

POV Parking Lot Improvements Design Build, Camp Denali Building 49000, JBER



Department of Military and Veterans Affairs
Building 57024, Roosevelt Rd.
JBER, Alaska 99505

THIS IS NOT AN ORDER

DATE AMENDMENT 2 ISSUED: August 13, 2018

ITB TITLE: POV Parking Lot Improvements Design Build, Camp Denali Building 49000, JBER

ITB DUE DATE AND TIME: 12:00 PM AST on August 29, 2018 (No Change)

This amendment is for informational purposes only and need not be returned to the State. This is a response to questions that arose from the Pre-Bid Conference August 8, 2018 and Site Visit August 10, 2018.

1. Is there a Disposal Area onsite for RAP?

No.

2. Is there a Disposal Area on JBER for Asphalt?

There is a disposal site on JBER. It is the responsibility of the Contractor to verify the ability to utilize this facility.

3. Is there a layout area of the new lighting in the landscape area to the North?

No. We wish to provide lighting within the landscaping strip to the North, but the amount of poles is dependent on the UFC provided.

4. Is there an option to remove and replace the asphalt for G-Wing Parking?

No. Contractors shall exclude the G-Wing asphalt AND lighting from the ITB.

5. Please clarify the deliverables for the ITB. Will there be 30% drawings submitted?

The deliverables that are required are a Bid Narrative responding to the Scope of Work provided in the ITB. All work submitted should be in accordance with all applicable specifications, regulations, and building codes.

6. What permits are required by JBER?

Electrical Permitting is required for this project. Contractors are to verify and provide all applicable permits.

7. Will a Stormwater Pollution Prevention Plan (SWPPP) be required?

No. This project is considered maintenance by JBER and is exempt from SWPPP requirements.

8. Can JBER material sources be used for the project?

DMVA has not limited the material sourcing for this project.

9. What areas are selected for curbing?

The Seventeen (17) landscape islands within the confines of the POV Parking Lot. The peninsula previously identified for curbing has been ELIMINATED from the Scope of Work.

10. What profile and type of curbing are requested?

Concrete Curb and Gutter are selected for this project. Type 1 curbing to match existing.

11. What color temperature is required for LED Lighting?

4100K is required.

12. Are existing light pole heads able to be retrofitted with LED bulbs?

No. UFC standards require that new fixture heads be installed.

13. What are the specifications for parking striping paint?

All work submitted should be in accordance with all applicable specifications, regulations, and building codes. UFGS 32 17 23 PAVEMENT MARKINGS is an example of an applicable guide.

14. Are Engineers stamps required on all submitted drawings?

Yes. All drawings submitted for approval shall be stamped by an Engineer currently licensed in the State of Alaska.

15. Is there an ADA parking guideline available?

Yes. Please see the following document for reference.

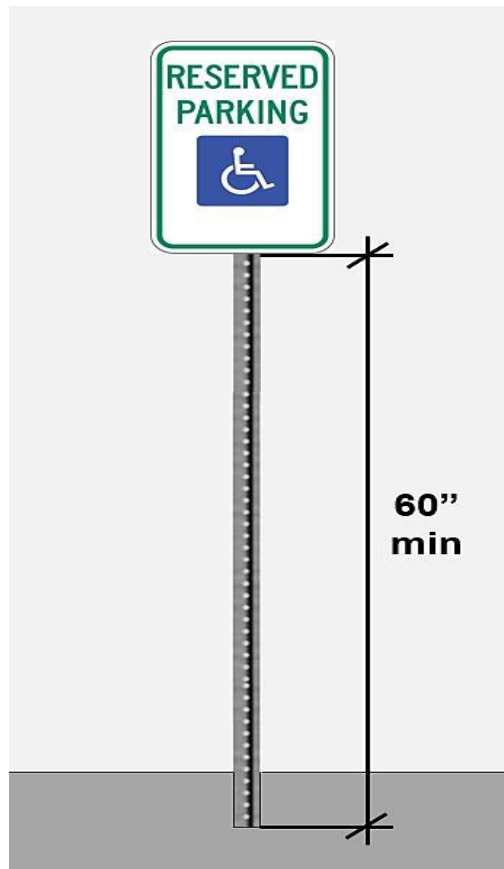
ANCHORAGE ARMORY

HANDICAP PARKING

Anchorage Armory Handicap Parking and Van Accessible Handicap parking compliance as of June 8th, 2017.

