

QUESTIONS AND ANSWERS
RFP 1-12-C043
RIVER RESCUE BOATHOUSE – NORTH FACILITY, NATIONAL AIRPORT
RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Question 1: There appear to be two different specs for the metal roofing (074113 – Metal Roof Panels, and 076100- Sheet metal roofing) and neither seems to match the drawings. Which Specification applies to the roofing on this project?

Response: *Maintain section 076100 – “Sheet Metal Roofing” for roofing. The sheet metal roofing is attached directly to the underlayment which is attached directly to metal deck. (Reference Addendum 001)*

Question 2: Also, there is no underlayment shown on the drawings. The two sections listed above have different underlayment requirements. What underlayment is required?

Response: *Replace and use paragraph 2.2 underlayment materials in section 076100 with paragraph “2.2 underlayment materials” from section 074113. Delete section 074113 from the spec. (Reference Addendum 001)*

Delete paragraph “2.2 B. Felts”.

Delete paragraph “2.2 C. Slip sheet”.

Questions 3: Section 13233-1 1.4 “B” - Key Plan: Is the key plan with notation and arrows required? If yes, Can they be placed on a CD-Rom in a PDF format? Or can we just print the PDF file on 8 ½ x 11 paper?

Response: *Maintain requirement for “key plan”. Medium of key plan is a contractor’s discretion.*

Question 4: Section 13233-2 1.4 “D” – Video: Is video required every month or just for Preconstruction?

Response: *See Addendum 001. This requirement is deleted.*

Question 5: Section 13233-2 1.4 “D” – Transcript: There has been no requirement in the past for transcriptions on videos. Is this needed?

Response: *See Addendum 001. This requirement is deleted.*

Question 6: Section 13233-2 1.4 “C” 1 – Photos mounted on card stock: Is this required as the cost is \$5.00 per print @ 864 prints = \$4,320.00

Response: *Maintain requirement*

Question 7: Specification 325113 pg. 2, Section 1.6C - Performance: "Freeboard under dead load shall not be less than 24 in." ProFloat has a 19" freeboard under standard dead load. Can the requirement of 24 in. freeboard under dead load be amended to 19 in.?

Response: *No exception is allowed for a 19 inch freeboard. (See Addendum 001).*

Question 8: The plans call for 20 ton pile and tip elevation, why do we need to do a PDA Test on the piles?

Response: *The requirement is in-lieu of a static load test and will not be waived.*

Question 9: Specifications call for Douglas Fir Piles, may we use Southern Pine?

Response: *A request for substitution can be made in accordance with the specifications, approval. However, to be accepted the substitution must have equivalent structural properties to the Coastal Douglas Fir specified.*

Question 10: Why do we need driving shoes for the wood piles?

Response: *Driving shoes are not anticipated for the pier piles. Shoes are required on the breakwater piles since there is a possibility of encountering a gravel lense in the Potomac. See Question 26 below*

Question 11: Specifications call for Kiln dry after treatment on the wood. In our experience this produces an inferior finished product due to checking, warping, and splitting. Please consider abandoning this requirement.

Response: *Follow the specification requirement (061000.2.2.B).*

Question 12: Specifications call for Dual treatment on the piles and cites the C-2 specification. AWP does not use C series specs any more. Please consider changing to a UC series treatment.

Response: *Specification calls for AWP C3 for round timber piles however it has been updated and is no longer used by AWP as referenced. Please use the newer equivalent AWP UC5B in its' place which serves the same purpose. (Reference Addendum 001).*

Question 13. Please clarify section A-1 Debris Breakwater Section Page 26 of 44, 4x8 butt block beyond and which wales are to be used 4x8 or 6x8?

Response: *All wales are 4 x 8 timber. The top (4' long) butt block should be a 6 x 8 so the lower batter block bolt can go all the way through the butt block on the vinyl sheetpile side.*

Question 14: What if any utilities are in the area and/or cross the Potomac River at the location of the proposed boathouse and the old boathouse to be demolished?

Response: *All known utilities are shown on sheets 8 and 15 respectively. General notes on sheet 13 require all utilities to be verified by the contractor in the field.*

Question 15. Specifications call for Inorganic Boron Treatment for the exterior wood decking. Inorganic Boron is not an exterior treatment. Please consider changing to match treatment for rough carpentry.

Response: *The wording should have been “BORATE” in place of “BORON”. Standard AWPA C31 for decking originally cited has been replaced with AWPA UC3B specification as it pertains to wood exterior decking. (Reference Addendum 001).*

Question 16: Please specify the conditions under which ATCT/OPS will suspend crane activity within the allowed work zone. Also please provide a NOTAM for the 150 foot variance while 15-33 is operational.

