

**FQ18064 REHABILITATION OF 6 PARKING GARAGES – LARGO TOWN CENTER (NORTH), LARGO TOWN CENTER (SOUTH), NEW CARROLTON, VIENNA (NORTH), WEST FALLS CHURCH AND WHITE FLINT**

## IFB Questions and Responses

**STATUS DATE:** May 1, 2018

Q#	Questions	WMATA Responses or Clarifications
1	I would like to attend the pre-bid conference for the project applying to rehabilitation of the 6 WMATA parking garages. Reading the advance notice page of the project the pre-bid states that all attendees must provide a WAMATA Contractor ID or government issued identification for entry into the Jackson Graham Building. How do I obtain badging? Or will I be able to get a temporary badge for the meeting?	To obtain the badge you need to be a WMATA Contractor.  For the purposes of the pre-bid conference a government issued ID such as a driving license is sufficient.
2	I am reaching out to you regarding the Rehabilitation of 6 Parking Garages listed on WMATA's website. G & C Equipment is a certified Minority Business Enterprise (MBE) engaged in the procurement and sale of construction materials, supplies, and equipment. We offer a wide range of materials such as office trailers, drywall, concrete, steel, lumber, hvac, mechanical, electrical, plumbing, and labor/operators – just to name a few. We are in search of the plan holder list however it is not listed on the website. Will you send this information to me?	WMATA does not have a plan holders list. However we will publicize the Pre-Bid and Site Visit attendees with their contact details.
3	FQ18102/KKB and IFB No. FQ18064. Currently, the two above referenced projects bid on the same date: May 16, 2018. Both of these projects involve extensive bid preparation. Both bids will take considerable time to put together on bid day. We ask that one of these two bids be postponed until Wednesday, May 23. Thank you for your consideration.	The Bid Opening date shall remain as is. WMATA would like to move on as planned on both of the solicitations.
4	I wasn't able to find the bid time for the above project, can you please check it for us, as well as the total square footage and designer.  Thank you and please let me know if you have questions/clarifications.	If the question is when the Bids are due - then the current date is May 16, 2018 per Section 00100 Invitation for Bid. On square footage and designer we need more details from you as to what you are looking for.
5	I would like to bid on Repaair of parking garages. Please let me know how can i get the project information?	Please find the solicitation on <a href="http://www.wmata.com">www.wmata.com</a> under PROCUREMENT AND CONTRACTING link or follow the link: <a href="https://www.wmata.com/Business/procurement/solicitations/Solicitation-Details.cfm?solicitation_id=3720">https://www.wmata.com/Business/procurement/solicitations/Solicitation-Details.cfm?solicitation_id=3720</a>
6	Spec Section 05100 STRUCTURAL METAL FRAMING, para 1.06 QUALIFICATIONS, calls for both the Fabricator and Erector to have AISC Certifications. There are no steel subcontractors in this area who meet the AISC qualifications and who are interested in bidding such a small steel project. This strict requirement should not apply to a project of this nature. Please waive the AISC Certification requirements for this project so that we can obtain subcontract bids. Or, please provide us with a list of steel subcontractors who both meet the qualifications and are interested in bidding the project.	Pending response

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7	Just seeing if you have a bidders list for this project so I can reach out to them with pricing on the expansion joint materials. I believe it is the New Carrollton, Vienna, White Flint, Largo Town Center and Falls Church garages. Thanks. Have a good weekend.	Refer to response No. 2 hereto
8	I would like to get access to plans and specifications for the Rehabilitation of Six Parking Garages project. Please let me know what I need to do to obtain access to these documents.	Refer to response No. 5 hereto
9	I wanted to see if you had a bidders list for the above referenced project thus far	Refer to response No. 2 hereto
10	The specifications call for a Quality Control Manager to be onsite whenever work is occurring. Since we will be working on three garages simultaneously, do we need to have three separate QC Managers(one at each site)? Or can we have a Roving QC Manager who visits each garage on a daily basis? Three separate QC Managers will cost over \$1,000,000 for this project.	Pending response
11	The specifications call for a Safety Superintendent to be onsite whenever work is occurring. Since we will be working on three garages simultaneously, do we need to have three separate Safety Superintendents (one at each site)? Or can we have a Roving Safety Superintendent who visits each garage on a daily basis? Three separate Safety Superintendents, for the entire duration, will cost well over \$1,000,000 for this project.	Pending response
12	Does the Safety Superintendent have to be a CSP? This involves special degrees and extensive coursework. Most Safety Superintendent do not possess a CSP certification.	Pending response
13	The specifications call for a General Superintendent to be onsite whenever work is occurring. Since we will be working on three garages simultaneously, do we need to have three separate General Superintendents (one at each site)? Or can we have a Roving General Superintendent who visits each garage on a daily basis? Three separate General Superintendents, for the entire duration, will cost well over \$1,500,000 for this project.	Pending response
14	In regard to the new Traffic Toppings in Section 07180 on the upper decks and ramps, do we need to remove the existing Traffic Topping materials down to bare concrete before installing the new Traffic Toppings?	Pending response
15	What Surface Prep will be required for the Silane Sealer in Section 07190	Pending response
16	Can you give us a copy of the Bid Price Schedule in Excel Format	The original file was in Word format.
17	At the pre-bid walk through, WMATA stated that the specs supersede the drawings. This is not consistent with industry standards and is in direct conflict with Section 00702 Order of Precedence. Please clarify.	Pending response
18	• Water is needed for cleaning (power-washing) the deck and soffits in each phase. Will a water source be provided at each garage?	Pending response
19	• For all garages (most importantly for Largo (North) and Vienna), considering how long it typically takes to get approval from WMATA PARK, will WMATA please provide a recommended location for the field office trailers? This is also important for determining conduit/wiring distance to the electrical room for power hook-up that needs to be included in the mobilization cost per garage.	Pending response

