

**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.

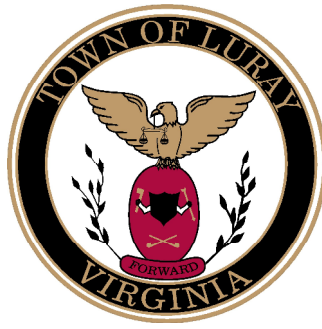
A non-refundable charge of \$95.00 for each set of the Invitation for Bids documents will be required for any contractor requesting hard copies. A non-refundable shipping charge of \$15.00 per set is required for all sets, CD, or DVD ROM requiring shipment.

A Pre-Proposal and Utility Meeting will be held at the Town of Luray Town Office on Wednesday, June 21, 2017 at 2:00 p.m. Attendance of the pre-bid meeting is not required to bid. A site visit walk-through will be optional immediately after the meeting. Any questions regarding the project shall be in writing and directed to Mr. Tyler Austin, Project Engineer via email at taustin@raceyengineering.com. Questions must be submitted no later than 4:00 p.m. on Friday, July 14, 2017.

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, August 10, 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

July 11, 2017

NOTICE TO OFFERORS

ADDENDUM NO. 2

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 24th, 2017 at 3:00 pm EST.**

The Proposal Opening has been moved to **August 25, 2017 at 10:00 am. EST**

The Notice of Intent to Award has been moved to **September 29, 2017.**

PRE-PROPOSAL & UTILITY MEETING MINUTES

INTRODUCTIONS

- Bryan Chrisman – Town of Luray, Responsible Person
- Michael Fulcher – VDOT, LAP Project Coordinator

- Patrick Racey – Racey Engineering, Project Manager
- Tyler Austin – Racey Engineering, Project Engineer, Point of Contact
- Steve Long – Racey Engineering, Environmental

ANTICIPATED SCHEDULE

- Pre-Proposal Meeting – Today, June 28, 2017; 2:00 pm EST
- RFP Questions Due to TOL – July 28, 2017 by 4:00 pm EST [Per Addendum No.1]
- TOL Responses to Questions, Addenda as necessary – on or before August 4th, 2017
- Letter of Submittal & Price Proposal Due to TOL–**August 24, 2017 by 3:00 pm EST**
- Open Letters of Submittal & Price Proposals – **August 25, 2017 at 10:00 am. EST**
- Notice of Intent to Award – **September 29, 2017**
- Notice to Proceed – November 15, 2017
- Interim Milestone (Bridge Closure Days [BCD's]) – Proposed by Offeror
- Final Completion – December 31, 2018

PROJECT OVERVIEW

- Description of Work
 - Single Span shown in 30% Concept Plans
 - Abutments and retaining walls must remain in place, however cannot bear any load from the new bridge
 - Railing (Texas C411) must be used to meet VDHR requirements
 - D/B Contractor to coordinate with VDHR on final railing design.
- The project must be designed and constructed in accordance with: the Virginia Department of Transportation Road and Bridge Specifications, dated 2016; and the Road and Bridge Standards, dated 2016; the 2011 edition of the VA Work Area Protection Manual with Revision #1 incorporated, dated April 1, 2015; the 2009 edition of the MUTCD with Revisions #1 and 2 incorporated, dated May 2012 and the current VA Supplement to the MUTCD; and the Supplemental Specifications, Special Provisions
- This is a Federally Funded Project and must comply with federal requirements
- Environmental
 - D/B Contractor responsible for completing the NEPA document commitments and gaining all required permits
 - Roosting bats have been deterred on the bridge utilizing foam insulation, and no Time of Year Restrictions (TOYR) are outstanding at this time. D/B Contractor must utilize all documentation provided in their NEPA submission to show compliance.

