



ADDENDUM # 1
RFP #08-16—EAST BROADWAY BRIDGE
REPLACEMENT DESIGN/BUILD (D/B) SERVICES
CITY OF HOPEWELL

APRIL 29, 2016

The City of Hopewell has received and reviewed the below questions/requests related to RFP #08-16 – East Broadway Bridge Replacement Design/Build (D/B) Services, 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 proposal response.

1. How deep are the soil borings?

Please refer to the Subsurface Investigation and Geotechnical Analysis prepared by Geo-Solutions dated April 19, 2016 and provided to prospective offerors at the mandatory pre-proposal meeting on April 25, 2016.

2. Does the City know the approximate depth from the bottom of truss to the top of deck? It appears that the vertical clearance/profile is tight.

Approximately 36” from top of deck to low steel member.

3. Will the City consider other bridge designs besides the truss style bridge?

The City will only consider single span, truss style bridges meeting the specifications and design configuration of the proposed structure described in Appendix G.

4. Please provide the HTRIS (SI&A) data for the existing bridge.

The City does not have any record that the existing bridge is in the Highway Traffic Records Information System (HTRIS). This is a locally maintained bridge with an ADT of less than 250. The City

will ask VDOT is there is any data in the HTRIS, but to the City's knowledge the only information with respect to the existing bridge is included as appendices to the RFP.

5. Who is responsible for overhead utility relocations, service isolations, and/or interruptions (Dominion Power or others)? Who is responsible for delays in utility relocations, service isolations, or interruptions?

The City will be responsible for paying for the cost to relocate existing overhead utilities or initiate service isolations and/or service interruptions. The City will award additional time to the Design/Build team for legitimate delays outside of the Design/Build team's control with respect to overhead utility relocations, service isolations, and/or service interruptions.

The Design/Build teams are instructed to include what overhead utilities need to be relocated, isolated, and/or interrupted in their Work Plan based on their specific design and anticipated construction activities. This information will be used by the City to evaluate proposals and coordinate with Dominion and other utility owners.

6. Will Design/Build teams be responsible for securing design waivers or exceptions?

Design/Build teams are not responsible for securing design waivers or exceptions. The intent of this project is to replace the existing bridge and NOT to improve existing substandard geometric approach conditions. The new bridge and abutments should be designed and constructed in a manner to meet the minimum vertical clearance requirements while minimizing the approach work. Please refer to Appendix J, Page 9 for additional information.

7. Did Geo-Solutions have a recommendation on foundation bearing or elevation?

Geo-Solutions did not have a recommendation on foundation bearing or elevation. The subsurface investigation and geotechnical analysis report was a preliminary investigation to provide prospective offerors information to submit a proposal. It is the

Design/Build team's responsibility to make a determination on foundation designs based on this information.

8. Is a land disturbance permit (LDP) required for this project?

The City will secure the Land Disturbance Permit if required, but it will be the Design/Build team's responsibility to meet all applicable regulations associated with the permit as indicated on Page 10 of the RFP. SWPPP will not be required for this project.

9. Will the City remove or relocate guy wires that are in conflict with bridge demolition or site approach work?

The City will remove or relocate any guy wires that are in conflict with the removal of existing bridge or installation of new bridge, abutments, or approach roadway work.

10. Will the D/B team be responsible for maintaining access to railroad at all times?

The D/B team will be responsible for adhering to all requirements of Associated Asphalt of Hopewell, LLC and its rail operators. The contact information is included on Page 7 of the RFP.

11. Is there any information on the existing abutments?

There is no additional information on the existing abutments above what is already included in the RFP.

12. What are the Dominion Lines vs. the secondary communication lines (pointed to overhead utilities)?

The Dominion Power lines are the primary lines on the top of the poles running parallel to the bridge and perpendicular to the bridge on the Ramsey Ave approach. The secondary lines are the lower lines which are Comcast and Verizon.

13. Can abutments be left free standing to support the Earth?

It is the Design/Build team's responsibility to determine the adequacy of the existing abutments for retaining purposes.

14. Will the City obtain slope grading easements with adjacent property owners if necessary?

The City will secure slope grading easements with adjacent property owners if necessary.

15. Does the City expect for Riverview Avenue vehicles approaching E Broadway to Stop and see traffic coming over the bridge?

Yes. The Riverview Avenue vehicles must be able to see E Broadway Bridge traffic crossing the bridge. Bridge traffic will have the right-of-way.

16. A prospective offeror stated that four (4) trees on Ramsey Ave will need to be removed for crane setup. This offeror stated that he had met the homeowner and would be willing to allow trees removed if the Contractor cuts them up into firewood. Is this acceptable to the City?

If any modifications are required to adjacent property owners outside of the City right-of-way please indicate on the RFP, Page 20 in the Exceptions to the RFP. That being said, the City has no objection to agreements made between the successful Design/Build team and adjacent property owners to facilitate construction of the new bridge and approaches.

