

**RFQ QUESTIONS AND ANSWERS**  
**REPLACEMENT OF I-81 BRIDGES OVER RTE. 11, NORFOLK SOUTHERN**  
**RAILWAY & MIDDLE FORK HOLSTON RIVER**

**VDOT PROJECT 0081-086-818; 0081-086-742**

**JUNE 27, 2018**

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- 1) Can the organization chart be prepared as an 11 x 17 inch in size and folded to 8 ½ x 11 inch.  
*VDOT Response: The organizational chart shall be prepared on 8 ½ x 11 inch paper as required by the RFQ.*
  
  - 2) Two phase Best Value procurement (with ATC's) does not seem to be appropriate given the limited opportunity for design variations and minimal stipend amount. Technical proposal preparation significantly increases the costs associated with the pursuit of the project. Will the Department consider using Two Phase Low Bid approach?  
*VDOT Response: After careful consideration, VDOT has decided to use a Two Phase Best Value selection approach.*
  
  - 3) The I-81 Bridge Replacement at Exit 114 was recently awarded at 21.3 M. The MOT and scope is similar but the Atkins bridges are significantly longer with both the existing and the RFQ design. This would lead you to believe that the anticipated contract value for Atkins would be higher. Can a breakdown of the anticipated contract value be provided?  
*VDOT Response: A breakdown of the anticipated contract value will not be provided.*
  
  - 4) For the lead contractor work history forms – do the projects have to be 100% complete to be submitted?  
*VDOT Response: For lead contractor work history forms, projects do not have to be 100% complete and will be evaluated accordingly.*
  
  - 5) There will most likely be a considerable amount of time for railroad flagger. Will VDOT bear this cost directly, or will it be the responsibility of the Design-Builder?  
*VDOT Response: The Department will reimburse NS for the cost of flagger service as a project expense in accordance with the VDOT-Norfolk Southern Railroad Construction Agreement for this Project. Railroad requirements will be provided in the RFP.*
  
  - 6) Who will be responsible for routine maintenance of the existing bridges during construction?  
*VDOT Response: Maintenance Responsibilities will be provided in the RFP.*
  
  - 7) Per the bridge manual Vol V, Part 2, File no 17.01-7, MSE wall layouts are required to accommodate widening in both directions of the overpass and the roadway below. Are these requirements not going to be enforced for this project?  
*VDOT Response: Technical requirements will be provided in the RFP.*
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- 8) Per the bridge manual, MSE walls are prohibited in karst areas, yet they are on the conceptual plans. Has VDOT made a determination that this site is not in a karst area, does not have karst conditions, or will be allowed with exception for this project?  
*VDOT Response: Technical requirements will be provided in the RFP.*
- 9) How many trains travel through the site per day on average? Approximately what percentage of these trains are during the daytime (say 7 am to 7 pm)?  
*VDOT Response: The Design-Builder will be responsible to coordinate its work with Norfolk Southern in accordance with the VDOT/Norfolk Southern Railroad Construction Agreement and develop a schedule that incorporates Norfolk Southern's availability and schedule requirements. Additional Railroad requirements will be provided in the RFP.*
- 10) How many tracks for the railroad must be accommodated with the planned design?  
*VDOT Response: This information will be provided in the RFP.*
- 11) Only one railroad track exists; if additional tracks must be accommodated, where would they be located?  
*VDOT Response: Technical requirements will be provided in the RFP.*
- 12) Other than Geometric Requirements as laid out by the Vol V, Part 2 File no 06.06-1&2, are there any restrictions for construction in the Norfolk Southern ROW?  
*VDOT Response: Technical requirements will be provided in the RFP.*
- 13) Is there a maintenance road at this location along the Norfolk Southern ROW or for their use?  
*VDOT Response: Existing Roadway and Bridge plans were included as part of the RFQ Information Package. Additional information including Railroad requirements will be provided in the RFP.*
- 14) Based on current coordination with Mountain Empire airport, should teams anticipate getting additional permits or should the existing permit suffice?  
*VDOT Response: VDOT has conducted initial coordination with FAA and obtained Temporary Crane Operation approval. The Design-Builder will be responsible for performing any additional coordination that may be necessary for the development of their Project work plan and develop a schedule that incorporates FAA's availability and schedule requirements. This will be further clarified in the RFP.*
- 15) MOT - The conceptual plans depict the new bridge being centered on the existing bridges with a median barrier. As the center portion will be used to maintain traffic, is VDOT going to allow same direction traffic being separated by the median barrier? If not, the roadway median barrier and associated drainage will have to be constructed/reconstructed after MOT. Is this phase of construction accounted for in the current construction time allotted for the project?  
*VDOT Response: VDOT's schedule has accounted for all aspects of the project. Furthermore, please note that RFQ conceptual plans are conceptual in nature and are*

*provided for information purposes only. It is Design-Builder's responsibility to develop MOT, Sequence of Construction and Project schedule that meets all milestone dates noted in the RFP.*

16) Please clarify the correct County name?

*VDOT Response: The subject project is in Smyth County, Virginia.*