

**The Philadelphia Parking Authority
Mellon Independence Center
701 Market Street, Suite 5400
Philadelphia, PA 19106**

**Bid No. 15-19 – Garage D Renewal
Addendum Three**

To: See Email Distribution List

From: Mary Wheeler
Manager of Contract Administration

Date: November 17, 2015

No Pages: 5 (Including Cover Page)

This addendum is issued on November 17, 2015 prior to the proposal due date to add, delete, modify, clarify and/or to respond to questions submitted by prospective proposers regarding the work included in the above referenced bid request.

QUESTIONS

1. **Question:** Is there a particular design criteria for the “Bridges” over the roadway and entrance drive, that are called for on P-100? Is engineering required?

Response: Yes. Engineered documents will be required for any bridging installed. Design criteria is that the roadway and pedestrian walkways must remain unimpeded and safe for patrons for the duration of work (barring temporary blockages for installation of protection). We expect bridging will be needed while working on parking level one to prevent debris from falling into the patron areas below. Bridging may also be required to access overhead and vertical repair work on the underside of parking level 1 due to the floor to floor height.

Proposed protection must satisfy applicable codes and design criteria. Note that engineering documents must be submitted to the Department of Aviation (via the Parking Authority) for review prior permit approval in addition to the Parking Authority and Building Department.

Any installed bridging will likely block existing lighting. Contractor to provide lighting which emits similar levels of light to the existing lighting which has been blocked.

2. **Question:** There is no detail for the mesh panels to be installed on the stairway handrails. Can we get more info on locations, attachment etc.?

Response: See specification section 01 00 00 – 14 Unit Quantity Work, section W.I. 4.4 for description and additional information for this work item. Contractor to submit shop drawing of proposed infill for review prior to fabrication of infill panel.

3. **Question:** Drawing W-101 thru W-105 show sections through the stairs that refer to details on Drawing W-400. There is no W-400 drawing. Are we missing it? There is no W-400 listed on cover sheet.

Response: See Addendum #2, Question #2 response.

4. **Question:** Are the plastic Traffic Delineators that are in some of the drive lanes between Garages D and E to be removed and replaced after the membrane is installed? Should they be new?

Response: Plastic traffic delineators in garage D are to be removed prior to installation of membrane. Delineators within the footprint of garage E do not need to be removed except where they interfere with new traffic patterns. Any delineators removed must be reinstalled or replaced.

5. **Question:** Do we leave the existing directional signs throughout the garage and just paint around them? Or do we remove and replace all signs?

Response: All signs are to be removed prior to painting and coating. Signs are to be reinstalled upon completion of painting and coating.

6. **Question:** The Ceiling T's are painted outside of the elevator areas. Do they get repainted?

Response: Yes. Where they were previously painted.

7. **Question:** Is there a place we can store any removed items that we are re-installing later? Such as Benches and Bollards outside elevators, signs, etc.

Response: Storage of temporarily removed items will be within the work phase (floor under construction and floor below are both available for temporary storage use). Alternately, contractor can locate a secure storage trailer in a designated area on the ground under garage F.

8. **Question:** Are we painting the garage in a similar color scheme (2-Colors), or are we to figure all one color?

Response: All paint and coating will be a single color, color sample to be provided. Note in specification section 01 00 00 – Unit Quantity Work that where two or more coats of paint are specified, the base color is to be a different color from the top coat.

9. **Question:** Is the new lettering on the columns to be painted, or are they a sign material? I did not see a spec?

Response: New lettering on columns is to be painted on.

10. **Question:** How long does the security training take?

Response: Security training for badged supervisory personnel takes approximately one hour.

11. **Question:** Is there a cost for security training?

Response: No.

12. **Question:** Who is the contact for the security training?

Response: All security applications and training shall be coordinated through PPA Airport Operations.

13. Question: Will parking be free for contractors? How many parking spots will be given to contractors for parking of vehicles? Where will parking for contractor be located? What will be the procedure for obtaining the free parking?

Response: Contractor must distinguish between company marked vehicles and private employee vehicles. Contractor shall provide a list of all company and employee vehicles with make, model, and license plate numbers.

Company marked vehicles will be parked within the work phase (floor under construction and floor below are both available for parking use). Contractor will be responsible for coordinating parking space needs with work space needs. Revenue free tickets will be issued on a daily basis in order to exit the toll plaza.

Contractor employees' vehicles (maximum of 6), will be parked at the administration building parking lot at no charge and will walk to garage D. Contractor and personal employee vehicles must not be delinquent in fines owed to the City of Philadelphia for any and all parking, traffic, or red light camera violations.

14. Question: Are we locked into the construction schedule we provide as part of the bid, or will we be able to modify it once we are awarded the project and can verify actual repairs?

Response: Construction schedule created for bid will be the initial construction schedule. The schedule can be revised during construction as the project needs, however the number of calendar days to completion indicated in the bid form will be included in the contract.

15. Question: Where can we put a trailer?

Response: See Addendum #2, Question #1. Designated area in ground level of garage F.

16. Question: Where will we be able to stockpile material/equipment?

Response: Material can be stored within the work area, keeping in mind the load capacity of the garage structure.