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20	<ul style="list-style-type: none"> <li>• Due to pre-construction technical submittals, SDS approvals, mobilization plan, phasing plans, power hook-up (switch order and escort approval), etc., it may take 2-3 months to get started at Largo North and Vienna. Then a month or two after that puts us into winter. Although work must be performed throughout the winter, placing materials (i.e., caulk, epoxy, paint, traffic coating, water repellent, etc.) have minimum ambient and surface temperature limitations and this work within an open garage cannot be performed during the winter months. This limits winter work to miscellaneous items (i.e., drainage, doors, stairwells, electrical repairs, etc.). The allowable work duration for Largo North is tight. Would WMATA consider extending the duration for this garage?</li> </ul>	Pending response
21	<ul style="list-style-type: none"> <li>• A pre-condition construction survey is performed for each phase after the work area is taken and the surface is cleaned (shot-blasted). Our experience is that additional repair work is usually needed that is not shown in the plans. Approval of this work needs to happen in real time to avoid schedule delays. The Structural Construction Notes, Sheet 186, Note 9 states: "The quantities of deterioration shown on the bid schedule are approximate and can vary in the field. Actual field conditions may warrant modifications to the construction details. Areas of new deterioration that have occurred after the completion of the condition survey inspection are also expected. The Contractor shall sound all concrete surfaces and mark all areas of concrete deterioration in need of repair. The layout shall be verified and approved by the Engineer of Record."</li> <li>o Question: Who is the Engineer of Record, and will this person be available to participate in the phase-specific pre-condition surveys for the life of the project?</li> </ul>	Pending response
22	<ul style="list-style-type: none"> <li>• The Concrete Repair Notes, Sheet 186, Note 1 states: "The location and extent of each type of repair is shown on the drawings. The C.M. and the Contractor shall jointly inspect each item to be repaired. The Contractor shall quantify any additional repairs and get approval from the C.M. prior to the start of repair work."</li> <li>o Who is the C.M., and will this person be available to participate the phase-specific pre-condition surveys for the life of the project?</li> <li>o Question: is the 'C.M.' and the 'Engineer of Record' the same person(s)?</li> </ul>	Pending response
23	<ul style="list-style-type: none"> <li>• When was the design survey for each garage performed?</li> </ul>	Pending response
24	<ul style="list-style-type: none"> <li>• We noticed that most of your unit price quantities exactly match the sum of the quantities shown in the bid drawing tables. Did WMATA include any contingency for finding additional quantities during the pre-condition construction surveys? If not, will WMATA consider increasing the quantities to avoid change order delays associated with quantity overruns.</li> </ul>	Pending response
25	<ul style="list-style-type: none"> <li>• For Largo North, the following discrepancies were found between the unit price schedule and the quantities shown in the drawings: <ul style="list-style-type: none"> <li>o Item 18 (deteriorated concrete wash repair) shows a quantity of 15 SF but the drawing sheets 191 to 194 totals 568 SF.</li> <li>o Item 34 is a repeat of Item 18.</li> <li>o Item 29 (clean connection plate corrosion and apply epoxy sealant) shows a quantity of 6 Each, but the drawings show a quantity of 12 Each (see sheets 195, 218, and 220).</li> <li>o Item 40 (longitudinal underside crack repairs) shows a quantity of 6000 LF but the drawings show a quantity of 6,240 LF</li> </ul> </li> </ul>	Pending response
26	<ul style="list-style-type: none"> <li>• For Largo North, Item 7 (double tee beam spall repair with sealant), we recommend changing this unit to 'Each' instead of 'SF'.</li> </ul>	Pending response

