

**INVITATION FOR BID
TOWN OF LURAY, VIRGINIA
MAIN STREET BRIDGE REHABILITATION/REPLACEMENT
TOWN PROJECT NO.: 4-100-94000-8500-001
VDOT PROJECT NO.: U000-159-186
UPC: 103088**

The Town of Luray is requesting submittals of Design-Build Proposals to complete the Main Street Bridge Rehabilitation/Replacement Project. The project can generally be described as the replacement of a structurally deficient bridge over the Hawksbill Creek with a new two-lane bridge and limited roadway and approach work, as well as associated waterline replacement, signage and pavement marking, and stormwater management.

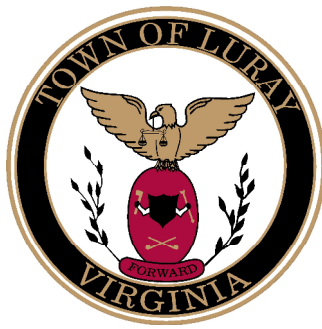
The Invitation for Bids for the above project, including the RFP, RFP Conceptual Bridge Plans, and the specifications containing the information necessary for bidding, may be obtained from the office of Racey Engineering, PLLC, 312 West Main Street Luray, Virginia 22835, Telephone 540-743-9227. Electronic Files are available at no charge by emailing the Project Engineer at taustin@raceyengineering.com. If desired, a CD or DVD ROM can be issued for a non-refundable charge of \$50.00.

A non-refundable charge of \$95.00 for each set of the Invitation for Bids documents will be required for any contractor requesting hard copies. A non-refundable shipping charge of \$15.00 per set is required for all sets, CD, or DVD ROM requiring shipment.

All Proposals will be received at the Luray Town Office. The Proposals must follow the format specified in the RFP sent to Town of Luray, 45 East Main Street, Luray, Virginia 22835, Attention: Bryan Chrisman no later than **3:00 p.m. on Thursday, Sept. 7, 2017**. Proposals will be opened publicly on the date and time set forth in the RFP.

Bidders that are mailing bids should allow for normal mail delivery time to ensure timely receipt by the Town of Luray. Bidders assume the risk for method of delivery chosen. The Town of Luray assumes no responsibility for delays or failure of any delivery service to meet the submission deadline or failure to deliver to the designated recipient. Submittals may not be faxed or otherwise electronically submitted.

The Town of Luray ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, please contact the VDOT Civil Rights Division at (540) 332-9075, TTY/TDD 711.



TOWN OF LURAY

45 East Main Street
P.O. Box 629
Luray, Virginia 22835

August 11, 2017

NOTICE TO OFFERORS

ADDENDUM NO. 4

MAIN STREET BRIDGE REHABILITATION/REPLACEMENT

TOWN PROJECT NO.: 4-100-94000-8500-001

UPC: 103088

To Holders of Bid Proposals:

Please make the following clarifications, additions, deletions, revisions, or modifications are made to the original referenced solicitation. All other plans, specifications, terms, and conditions remain unchanged. Offerors shall acknowledge receipt of this Addendum on the Bid Form where indicated.

PROPOSAL DUE DATE:

The Proposal Due Date has been moved to **August 31th, 2017 at 3:00 pm EST.**

The Proposal Opening has been moved to **September 1st, 2017 at 10:00 am. EST**

QUESTIONS AND RESPONSES

1. The RFP plans indicate a girder depth of 33.5". However, this is less than the AASHTO suggested minimums. Although the VDOT S&B Manual (Vol. 5, Part 2, Sec. 11.02-3) states that "*...in the absence of any depth restrictions, the minimum depths in AASHTO LRFD 2.5.2.6.3 & Table 2.5.2.6.3-1 shall be used as a starting point*". The VDOT IIM 80.5 states "*Span to depth ratios as noted in Article 2.5.6.3 including table 2.5.2.6.3-1*

shall be used". As the IIM indicates that this is a "shall" requirement, either a design waiver is required, or a blanket exception must be granted by this RFP. Please advise.

Answer: Since this project is a locally owned and maintained bridge, a design waiver from VDOT is not required. Designs must still meet AASHTO Standards and Requirements.