- D/B Contractor must coordinate with DGIF regarding trout stocking in Hawksbill Creek. DGIF contact information has been provided.
- Zero or One Pier Design is allowed in the NEPA documentation. Maximum 300 lf of armoring/stream bank modifications
- Must utilize the FHWA Texas C411 railing system or approved equal per VDHR. Please review VDHR submittal requirements on bridge and rail.
- Existing abutments and walls must remain in place.
- Cannot stage/store/ disturb Ruffner Plaza. Can however, utilize the lower parking lot for staging.
- Notching, cutting, capping of the abutment seats must be handled by the D/B Contractor with VDHR during Final NEPA process.
- Geotechnical
 - Geotechnical Data Report provided, boring locations shown on plan
 - D/B Team required to complete Final Geotech Report
 - No blasting or driving (hammering) allowed for new bridge foundations—drilled shafts are okay.
- Utilities
 - Waterline currently runs under bridge, and will need to be replaced and kept in working order throughout project. This is the only main to the west end of Town, and must stay in operation at all times.
 - 2 conduits under the bridge to be replaced and 2 new added
 - New Storm Drain System on the ends of the bridge to convey water away from bridge.
 - Sanitary Sewer runs in the Hawksbill Creek directly below bridge. D/B Contractor to protect main and manhole during construction/demolition.
 - D/B Contractor must provide temporary waterline relocation during demo and construction of new bridge.
 - Bid Option #1 is for a temporary pedestrian access that would also house the temporary waterline during construction.
 - Electrical for bridge lights and receptacles to be provided from existing 200 amp panel on Ruffner Plaza ramp.
 - D/B Contractor to mark all utilities prior to demo/drilling/ etc.
- Any Temporary Construction Easements or ROW is to be acquired by D/B Contractor with no additional time or compensation to the project by the Town.
- The required DBE Goal is 5%
 - Must be a DBE, not SWAM
 - Follow Resources for soliciting DBE's
 - LAP Manual – Ch. 17 – Civil Rights
http://www.virginiadot.org/business/locally_administered_projects_manual.asp
 - The Department of Minority Business Enterprises

- Department of Small Business and Supplier Diversity
- http://egov1.virginia.gov/swam_reports/dbe_listing.htm
- VDOT Pre-Qualified List
<http://www.virginiadot.org/business/const/prequal.asp>
- Document Good Faith Effort Guidelines, including form C49
- QA/QC including testing to be provided by the D/B contractor
 - Oversight and coordination with Town's IA inspector
- Proposal is A+B format. Utilizing Bridge Closure Days (BCDs) as the other qualifying marker. See Attachment 5.0.2
 - Bid Option #1 has no bearing on the evaluation or selection of the successful offeror.
- Project Communication and Decision Making
 - RFI's utilized for managing project communication
 - All requests go through the Town's Point of Contact (POC) and will escalate up the project chain of command
- No work on Holidays – Follow VDOT rules for the day before and after Holidays
 - Town's work hours are 7:00 am to 7:00 pm.
 - Exceptions to these times may be considered by the Town, and must be submitted in writing to the POC.
- Traffic
 - D/B Contractor to submit approved plan for Town Review

PROPOSAL SUBMITTAL REQUIREMENTS

- Reviewed the Letter of Submittal Checklist and Price Proposal Checklists (4.0.1.1 and 4.0.1.2, respectively).
- Reviewed Attachment 5.0.2 Special Bidding Procedures
- Reviewed Attachment 4.3.1 Price Proposal Form

CURRENT QUESTIONS AND CLARIFICATIONS

- In paragraph two in Section 4.3.1, the second sentence, **replace** “may” with “will”. “Failure to provide the number of BCDs and/or BCDs in excess of the 150-day threshold **will** deem the Offeror's Price Proposal non-responsive.”
- Bridge Closure Days (BCDs) needs to be better defined for the Offerors. Bridge Closure, which is the initiation of the BCD timeline (Day 1), shall be defined as a two (2) lane closure of Main Street for a duration longer than 10 minutes. The D/B Contractor shall be allowed up to five (5) cumulative days of reducing traffic to one lane on Main Street.

- Revise Part 1 Section 4.2.6 requirements as follows for the Contractor and Lead Designer work history requirements:
 - Two (2) major bridge structure projects with the minimum construction value of **\$2,000,000** each. [Note that “**in-stream construction**” requirement has been removed]
 - **Remove** item .2 “One (1) bridge replacement construction project in an urban setting with a minimum construction value of \$3,000,000.

Due to this requirement changing, and giving contractors and designers a second chance to review these requirements, the Proposal Due Date is extended two (2) weeks to be due on **August 24, 2017 at 3:00 pm.**

QUESTIONS AND RESPONSES FROM PRE-PROPOSAL MEETING

1. Bridge Closure Days are referenced as 150 in Part I and 300 in Part II. Which is correct?

Answer: 150 is the correct number of BCDs. Please revise paragraph six of Section 2.10.1 Maintenance of Traffic in Part II from 300 to **150 days.**

2. Section 2, page 18 says the bridge will be supported by micropiles. Elsewhere says it may? Please clarify.

Answer: The Conceptual Plans use micropiles in the design, however the D/B Team may propose other support systems as long as it meets the other requirements set forth in the RFP. Please **revise** the last paragraph of section 2.3.2 of Part II to read: “The new bridge **may** be supported on deep foundations behind the existing abutments with micropiles.”

3. Is there not supposed to be any load on the existing abutments? Vertical or lateral?

Answer: Correct.

