

CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

RMF PROJECT NO.: 2053.2025,
MILL AND REPAVE TRESTLES – REPAIR END DAMS
BID NO.: M-19-001

TO: All Mandatory Pre-Bid Meeting Attendees
FROM: Chesapeake Bay Bridge and Tunnel District
SUBJECT: Request for Bids, Bid No.: M-19-001 Addendum II
DATE: June 11, 2019

Effective this date is Addendum II to the Request for Bids (“RFB”) for the above noted project. These questions were submitted by the cut-off date of June 5th, but found in junk mail after Addendum 1 was sent. The answers to these questions are as follows:

QUESTIONS:

Question 1. Items #27 & #30 quantities. Please explain the quantities of the removal and replacements. The description states 36’ width, however the number of bents is less than half that quantity.

Answer: Quantities for bid Items #27 & #30, which are Elastomeric Expansion Dam Removal and Elastomeric Expansion Dam Installation for CSB, are based upon the description under Technical Specification 204.4, entitled Measurement and Payment, on page TS-32 of the Technical Specifications. The key wording being, “...will be measured in each joint side and will be paid for at the contract unit price for each.” As an additional note, paved spans adjoining a concrete bridge deck only have elastomeric expansion dam material on the pavement side of the joint.

Question 2. Are there minimum requirements for the protective device that is to be used as a shield between the travel lane and work lane? Is there a specific device that has been used in the past which meets your expectations?

Answer: The separation between the travel lane and work lane shall be established per the latest version of the Virginia Work Area Protection Manual regarding a static lane closure. If the Contractor feels they must provide a physical barrier between the work zone and the traveling public due to nature or methodology of the work, they shall submit such a physical barrier to the District for approval.

Question 3. Are the railing heights on the existing trestles sufficient to meet OSHA safety standards for workers on the trestles? What is the height of the existing railings?

Answer: The height of the existing bridge rail above the CSB deck adjacent to it is approximately 39-3/8". The height of the existing bridge rail above the CNB deck adjacent to it is approximately 38-3/8". The District cannot anticipate every possible work methodology that a Contractor may employ. The Contractor must make their own determination if their methodology meets OSHA requirements or not.

Question 4. During the operations in PI#4, repair work to the slabs (if required) cannot be determined until milling operations have been completed. Can the LD's be waived or the time for the opening of the lanes be extended based on the extent of concrete repairs that will be required each night?

Answer: No, the LD's will not be waived, nor will the lane openings be extended based on the extent of repairs that will be required.

Question 5. Paving fabric is present in PI#4 approach. Is this fabric to be replaced in the overlay?

Answer: No, the fabric will not be replaced in the overlay.

Question 6. When milling down to the existing concrete deck slabs, what is the acceptable amount of asphalt that can be left on the deck slab so milling into the concrete and exposing rebar is avoided? Are tooth marks/scarring of the deck slab during milling operations considered damage to the existing deck?

Answer: Per section 203.2.1, entitled Milling, on page TS-20 second paragraph, "The Contractor shall continuously monitor the cutting or grinding head of the machine to remove all asphalt overlay down to the concrete deck without cutting into or damaging the concrete deck." As an additional note, light scarring of the concrete deck will not be considered damage to the existing deck.

Question 7. Can typical details of the interior tunnel be provided, illustrating the location of the tunnel portal drains, gutters, sumps/pumps, fresh air flues and structures (manholes tops/valve boxes/access ports). What is the total asphalt width in the PI#4 approach work?

Answer: The total width of the asphalt at the 4 Island Approach is approximately 23.5'. The open approach abuts the portal trench drain at the northern mouth of the tunnel with the portal storage tank being directly beneath the portal trench drain. The District will provide the successful bidder with all pertinent drawings.

Question 8. Please provide specific details of the survey work that will be required, i.e. grid spacing, and number of surveys. It appears there are three surveys required.

Answer: Correct, three surveys will be required. There is more than one viable approach to the survey work. Whichever methodology is used, it must be submitted to the District and it must demonstrate that it meets the specifications of Section 201.8.1.c. entitled General Work Plan under Quality Assurance/Quality Control, page TS-10. The end product of the finished grade survey must clearly demonstrate the specification of Section 203.3.2.3.b., entitled Asphalt Mixture SM-9.5E(HP) Deck, Finished Grade Tolerances, page TS-25, has been met.

Question 9. What are minimum and maximum depths of asphalt to be milled?

Answer: As discussed in the Mandatory Pre-Bid meeting and as further described in the project Technical Specifications, Section 203.1 General, on page TS-20, the thickness of asphalt is variable due to the longitudinal camber in the bridge sections and the need to remove this longitudinal camber and provide for adequate cross slope with the asphalt lifts.

Question 10. For item #31, Armored Joint Header Repair, be provided? Would the repair work include the replacement of damaged/loose anchor bolts embedded in the deck slab if they are found to also be deteriorated?

Answer: The first part of the question is not clear, but the criteria for this work is found in the Specifications in Section 205.3 Procedures, under Armored Joint Header Repair and Replacement, page TS-34. The cross-section on page TS-33 provides a depiction of this joint.

Question 11. Will trucks be allowed to use the crossover area just south of the North toll plaza or must they go beyond the plaza and turnaround?

Answer: There is more than one cross over that may be utilized by the Contractor prior to the North Toll Plaza.

Question 12. Is there any way to shift all traffic to the NB bridge in order to perform the SB bridge work completely out of traffic?

Answer: No, the District will not shift all traffic to NB in order to perform the SB Bridge work.

Question 13. Under Section 203.2.2.1.3 Table II-14 Mix Design Criteria shows the VFA (%) Design 84-86, VDOT 2016 Table II-14 require 75-80%?

Answer: It is unclear what the above question is asking. Table II-14 on page TS-22 of the Technical Specifications is correct.

Question 14. Does the (each) unit of measure in line items 25, 27, 28, and 30 represent each side of the open the joint? Meaning that each joint location would be a pay quantity of 2.

Answer: Quantities for bid Items #25, 27, 28 & 30, which are Elastomeric Expansion Dam Removal and Elastomeric Expansion Dam Installation for CSB and CNB joints, are based upon the description under Technical Specification 204.4, entitled Measurement and Payment, on page TS-32 of the Technical Specifications. The key wording being, "...will be measured in each joint side and will be paid for at the contract unit price for each." To further qualify this statement; if there is a joint with asphalt on each side of the joint, then there is elastomeric expansion dam joint material on each side of that joint and the quantity for said joint would be two (2). As an additional note, paved spans adjoining a concrete bridge deck only have elastomeric expansion dam joint material on the pavement side of the joint only. In this instance there would be a quantity of one (1).

Question 15. Is there any additional information that can be provided showing the approximate existing asphalt depths? Particularly regarding the depths of asphalt at the armored joints on CNB.

Answer: As discussed in the Mandatory Pre-Bid meeting and as further described in the project Technical Specifications, Section 203.1 General, on page TS-20, the thickness of asphalt is variable due to the longitudinal camber in the bridge sections and the need to remove this longitudinal camber and provide for adequate cross slope with the asphalt lifts.

All other RFB documents previously provided remain in effect. Bidders are required to formally acknowledge the receipt of this and all other addenda on Page 5, entitled "Acknowledgment of Revisions", in the Instruction to Bidders, or their bid will be considered incomplete.

Sincerely,



Timothy R. Holloway
Director of Maintenance

/sjl