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27	For Largo North, Item 17 (repair at typical at horizontal lifting points), we recommend changing this unit to 'Each' instead of 'SF'.	Pending response
28	For Largo North, Item 19 (grinding uneven joints), we recommend changing this unit to 'LF' instead of 'SF'.	Pending response
29	For Largo North, Item 28 (CMU Wall Repairs), we recommend changing this unit to 'SF' instead of 'LF'.	Pending response
30	For Largo North, Item 25 Traffic Coating, the bid quantity is 53,550 SF. The drawings show traffic coating on Level 5 (2,310 SF), Level 6 (47,770 SF) and the Bridge (3470 SF). This equals 53,550 SF. Please confirm that this quantity is sufficient and that traffic coating is not required in other areas of the garage (i.e., stairwells, bottom of ramps, above office spaces, etc.).	Pending response
31	<p>Specification Section 07180 Traffic Coatings, paragraph 1.01.C.2 states: "The traffic bearing topping will be applied to the structural deck on the top level (roof level) and the ramps leading to the roof that are exposed as indicated in the Contract Drawings. In addition, the ramps leading to the roof shall receive a traffic bearing topping of at least 30 feet into areas that are not exposed. The traffic bearing topping will also be installed within stairwells, stairs and intermediate landings."</p> <ul style="list-style-type: none"> <li>o Are the unit price quantities for traffic coating sufficient?</li> <li>o Will traffic coating in the stairwells be required?</li> <li>o Will traffic coating over previously coated areas (i.e., above office spaces, diamond washes at the bottom of ramps, etc.) be required?</li> <li>o Will the unit price quantities be revised to reflect this or should this price be included in the lump sum item 2 in the unit price schedule?</li> </ul>	Pending response
32	Per the pre-bid meeting, WMATA stated that the crossover bridge at Largo did not have to be completed within the Largo North period of performance (NTP +390). Please confirm.	Pending response
33	What is the difference between the 'PCS' unit and 'EA' unit?	Pending response
34	<p>For Largo North Items 53 to 56 (line striping), is the design intent for the Contractor to reapply line striping for the entire garage? If yes, we recommend combining these items into one lump sum item. Currently you show the following units which is confusing and hard to use when estimating cost and measuring pay quantities in the field:</p> <ul style="list-style-type: none"> <li>o Item 53 (ADA pavement marking): PCS</li> <li>o Item 54 (double-parking stripe): SF</li> <li>o Item 55 (no parking): SF</li> <li>o Item 56 (arrows): LF</li> </ul>	Pending response
35	For Largo North, Item 64 (Drain Body Corrosion), please confirm that there are only 2 drain bodies that need to be removed and replaced. Sheet 272 shows a quantity of 1 but a 'number of locations' of 2. Sheet 273 shows a quantity of 1 but a 'number of locations' of 3. Do the drain bodies need to be replaced at all 5 locations? Are there any other drain bodies in addition to the 2 'Each' included in the unit price schedule that need to be replaced in this garage?	Pending response

