

Snow Lakes #1 Trail Bridge Project - Bidder Question/Answer Distribution Sheet

*All Questions/Answers here should be considered clarification of Project Documents and do not change the contract unless modification is made through an issued Addendum

Version: 3 **FINAL** - September 2, 2020

#	Bidder Question :	Answer
1	The Project Manual and Contract have varying start dates and completion dates. What is the actual start date for Work and Performance Period?	Please see Addendum No. 1 , reissued Project Manual with corrected dates. En sum, Contractor may mobilize and make access improvement on Icicle Peshastin Irrigation District property upon receiving Notice To Proceed. No work shall be allowed on actual bridge, bridge abutment, or impediment of pedestrian traffic through US Forest Service property accessing current bridge until November 1. As of November 1, the Contractor shall have 25 working days to complete the Project and achieve Substantial Completion by December 11.
2	Do the current abutments, but more specifically the one on Right Bank of the creek get removed?	No, both pier abutments on right bank and left bank remain. New abutments will be added and installed landward of the existing abutments. Please see Sheets 9 and 10 for existing and new abutment locations and details.
3	Are the existing piers in the river being removed, replaced, or altered?	The existing concrete piers in the river, called out as piers B & C on sheet 9 of KPFF Bridge Designs are to remain in place. The current bearing supports will need to be removed and replaced with new Wide Flange Bearing Support and associated hardware as shown on note 4 of sheet 10 on KPFF Bridge Designs.
4	Area we going to be able to expand the access and pad area near the bridge to get a crane in?	Icicle Peshastin Irrigation District is willing to allow clearing and grading as needed for access of the appropriate equipment. Upon completion the final grades shall be consistent with sheets 2-4 of 8 on WDFW Screen Access Road Designs or as modified at the direction of the Contract Officer to meet intent.
5	I looked at the access through the private driveway at 7205 Icicle Road. It's a tight driveway and there's low hanging overhead power. Who's responsibility is that?	Utility protection or relocate and private driveway protection are the Contractor's responsibility. An alternate access route to get into the Work Area has been secured through the City of Leavenworth's access road located near their water plant at 7201 Icicle Road. Please see updated and re-issued Sheet 3 of KPFF Bridge Design for details.
6	Per WSDOT section 6-03.3 it calls out that the steel fabricators are to be AISC Certified for Steel Bridge Fabrications. Can we be allowed to use an AISC, WABO, AWS/CWF certified shop that is not certified for bridges?	Yes an AISC certified shop that is not certified for bridges will be acceptable for this Project. See Addendum #2.

7	<p>Can I get a clarification on the elastomeric bearing pads? On plan sheet 2 of 12 it calls out for Elastomeric-AASHTO M251 & Neoprene-60 Durometer Neoprene but does not mention whether steel laminates are required. Given the price difference can I get a confirmation?</p>	<p>As shown on sheet 10 bearing pads do not include steel laminate shims. No shims needed.</p>
8	<p>The call outs for the W21 Stringers on plan sheet 9 of 12 three of them are called out as W21x50 (20.83") and the rest W21x73 (21.24"). There is a 3/8" height difference between the two, should the W21x50 be W21x73 instead in order to keep the height the same?</p>	<p>The assumption is that due to the modest change in height and all the whole superstructure being tied together, there would be a little bit of additional compression in the heavier girders at the in-stream bearings to settle things out. Also it is expected the panels would deform a bit once it's constructed to also even things. At the contractors option it would be allowable to convert all Stringers from abutments to piers to W21x73 girders to aid in the deck panel assembly but not required.</p>
9	<p>Would it be possible to have the bridge fabricated and ready to go, but not set it until next spring?</p>	<p>No, due to landowner/permitter restrictions from the US Forest Service regarding when this work can occur we are being held to having the project completed in 2020.</p>
10	<p>On Sheet 8 of the deck panel layout it shows the glu-lam to be 12'. However on Sheet 10 it has it as 12'-11". What is the proper width that we need to use?</p>	<p>Sheet 8 is a missprint of glu lam deck panel length. The proper length is 12'11" so that upon installation of the curb and railing system there is 12' travel width across the bridge deck. Please see Addendum #2 and updated Plan sheet 8 included.</p>
11	<p>The WOOD SCHEDULE listed on sheet 02/12of the project plans notes "GLULAM DECK PANELS SHALL BE TREATED WITH KLEAR GARD 25 ...OR APPROVED EQUAL" However, the plans and technical specifications do not include or reference an AWPAs wood preservative "Use Category" for the appropriate service condition in order to determine the corresponding preservative treatment retention.</p> <p>Question 1: To determine appropriate retention for the specified treatment and/or approved equal, what is the required preservative treatment AWPAs Use Category(s) for treated bridge components?</p> <p>Question 2: Do the solid sawn members including support beams, rail posts, scuppers and rails require preservative treatment? And if so, what is the appropriate Use Category to determine preservative treatment retention(s).</p>	<p>Answer 1: Please see Addendum No. 3 which lists minimum preservative retention requirements and AWPAs Use categories.</p> <p>Answer 2: As per WSDOT Specification 9-09.3(1) and Addendum 3 all timber componenets shall be treated, using either Klear Gard 25 or an alternative which meets the requirements listed within Addendum No. 3.</p>