17. Where will the City allow staging? On what side of bridge?

The City will allow staging on the Ramsey Avenue side of the bridge. The Design/Build team must maintain access to the property owners' driveway entrances but can otherwise use this City right-of-way staging. If more space is required for specific activities (i.e. staging of bridge deliveries or other large supplies or equipment) the Department of Public Works yard can be used provided that advance notice of at least one week is provided to the City. This yard is about ½ mile from the project.

18. Will the City relocate the existing Dominion pole on the Riverview Avenue side?

Pole 816E F4, at the intersection of Riverview Avenue and E Broadway will not be relocated.

19. Can the roadway alignment be shifted from the Appendix H (Proposed Traffic Control Plan)?

The conceptual roadway alignment was generated using the position of the existing abutments and geometric conditions. If it is determined that new abutments are required, the City will allow the Design/Build team to shift the roadway alignment laterally to help achieve better approach roadway tie ins.

20. Will the City provide the Timmons Group CAD files to prospective offerors?

The City will provide the Timmons Group CAD files in a future addendum.

21. Page 10 of the RFP indicates the New Bridge and Approach requirements. Bullet point 5 indicates the bridge should be designed using HL-93 loading. On page 18 of the RFP the Contech base bid description indicates their bridge is only H-15 load rating. Which requirement is correct?

The correct requirement is HL-93 (AASHTO LRFD) loading. The Load Rating on Base Bid Bridge Description (Page 18 of RFP) will be updated with this addendum. The H-15 was an earlier requirement and the change to this portion of the RFP was an oversight.

22. Due to the age and condition of the existing abutments it will be very unlikely a Registered Professional Engineer will certify they are adequate for this project. Is it requirement for the Design Build team to take on this risk or will the Owner take on the risk?

It is a requirement for the Design Build team to make a determination to modify, fortify, or construct new abutments. To

assist in this determination, the City has drilled concrete cores from each abutment and will provide compressive strength tests in a future addendum. There will also be soil boring reports provided from each approach.

23. Based on the 30% profile drawing, it appears the low chord of the proposed structure is lower than the existing structure. The bridge profile is also not drawn accurately as the Contech drawing indicates the bridge is level and the 30% bridge profile is shown as crowned. Can a drawing be provided that indicates the existing clearance height of the existing structure?

The Contech bridge elevation drawing is a simple schematic that is intended to give the Design Build team an understanding of the bridge in plan, elevation, and section and to provide the desired sidewalk and travel lane configuration. The proposed bridge can have camber at the discretion of the Design Build team with their chosen bridge manufacturer. The City estimated a 1% positive camber for the purpose of establishing the vertical profile in the 30% plans. The purpose of the 30% vertical profile drawings was to provide a possible approach solution to meet the clearance height requirements while adhering to the spirit and intent of VDOT L&D IIM-LD-227.9.

The existing clearance height of the existing structure is 21.79' (Appendices D & E Bridge Inspection Reports) and the clearance box requirement for the new structure is 22'-0" using the existing railroad cross-tie widths (see Page 8 or RFP).

24. Will the City require construction QA/QC, inspection, and/or testing services to be provided by the selected D/B team in addition to the City's testing/inspection as described in RFP's General Terms and Conditions Part P?

The City will require Construction QA/QC, inspection and testing services to be provided by the selected D/B team. The RFP Price Sheet, Page 18 of the RFP will be modified to include these services.

25. Will the City of Hopewell provide the CAD files (in a format such as Microstation or AutoCAD) associated with the RFP Appendix H (Proposed Traffic Control Plans) and Appendix I (Site Plan and Vertical Profiles) to offerors prior to the proposal due date?

The City will provide the Appendix I in CAD files in a future addendum. The proposed traffic control plans were for informational purposes only to give the offerors general horizontal alignment and traffic configurations. This was generated using GIS software and is not available in CAD or Microstation.

26. Does the City anticipate that a railroad flagger be required during the demolition and construction? If so, whose flagger (Associated Asphalt of Hopewell or Norfolk Southern) needs to be used? Who is to bear the cost of the flagger?

The Design Build teams will be responsible for coordinating and scheduling a railroad flagger if required by the track owner Associate Asphalt of Hopewell, LLC or its operators. If railroad flaggers are required, the City will reimburse the Design Build teams for these costs. Please refer to Page 7 of the RFP for contact information of Associate Asphalt of Hopewell, LLC.

27. Does the City anticipate that a railroad protective liability insurance be required in addition to the insurance requirements outlined in the RFP? If so, is the selected D/B team to provide/purchase this insurance?

The Design Build teams will be responsible for railroad protective liability insurance if required by the track owner Associate Asphalt of Hopewell, LLC or its operators. If railroad protective liability insurance is required, the City will reimburse the Design Build teams for these costs. Please refer to Page 7 of the RFP for contact information of Associate Asphalt of Hopewell, LLC.