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36	For Largo North, Item 69 (Washdown Piping Corrosion), the bid quantity is '1 Each' but drawing sheet 270 (level 2) and sheet 271 (level 3) both show 10 LF for a total of 20 LF. Please revise the quantity in the unit price schedule.	Pending response
37	For Largo North, what is the difference between item 70 and item 71?	Pending response
38	For Largo North, the following items are in the Structural Repair Key Notes (sheet 187) but are not shown in the plans and no quantity is provided in the unit price schedule or the drawings. Please confirm that these items should not be included in the bid:  <ul style="list-style-type: none"> <li>o 21 – Typical CMU Wall Crack Repair at Double Tee</li> <li>o 24 – Typical Traffic Bollard Repair</li> <li>o 25 – New Plastic Cap at Vertical Lifting Points</li> <li>o 33 – Replace Parking Garage Stop Curb</li> <li>o 34 – Install New Anchor and Paint Displaced Angles / Missing Anchor Bolts at Expansion Joint Support</li> <li>o 38 – Stair Nosing Repairs</li> </ul>	Pending response
39	For Largo North, item 2 lump sum items, the only work that we found in the plans that is not called out under the unit price items appears to be the removal/replacement of 5 doors, 5 frames, and 5 closures. Are other phase-specific items such as MOT Set-up/Protection, temporary/permanent signage, power washing, shot-blasting, etc. to be included here? Are there any other specific repairs that WMATA or GFP knows about that are 'not specified under unit price items' that should be included here? If yes, please provide with estimated quantities.	Pending response
40	For White Flint, we found the following three items shown in the plans but are not included in the unit price schedule. Please let us know if WMATA/GFP is aware of any other repair items that should be included in Item 2 Lump Sum Item: <ul style="list-style-type: none"> <li>o Item 1E Corrosion Pipe Guard (Scrape Clean, Prime and Repaint): 21 PCS</li> <li>o Item 7H Missing Traffic Delineators: 6 PCS</li> <li>o Stair B Replace door, frame and closure</li> </ul>	Pending response
41	For White Flint, the following items are in the Structural Repair Key Notes (sheet 08) but are not shown in the plans and no quantity is provided in the unit price schedule or the drawings. Please confirm that these items should not be included in the bid: <ul style="list-style-type: none"> <li>o 5 – Double Tee Beam Flange Spall Repair</li> <li>o 15 – Concrete Wash Repair</li> <li>o 18 – Double Tee Bearing Pad Replacement</li> <li>o 19 – Grinding Uneven Joints</li> <li>o 20 – Concrete Curb Repair</li> <li>o 21 – CMU Wall Crack Repair at Double Tee</li> <li>o 26 – Concrete Topping to Correct Ponding Water</li> <li>o 27 – Clean rust and apply sealant</li> <li>o 28 – CMU Wall Repairs</li> <li>o 29 – Clean Connection Plate Corrosion and Apply Epoxy Sealant</li> <li>o 32 – Install new anchor bolts and paint</li> <li>o 33 – Replace Parking Garage Stop Curb</li> <li>o 34 – Install New Anchor and Paint Displaced Angles / Missing Anchor Bolts at Expansion Joint Support</li> <li>o 35 – Clean and galvanize coat corrosion on welds</li> <li>o 36 – Repair crack parallel to expansion joint</li> <li>o 40 – Longitudinal Crack Repair at Underside of Double Tee</li> </ul>	Pending response

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42	For White Flint, the following discrepancies were found between the unit price schedule and the quantities shown in the drawings: o Item 6 (double tee beam joint sealant repair) shows a quantity of 2,637 LF but the structural and framing plans (see key note 3) show a total quantity of 21,682 LF. o Item 19 (traffic coating) shows a quantity of 71,581 SF but the structural plans (see key note 24) show a quantity of 180 SF (Level 2) + 5,661 SF (Level 5) + 71,401 SF = 77,242 SF. There was no quantity provided for the stairwells. Please confirm that this quantity is sufficient and that traffic coating is not required in other areas of the garage.	Pending response
43	For White Flint, Item 7 (double tee beam spall repair with sealant), we recommend changing this unit to 'Each' instead of 'SF'.	Pending response
44	For White Flint, Item 16 (repair at typical at horizontal lifting points), we recommend changing this unit to 'Each' instead of 'SF'.	Pending response
45	White Flint Items 37 to 41 (line striping), is the design intent for the Contractor to reapply line striping for the entire garage? If yes, we recommend combining these items into one lump sum item or by level. Currently you show the following units which is confusing and hard to use when estimating cost and measuring pay quantities in the field: o Item 37 (stop bar): SF o Item 38 (ADA): PCS o Item 39 (double ADA): SF o Item 40 (double parking stripe): SF o Item 41 (arrows): LF	Pending response
46	For White Flint, Item 49 (Drain Body Corrosion), bid quantity is '2 Each'. Sheet 60 shows 1 quantity but at 2 locations (is this really a quantity of 2?). Sheet 64 shows 1 as well. Please confirm the total number of drain bodies that needs to be removed and replaced.	Pending response
47	For White Flint, Item 50 (Drain Pipe Corrosion), a quantity is not provided in the unit price schedule. Instead there is a dollar sign ('\$') in that cell instead of a quantity. o What is the bid quantity? o Level 2 (sheet 61) shows 3 locations with a quantity of 15. Is it 3 locations at 15 LF each for a total of 45 LF? Or is it 3 locations at 5 LF each for a total of 15 LF? o Level 4 (sheet 64) shows 5 locations with a quantity of 10. Is it 5 locations at 10 LF each for a total of 50 LF? Or is it 5 locations at 2 LF each for a total of 10 LF?	Pending response
48	For White Flint, Item 51 Replace Drain Grating for 10 LF. It looks like this is the incorrect description. Based on the drawings and the quantity in LF, it appears that this should be repair item 3 for Drainage Pipe Corrosion (see sheet 59 and 64). Please confirm.	Pending response