4. Is jackhammering for demolition of the existing bridge or piers acceptable?

Answer: Yes. However, D/B Contractor shall implement a demolition plan that removes the existing bridge and piers in an efficient manner to minimize the vibrations and noise impact to the surrounding businesses. This Demolition Plan will be submitted and reviewed by the Town and VDOT prior to demolition.

5. Has the Town acquired any permits or will be acquiring the permits?

Answer: The Town will not acquire any permits. The D/B Team is responsible for applying and obtaining all permits associated with this project.

6. Is painting of the beams required?

Answer: Painting of the beams is not required or wanted by the Town.

7. What is the overall length of the project and where are the paving limits?

Answer: Sheet S102 of the Conceptual Plans clearly shows the extents of the project and the hatched areas represent the areas to be milled and paved, full depth pavement, etc. Mill and overlay sections are shown to the extents of the fenced “work zone”, however D/B Contractor shall be required to transition the new pavement and/or repair damaged pavement, sidewalks, C&G, etc to the extents shown on sheet S102 (generally from N/S Hawksbill Street to the East side of Vogt Place).

8. Please clarify how much of the bridge seats can be removed, capped, etc.

Answer: The bridge seats can be modified, capped, etc. within reason as to not disturb the Limestone facing of the abutments. D/B Contractor is responsible for coordinating their design methods with Virginia Department of Historic Resources (VDHR) and other agencies as required in the commitments of the NEPA Document to ensure compliance.

9. Is the Town to remove the greenway ramp? Will the Town provide the structural engineering to attach the ramp to the new bridge structure?

Answer: Although the Conceptual Plans state that the removal of the greenway ramp to the Northwest is “by others” the Town has decided to make the D/B Contractor responsible for detaching the wooden ramp back to the first steel frame and concrete pier foundation during construction (to fully eliminate pedestrian access on this ramp) and then design and reattach the wooden ramp to the new bridge.

10. Do the piers have to be removed if not used?

Answer: Yes, the piers and foundations must be removed and disposed of In accord with the VDOT Road and Bridge Specifications and requirements of the environmental permitting agencies.

11. Can scuppers be used on the new bridge?

Answer: Although discussed in Part II Section 2.3.4 Miscellaneous, the Town would prefer other drainage methods for removing water from the bridge (i.e. curb inlets, closed pipe system, etc.) If scuppers are proposed, they need to meet the minimum 8” diameter specified in section 2.3.4.

12. Is the opening public?

Answer: Yes, the unofficial results will be public and will be released following the proposal opening. Official results will be posted after the evaluation.

13. Is the Bid Option #1 considered in the evaluation matrix of the A+B Proposal format?

14. Answer: No

15. Part 2, pg18 states that the approach slabs are required. Is this a Town requirement, or can it be relaxed to an option?

Answer: The approach slabs are utilized in the Conceptual Plans, however they are optional as long as the design meets the requirements set forth in the RFP. Please **revise** paragraph 5 of section 2.3.2 of Part II to read: “Structural approach slabs **are optional** at each end of the bridge on this Project.”

16. What opening on the Texas C411 rail?

Answer: Type B as specified in the Conceptual Drawings.

17. Is the Vertical Curve information provided on the conceptual plans accurate? The PVI Station is listed as -00+71.25.

Answer: The correct station for the PVI is 99+28.76. The elevation is correct at 779.77.

18. Section 4.3 Price Proposal is missing numbers for 4.3.3 and 4.3.4 in the requirements (page 12)

Answer: These sections were meant to be removed. Please disregard these sections.

19. Section 4.4 Post Notice of Intent to Award Submittals requires in 4.4.1 the team’s organizational chart (page 13) – confirming that you want to wait until then, especially as

- a. Section 11.4 Requirement to Keep Team Intact requires that we keep our team intact for the duration of the procurement process and if awarded the D-B contract – so that implies we have presented a team
- b. Also, in Section 9.1.1.11 Luray is reserving the right to permit Offerors to add or delete firms and/or key personnel until VDOT declares in writing that its review is completed/closed – is that in conflict with Section 11.4?

Answer: a. D/B Team is required to provide an Organizational Chart with the Proposal.

b. Although the D/B Team is required to keep the team intact, the Town wants to reserve this right in the case of extraordinary circumstances.

20. Section 4.4.3 DPOR and SCC calls for businesses and individuals to be added to the form that is labeled for Individuals. Confirming that this is correct.

Answer: This is correct.

21. Section 11.8.6 – references executing and returning Debarment forms 11.8.6(a) and 11.8.6(b), but those attachments don't exist and we do have Attachments 4.2.2(a) and 4.2.2(b).

Answer: These attachments will be forthcoming in the next addendum.

22. Per Part 4, 2.1.5 _ “Key Personnel” shall include Design-Builder’s Representative – is that the same as the Offeror’s Point of Contact requested in the Letter of Submittal?