17. Question: How much room will we be given for stockpiling?

Response: Both floors of the phase under construction can be used for storage of material. Additional stockpile requests will be evaluated, but additional space is unlikely to be available.

18. Question: Where will concrete trucks be able to access the garage?

Response: Concrete trucks may be parked on the grassy verge northwest of the garage, between the garage and the street. Contractor shall use timber planking and shall be responsible for replacing landscaping (sod) upon completion of project. Contractor shall also install temporary fencing to limit access to the area and for aesthetic purposes.

19. Question: Will there be room to set up a concrete pump truck?

Response: If space allows, a pump can be placed in the grassy verge adjacent to the garage. See response to question #21 for additional information.

20. Question: What will be the procedure for shutting down the ramps/helix for concrete pours?

Response: Access ramps into/out of garage cannot be closed except during the phase 6 work. Contractor will be responsible for coordinating traffic on ramp when contractor requires access to ramp.

21. Question: What are the temporary protection requirements and specifications?

Response: See sheet T-001 and specification section 01 50 00 – Temporary Facilities and Controls.

22. Question: What work, if any, is required on the parking sensors?

Response: Response assumes the question is referring to the parking sensors mounted overhead at the entrance and exit of each traffic aisle. No work is required on the parking sensors.

23. Question: What kind of protection is required on the sensors?

Response: Response assumes the question is referring to the parking sensors mounted overhead at the entrance and exit of each traffic aisle. Parking sensors are currently in working order. Contractor must protect sensors from dust, debris, water, etc during construction such that sensors are still in working order upon completion of project.

24. Question: Does the coating have to come off of the sensors?

Response: Response assumes the question is referring to the parking sensors mounted overhead at the entrance and exit of each traffic aisle. No coating should be on sensors, and sensors are to be protected during extent of work.

25. Question: All of the joint block outs are different sizes from each other and from the size shown on the plans. How are we to bid this? Will we be paid for any sizes over those shown on the plans?

Response: Response assumes question is referring to expansion joint block outs. Scope of bid includes rebuilding all expansion joint blockouts as concrete repairs prior to installation of expansion joint. Upon completion of exp. Joint blockout repairs all joints should be of same width.

26. Question: Is the existing line striping to be removed?

Response: Contractor must provide a substrate for the traffic membrane that meets the requirement of the membrane manufacturer. Because most membranes require a specific surface profile, all existing line striping shall be removed.

27. Question: Are the joints in the deck allowed to reflect through the coating or are they not to show?

Response: Sealant joints are to be fully covered by membrane, not cut in afterwards. Joint locations may be visible upon completion of membrane, no additional work beyond the steps already specified are required to prevent joints from being visible.

28. Question: We have concerns with the coating cracking at the joints due to movement and then having the coating be damaged due to cracking. Please advise.

Response: We have reviewed the possibility of the coating cracking over the joint. The garage consists of a continuous cast in place, 3.5" thick topping over precast tees. The garage should act more like a cast in place structure than a precast double tee structure.

29. Question: Will wall paint primer be required at all areas to be painted?

Response: Per specification section 099723 – Concrete and Masonry Coatings, Prime as needed by manufacturer and per pre-installation adhesion testing determines.

30. Question: The bid quantities for WI 3.1 “Rebuild Expansion Joint Nosing” shows 1,500 LF. The WI 3.2 “Expansion Joint Replacement” shows new expansion joint at newly rebuilt nosing at approximately 2,225 LF and WI 3.2A shows approximately 600 LF. Shouldn’t these quantities match?

Response: Correct, the totals indicated in the bid form were not correct. See attached revised bid form with updated quantities.

31. Question: Due to the control joints of the structural slab and topping slab not lining up, there have been random cracking. Are we to repair the random cracks or sawcut new joints in the topping slab to align with the structural slab?

Response: Prep cracks as recommended by coating manufacture, usually rout and seal of cracks. Additional work not required for crack treatment.

32. Question: Will you be releasing the Pre-bid sign in sheets?

Response: See attached.

33. Question: Do you have a list of pre-approved subcontractors and vendors?

Response: No.

34. Question: Will there be another period for RFI’s for any questions that come up after the answers are provided for this round of RFI’s?

Response: The deadline for questions was extended to Wednesday, November 18.

35. Question: Will there be any compensation provided for any work stoppages or rescheduling of our work due to reasons beyond our control?

Response: If project delay occurs, contractor may submit a change order request for additional days added to contract time. Reason for request will be evaluated on a case by case basis. Events such as weather normal for the time of year will not be acceptable reasons for delay. Extreme or unusual weather may be considered. Extraordinary events (such as a visit by a head of state) that were not known at the time of bidding may be accepted if they resulted in loss of work time. Contractor expected to have working knowledge and experience in building a schedule for a construction project expected to last more than one calendar year.

36. Question: Item 6 of Bid Form page 5 indicates \$5,000 damages for delay; Item 3.3 of draft AIA A101 and item 11.2 of supplementary conditions both state \$500. Please confirm the damages for delay amount.

Response: \$5,000 is the correct value of the damages.

END OF ADDENDUM THREE