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49	For White Flint, Item 52 - the description for 'Repair 4' is missing. Should this be Drain Grating?	Pending response
50	<ul style="list-style-type: none"> <li>For Largo South, the following discrepancies were found between the quantities shown in the Unit Price Schedule and the quantities shown in the plan sheet: <ul style="list-style-type: none"> <li>- Item 5 in the Unit Price Schedule for tooled joint sealant repairs does not show any tooled joints to be removed and replaced in level 3 or in the stairwells. Please confirm that this is correct and that the bid quantity is sufficient.</li> </ul> </li> </ul>	Pending response
51	Largo South: Please confirm 24,180 LF of double tee beam joint is sufficient to remove and replace all double-tee beam joints in the garage?	Pending response
52	Largo South: Are the cove joints on the roof to be removed and replaced? There was no estimated quantity provided for this item. Is it to be included in the price for item 21, traffic coating?	Pending response
53	Largo South: The unit price schedule shows item 15 Repair at Horizontal Lifting Points (Key Note 14) to be in 'SF', but the drawings show 'Each'. Please confirm that the Unit Price Schedule is to be changed to 'each'.	Pending response
54	Largo South: The unit price schedule shows item 27 (repair cracks parallel to expansion joints) to be in 'each' units. Recommend changing this unit to 'Linear Feet.	Pending response
55	Largo South: Item 22 CMU Wall Repairs (Key Note 28) – the unit price schedule shows 13 LF; Level 2 (sheet 201, 201) shows 13 LF, Level 3 Framing Plans (sheet 210, 2111) shows 39 LF, for a total of 52 LF. Please clarify and let us know if the unit price schedule quantity will be revised to match the quantities shown in the plans.	Pending response
56	Largo South: Item 23 Traffic Coating and Item 30 Waterproofing – please note that no traffic coating or waterproofing is shown for the stairwells. Please confirm that the stairs are not to be coated and that the unit price quantities provided are sufficient.	Pending response
57	Largo South: For Item 33 Corrosion on Closer - the unit price schedule shows 15 PCS. The drawings show 7 on Stair C (Sheet 254,255), 5 on Stair D (Sheet 256), and 4 on Stair E (Sheet 257) = 16 Total. Please clarify discrepancy.	Pending response
58	Largo South: Item 35 Corrosion on Ramp Edge (Key Note 1I) shows a quantity of 1 LF. This work is not called out in the drawings. Where is this repair work to be performed?	Pending response
59	Largo South: Item 54 Missing Acoustical ceiling Tiles (Key Note 8B) shows a quantity of '6 Set'. But drawing sheet 258, shows 8 SF. Please clarify the quantity and if the unit should be 'set' or 'square feet'.	Pending response
60	Largo South: Item 57 Missing Traffic Delineators (Key Note 7H) shows a quantity of '1 Each' in the Unit Price Schedule. But drawing sheet 251 (Level 5) Shows 3 each and sheet 253 (Level 6) shows 1 each = 4 each. Please clarify.	Pending response

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61	Largo South: Item 59 Stained Vandalized Wall (Key Note 8B) shows a quantity of 6 SF. But the drawings show Level 5 (sheet 251) to be 8SF and Stair C (sheet 253) to be 23 SF for a total of 31 SF. Please clarify the quantity discrepancy.	Pending response
62	Largo South: o Please confirm that the drain pipe repair quantities provided in the unit price schedule below are sufficient: <input type="checkbox"/> Item 63 Remove and Replace Drain Bodies -3 total <input type="checkbox"/> Item 65 Remove Replace Corroded Pipe -15 total; drawings show 30 LF (sheet 275) + 5 LF (279) + 10 LF (281) = 45 LF. Please clarify discrepancy.	Pending response
63	<p>• For Largo South, the following items are in the Structural Repair Key Notes (sheet 08) but are not shown in the plans and no quantity is provided in the unit price schedule or the drawings. Since no quantities were provided, please confirm that the below repairs are not in the planned scope for this garage and should not be included in the bid:</p> <ul style="list-style-type: none"> <li>o Key Note 5 - Double Tee Beam Spall repair with Concrete</li> <li>o Key Note 6 - Vertical Joint Sealant</li> <li>o Key Note 15 – Concrete Wash Repair</li> <li>o Key Note 20 – Concrete Curb Repair</li> <li>o Key Note 22 – Traffic Topping Repair at Parapet Wall</li> <li>o Key Note 24 – Bollard Repair</li> <li>o Key Note 25 – New Plastic Caps at Vertical Lifting Points</li> <li>o Key Note 26 – Concrete Topping to Correct Ponding Water</li> <li>o Key Note 27 – Clean rust and apply sealant</li> <li>o Key Note 31 – Clean walls where water leaks and repair joints</li> <li>o Key Note 33 – Replace parking garage stop curb</li> <li>o Key Note 35 – Clean and galvanize coat corrosion at welds</li> <li>o Key Note 40 – Minor Longitudinal Crack Repair at Underside of Double Tee</li> </ul>	Pending response
64	• For Largo South, the drawings do not show Level 6 Part 2 in the framing plans, structural plans, architectural plans, plumbing plans, or electrical plans. Please confirm that these drawings are not needed and that no work is to be performed in this part of the garage.	Pending response
65	For Largo South line striping (unit price items 47 to 52): • There are several discrepancies between the units provided on the bid sheet versus the units provided in the drawings. • No plan quantity was provided for Item 47 Pavement Stop Bars (note 5A) on Level 6. Are all stop bars to be repainted? Is the bid quantity sufficient?	Pending response
66	Largo South line striping (unit price items 47 to 52). • No plan quantities are provided for Item 49 Double Parking Stripe' (note 5C) on Level 1 (sheet 245-246), Level 3 (sheet 249/250) and Level 6 (sheet 253). Are all parking spots to be repainted? Is the bid quantity sufficient for the line striping that is needed?	Pending response