2. ROW/Permanent Easement. Will the TOL/VDOT consider proceeding with obtaining all Permanent Easements/R.O.W. necessary to construct the conceptual plans as provided in the RFP? Specifically, the extension of the scour protection on the Northeast end of the work area appears to be problematic. Please advise.

Answer: All ROW, permanent easements, or temporary easements needed to complete the construction of the project is the responsibility of the D-B Contractor to obtain and also coordinate with the NEPA requirements.

3. The last line of RFP Part 1 Attachment 4.0.1.1 shows "a written Statement that the Technical Proposal is fully compliant with the Design Criteria Table" should be cross referenced with RFP Part 1 Section 4.2.9 and provided in the Attachments to the Letter of Submittal; however, that Section 4.2.9 does not currently exist in Part 1 of the RFP. Will the Town please issue an updated version of Attachment 4.0.1.1?

Answer: The Design Criteria Table, (Attachment 2.2 in Part 2) was omitted from the RFP and is attached to this addendum. Attachment 4.0.1.1 has been updated to remove the cross reference to the non-existent Section 4.2.9 and is attached.

4. Please confirm that the Organizational Chart and other information requested in RFP Part 1 Section 4.4.4 is to be submitted only by the Successful Offeror in the Post Notice of Intent to Award Submittals, subsequent to the opening of the Price Proposals.

Answer: The Organizational Chart shall be submitted as part of the Letter of Submittal as an attachment. The Organizational Chart shall meet the requirements of Section 4.4.1 of Part 1. All other items in Section 4.4.4 is to be submitted only by the Successful Offeror in the Post Notice of Intent to Award Submittals.

5. Will temporary lane closures needed for geotechnical exploration (additional borings for final design) count towards the 5-day limit set in the RFP?

Answer: See answer to question #9.

6. Can TOL provide the desired lighting details and specifications (height, bent arms, etc..) on the new bridge?

Answer: The D-B Contractor may re-use the existing lights on the bridge and add two new poles with identical pole and fixtures. The Town will review and approve submittals of the new poles.

7. On sheet U302 of the RFP concept plans, it states under Option 2 that if Option 1 is not chosen then the waterline is to follow the same path as option 1 and be installed under the streambed. This is very specific in how the waterline is to be relocated. Under the last paragraph of Section 2.3.4 in Part 2 of the RFP, it states that “The TOL encourages creative designs incorporating other required relocations (i.e. the temporary water main relocation) in their proposal.” These two parts conflict with each other on what would be allowed for the water main relocation. Which part will govern? It is our opinion that the D-B firm should be allowed to use creative design in which to relocate the waterline. This will yield less expensive solutions than placing it under the streambed.

Answer: The D-B Team is allowed to relocate the existing waterline in any way that ensures the waterline is structurally supported to provide uninterrupted service. In addition, the Option 1 Pedestrian Bridge can also be located in any location and may or may not have the waterline fastened to it.

8. The scope of work for this project is going to require the waterline to be relocated regardless of whether option 1 is chosen or not. On sheet U302 of the plans, it states that Option 2 will be used if Option 1 is not chosen. Since there is only a location to price Option 1, then Option 2 would be required to be a part of the base bid so the D-B could be compensated for that work. Option 2 as stated in the plans, which is placing the temporary waterline under the streambed would be an expensive alternative as compared to other options. If Option 1 was chosen, then the TOL would be paying for both items and getting one. The TOL would be better suited to make Option 2 a pay item and allowing the D-B firm to be creative in their proposal for its relocation.

Answer: Relocating the existing waterline (Option 2) is required as part of the base bid. As stated above, it can be relocated in any location and in any way as long as it is structurally supported to provide uninterrupted service.

9. In Addendum #2, it states that the D-B firm is only allowed to have one lane closures for up to a maximum of 5 days. This forces the D-B to close the bridge earlier and for a potentially longer time. In our opinion, the TOL would be better served if it would not place a restriction on the number of days for a lane closure. This would allow for some work up front to be completed with minimal impact to the vehicular and pedestrian traffic. Instead of placing restrictions on the number of days, restrictions on timeframes may be a better option. Please reconsider this option as it will impact the BCDs.

