

1. The new elevator shaft has a jack hole liner and cap. There is no single elevator specified to use to determine the exact requirements of the shaft hole. We need the location depth and size based upon the elevator manufacturers' requirements. It is our understanding that each elevator is somewhat different. In order to properly supply a correct quote can we get specified information upon which to base our cost?

Answer:

- A. Industry standard for a front and back opening multi-stop elevator is that the jack hole must be placed in the center (plus or minus) of the shaft regardless of manufacturer.
 - B. Industry standard is that minimum jack-hole depth is determined by total travel and speed of the elevator regardless of manufacturer. This information is available in specification section 14 24 00.
 - C. Industry standard is that a minimum jack hole diameter is determined by loading capacity, speed and overall gross load on jack (including cab/platform weight, etc.) of the car regardless of manufacturer. This information is provided in specification section 14 24 00.
2. Section 8 on Drawing S201 depicts concrete fill under elevator pit and foundations. We are not understanding why this is necessary. It seems that this may have be a means and methods issue as it relates to proper foundation bearing and it not being placed on backfill. It is possible to place the footings on virgin subgrade without this concrete fill, by modifying the excavation process. Also, if that is not acceptable could the bearing elevation of the original placement be lowered and have thicker, or lower foundations in the first place. Unless otherwise advised we will assume this is a means and methods issue. Please advise.

Answer: "Contractor's cannot disregard information contained on the documents". The Contractor may not lower the top of the elevator pit slab." In addition, the top of this slab is set by the elevator requirements. This cannot deviate. Please bid the documents as they are with no deviation.

The contractor is responsible for verifying all conditions in the field and he is also responsible for all assumptions made. He is required to bid the documents as issued unless instructed otherwise.

3. The walls sections show blocking at the top of the windows but it does not show on the sides. Is there any blocking required?

Answer: Yes, please see Sheet A611 for window head, jamb and sill conditions.

4. On drawing S101 footings "C", extend under existing building line. We think there could be possible interference with existing continuous footings or undermining thereof. Contract drawings do not provide for methods for underpinning, special shoring, etc. Has the engineering been accomplished to assure this is not a problem. Further, could this footing design be altered so that it does not extend under the existing building? Please advise.

Answer: Per the existing drawings, the exterior walls of the existing 210 and 211 buildings are designed as spandrel walls between the wall footings; therefore, there is no need for underpinning, special shoring, etc. There are no spread footings shown on the existing drawings. The contractor may access the existing drawings for himself through the VA if he would like. If during excavation, the contractor that is awarded the job uncovers existing conditions that do not match those specified on the existing drawings, then he must stop excavation immediately and notify the VA project engineer (a.k.a COTR, COR) of the conditions and may not proceed until otherwise instructed by the VA project engineer.