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67	Largo South line striping (unit price items 47 to 52). For item 52 Pavement Arrows, the unit price shows a quantity of 36 'LF' but the plan quantities show 36 'PCS'. Despite the discrepancy, it is clear that the plans do not show all pavement arrows to get repainted. Is this correct? Is the quantity in the unit price bid schedule sufficient?	Pending response
68	Please confirm that the Contractor is to provide one full-time quality manager that meets or exceeds the qualification criteria identified in Section 01111 Contractor Key Staff. This Quality Manager is to manage the Contractor's quality program for all garages, and will work closely with all key personnel to ensure that the Contractor's Quality Management System is effective, and will be responsible for the oversight of onsite and offsite inspection and testing by the Contractor.	Pending response
69	Please confirm that at least one full-time field inspector is to be assigned to each garage and should work directly for a 3rd party QC Engineering Firm. The QC Engineering Firm shall have a certified material testing lab that meets the requirements of Section 01470 Quality Management System.	Pending response
70	Vienna Garage. • Will WMATA consider extending the bid opening date based on the number of pre-bid RFIs and the amount of work still involved to provide WMATA with the best pricing available based on the information provided at bid time?	Pending response
71	• When was the Vienna garage design survey performed?	Pending response
72	• Do the Vienna quantities include some additional contingency quantity for finding more work during the pre-condition surveys?	Pending response
73	• How will quantity overruns be handled? Does WMATA's accounting software allow the Contractor to bill over the exact unit price quantity in the contract, or is a change order required to increase the quantities?	Pending response
74	• For concrete repairs (i.e., spalls, cracks, etc.), architectural repairs, drainage, and electrical work, if the bid quantities match the design survey quantities exactly, we recommend increasing the bid quantities by 10% to 15% to avoid construction change order delays.	Pending response
75	• Since the Vienna Garage needs to be started early, will WMATA please provide a recommended location for the field office trailer. This will help expedite mobilization and help us estimate our mobilization cost (i.e., cost for power hook-up).	Pending response
76	• For Vienna, Item 5 Tooled Joints – does the 100% removal of the tooled joints on the roof only account for the cove joints? Do the cove joints need to be removed and replaced 100%? Should this cost be included in the lump sum item or the traffic coating item?	Pending response
77	• For Vienna, Item 6 Double Tee Beam Joint Sealant (Key Note 4) – the plans do not show any quantity for Level 2 (sheet 391 to 394). Is this an oversight?	Pending response
78	• For Vienna, Item 23 Traffic Coating, the bid quantity provided is 153,600 SF but the actual quantity shown in the plans is 2400 SF (on Level 3) and 153600 SF (on Level 4) = 156,000 SF. Note that no quantities were provided for stairwells, above operating rooms, for concrete diamond washes, etc. o Will the bid quantity be revised to accurately represent the drawings? o Will traffic coating need to be applied to any additional areas that are not shown in the plans? o Is there any existing coating that needs to be removed or that requires surface prep work?	Pending response

