

# CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

## PARALLEL THIMBLE SHOAL TUNNEL REQUEST FOR PROPOSALS #PTST-15-2

TO: All Short-Listed Offerors  
FROM: Chesapeake Bay Bridge and Tunnel District  
SUBJECT: Request for Proposals #PTST-15-2 Addendum 4  
DATE: April 1, 2016

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Effective this date is Addendum #4 to the subject Request for Proposals (“RFP”). This addendum will serve to advise all Offerors of the following changes to the subject RFP:

1. Replace paragraph 1.4.19.1.A.3 in its entirety with the following:
  3. Navigation and Vessel Impact Considerations – The Design-Builder shall prepare a study on vessel traffic near the portal islands inclusive of the areas within the navigation channel and within the zones between the portal islands and the navigation channel. This vessel traffic study shall identify site specific hazards, such as ship grounding, vessel impact on trestle or rubble-mound structures, scour due to propeller wash action, and drag anchor loads to be used by the Design-Builder to identify design vessel and loads on all sections of the project from the splash wall of Portal Island No. 1 to the splash wall of Portal Island No. 2.
2. Replace paragraph 1.8.3.1.A.3 in its entirety with the following:
  3. The restaurant, gift shop and fishing pier shall remain open to the public until October 1, 2017. Prior to this date, the Design-Builder will have limited access to the facility to perform assessments and surveys. Documentation shall be provided for the existing site conditions including the underground structures, utilities, and conduits.
3. Replace paragraph 1.8.3.5.J.4 in its entirety with the following:
  4. Following water and sewer piping removal/relocation, the Design-Builder shall remove and discard the temporary pipe supports underneath Trestle A Northbound. Following removal of these components, including the anchors (Hilti Kwik Bolt TZ or similar), the Design-Builder shall clean out the anchor holes and fill them with a suitable epoxy mortar, in accordance with manufacturer recommendations.

4. The following text is added to the Technical Requirements, Section 1.10.5.3.3:

M. Replacing Trestle Span ANB226 and Trestle Abutment ANB227

1. The Design-Builder shall demolish and replace Span ANB226 and Abutment ANB227 at the south end of Portal Island No. 1. This work shall also include any modifications necessary to Bent ANB226 to accept the proposed superstructure for Span ANB226 and shall include replacement of the adjacent approach slab on Portal Island No. 1 in accordance with VDOT Standards. Sections 1.8 and 1.10 of the Technical Requirements and all of the Supplemental Specifications under SS11000 Structures, shall apply to this work, including the use of piles with the new abutment and an erosion protection wall behind the abutment. New Abutment ANB227 is not required to incorporate a curved front face as stated in Section 1.10.5.1.A.1. The Design-Builder shall submit its designs to address erosion protection at this trestle abutment to the District for approval as specified in Section 1.10.5.3.3.J.
2. The length of the new Span ANB226 shall not be any shorter than the length of the current Span ANB226.
3. Wingwalls and any return walls or similar, required to tie the new abutment to the existing adjacent components, shall also meet the requirements of Section 1.10, including the 100-year service life.
4. Replacement of this span and abutment shall be done utilizing staged construction and the Design-Builder shall maintain a 15-ft minimum roadway through the work area at all times. A VDOT-approved temporary work zone barrier shall be utilized and bolted to the bridge deck to protect the vehicles from free edges/drop off points.
5. This work shall also include removal, relocation, re-installation of the existing guardrails to tie into the new wingwalls and require new conduit supports attached to the face of the abutment to support the nine (9) existing electrical and communications conduits, as well as two (2) future electrical conduits and two (2) future communications conduits. All conduits are/shall be four (4) inch diameter PVC and the maximum allowed conduit support spacing shall be eight (8) feet.
6. The existing electrical and communication conduits in front of and alongside the existing abutment shall remain in service during removal and replacement of Span ANB226 and Abutment ANB227. Once past the eastern edge of the abutment, these conduits turn north and pass through Splash Wall Panel No. 298. Responsibility shall include, but not be limited to the following:
  - a. Provide a detailed coordination plan to provide temporary support for the existing power and communication conduits that will prevent damage to cable insulation and protect conduits during removal and replacement of

Span ANB226 and Abutment ANB227. Any damage to conduit and conductors or communication lines shall be immediately repaired to new condition at no cost to the District.

- b. Maintain the same conduit spacing as the existing system.
- c. Provide and install new Type 316SS conduit supports utilizing Type 316SS anchors to attach the supports to the face of the new abutment to support the nine (9) existing electrical and communications conduits, as well as two (2) future electrical conduits and two (2) future communications conduits.
- d. Check the power cabling and communication lines and shall reposition any lines that appear taut at existing manhole and communication handholes for conduits that pass through Splash Wall Panel No. 298. The Design-Builder shall coordinate any outage with the District a minimum of two (2) weeks before disconnecting power.

All other RFP documents previously provided remain in effect. Offerors are required to formally acknowledge the receipt of this and all other addenda in their proposals or the proposal will be considered incomplete.

Sincerely,



Michael Crist, PE  
Deputy Director of Infrastructure