved by the County prior to mobilization to these areas.

Question 16: The General Notes on plan sheet C120.1 state that No Lane Closures are allowed at night, for all intents this likely precludes work during night time hours. Please confirm whether any work can be done at night.

Answer 16: Night work is not allowed except during the 48-hour window allowed for erection of the truss.

Question 17: regarding the assembly of the truss and erection can the existing sidewalk on the west side of the bridge and/or the adjacent traffic lane be closed of a multi-day duration ? This may be required in order to provide access and erection space for the truss and the erection rigs to perform the work.

Answer 17: Shirlington Road Bridge south bound lanes and sidewalk can be used for the delivery, assembly, and installation of prefabricated pedestrian bridge over one weekend time period (48 hours). Acceptable MOT plans must be approved by the County prior to closing traffic lanes or sidewalks. Pedestrian access across the bridge shall be maintained at all times.

Question 18: Contract Documents require the use of a Turbidity Curtain, however Two types are shown, Type 1 & 2. Please advise which Type is required.

Answer 18: Either type is acceptable.

Question 19: Per the Special Provisions Section 12-Performance of Work by the Contractor, it is required that the contractor self perform at least 80% of the total direct labor and at least 80% of the total work in place. Please advise if an adjustment can be made to this requirement. Due to the Specialty nature of several items, piling, erection, striping, fencing etc it will be nearly impossible to self perform 80% of the Total direct labor.

Answer 19: Total direct labor self-performed by Contractor is changed to 50%.

Question 20: Regarding the Shirlington Pedestrian Bridge (ITB 23-DES-ITBPW-502) in a site visit today we found that a relatively new Utility (6-8" black fiberglass pipe with 2 splice boxes) has been mounted along the west side of the bridge (outside parapet) and is then mounted to the wall near the top where the wall is to be modified to accommodate the bridge (Abutment A). This utility is not shown on the plans and the pipe appears to have numerous new fiber innerducts running within. It is newly mounted to the face of the wall just below the top and will conflict with the proposed construction. Please clarify how this utility is to be considered in the construction ?

Answer 20: Owner of the utility will relocate the conduit where in conflict with the proposed bridge construction. The schedule will be coordinated with the awarded Contractor.

The balance of the solicitation remains unchanged.

Arlington County, Virginia

Kaylin Schreiber
Procurement Officer

RETURN THIS PAGE, FULLY COMPLETED AND SIGNED, WITH YOUR BID:

BIDDER ACKNOWLEDGES RECEIPT OF ADDENDUM NUMBER 1.

FIRM NAME: _____

AUTHORIZED SIGNATURE: _____ **DATE:** _____