CHESAPEAKE BAY BRIGE AND TUNNEL DISTRICT

RMF PROJECT NO. 5044.5122, STEEL BRIDGE PAINTING PROJECT

INVITATION TO BID
BID NO. M-26-001
ADDENDUM 1

TO: All Bidders
FROM: Chesapeake Bay Bridge and Tunnel District
SUBJECT: Addendum No. 1- Invitation to Bid M-26-001
DATE: February 18, 2026

Effective this date, Addendum 1 is issued to Bid for the above-referenced project. This addendum serves to advise all Bidders of the following change to the Invitation to Bid:

Question 1- Will the award still be on March 10, 2026?

Answer: No, the Commission meeting was moved to March 24, 2026. If the Commission approves the recommended bid, it will be on this day, March 24, 2026.

Question 2: Repair #12 (90 EA) Sheets G1/G2: We cannot determine what to fabricate because the plans describe several possible member candidates (upper/lower lateral bracing diagonals and multiple cross frame members) but the contract documents do not identify which specific members/length make up the 90 total. Please provide a member by member breakdown of the 90 by member type and by each diagonal length shown.

Answer: The District does not have the split as to which member will be at each location. Final repair types and units cannot be determined until blasting is complete. Bidders should provide a single unit price that is applicable to configurations shown on Sheet G2.

Question 3: Repair #13 (40 EA) Sheets G4/G5: The bid quantity is a single total (40 EA), but the detail shows two distinct repair locations (transverse edge vs longitudinal edge) with different conditions, and we don’t know how many occurrences apply to each. Please provide the split of the 40 between Location 1 (transverse edge) and Location 2 (longitudinal edge).

Answer: The District does not have the split as to which member will be at each location. Final repair types and units cannot be determined until blasting is complete. Bidders should provide a single unit price that is applicable to configurations shown on Sheet G5.

Question 4: Repair #15 (15 EA) Sheets F1/F2: We do not see any clearly defined fabricated steel components associated with this repair item, and it appears it may be a field procedure only. Please confirm whether any fabricated steel/materials are to be furnished for Repair #15.

Answer: Repair #15 (NCB-NB Truss Repair Type 1) is a field procedure only. No fabricated steel members are required.

Question 5: Repair #16 (35 EA) Sheet F3: The plans indicate Repair #16 can apply under multiple cases/types/locations, but the bid schedule provides only a single total (35 EA) with no distribution shown. Please provide a case/type/location breakdown of the 35, or confirm bidders should price Repair #16 as a single unit price that covers all variants and state which variants must be included.

Answer: NCB-NB Truss Repair Type 2 (PDF Sheet 19) depicts two representative details of similar scope. Corrosion is prevalent throughout the structure. Reference Sheet C1 to determine the relative frequency of each configuration shown on Sheet F3. Bidders should provide a single unit price that is applicable to configurations shown on Sheet F3.

Question 6: Wide-flange cross-frame members direction (Bracing Repair Type 1 Note 1.3): The note instructs the contractor to "contact the District for direction" when the corrosion hole is on a wide flange cross frame member, which affects whether fabrication is required and what configuration to price. Please provide the intended repair approach for wide flange cross frame members under this bid item so we can carry the correct fabrication scope and unit pricing.

Answer: Corrosion holes in the wide-flange section cross-frame members are not anticipated and will be considered Extra Work.

Question 7: Please clarify what AISC qualification level the steel fabricator is required to hold.

Answer: An AISC qualification level is not required. However, the steel repair contractor shall list at least three (3) similar projects performed in the past five (5) years, per Page 3 of the Fillable Bid Documents.

Question 8: Are we going to be able to encapsulate the entire truss or must the containment be sectioned off (referring to the upper truss of NCB NB)?

Answer: The Contractor is allowed to have one lane closed to traffic, while having the adjacent lane open to traffic. Whether or not the Contractor's Engineer can design their containment to safely accomplish this or not, while encompassing the complete upper truss on NCB NB, will be dependent on design and approval.

Question 9: If a micro burst in containment hits and we cannot get to the bridge because of wind restrictions what is the expectations for these areas that are tarped in?