Summary of Out-of-Compliance Issues:

- All Handicap signs are required to be at a minimum height of 60". (Measured from the ground to the bottom of the sign). With the exception of G-Wing all other handicap signs are well below the required height.
- Many designated handicap parking spots, (Indicated by Blue painted wheelchair on the ground of the parking space) do not have signs at all.
- "Van Accessible" Handicap parking spots are required to have Handicap signs posting: "Van Accessible". Currently no handicap parking spaces have "Van Accessible" signs.



Identification [§216.5, §502.6]

Accessible spaces must be identified by signs with the International Symbol of Accessibility (ISA) (§703.7.2.1). Signs identifying van spaces must include the term “van accessible.” This designation is informative and does not restrict use of such spaces to van users only. No other text or content is required by the Standards.

Signs must be at least 60” high measured to the bottom edge so that they are visible while vehicles are parked in a space. Signs can be on posts, or where feasible, on walls or suspended from ceilings (an 80” minimum headroom clearance is required at signs suspended above circulation paths (§307.4)). ISA designations on the parking surface, even if required by a state or local government, cannot substitute for above-ground signs that remain visible at all times.

State or local codes and regulations may address other sign characteristics, including size, color, and additional content, such as “reserved” or violation fines, but the



The van accessible designation is informative, not restrictive, in identifying spaces suitable for vans since such spaces are not limited to vans only. It can be included on the main designation sign or provided on a separate sign.

Current Handicap Parking:

1. There are 626 marked parking spaces at the Anchorage Armory. In accordance with the chart below (Figure B) the Armory has a requirement to have a minimum of 10 Standard Accessible Spaces and also a minimum of 3 Van Accessible Handicap Spaces.
2. There are 29 Handicapped Accessible Parking Spaces. (Marked with the Blue Universal Handicap sign painted on the asphalt/ground.)
3. The location of these handicap spaces are indicated in Figure A below.

