



CITY OF SUFFOLK

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ADDENDUM NO. 1

City of Suffolk
IFB #19053-JS
January 28, 2019

Purchasing Division
442 Market Street, Room 1086
Suffolk, VA 23434-5237
Phone: (757) 514-7520 / Fax: (757) 514-7524
<http://www.suffolkva.us/purchasing>

The Invitation for Bid (IFB) for IFB 19053-JS for Mineral Spring Road Improvement and Bridge Replacement for the Department of Public Works has been amended.

ADD to

Appendix C – Limits of Operations

The contractor is advised that existing Verizon telecommunications lines are in the project area and will ultimately be in conflict with the roadway approach work. Coordination was completed during the design process with Verizon, and it was agreed that relocations will occur during construction to ensure relocation outside of conflict areas, and to utilize the full road closure that will be in place. The contractor should provide the City with a 30 day notification before relocation of these utilities is required.

The following questions and answers are incorporated in the bid:

- Q1: Is there an environmental permit for this job through the USACOE or other agencies? It isn't clear how we access the new bridge for driving piles, setting deck planks, etc.
- A1: Yes, there is an USACOE permit; it is included as the last attachment in the appendix of the bid documents. It is anticipated, due to the limited span length, that the contractor would drive piles from either side of the proposed abutments and that any type of temporary causeway would not be necessary. Allowable wetland impacts are shown in the attached figure for which the project was permitted.
- Q2: What are the retention terms?
- A2: The City is not holding retainage for this project.
- Q3: I found the USACOE permit dated 01/23/18 but it does not address building a bridge

and the correct description for the job. The bid items have a line item for cofferdams which are typically described in the permit or on the drawings. Are the cofferdams to place riprap in the dry?

- A3: Please utilize the attached PDF that has all of the ACOE permit documentation combined. There are two separate permits issued for this project as it started as two separate projects. One permit covers the bridge construction, and the other covers the roadway construction. Allowable temporary and permanent impacts are identified in the permit documents.
- Q4: Will the power lines on the west side of the bridge be de-energized or insulated during construction?
- A4: Utility coordination during the design did not indicate that there would be direct conflicts with power lines. If de-energizing or insulating the power lines is a desirable means and method for construction, the contractor may coordinate directly with the power company.
- Q5: Can you provide flood data for that area?
- A5: Information depicting the 10 year and 100 year water surface elevation is shown on sheets 3A and 4A of the plan set.
- Q6: It appears the cap will be underwater at certain times. Given the schedule of 180 days to open the road, do the caps require a cofferdam?
- A6: The bottom of the proposed caps is above ordinary high water. Construction methods are up to the contractor and must meet the requirements set forth in the project specifications, plans and permit documents.
- Q7: Is there an anticipated time frame to receive the Notice to Proceed following the award?
- A7: It is anticipated the Notice to Proceed will be issued 30 to 60 days after award, subject to VDOT concurrence.
- Q8: The permit that has been included with the bid documents has a long eared bat restriction from April 15 until September 15 of any year that restricts clearing operations. Does this mean work cannot start until September 16?
- A8: The clearing operations in the permit refer to "tree clearing/removal" in the forested portions of the project during that window of time. The Northern Long-Eared Bats primarily use fully-grown trees and dead/dying trees (because of suitable bark). "Tree removal" is defined as cutting down, harvesting, destroying, trimming, or manipulating in any other way the trees, saplings, snags, or any other form of woody vegetation likely to be used by northern long-eared bats. In other words, the restriction only applies to removing/ altering of full trees and not to grading operations or removal of scrub brush. Therefore it is anticipated that the project NTP will be prior to the time of year restriction and tree removal/ alteration (if required) will occur prior to the restriction time frame. Other construction activities, not impact trees, are allowed within this timeframe window.
- Q9: Are there any drawings for the existing bridge?

A9: The city does not have any plans or as-builts for the existing structure. We do have a bridge inspection report and the details on a strengthening effort which may provide more insight into the construction and condition of the existing bridge. Both are attached.

Q10: Please confirm that the cofferdams are required for not just abutment construction but for placement of riprap. It makes a significant difference in the size of the cofferdam.

A10: Cofferdams will not be required for the riprap. Riprap should be placed after the abutment completion and any riprap within the wetlands is included as part of the wetland disturbance.

Q11: The piers also seem to need a cofferdam to construct the caps. On 1/10/19, I visited the site and the water was 4'-2" below the bridge deck or elevation 30.83 +/- . The bottom of cap is elevation 31.22 which only leaves 5" for false work. I'm sure the level was higher at some point in time which makes the cap construction dependent on water conditions and may require a cofferdam to meet schedule. Will high water conditions be considered an excusable delay?

A11: The city does not anticipate approving any delays.

Q12: Our precast supplier is questioning if the bottom of the precast slabs need epoxy coating.

A12: Exterior Precast slabs will be epoxy coated as per contract drawings. Refer to slab detail sheets.

Q13: Is this area considered tidal? Do the piles need to be epoxy coated per the VDOT spec?

A13: The creek is non-tidal.

Attachment 1 – Permit Drawings (14 pages)

Attachment 2 – Bridge 133-8017 Structure Report (31 pages)

Attachment 3 – Bridge 133-8017 Strengthening Drawings (15 pages)

Contract Officer:


Jay Smigielski, Purchasing Agent,

All other specifications, provisions, terms and conditions are unchanged.

Bidder shall acknowledge receipt of addendum on Bid Form. Failure to do so may result in disqualification of bid.

If you have any questions regarding this Addendum, please contact Jay Smigielski, Purchasing Agent at jsmigielski@suffolkva.us