Answer: The Town has reconsidered and will allow incidental work (i.e. utilities and storm drain installation, geotechnical and asbestos investigations, etc.) to occur under lane closure without restrictions on the duration. However, any work done from abutment to abutment that requires a lane closure shall constitute the start of the BCD's. Offerors to keep in mind that the approval by the Town Council to shut down Main Street during construction was in an attempt to keep the duration of the project as short as possible. Town will review and approve the D-B Contractors Traffic Control and Work Plans prior to starting construction.

10. Part 3 Section 11.1.1 references a Special Provision for Design-Build Schedules. This special provision was not provided. Please provide this special provision.

Answer: This information is not yet available, and will be issued in a subsequent addendum.

11. Please, provide the working pressure of the existing water main.

Answer: Approximately 90 to 100 psi, but fluctuates throughout the day.

12. The RFP micropile special provision indicates that bitumen coating will be required for the outer casings. What is the purpose of this bitumen coating?

Please, provide the special provision pertaining to Bitumen Coating referenced in the special provision.

If the bitumen coating is acting as a friction reducer, can alternative materials be used instead?

If the design does not indicate the need for the bitumen coating, can they be eliminated?

Answer: The Bitumen Coating is required per the special provision and alternate materials are not allowed. The Special provision for the Bitumen Coating shall be provided in a subsequent addendum.

13. Can steel members such as HP shapes be used in lieu of deformed bars in the micropile?

Answer: Yes, HP Shapes can be utilized as long as they are not hammer driven.

14. On sheet S103, there is a revetment system with rip rap shown on the stream banks under the bridge. Is the TOL looking for something specific here? Would you please provide more information on what is required with the revetment system with rip rap?

Answer: The revetment system with riprap is not specific (i.e. one concept only), it just needs to be constructed to industry standards to absorb the energy of the incoming water and provide long term protection against erosion.

15. Is there a defined access or easement on the upstream side of the bridge?

Answer: The Town owns the property, including the stream immediately adjacent to the bridge on the upstream side of the bridge. No defined easement is shown.

16. Can the contractor's equipment cross over Ruffner Plaza if it is protected in order to access the upstream side?

Answer: Ruffner Plaza is defined to the area consisting of the grass, flower beds, and the stage. The areas between the wooden ramp and the retaining walls as well as the concrete (checkered) pad and concrete leading down to the greenway under the bridge is not part of Ruffner Plaza. The D-B Contractor is allowed to access the upstream side of the bridge through the areas that are not defined as "Ruffner Plaza" above. If any areas are damaged due to construction traffic, they shall be replaced as new as part of the Contract.

17. Is there a defined access or easement to the downstream side of the bridge?

Answer: The Town owns the property, including the stream immediately adjacent to the bridge on the downstream side of the bridge. No defined easement is shown.

18. Can as-built sanitary sewer plans be provided?

Answer: No as-built plans exist for the sanitary sewer.

19. What are the liquidated damages for this project

Answer: There are no liquidated damages for this project. In addition, there are no incentive or disincentive clauses shown/stated.

20. Will QC lab testing of Aggregates be required or will the Town accept any aggregate that is provided by a quarry that is supplying stone that is periodically sampled as part of VDOT's Program?

Answer: QC lab testing requirements for all materials will follow the 2016 VDOT Road and Bridge Specifications. Materials Handling and Delivery will be in strict compliance with VDOT/FHWA Standards and Specifications.

21. Will QA Lab testing of high strength bolts be required or will QA test results performed by the manufacturer be accepted?

Answer: QA lab testing requirements for all materials will follow the 2016 VDOT Road and Bridge Specifications. Materials Handling and Delivery will be in strict compliance with VDOT/FHWA Standards and Specifications.

22. Who will be performing IA/IV for the Town and will they have a representative on-site daily during construction?

Answer: The Town has not selected an IA/IV for the project yet, and they will have a representative on-site daily during construction.

23. Will QA lab testing of reinforcing steel for tensile, yield, elongation, weight per unit length, alloy verification using X-ray Fluorescence Spectroscopy be required or will certifications from supplier be sufficient?

Answer: QA lab testing requirements for all materials will follow the 2016 VDOT Road and Bridge Specifications. Materials Handling and Delivery will be in strict compliance with VDOT/FHWA Standards and Specifications.