Figure A

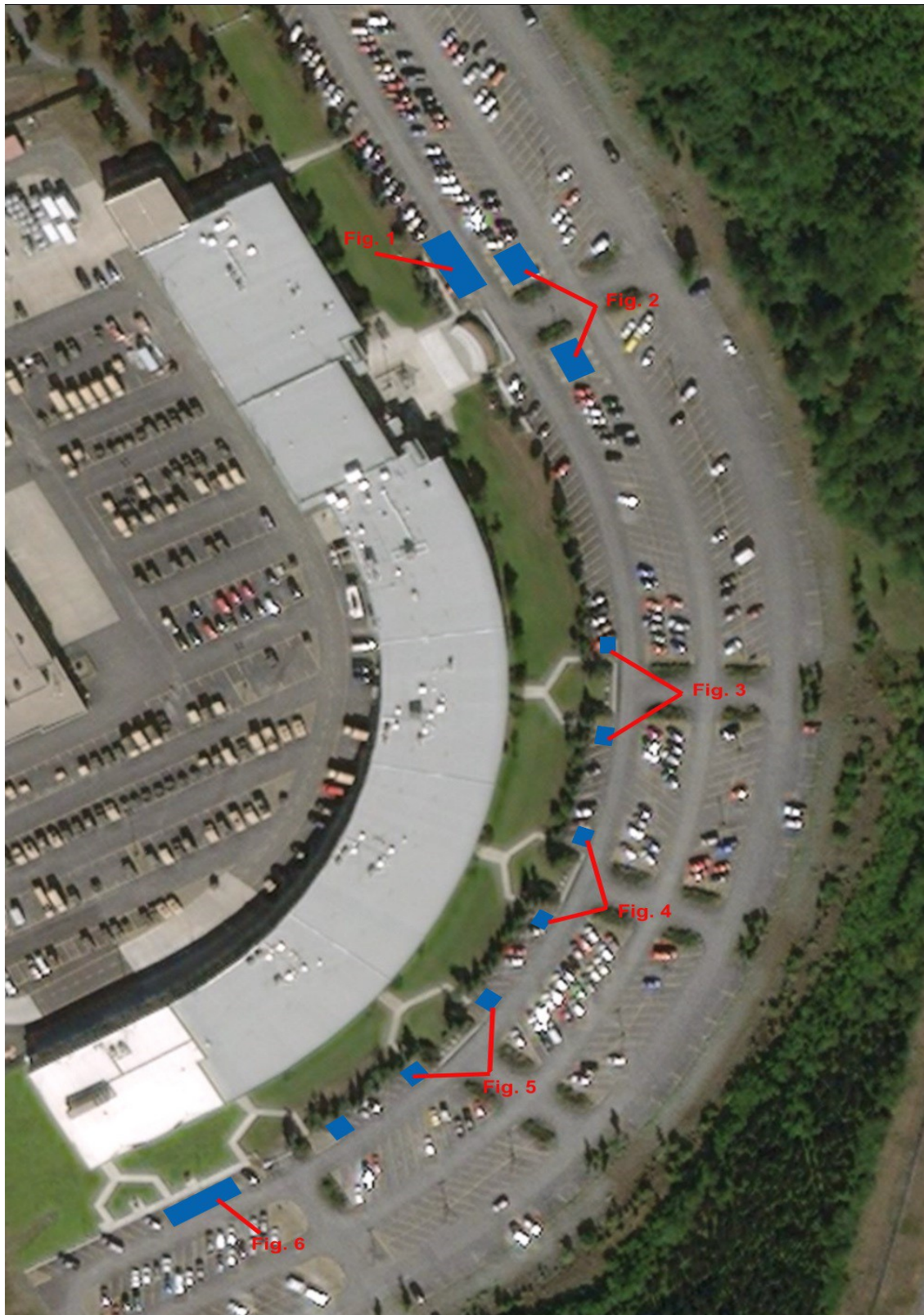


Figure B

Parking Facility Total	Minimum Number of Accessible Spaces		
	Standard	Van*	Total (Standard + Van)
1 - 25	0	1	1
26 – 50	1	1	2
51 – 75	2	1	3
76 – 100	3	1	4
101 – 150	4	1	5
151 - 200	5	1	6
201 – 300	5	2	7
301 – 400	6	2	8
401 – 500	7	2	9
501 – 550	9	2	11**
551 – 600	10	2	12**
601 – 650	10	3	13**
651 – 700	11	3	14**
701 – 750	12	3	15**
751 – 800	13	3	16**
801 – 850	14	3	17**
851 – 900	15	3	18**
901 – 950	15	4	19**
951 – 1000	16	4	20**
1001 – 1100	17	4	21***
1101 – 1200	18	4	22***
1201 – 1300	19	4	23***
1301 – 1400	20	4	24***
1401 – 1500	20	5	25***
1501 – 1600	21	5	26***
1601 – 1700	22	5	27***
1701 – 1800	23	5	28***
1801 – 1900	24	5	29***
1901 – 2000	25	5	30***
2001 and over	(*** - *)	*	***

* at least 1 of every 6 accessible spaces or fraction of 6

** 501 - 1000: 2% of total

*** 1001 and over: 20 + 1 for each 100 or fraction thereof over 1000

B-Wing First Row

Figure 1-A

	60"								
		1	2		3	4		5	6
		Van Accessible							
	96"	96"	66"	96"	96"	95"	96"	96"	

Figure 1



B-Wing (2nd and 3rd Row)

Figure 2-A

10		11		
		Van Accessible		
108"		110"		
7		8	9	
Van Accessible				
108"	111"	110"	116"	



Main Entrance (2nd and 3rd Row) C-Wing Side

Front Door

		14	15		16
	109"	118"	109"	114"	Van Accessible
			12		13
		109"	114"	112"	



C-D WING ENTRANCE

17	16'		163"	18
Van Accessible				
106"	115"		16'	107"



D-E WING ENTRANCE

19				20
Van				
Accessible				
101"	100"		96"	109"

E-F WING ENTRANCE

21				22
Van				
Accessible				
115"	94"		16'	116"

F-G WING ENTRANCE

23				24
Van				
Accessible				
			156"	114"