Response: *Instructions for operations in and out of the “Work Zone” are stated in the notes on Drawing GN01.003. ATCT/OPS may suspend crane activity due to unexpected changes in the airport operational status, such as, weather, visibility and aircraft operations. The contractor shall coordinate with the MWAA DCA Construction Office, DCA Operations Office and the FAA ADO a minimum of four days in advance of all crane operations.*

Restrictions within the Work Zone

- 1. Per Drawing GN01.003 and Specification section 011000, Para 1.9A and 1.9B*
- 2. Per attached FAA Letter of 08/22/2011 “Determination of No Hazard to Air Navigation for Temporary Structure”*

Restrictions outside the Work Zone

- 1. The restriction for outside of the buoys at a height that would penetrate the part 77 surface for RWY 15/33 is between 10pm and 7am only if RWY 1/19 is open. If RWY 1/19 is closed for construction, RWY 15/33 can only be closed after the last flight which is scheduled at 1:10am. The 7am re-opening requirement still applies. Saturday’s RWY 15/33 closure can be extended through Saturdays until Sunday morning at 7am.*

Question 17. Please refer to page 4 of steel piles. Will cutting tips be required and will PDA testing of these piles be required?

Response: *It is required that cutting shoes be used on open-end steel pipe piles since a gravel lense is characteristic in the Potomac River.*

Yes. Provide PDA tests on steel pipe piles as specified.

Question 18: Re Section 316223, Steel Pipe Piles states provide pre-excavated holes where indicated. Please advise where we might find in the bid docs or drawings where we should be doing the pre-excavation.

Response: *No Pre-excavated holes required, only at contractor’s option. See Addendum 001.*

Question 19: Also, we would like to review the Boring Data as soon as possible. Please let us know where and when we can review the Data.

Response: *Contact Mr. Augie Taormina at 703-572-1138.*

Question 20: Drawing ST05.0002 indicates Security Gate and refers to Drawing ST06.0009. ST06.0009 doesn't show any Security Gate only Roll-up Door. Please clarify.

Response: *Drawing ST05.0002 is in error. There is no Security Gate. See Addendum 001.*

Question 21: Can the Piles be *driven* during the daytime or do we have to drive them at night, and what is the working window.

Response: *Refer to the response for Question 16.*

Question 22: Can Large Businesses prime this procurement with the understanding that it must meet the Small Business Goals set forth in the Solicitation?

Response: *Yes, the goal is for 25% LDBE participation which must be demonstrated by the proposer's Exhibit D*

Question 23: Will a Bid Bond be required to accompany the bid submission? If so, what percentage (e.g. 5%, 10%, etc.)

Response: *A Bid Bond is not required.*

Question 24: Please confirm that Bid Bond/Bid Guarantee is NOT required to be submitted with our proposal.

Response: *A Bid Bond is not required.*

Question 25: Is there a wage scale associated with this project? If so, please provide.

Response: *No.*

Question 26: Can the timber piles of the Debris Breakwater Wall be installed to the tip elevation without the strong possibility of damage to the timber piles. The contract documents, including drawings 26, Section A-1 Debris/Breakwater Wall Elevation and 34, Debris/BreakwaterWall Profile, require the tip elevation for both the vertical and batter timber piles of the Debris Breakwater Wall to achieve a -27.00' maximum elevation, which is approximately 22' into the "approx. line of defense sand". The specifications at the bottom of pages 316219-1, section 4b says "Auguring, including sleeve and backfill when required" as a non-reimbursable expense. Auguring and sleeving operations would negate the cost benefit of switching from steel to timber piles.

Response: *Follow drawings and specifications as issued. Note specs section 316219-A section 2.2A and 2.3A & B.*

Question 27: The insurance requirements that you have are far greater than you requested last year. I know the deadline for questions was the 16th but I am hoping that you can provide some guidance on the insurance.

Part of your request is that we keep the policies in place for 3 years after the project. Also you are requesting higher than normal limits for a project this small. For your Contractors Pollution liability insurance is possible to pay into your plan? Same goes for the professional liability insurance.

We have no problem on the marine policy coverage however the vessel pollution coverage does seem excessive. Also under pare 2. Hull and Machinery Insurance you are requesting the we have full replacement cost value of the vessel. We only carry that on our tug not all the barges. Shouldn't it be our choice on the value we want to insure our equipment not yours?

Response: *See Amendment 02 to the Solicitation. Proffesional liability insurance has been deleted and lower limits on other coverage have been specified.*



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AEA-2952-OE

Issued Date: 08/22/2011

Mike Hines
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane (North Boat House Crane - #2)
Location:	Washington, DC
Latitude:	38-51-07.21N NAD 83
Longitude:	77-01-52.54W
Heights:	150 feet above ground level (AGL) 151 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

See attachment for additional condition(s) or information.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of DCA Operations 703-417-8050 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of DCA Tower 703-413-0330 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 02/22/2013 unless extended, revised or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO

SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (718) 553-4546. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AEA-2952-OE

Signature Control No: 146999574-148240619

(TMP)

Robert Alexander
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2011-AEA-2952-OE

In addition, please contact Don Scimonelli, manager of the Capital Street Heliport 202-484-8616 and David Arroyo, manager of the Pentagon Army Heliport 703-806-7054 3 days prior to raising the crane and again when removed.