Answer: It can be the same person or different people (i.e. the President of the Contractor’s company wants to be the Representative, however the Project Manager is to be the POC.)

23. Is a FEMA floodplain study available? If so, can the Town provide it to the offerors?

Answer: There is a 2007 Study available from FEMA’s website. It has been provided as an attachment to this addendum and is located on the sharefile site.

24. Are the existing abutment components to remain (e.g. stone block walls etc...) in a condition to allow for the drilling of the micro-piles without being damaged? Please better define the limits of the existing structure to remain or be reused in the new design to include the existing retaining walls.

Answer: The existing abutments and retaining walls consist of limestone rock (southern retaining wall is surfaced in concrete), and extend to the west parallel with Main Street,

are all to remain. The CMU block wall is not part of the historical portion of the abutment or walls, but is to remain in place. The foundation system can drill through the abutment footing as shown in the Conceptual Plans, but the abutments and walls cannot be removed. D/B Contractor shall coordinate with VDHR for all commitments and requirements in the NEPA Document. Offerors are strongly encouraged to read the NEPA documentation provided. See the attached sketch for clarification on the abutment retaining walls on the west side.

25. Are any parts of existing abutments attached to the adjacent building structures?

Answer: The abutments are not connected to the existing buildings to the Town's knowledge and extensive research, however the existing structure on the northwest corner rests on the large stone retaining wall parallel to Main Street. In addition, the building has large depth steel floor beams that cantilever from a large post/column in the building, and extends over the existing block wall and are boxed in with plywood. The block wall was added during the kitchen addition to the existing building and functions as a flood protection enclosure. There are no records or plans of this addition or any of this work. A sketch has been provided to try and clarify the layout of the walls/abutments.

26. Are there any existing plans of the adjacent building available? If so, can they be made available to the offerors?

Answer: There are no existing plans for the adjacent building available or known.

27. The Memorandum of Agreement (MOA) referenced in the RFP is not included with the information package. Will the Town provide this MOA to the offerors so that the commitments of the MOA can be reviewed and considered in the design?

Answer: The MOA is located within the "NEPA Package" that was included with Addendum No.1. It can be found in ATTACHMENT D of the package near the end of the attachment.

28. Has the Stage I report, that was provided with the RFP information package, been approved by VDOT?

Answer: It was submitted, reviewed, and approved by VDOT as part of the 30% (Conceptual) Plans.

29. RFP Part 2 Section 2.8 states that no deviations from the requirements of the RFP Documents will be valid unless they are set forth in an addendum prior to receipt of the Offeror's Letter of Submittal. Does this include deviation from the RFP concept plans?

For example, if an offeror were to propose a new two-span bridge similar to the one evaluated by the Town, does this bridge configuration need to be included in the RFP via an addendum as Section 2.8 seems to suggest?

Answer: The questions asked as part of this addendum seem to address references placed to limiting critical design parameters (i.e. approach slabs, micropiles, etc.). This does not include a deviation from the Conceptual Plans. D/B Teams are allowed and encouraged to propose innovative design concepts that meet the design parameters listed. Deviation from other stated design parameters (i.e. using timber bridge elements) are not valid.

30. The Town notified the attendees during the pre-proposal meeting that Part 1 Section 4.2.6 requirements will be revised as follows for the contractor and lead designer work history requirements:

- a. Two (2) major bridge structure projects with the minimum construction value will be changed to \$2,000,000 each
- b. One (1) bridge replacement project in urban area requirement will be eliminated.

Question – for the 2 major structure projects with \$2,000,000 construction value each, are these two projects still required to be in-stream construction? Given that for the preferred single span alternative, only the demolition of the existing piers will be in-water, in-water requirement doesn't seem to be entirely applicable. Is the intent of this requirement to ensure that offerors have adequate experiences in H&H and scour analysis? If so, can the in-water project requirement be further clarified so that offerors can list projects that are similar and relevant to this RFP project?

Answer: The two major structure projects are not required to be in-stream construction. However, the Designer must provide detail on their projects that exemplify experience in H&H and scour analysis for its two (2), \$2,000,000 design projects. The Contractor must provide detail on their projects that exemplify experience in in-stream pier/abutment demolition and removal as well as in-stream pier construction (if D/B Team is proposing an in-stream pier design.)

ADDITIONAL DOCUMENTATION

- Addendum No. 2 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/i/i83c6f40427644589>

- Pre-Proposal Meeting Attendees List
- Plan Holders / Sharefile Access Holders List
- FEMA Flood Study, dated 2007
- Exhibit Sketch for Abutment/Wall Clarification

Prepared By:

Tyler S. Austin, PE
Point of Contact

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