

## Questions and Answers List for: Pressentin Park Restoration Project – Pre-fabricated Bridge Purchase

**Estimate: \$245,000 - \$295,000**

**Bid Opening: Thursday, May 9, 2019 Time: 2:30 p.m.**

**Project Manager: Emily Derenne, Habitat Restoration Specialist**

#	Question:	Answer:
1	From page 5 – Bidders to have a current certificate of registration as a contractor in compliance with RCW 18.27, which must have been in effect at the time of bid submittal. Since this contract will be a purchase contract with no actual onsite constructions services being performed can this requirement be waived?	This is a public work project and therefore the delivery driver must be paid prevailing wage when they enter WA state. See <a href="http://www.lni.wa.gov/TradesLicensing/PrevWage/files/Policies/OffSiteFabricationControl%20PanelsMDControlSystems.pdf">http://www.lni.wa.gov/TradesLicensing/PrevWage/files/Policies/OffSiteFabricationControl%20PanelsMDControlSystems.pdf</a> for more information.
2	From page 8 - DELIVERY OF PROPOSAL: Sealed bids will be received by the Board of Skagit County Commissioners. Bids must be received no later than Tuesday, August 7, 2018 at 2:00 p.m. according to the SKAGIT COUNTY COMMISSIONERS' Reception Desk clock. All bid envelopes must be plainly marked on the outside, "Sealed Bid: Edison Bridge" – looks like this needs updating to match currently advertised project.	This has been updated and will be available in addendum 1.
3	From Special Provisions, Division 6 Structures 6-20.2- 8. The design of the bridges shall be performed and stamped by a structural engineer 25 licensed in the State of Washington. – These bridges are all well below two hundred feet which would qualify them as significant structures requiring design by a structural engineer per RCW18.43. Can this requirement be amended to require a Washington State licensed Professional Engineer with more than 5 years' experience in designing pedestrian bridges or similar, in lieu of a Structural Engineer? Requiring an SE stamp will involve manufactures with experienced PEs to hire an SE to perform a peer review, significantly increasing the cost to the owner. This will also add at least 2-4 weeks to the delivery timeline.	This has been updated to remove the requirement for a Structural Engineer licensed in the State of Washington. The clarification will be provided in addendum 1 and has been modified to read: "The design of the bridges shall be performed and stamped by an engineer licensed in the State of Washington. Structural and geotechnical design elements shall be shown on Contractor's shop drawings stamped by licensed engineer(s) in the State of Washington and submitted to the Contracting Agency for approval prior to fabrication."
4	From Special Provisions, Division 6 Structures 6-20.2- 10. This section requires that the design for the vehicle bridge shall be performed in accordance with the latest edition of the Washington State Department of Transportation Standard specifications for Roads, Bridges and Municipal Construction, unless otherwise approved by Contracting Agency. The (AASHTO), LRFD Guide Specification for the Design of Pedestrian Bridges allows for occasional vehicular traffic to be considered without having to change the design specification. Designing this bridge using WSDOT & AASHTO LRFD specifications for vehicular bridges will eliminate the use of steel HSS tubing for primary members and will require hot rolled shapes. This will result not only in a much more expensive bridge but also one that has a completely different appearance than the other two bridges in this contract.	This has been updated to require AASHTO LRFD standards for the vehicle bridge. The clarification will be provided in addendum 1 and has been modified to read: "All design for the vehicle bridge shall be performed in accordance with the latest edition of the American Association of State Highway and Transportation Officials (AASHTO), LRFD Guide Specification for the Design of Pedestrian Bridges."

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5	From Special Provisions, Division 6 Structures 6-20.2- 11. This section requires the pedestrian bridges to be designed for local snow loads. Can the owner state those loads to insure all bidders use the same requirement?	The snow load shall be 50 psf.
6	From Special Provisions, Division 6 Structures 6-20.2- 13. This section along with 6-20.2- 14 requires the bridges to be shipped with stay-in-place steel forms for pouring a concrete slab deck/wearing surface. The table on page 2 of the bid package defining the scope of work shows a wearing surface of gravel and the table on page 4 of the bid package shows wearing surface of concrete. Please clarify.	The table on page 2 of the bid package has been corrected to have a wearing surface of concrete slab. The clarification will be provided in addendum 1.
7	The Schedule shown on page 3 of the Bid Proposal requires delivery to be completed by June 30, 2019. Can this be extended another 45-60 days?	The bridge will need to be delivered to the storage site by August 30, 2019. The clarification and additional information will be provided in addendum 1.