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79	<ul style="list-style-type: none"> <li>For Vienna, Item 45 Double Parking Strip (Key Note 5C) – the quantity is 1,848 SF and the drawings only show this same quantity on Level 4. Please confirm that the other parking spaces for the other 3 levels do not get new line striping.</li> </ul>	Pending response
80	<ul style="list-style-type: none"> <li>For Vienna, Item 53 Pipe Corrosion, the bid quantity of '1 Each' does not match the plan quantities of 50 LF (Level 1: 25 LF, Level 2: 15LF, and Level 3: 10 LF = total 50 LF). Please clarify this discrepancy in units and make sure the unit price quantity accurately represents the linear feet of pipe that needs to be replaced in the field. Also we recommend adding additional quantity to this item in case it is needed.</li> </ul>	Pending response
81	<ul style="list-style-type: none"> <li>For Vienna, Item 59 Electrical Repair Work, there are a lot of discrepancies between the plans, the photos and the summary table shown on sheet 476. Based on our experience in other WMATA garages, it very risky for the electrical sub to provide one lump sum price for all the electrical repairs needed for an entire garage when sufficient detail is not provided.                             <ul style="list-style-type: none"> <li>Is it WMATA's intent for the bidder to only repair what is shown in the plans, or to perform all the repairs in the garage at one lump sum price?</li> <li>Will WMATA provide a summary detail table showing the quantity per corrective action on each sheet?</li> </ul> </li> </ul>	Pending response
82	<p>The biggest issue are summarized below for the repairs that provide an 'Each' as a unit of quantity but 'multiple' under the number of locations:</p> <ul style="list-style-type: none"> <li>Item No. 3 Level 1 Corroded Conduit Support – the table shows 'multiple' locations; how many is it?</li> <li>Item No. 6 Level 1 Corroded Conduit Support – the table shows 'multiple' locations; how many is it?</li> <li>Item No. 8 Level 1 Corroded Conduit Coupling – the table shows 'multiple' locations; how many is it?</li> <li>For Item No. 18 Levels 1 &amp; 3 Corroded Conduit Support – the table shows 'multiple' locations; how many is it?</li> <li>For Item No. 28 Level 1 Lights Not Illuminated (Directional) – the table shows 'multiple' locations; how many is it?</li> </ul>	Pending response
83	<p>Please confirm that the DBE Participation Plan and goal is a 'subcontractor' participation plan, and that if a prime is a DBE firm, do they have the same DBE subcontractor requirements and goals?</p>	<p>DBE credit be awarded only for work actually being performed by DBEs themselves. The necessary implication of this principle is that when a DBE prime contractor or subcontractor subcontracts work to another firm, the work counts toward DBE goals only if the other firm is itself a DBE. This means if the goal on a Contract awarded to a DBE firm is 12% and the DBE prime is going do 50% of the work, he has met the DBE goal. With respect to the question is the DBE Participation Plan and goal is a 'subcontractor' participation plan. The answer is no. The DBE participation plan means the plan use DBEs to meet the DBE goal. The subcontractor plan means the plan to use subcontractors who are both DBE and Non-DBE.</p>

**FQ18064 REHABILITATION OF 6 PARKING GARAGES – LARGO TOWN CENTER (NORTH), LARGO TOWN CENTER (SOUTH), NEW CARROLTON, VIENNA (NORTH), WEST FALLS CHURCH AND WHITE FLINT**

84	Details on S-501 & S-502 Typ Details show repairs to various types of Joints in the decks, but the details all say "Width of xxx Joint V.I.F." but the widths are not listed or specified. Please provide us with average widths for each of the following existing Exp Joints in detail 1/S-501, Sealant Joints in detail 2/S-501, and Sealant Joints in detail 3/S-502 to base our bids upon.	Pending response
85	MOST OF THE FOLLOWING ARE TYPICAL PROBLEMS AT ALL GARAGES, but the Bid Item numbers vary by garage: Bid Items for the Typ Repair at Horiz Lifting Point per detail 14/S507 are listed per SF on the Bid Price Schedule, but are sometimes listed as EA in the Struct Repair Quantities tables on the struct dwgs (see Key Note 14 on G05-S-151), and sometimes listed as SF in the Struct Repair Quantities tables (see Key Note 14 on K06-S-111). See Bid Item #15 at G05-Largo South, which lists SF as Unit, but Note 14 on G05-S-151 says EA. Please clarify that this item (under all Bid Items) should be priced per EA.	Pending response
86	West Falls Church Bid Item # 20 for Mortar Repair at CMU per LF (ref 28/S-514), but it also mentions "Replace Cracked CMU Block". Since there is no relation between LF of Mortar Joint Repair and replacement of CMU, we request that you make the CMU Block Replacement a separate Bid Item, or tell us how many CMU Block will need to be replaced at each station.	Pending response
87	West Falls Church Bid Item # 38 for Chipped/Peeled Paint on Handrail is listed as 1148 SF. Handrail Painting is usually estimated per LF. Some Arch Repair Quantities tables say LFT and others say SQFT. Please explain the basis for the SF calculation (is it actual surface area around each pipe, or the overall LXH of the handrail).	Pending response
88	West Falls Church Bid Item # 41 for Faded or Double Parking Stripe 5C is listed as SF, and detailed as 4" wide stripes on detail 3/A12-A-504. Based on the listed quantity of 46,248 SF, that would be 138,744 LF at 4"wide. Please clarify if the Unit of Measure is to be LF or SF.	Pending response
89	West Falls Church Bid Item # 44 for Pavement Arrows 5F are listed as LF. There are 4 different arrow styles shown in det 4/A12-A-504. Please clarify if the Unit of Measure is to be LF or SF.	Pending response
90	Vienna Bid Item # 27 Stair Nosing Repair is usually priced by the LF of Nosing, but this Bid Item is listed as SF. Please clarify if the Unit of Measure is to be LF or SF.	Pending response
91	White Flint Bid Item #50 Drainage Pipe Corrosion (on pg 65 of 303) lists a dollar-sign (\$) for the Quantity. Please provide a numeric Bid Quantity.	Pending response
92	• For West Falls Church, when was the design survey performed? Do the bid quantities include any contingencies for finding more repairs than what is shown in the plans?	Pending response
93	• For West Falls Church, the plans do not show the removal and replacement of any tooled joints (key note 2) for Levels 3, 4 and 5. Please confirm.	Pending response
94	• For West Falls Church, the plans do not show any traffic coating in the stairwells or elevator lobby. Please confirm.	Pending response
95	• For West Falls Church, the unit price schedule shows Item 39 Pavement Stop Bar (detail 5A) in 'SF', but the drawings show these units as 'PCS'. Please clarify.	Pending response
96	• For West Falls Church, the plans show Item 40 Double ADA Pavement Marking (detail 5B) to occur on every level except for levels 3 and 5. Please confirm that the ADA parking spaces are not to be restriped on levels 3 and 5.	Pending response
97	• For West Falls Church, the plans show Item 41 Double-Parking Strips (detail 5C) to be repainted on every level except for levels 3 and 5. Please confirm that the parking spaces on these levels do not need to be restriped.	Pending response
98	• For West Falls Church, the unit price schedule shows the unit for Item 44 Pavement Arrows (detail 5F) to be 'LF', but the plans show these units as 'PCS'. Please clarify.	Pending response