Answer: The expectations for the containment system are clearly laid out in Section 411.09 of the Technical Specifications, entitled Environmental Protection, Letter (a), items 1-12. In addition, Section 411.03 of the Technical Specifications, entitled Certifications, letter (f), clearly states, "The certification shall verify the structural integrity of the containment structure and that the containment system does not adversely affect any portion of the bridge."

Question 10: For any new bolts getting put back on bridge, are we going to have to blast each bolt and paint them or just remove wax coating? If we are to blast and paint bolts are we supposed to do this before we place each bolt on structure or after bolts are in place?

Answer: Per Sheet A1 of the drawings, Steel Cleaning and Repair Notes, note 8, the bolts and associated hardware are to be galvanized. These do not need to be painted and there should be no wax coating.

Question 11: Once a repair area is identified and steel is removed whether it's a plate or bolt, will contractor have to surface prep the area to an SP10 at that location or will hand and power tool cleaning be sufficient?

Answer: This is specified on Sheet A1, Steel Cleaning and Repair Notes, note 4, bullet 1, "All existing steel shall be cleaned via abrasive blasting and painted with inorganic zinc primer or shall be cleaned via abrasive blasting and painted with the 2-coat inorganic paint system (Maximum 8 mils DFT per certificate of slip coefficient and creep resistance testing) or small localized spots of unpainted steel shall be cleaned to SSPC-SP 11 and painted with inorganic zinc primer."

Question 12: The wind analysis the contractor must do for every containment will be time consuming in regards to engineering, how quickly will the CBBT be able approve once submitted as this is a critical path to the schedule?

Answer: The answer to this question is found in the Special Provisions, Section SP-20 entitled, "Submittals", on page SP-9. The District is typically quicker than the 30 days from receipt listed, however, this submittal will involve engineering review.

Question 13: Our recyclers can be 80,000-100,000lbs, will this be an issue staging on bridge?

Answer: The District's bridges and tunnels are rated for legal loads, AASHTO HS-20-44 live loading, with no current load reductions. The recycler will be one piece of many possible vehicles/pieces of equipment in a lane closure for this project. An analysis of the total possible vehicles/equipment in any given span, within the lane closure, will have to be reviewed to assure that no harm is done to the structure.

Question 14: How many inspectors will be on the project?

Answer: The District is currently planning on having one inspector on site. This is due to the language in the Special Provisions, SP-7 entitled Limits of Operations, on page SP-3, last paragraph, which states, "The Work required under this project is to be performed on 10 individual structures along the facility. The Work is set forth on the Plans and described in Special Provision No. SP-1. The Contractor must complete the Work on one structure, prior to starting work on any other area. Any set-up work to install rigging, scaffolding, or other work platforms that will aid in performing the work, may take place at the next work location prior to the completion of the work at the current location, to allow an uninterrupted work schedule."

However, as specifically stated in the mandatory pre-bid meeting, if a Contractor can come to the District with a demonstrated ability to perform work at more than one structure at a time, and the District approves the plan, the District will ramp up inspection accordingly, as needed. We will not have multiple structures sitting under containment and not actively being worked.

This can also be found in the Special Provisions, page SP-4, first paragraph.

Question 15: Will there be an inspector with every crew if we have multiple crews?

Answer: See above answer to question 14.

Question 16: We believe there is 50+ mils of paint on the bridge, will there be any time extension considerations if there is in fact over 50 mils of paint on bridge?

Answer: This possibility is spelled out for all bidders in the Special Provisions, section SP-21 entitled, "Existing Conditions", page SP-10, stating the paint could be missing and/or be in excess of 50 mils thickness. This was a consideration in the 611 Calendar Days allowed for the Project. No additional time will be allowed for this matter.

Question 17: Will diesel tanks be allowed to be left on the various islands for fuel or must these be stage at Cape Charles?

Answer: Diesel Tanks will be allowed to be stored on #4 Island in the laydown area.

Question 18: Please explain how work must be sequenced - must contractor fully complete one bridge at a time (rig, blast/prime, steel repairs, topcoat, derig) or can contractor rig all bridges, then blast/prime all bridge, do steel repairs all bridges, etc.?

