

APPROACHES AND BRIDGE OVER TYE RIVER (RTE. 29 NBL)

PROJECT: 0029-005-130, C501, B645

RFP QUESTIONS AND ANSWERS-**REVISION 2**

Date: 12/04/09

Project: **Approaches and Bridge over Tye River (Rte. 29 NBL)**

Subject: RFP Questions and Answers – **Revision 2**

Questions received for November 23, 2009 submittal deadline:

- 1) Is barrier separation required in the south bound lanes of Route 29 when the detour of NB traffic into the SB lanes is in place? In the past, the Lynchburg District has made this a requirement.

Yes, traffic traveling in the south bound direction shall be separated from the traffic traveling in the north bound direction by a VDOT approved barrier or Temporary Asphalt Median with flexible post delineators. Please refer to VDOT's Instructional & Informational Memorandum, IIM-LD-93.14.

- 2) If barrier separation is required, is it the intent for VDOT to require temporary pavement widening of the southbound lanes to maintain 12 feet lanes through the detour or can 11 feet lanes be provided?

The minimum traffic lane width shall be 12 feet in each direction. At locations where the existing pavement structure cannot support 12 foot lanes in each direction, pavement widening will be required.

- 3) Do the temporary cross-over designs have to be designed for 50 mph?

Yes, the design speed for the detour shall be 50 miles per hour, including the cross-overs. Please refer to Part 2, Section 1.1 of the RFP (Addendum 1).

- 4) Does VDOT expect standard edge under drains (UD-4) to be included with the pavement section?

With the use of standard cross drains (CD-2) at the bridge ends, VDOT does not anticipate the need for UD-4 on this project. However, the Offeror's drainage design shall meet VDOT Standards and Specifications related to the control of surface and ground water.

- 5) Lead Remediation – can the CIH that writes the certified removal plan be onsite at a minimum for startup and removal operations and then designate an onsite Lead Supervision to oversee daily operations – or – will the requirement be for a CIH to be onsite fulltime for the duration of the project?

The approved Environmental Plan and demolition operations will require at a minimum the

Certified Industrial Hygienists (CIH) or SSPC QP-2 Supervisor/Competent Person to be present during startup and removal operations to insure that the plan is fully implemented and may designate an onsite Licensed Lead Supervisor to oversee daily operations.

- 6) Section 2.2 of Part 2 (Addendum 1) of the RFP notes the use of blasting can not be used to remove or construct pier footings. Are there any restrictions on the use of explosives/blasting for demolition or construction of the piers or abutments?

The use of explosives to remove or construct piers will not be permitted. The use of explosives to remove or construct abutments will be permitted in accordance with Part 5 Division I Amendments, Section 107.11 and the Special Provision for Controlled Blasting for Design-Build Projects, November 24, 2009 which will be provided with Addendum 3.

- 7) During construction of the detours, can the posted speed limit along Route 29 (NBL and SBL) be reduced to a value that allows the use of channelizing devices (cones or drums) instead of the required positive barrier system (traffic barrier service)? Reference Appendix A of the May 2005 Virginia Work Area Protection Manual.

Yes, during construction of the crossovers for the detour and placement of the VDOT approved barrier or Temporary Asphalt Median the posted speed limit may be reduced during daylight hours in conformance with the May 2005 Virginia Work Area Protection Manual. Once traffic has been switched from the NBL to the SBL the posted speed limit shall be posted for 45 miles per hour.

- 8) The typical section provided in the RFP documents does not meet minimum GS-1 (width of ditch front slope) standards at the north end of the project where it ties into the existing rock cut slope. Is this situation acceptable at this location?

Yes, VDOT determined that it would not be cost effective or a sound business decision to excavate the rock on the north end to provide the "width of ditch front slope" meeting the GS-1 design standards. Two Typical Sections were provided in the preliminary road plans based on this business decision. The variance will be approved by the District L&D Manager as a design waiver prepared by the Design-Builder if they comply with the Typical Sections, including Note A, provided in the preliminary plans and the guardrail requirements of Part 2, Section 2.7.2 of the RFP.

- 9) Will provision for a left-turn movement from Route 29 NB to Route 662 be required? Will provision for a left-turn movement from Route 662 to Route 29 NB be required?

No, left turn movements will not be permitted at these locations. VDOT will not approve a Transportation Management Plan with left-turn movements from Route 29 NB to Route 662 and from Route 662 to Route 29 NB.

- 10) Will the property entrance at the southern end of the existing northbound bridge need to remain accessible during construction?

Access to the property shall be maintained during construction in accordance with Part 5 Division I Amendments Section 105.14(e).

- 11) Should the timeframe for submission of the Baseline Schedule (Part 3, Section 11.1.2) coincide with the timeframe for submission of the Earned Value Schedule (Part 4, Section 6.1.1)?