**FQ18064 REHABILITATION OF 6 PARKING GARAGES – LARGO TOWN CENTER (NORTH), LARGO TOWN CENTER (SOUTH), NEW CARROLTON, VIENNA (NORTH), WEST FALLS CHURCH AND WHITE FLINT**

99	• For West Falls Church, the plans show the pavement arrows to be repainted on every level except for Level 5. Please confirm.	Pending response
100	<p>• For West Falls Church, the following items are included in the Structural Repair Key Notes, but are not shown in the plans. Since no associated work is shown in the plans, and without estimated bid quantities, please confirm that these items are not to be included in the bid:</p> <ul style="list-style-type: none"> <li>o Expansion Joint Repair, Detail 1</li> <li>o Concrete Wash Repair, Detail 15</li> <li>o Double Tee Web Spall Repair, Detail 16</li> <li>o Double Tee Bearing Pad Replacement, Detail 18</li> <li>o Grinding Uneven Joints, Detail 19</li> <li>o Concrete Curb Repair, Detail 20</li> <li>o Traffic Topping Repair at Parapet Wall, Detail 22</li> <li>o Bollard Repair, Detail 24</li> <li>o Concrete Topping to Correct Ponding Water, Detail 26</li> <li>o Clean rust and apply sealant, Detail 27</li> <li>o Clean Connection Plate Corrosion and Apply Epoxy Sealant, Detail 29</li> <li>o Install New Anchor and Paint Displaced Angles / Missing Anchor Bolts at Expansion Joint Support, Detail 34</li> <li>o Clean and Galvanize Coat Corrosion at Welds, Detail 35</li> <li>o Repair Crack Parallel to Expansion Joint, Detail 36</li> <li>o Inverted Tee Spall Repairs, Detail 37</li> <li>o Stair Nosing Repairs, Detail 38</li> </ul>	Pending response
101	This applies to all garages....after the Contractor cleans (shot-blasts or power washes) the deck prior to placing water repellent, all line striping will most likely need to be replaced. We recommend combining 'all line striping items' into one lump sum item for each garage, and require the Contractor to replace all pavement marking to match the pre-existing line striping.	Pending response
102	Let us know if May 1 is still the deadline for submitting the questions.	Per Division 0, Section 00200 Instruction to Bidders, Paragraph G Explanation to Bidders <i>"All explanations desired by a Bidder regarding the meaning or the interpretation of this IFB or all other Bid documents must be requested in writing 14 Days prior to the date set for receipt of Bids to allow sufficient time for a reply to reach all Bidders before the submittal of their Bids."</i> With the current Bid due date of May 16, 2018 this falls under May 2, 2018.
103	Do you know when the addendum will be posted? In the pre bid meeting early this week was mentioned.	WMATA plans to post Amendment 1 to the IFB before May 4, 2018.
104	Please provide the manufacturers name of the call station fixtures.	Pending response