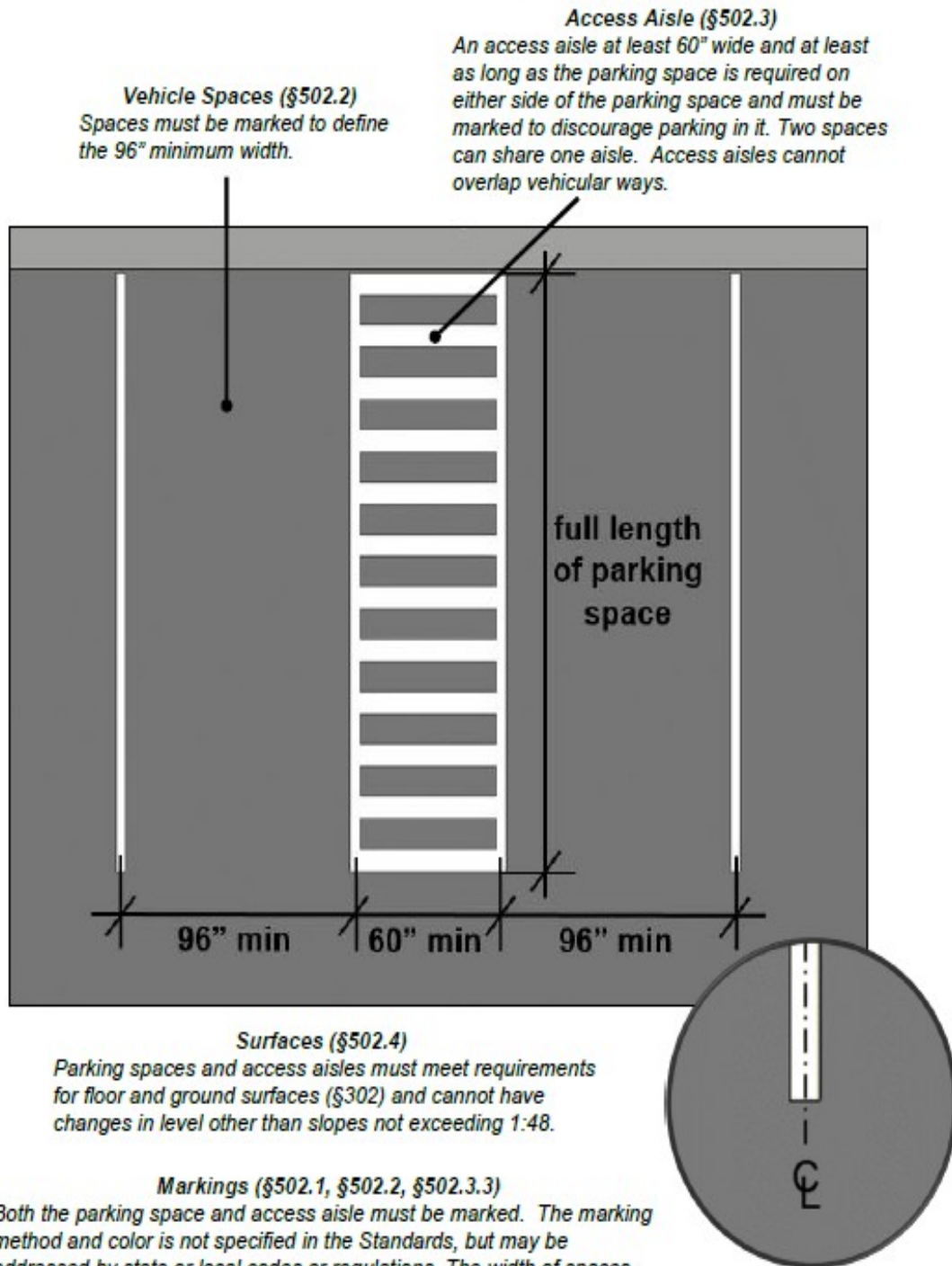
G-Wing

25		26	27		28	29	
96"	60"	96"	96"	60"	96"	96"	60"