Yes. Part 4, Section 6.1.1, of the RFP will be amended to require submission of the Earned Value Schedule within 60 days of the Date of Commencement.

Questions received for October 23, 2009 submittal deadline:

- 1) Painting of Girders - Does the painting of the new girders 5' each side of a joint and the fascia girder apply or will this be at the discretion of the designer. (One or both or areas)

Bridge type and layout shall be based on reducing long term maintenance costs for VDOT. Expansion joints in the bridge deck at pier locations shall not be permitted. For weathering steel girder alternatives the Design-Builder will be responsible for applying paint five (5) feet each side of a deck joint and the entire outside surface of the fascia girders in accordance with Section 411.06 (a) 1 and 2 of the VDOT Road and Bridge Specifications.

- 2) Can a portion of the existing abutments be left in place as a retaining structure, not as part of the new bridge?

Pursuant to Part 2, Section 2.2 "Reuse of the existing structure including all substructures units shall not be permitted". The existing structure shall be dismantled and removed in accordance with Section 413 of the Road and Bridge Specifications. The existing abutments shall not be used in the new bridge or be left in place as a retaining structure.

- 3) If a crossing of the trail is necessary for construction access, will VDOT or the bidder be responsible for obtaining access, and notifying the owners?

All right-of-way and easements required for the construction of the project have been acquired by VDOT. It is anticipated that no additional right-of-way and/or easements are necessary.

Any additional easements for the convenience of construction access shall be the responsibility of the Design-Builder.

- 4) Does the rights of way obtained by VDOT allow for a crossing of the trail?

A permanent easement was acquired by VDOT from Nelson County for the trail on the northern end of the bridge. This permanent easement allows the Design-Builder to cross the trail, keeping in mind that access to the trail must be kept open to the public except as noted in the answer to the following question.

- 5) When are closures allowed on the trail for demolition and the setting of girders etc.?

Certain construction activities such as demolition of the existing structure and erecting girders will warrant closure of the trail to ensure the safety of the public. Any closure of the trail for these activities must be coordinated with VDOT.

- 6) Given the potential for mussel populations, will the bidder be permitted to utilize explosives to remove the pier footers, or construct new ones?

The use of explosives to remove or construct pier footings will not be permitted, given that the Tye River supports one of the best known Green Floater mussel populations.

- 7) Can the contractor work within cofferdams during the time of year restrictions? What about using explosives?

Cofferdams and causeways shall be constructed and removed considering the time of year restrictions. Please refer to Part 2 Section 2.3 of the RFP and the Special Provisions included in the RFP Information Package – CD-ROM. The Design-Builder will be permitted to work within the cofferdams during the time of year restrictions.

In regards to the use of explosives, see answer for question 6.

- 8) Does VDOT have a current model or old model for this crossing? If so, can we get a copy?

VDOT does not have a current or old model for this crossing. The Design-Builder will need to obtain any existing model information from FEMA.

- 9) Does VDOT have the scour analysis and H&HA Report for the newer of the two bridge structures? If so, can we get a copy?

VDOT does not have a Scour Analysis or H&HA report for either of the two existing bridge structures.

- 10) Has there been any existing or past maintenance of the footer due to flood damage or scour?

Piers 3 and 4 were repaired in 1972 as part of a bridge repair project, Plan No. 91-19A included in the RFP Information Package. The footings and lower portion of the stems were overlaid with concrete.

- 11) What stormwater management regulation will the designers be held to?

The Stormwater Management Plan must be prepared and implemented in accordance with the requirements listed in Part 2 Section 2.6.3 of the RFP.

- 12) Will the final H&HA modeling be used to develop final pier and abutment locations?

The Design-Builder will be responsible for completing the final H&HA and Scour Analysis for the proposed bridge. These analyses shall be submitted to VDOT for review and approval prior to the commencement of bridge construction. The Design-Builder shall model the structure they are proposing with the finalized pier and abutment locations. Refer to Part 2 Section 2.6 of the RFP.

- 13) Will stormwater runoff from the new bridge be allowed to directly discharge to the Tye River and associated floodplain via bridge scuppers?

Yes, bridge deck drains discharging directly into the Tye River and floodplain will be allowed.

- 14) What is the design builder's responsibility with respect to assessment of condition and repair of existing drainage structures that will remain within the project limits?

The Design-Builder will be responsible for the drainage design work and the design of stormwater management facilities within the project limits. This may include modifications and/or adjustments to existing drainage structures as part of the proposed roadway design including the temporary detour.

- 15) The RFP requires that the roadway profile “increase to approximately match that of the Route 29 SBL Bridge.” Is this intended to apply to the bridge deck elevation, or the girder bottom chord elevation?

The proposed Rte. 29 NBL bridge deck elevation will approximately match the deck elevation of the Rte. 29 SBL bridge.