24. Is Grade 70 Structural Steel Acceptable?

Answer: Structural Steel must meet ASTM 709 Grade 50W as a minimum, anything greater than Grade 50 is acceptable.

25. Can we get additional information on the pedestrian bridge:
- a. Details on the Attachment?
 - b. Information on Loading?

Answer: There are no additional details. The pedestrian bridge can be any creative design provided by the D-B Contractor that gets pedestrian traffic from one side of the bridge to the other, within relative proximity to the bridge. Loading requirements are to be for pedestrian use only.

26. Can the temporary pedestrian bridge be permanent and eliminate the attached pedestrian bridge?

Answer: The attached pedestrian walkway must remain to keep access from Main Street to the Greenway. If the D-B Contractor can provide access across Main Street and also to the Greenway from Main Street, then the Town would consider this option. In addition, the Bridge must have the proposed sidewalks on each side connecting to the existing sidewalks on Main Street. The pedestrian walkway, if permanent cannot remove this requirement.

27. What are the largest allowable vehicles that will need to be accommodated in the M.O.T. plans for the project?

Answer: SU-40. All large truck traffic should be routed around and away from the project site

28. We understand from Addendum #2 that the D-B team is to submit an org chart with their proposal. Shall we plan to submit as currently requested in the RFP, Section 4.4.1, i.e., as a part of the Post Notice of Intent to Award Submittal? Or will there be further direction about where to include in the LOS/Price Proposal submission?

Answer: The Organizational Chart shall be submitted as part of the Letter of Submittal as an attachment. The Organizational Chart shall meet the requirements of Section 4.4.1 of Part 1.

29. Please refer to the following w/r to our question below:

In the Technical Information/Requirements section of the RFP under section 2.4 and beginning on page 23 it defines the Environmental and Survey requirements. It includes the removal of hazardous materials and remediation.

- a. "The Town of Luray performed an Asbestos Inspection on Bridge #1802, dated July 14, 2014 and did not identify positive Asbestos Containing Material (ACM). The inspection was limited to suspect material that could be readily accessed."
- b. The Design-Builder shall perform asbestos inspections on all structures (including bridge structures) and, as applicable, perform asbestos abatement, abatement monitoring, notifications and demolition in accordance with VDOT procedures and specifications.
- c. Asbestos inspection, abatement and project monitoring shall be performed by individuals and firms licensed by the Virginia Department of Professional and Occupational Regulation.

Question: Regarding Technical Information & Requirements, Section 2.4.6, Hazardous Materials: We understand the requirement regarding the removal of hazardous materials to mean, the design-builder will receive a change order to mitigate (inspect and abate) as necessary according to all applicable regulations. This is consistent with a typical VDOT project.

Please confirm our understanding and/or clarify.

Comment/Suggestion: May we suggest you have all the bidders include a pre-defined allowance for abatement to cover the Inspection and removal of the known ACM (per the report referenced above). In addition, for this inspection work, it is likely more lane closure time will be necessary to perform the bridge inspection. (This is probably why a complete/thorough investigation was not completed to be included in the RFP?). We would suggest inspection tasks should be excluded from the lane closure limitations.

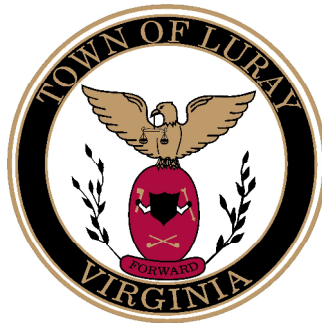
Answer: There will be no allowance for abatement required. Field determination and abatement (if needed) will be a separate/additional work item. The D-B Contractor will receive a change order if these services are needed in accord with the VDOT Standards and Specifications.