Answer: The requested explanation is stated under Special Provision-7, entitled Limits of Operations, 4th and 5th paragraph, "The Work required under this project is to be performed on 10 individual structures along the facility. The Work is set forth on the Plans and described in Special Provision No. SP-1. The Contractor must complete the Work on one structure, prior to starting work on any other area. Any set-up work to install rigging, scaffolding, or other work platforms that will aid in performing the work, may take place at the next work location prior to the completion of the work at the current location, to allow an uninterrupted work schedule.

The Contractor shall only work on one structure at a time and shall not work more than one 12 hour shift per day. Lane closer mobilization and demobilization may occur outside the limits of the 12-hr shift. When requested by the Contractor and approved by the District, simultaneous work may be performed at structures ASB1, ASB204, BNB1-2, BSB202, and CSB1. Lane closure restrictions will remain in effect for all work."

However, as specifically stated in the mandatory pre-bid meeting, if a Contractor can come to the District with a demonstrated ability and plan to perform work at more than one structure at a time, then the District will carefully consider the plan for approval. The District ***will not*** have multiple structures sitting under containment and not actively being worked.

Question 19: Please provide a bridge by bridge breakdown showing the quantity of each steel repair type/bid item, including bolts line item, assigned to each bridge location.

Answer: Until blasting has been completed, this will be unknown. Prior to blasting, it is anticipated that the bulk of repairs and bolt/rivet replacement will be on NCB NB.

Question 20: Will the following Sherwin Williams 2 coat paint system be accepted as equivalent?

Coat 1: ZINC CLAD II PLUS INORGANIC ZINC-RICH COATING GRAY-GREEN

Coat 2: Inorganic Finish Coat - Gray - Flat

Answer: The answer to your question is found in the Special Provisions, Section SP-23 entitled, "Substitutions", on page SP-10. A bidder will bid on what is in the specifications. The successful bidder, once they are the Contractor, has the ability to suggest substitutions, however, if they are not approved, the Contractor must have the ability to use what is specified. This was also specifically covered at the mandatory pre-bid.

Question 21: For NCB-NB Bracing Repair Type 1 the plan shows "SYMMETRICAL ABOUT STRUCTURE". Section A-A, are we changing out both diagonal bracings or only one?

Answer: The unit of measure for repair #12 (NCB-NB Bracing Repair Type 1) applies to each discrete member as shown in the repair detail. If both diagonal members at a given cross-frame are replaced, the quantity will be two (2).

Question 22: For NCB-NB Bracing Repair Type 3, section B-B, are we changing out both diagonal bracings or just one? Are we changing out the entire lower chord?

Answer: Repair #14 (NCB-NB Bracing Repair Type 3) does not require replacement of the lower chord or diagonal bracing; it applies to the replacement of the connection plate only. Cross-frame lower chord and diagonal bracing replacement is covered under Repair #12 (CNB-NB Bracing Repair Type 1).

Question 23: For NCB-NB FB Repair Type 3. This may require jacking tension to support. Will CBBT allow jacking?

Answer: A temporary support system is required for the stringers on either side of the floorbeam to be repaired by Repair #7 (NCB-NB FB Repair Type 3) as indicted on Sheet H2 Suggested Sequence Note 2. If the Contractor deems jacking to be necessary, then a plan for jacking shall be developed and submitted to the District for review and approval. The plan shall be signed and sealed by a Professional Engineer in accordance with VDOT Specification 105.10(c) and the cost of jacking and preparing the plan shall be included in the price bid for repair #7 per Steel Cleaning and Repair Note 14 on Sheet A1. The plan shall include all necessary calculations, sketches, and other support documentation. Any system shall be designed to sustain applicable

traffic loadings in addition to dead load and temporary construction load and all other anticipated loading during work requiring the temporary support.

All other terms and conditions of the Invitation to Bid remain unchanged. Bidders are required to formally acknowledge the receipt of this and all other addenda on Page 2 of 5 of the Bid Package, entitled Acknowledgement of Revisions, in the Instruction to Bidders, or their bid will be considered incomplete.

Sincerely,

Timothy R. Holloway
Director of Maintenance