ADA HANDICAP PARKING REGULATIONS

Accessible Parking Space

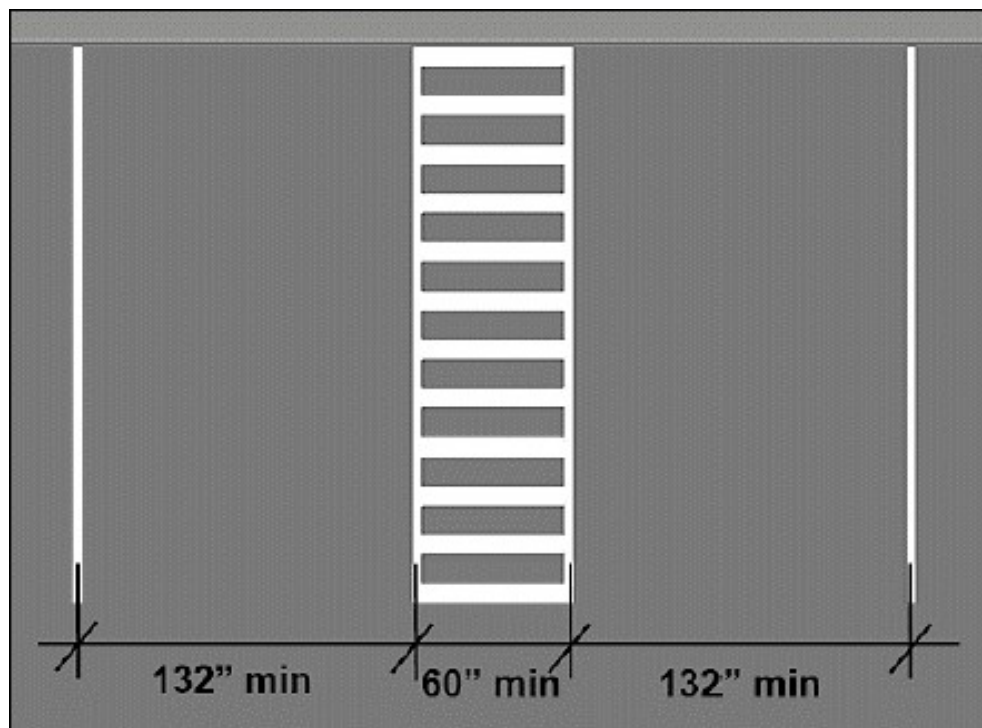


Van Accessible Parking Spaces (§502.1 - 502.5)

At least one space for every 6 or fraction of 6 accessible spaces must be van accessible. Van spaces provide an additional 3 feet of width to accommodate vehicles equipped with ramps or lifts. This extra space can be added to either the parking space or to the access aisle. A wider access aisle saves space since two spaces can share one aisle, but wider spaces can help prevent misuse of the access aisle as a parking space.

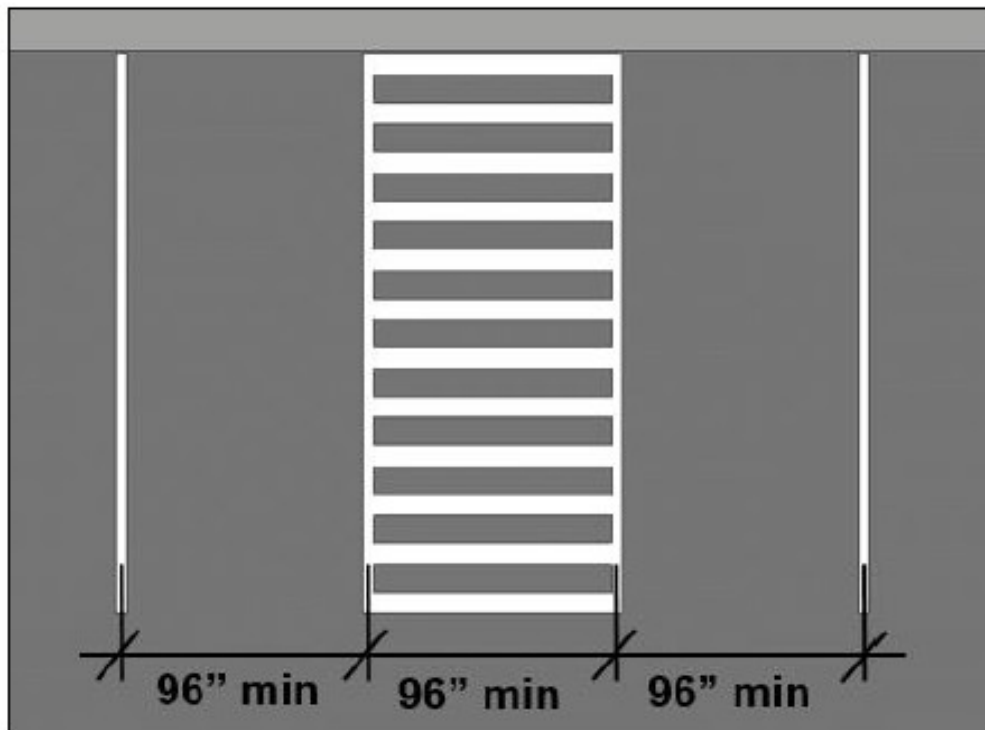


Van Space: Wider Parking Space



Recommendations: Sizing all accessible spaces (or access aisles) for van accessibility provides greater convenience and helps ensure that van spaces remain available for those who need them. Where a van space and regular accessible space share an aisle, it is advisable to have the access aisle serve the van space on the passenger side (as is required where van spaces are angled) since backing into spaces can be more difficult with vans.

Van Space: Wider Access Aisle



Angled Van Spaces

As with regular accessible spaces, van accessible spaces can share a common access aisle. However, where van spaces are angled, an access aisle is required for each space on the passenger side (§502.3.4). This is the side from which ramps and lifts typically deploy.



Recommendation: Where standard (non-van) accessible spaces are angled or otherwise restrict entry to one direction only, providing one access aisle for each accessible space (or on both sides where only one accessible space is provided) will offer greater usability by accommodating access on either side. Otherwise, consider designing accessible spaces to permit both front-in and back-in parking.

____//Signed Copy on File//____

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