28. When will the RFP addendum with the boring and core data as stated in RFP Section III-a) i. third bullet be released? Will the data include lab test results?

The Subsurface Investigation and Geotechnical Analysis was provided at the mandatory pre-proposal meeting on April 25, 2016.

29. Is the existing structure to be demolished and removed considered Type B structure as defined in VDOT Road and Bridge Specifications, Section 411 (Protective Coating Metal in Structures)?

The City does not know if the structure to be demolished and removed is considered Type B as defined in VDOT Road and Bridge Specifications, Section 411. The City has no objection to offerors obtaining samples of the structure and testing to determine if hazardous materials are present before submitting a proposal.

30. Does the railway have to approve the proposed structure design? If so, what would be the time required for this approval?

The railroad does not have to approve the proposed structure design.

31. What is the blast finish require on the weathered steel bridge?

The blasting requirements is SSPC-SP7 for the weathering steel structure.

32. Please clarify what bridge members are to be galvanized and what members are to be weathered steel?

Truss members (top and bottom chords, verticals, diagonals) are to be plain weathering steel. Undercarriage members (floor beams, stringers, and brace diagonals) are to be galvanized carbon steel.

33. Are any sub-consultants precluded from working on this project?

There are no sub-consultants precluded from working on this project. Please include all names of sub-consultants, Design/Build team members, and major suppliers (i.e. truss bridge) on Page 20 of the RFP.

34. Are Quality Control, Quality Assurance, Inspection, and/or material testing services to be included in the base bid?

The City will require Construction QA/QC, inspection and testing services to be provided by the selected D/B team. The RFP Price

Sheet, Page 18 of the RFP will be modified to include these services.

35. Will a survey need to be performed to establish the elevations along the railroad tracks, or was that provided in the Timmons survey?

This was not provided in the Timmons survey. It is the Design Build team's responsibility to establish elevations along the railroad tracks as required by their design.

36. Will testing for lead and/or asbestos on the existing structure be required and should it be included in the base bid?

The City does not know if the structure to be demolished and removed is considered Type B as defined in VDOT Road and Bridge Specifications, Section 411. The City has no objection to offerors obtaining samples of the structure and testing to determine if hazardous materials are present before submitting a proposal.

37. **Page 13 of RFP, Section ii. Completed Project List:** Remove all references to the past five years in the first three (3) bullet points. The City feels that the 5 year requirement is too restrictive and may discourage some qualified design bid teams from providing a proposal if they do not have recent design build or bridge experience. Also change "pedestrian" bridges to "vehicular" bridges.

38. **Page 18 of RFP, RFP PRICE SHEET:** A revised RFP PRICE SHEET is included with this Addendum. Please replace the Price Sheet included in the RFP with this revised Price Sheet. The Load Rating on Base Bid Bridge Description is changed from "H-15 (30,000 lbs. live load)" to "HL-93 (AASHTO LRFD)". And Item #6 Quality Control and Quality Assurance is added to the revised Price Sheet.

39. The Mandatory Pre-Proposal Conference sign-in sheets are included with this Addendum.

RFP PRICE SHEET (#08-16)

FIXED FEE PRICE SCHEDULE

18 ft. Clear Width CONTECH Capstone Vehicular Bridge

ITEM	DESCRIPTION	FIXED FEE PRICE
1	Existing Bridge Demolition and Removal (Includes all design, specifications, materials, labor, machinery, equipment, non-city permits, waivers, MOT and sediment and erosion control measures needed to demolish and remove the bridge)	
2	Site Design and Specifications (Includes survey, structural and geotechnical analyses, structural design, approach roadway design and sediment and erosion control plan and details)	
3	Bridge Design and Fabrication (Includes all material, labor, design, specifications and shop drawings needed to fabricate and deliver the bridge to the site)	
4	Bridge Installation (Includes all materials, labor, machinery, equipment, non-city permits, waivers, MOT and sediment and erosion control measures needed to install the bridge)	
5	Bridge Approach Roadway Construction (Includes all materials, labor, machinery, equipment, non-city permits, waivers, MOT and sediment and erosion control measures needed to construct roadway and ADA compliant sidewalk approaches to the new bridge structure)	
6	Quality Control/Quality Assurance	
	BASE BID FIXED FEE TOTAL ITEMS 1 - 6	

Base Bid Bridge Description

Style	CONTECH Capstone Vehicular Bridge
Length	TBD – Based Upon DB Team Proposal
Width	18 ft.
Steel Finish	Hot-dipped Galvanized Floor Framing and Weathering Steel Trusses
Deck Type	Reinforced Concrete deck with Stay-In-Place forms (double layer)
Load Rating	HL-93 (AASHTO LRFD)
Railing	Truss Mounted Thrie Beam Guardrail with Tube Backup Test Level (TL-1)

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



April L. Cone,
Purchasing Officer

Signature of Receipt of
Addendum # 1

Date

Company Name