



ADDENDUM # 1
IFB #01-16 – S 6TH AVE OVER NS RAILROAD
BRIDGE MAINTENANCE PROJECT

JULY 21, 2015

The Bid Opening Date has been moved to Tuesday, August 11, 2015. Sealed bids must be received at the City Clerk's Office no later than 11:00 AM on Tuesday, August 11, 2015. The bids will be opened in the Council Chambers at 11:10 AM.

The City of Hopewell has received and reviewed the below questions/requests related to IFB #01-16 – S 6th Avenue over Norfolk Southern Railroad Bridge Maintenance Project and offers the following responses as Addendum #1. Please acknowledge receipt of this addendum by signing and including the last page as part of your bid response.

1. Is there an Engineer's Estimate for the Project?

Answer: The estimate is \$80,000 to \$100,000.

2. Change to Bid Sheet Item No. 1A on Page 7:

Change Item Description 1A to "NS Flagman Reimbursement Only." The NS Railroad Insurance amount should be included in the Mobilization amount for Item No. 1. **Do not** include the NS Railroad Insurance amount in Item No. 1A.

3. Change to Bidder & Contract Administration Notes, Number 2 on Page 8:

Replace Number 2 Note with: "Contractor will be required to obtain a right of entry permit from Norfolk Southern to work under the bridge. Contractor shall be responsible for coordinating all efforts including NS flagmen (if required). All flagman fees will be reimbursed by the City of Hopewell upon receipt of approved invoices from NS. Norfolk Southern Railroad Contact Information: Timothy Newcomb, NS Railroad Track Supervisor. Email: timothy.newcomb@nscorp.com Phone: (804) 586-2724. The insurance related to the railroad right of entry needs to be included in their individual Bid Sheet Mobilization value inserted on Line Item No. 1.

4. How to access Abutment B?

Answer: Staging from the top or underside access via S 4th Ave.

5. Clarification of steel repair:

Answer: Repairing only web not flange.

6. Will we be allowed to close down lanes of traffic on the bridge while cutting out and replacing damaged concrete sections? Traffic can be routed with appropriate safety features and flagman to other lanes.

Answer: Daily lane closures will be allowed on the S 6th Avenue Bridge for the joint seal replacements, deck patching and any other staging required for the Contractor's operations. The bidder is to include all costs for Traffic Control in Item No. 1B of the bid sheet. Traffic control setup shall follow the 2011 Virginia Work Area Protection Manual, Standards and Guidelines for Temporary Traffic Control.

7. Please explain wording for girder repairs. For example (pg. 15 of 20) girder no. 3 states "3/16" section remaining in a 4"x 1" area at bottom of web. 15/16" section remaining for full width of bottom flange from bearing stiffener toward center of span for 1.5'." This is a typical statement for bearing repairs. Please explain what it means and repair requirements. Do these areas have to be cut out entirely and replaced?

Answer: The intent of the steel repairs is to retrofit new steel plates over areas that have experienced significant or total section loss. Once areas are identified for repair on site by the City Engineer or designee, the areas will be cleaned to remove any loose and rusted material, retrofitted with new steel plates and secured with full penetration weld (Item No. 7). The intent is not to cut out the areas entirely and replace them, but rather retrofit the steel plates and secure with full penetration weld to the existing steel web outside of the identified area. Specifically, Abutment A, Girder 3 is informing the bidder that only 3/16" of the existing steel section is remaining in a 4" x 1" area with 15/16" existing steel section remaining from the bearing stiffener toward the center span for 1.5'. The photos are to assist the bidder with the location and current condition of existing steel, but actual repair areas will be identified in field by City Engineer or designee.

8. **Does city property at the end of 4th avenue extend to the railroad track? We need access to the abutment B to haul out trees removed. Can we cut trees at close to ground level and apply a stump killer rather than removing stump and roots? How much tree clearing is required?**

Answer: The City property at the end of 4th Avenue extends to the Norfolk Southern (NS) right of way. There is no third party land owner in between these adjacent parcels. The Contractor is allowed to access City property to gain entry to this area, but will require right of entry agreements with NS prior to accessing their property. The extent of the clearing is to remove the tree that is growing at the base of Pier 2, Column 4 (Photo 16) that may potentially cause upheaval of the concrete slope protection. The City will allow chemical disintegration of the stump, provided that the proposed chemical product is submitted and approved by City Horticulturist.

9. **Item H added to Section 3.0 Insurance on Page 16-17 of 00600 – BONDS AND CERTIFICATES:**

Item H: Railroad insurance provided to Norfolk Southern for right of entry to work under the bridge. The insurance related to the railroad right of entry needs to be included in the individual Bid Sheet Mobilization value inserted on Line Item No. 1.

10. **Optional Pre-Bid Conference Sign-In Sheets attached to this Addendum.**

*IFB #01-16 – S 6th Ave over NS Railroad Bridge Maintenance Project – Addendum #1
City of Hopewell, Virginia
July 21, 2015*

Please sign and include this form as part of your bid response to verify receipt of Addendum # 1.



April L. Cone, Purchasing Officer

Signature of Receipt of Addendum # 1

Date

Company Name