ADDITIONAL DOCUMENTATION

- The Traffic Plans in the Conceptual Drawings is lacking a Key Legend for the Signage. Attached to this addendum is a “Key to Assemblies” to clarify the symbols on the Traffic Plan.
- Part 2 Attachment 2.2 “Design Criteria Table”
- Revised Attachment 4.0.1.1 Letter of Submittal Checklist
- Addendum No. 4 can be found in the sharefile folder at the link below. In addition, I have added everyone who has requested electronic files to the sharefile folder so you will be able to select which folder you would like to download.
<https://raceyengineering.sharefile.com/f/foe37719-22b9-4c04-ac7d-ca283a36675b>

Prepared By:

Tyler S. Austin, PE
Point of Contact
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TOWN OF LURAY

45 East Main Street
P.O. Box 629
Luray, Virginia 22835

August 15, 2017

NOTICE TO OFFERORS

ADDENDUM NO. 5

MAIN STREET BRIDGE REHABILITATION/REPLACEMENT

TOWN PROJECT NO.: 4-100-94000-8500-001

UPC: 103088

To Holders of Bid Proposals:

Please make the following clarifications, additions, deletions, revisions, or modifications are made to the original referenced solicitation. All other plans, specifications, terms, and conditions remain unchanged. Offerors shall acknowledge receipt of this Addendum on the Bid Form where indicated.

PROPOSAL DUE DATE:

The Proposal Due Date has been moved to **September 7, 2017 at 3:00 pm EST.**

The Proposal Opening has been moved to **September 8, 2017 at 10:00 am. EST**

The Notice of Intent to Award has been moved to **October 6, 2017**

The VDOT/FHWA Approval/Notice to Award has been moved to **October 27, 2017**

The Design-Build Contract Execution has been moved to **November 22, 2017**

The Notice to Proceed has been moved to **December 4, 2017**

The Final Completion Date has been moved to **January 31, 2019**

ADDITIONAL DOCUMENTATION

- Special Provision for Bitumen Coating has been included as an attachment with this addendum
- Addendum No. 5 can be found in the sharefile folder at the link below. In addition, I have added everyone who has requested electronic files to the sharefile folder so you will be able to select which folder you would like to download.

<https://raceyengineering.sharefile.com/f/fo55fe0d-4f9a-4e65-860b-7f672bebc374>

Prepared By:

Tyler S. Austin, PE

Point of Contact

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VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
BITUMEN COATING FOR STEEL PILES

July 22, 2010

I. DESCRIPTION

This work shall consist of furnishing and applying bituminous coating and primer to steel pile surfaces as required in the plans and as specified herein.

II. MATERIALS

A. Bituminous Coating: Bituminous coating shall consist of one of the following:

PROPERTY	ASTM D 2521	ASTM D 312 Type II	ASTM D 312 Type III
Softening Point	175 to 200 °F	158 to 176°F	185 to 205°F
Penetration at 77°F (inches)	2 to 2.4	0.75 to 1.6	0.6 to 1.4
Ductility (inches)	1.4	1.2	1.0

B. Primer: The primer shall consist of a CSS-1h, CQS-1h, or EM-50 asphalt emulsion.

III. CONSTRUCTION REQUIREMENTS

All surfaces to be coated with bitumen shall be dry and thoroughly cleaned of dust and loose material. No primer or bitumen shall be applied in wet weather, or when the temperature is below 65°F.

Application of the prime coat shall be with a brush or other approved means and in a manner to thoroughly coat the surface of the piling with a continuous film of primer. The purpose of the primer is to provide a suitable bond of the bitumen coating to the pile. The primer shall set thoroughly before the bitumen coating is applied.

The bitumen should be heated to 300°F, and applied at a temperature between 200°F and 300°F, by one or more mop coats or other approved means, to apply an average coating depth of 3/8 inches. Whitewashing of the coating may be required, as deemed necessary by the Engineer, to prevent running and sagging of the asphalt coating prior to driving during hot weather.

Immediately after bitumen coating is applied, the piles shall be stored away from sunlight and heat for protection. Pile coatings shall not be exposed to damage or contamination while storing, hauling, or handling. After the bitumen has been applied, the Contractor shall not drag the piles on the ground or use a cable wraps around the piles during handling. Pad eyes, or other suitable devices, shall be attached to the pile for lifting and handling. If necessary, the Contractor shall recoat the piles, at his expense to comply with these requirements.

A nominal length of pile shall be left uncoated where field splices will be required. After completing the field splice, the splice area shall be brushed or mop coated with at least one coat of bitumen.