

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

PROJECT: 0029-005-130, C501, B645

RFP QUESTIONS AND ANSWERS-**REVISION 1**

Date: 11/05/09

Project:	Approaches and Bridge over Tye River (Rte. 29 NBL)
Subject:	RFP Questions and Answers – Revision 1

- 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. ~~To the maximum extent possible expansion joints in deck slabs shall be minimized.~~ 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.

The existing northern abutment (Abutment B) may be reused as a retaining structure only under the following conditions: If the Design-Builder elects to use existing Abutment B as a retaining structure they will be responsible for removing the backwall down to the bridge seat elevation. The existing Abutment B shall not be used to support the new proposed structure. The Design-Builder will also be responsible for assessing the condition of the existing abutment and develop required rehabilitation/repair plans for its intended use as a retaining structure. All deteriorated and delaminated concrete, cracks and spalls shall be addressed repaired. The condition assessment and rehabilitation/repair plans shall be submitted to VDOT for review and approval.

The use of the existing northern abutment (Abutment B) as a retaining structure will be included in an upcoming addendum to the RFP.

Dismantling and removing the existing southern abutment (Abutment A) and piers shall be in accordance with Section 413 of the VDOT Road and Bridge Specifications.

- 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.

~~*The Design Builder will be responsible for the drainage design work and the design of stormwater management facilities within the project limits. The Design Builder will also be responsible for assessing the condition of and repairing existing drainage structures that are located within the project limits.*~~

- 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.