

ADDENDUM NO. 2

Pittsylvania County Ringgold Rail Trail Pedestrian Bridge Ringgold, VA

January 4, 2023

NOTE: Bidder shall make the following changes to the specifications and drawings and acknowledge receipt of Addendum No. 2 on the Bid Form.

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A. Engineer's Comments

1. Due to the complex nature of the project, the bid opening date has been pushed back to January 26, 2023 to give prospective bidders more time to ask questions and prepare bids. Final questions should be submitted by 5:00 p.m. on January 12, with a final addendum issued by 5:00 p.m. on January 17, 2023.
2. Future direction is continuing to be pursued regarding the Northern Long-Eared Bat. Bidders will be updated as soon as possible.
3. Contractors will not be required to carry builder's risk insurance, but they will be required to hold contractor liability insurance and an installation floater.
4. Future direction is continuing to be pursued regarding wetland permit changes. Bidders will be updated as soon as possible.
5. A revised set of structural drawings will be included in a later addendum.
6. Erosion and sediment control plan approval letter has been included in this addendum.

B. Q & A

Question: What is the density specification requirement of the Expanded Polystyrene Geofoam?

Answer: Provide geofoam with minimum density sufficient to meet a compressive resistance at 1% deformation equal to or greater than the lateral pressure of newly placed concrete in the pier formwork. This will be clarified in the special provision for Expanded Polystyrene Block Geofoam by addendum.

Question: Note on sheet S-4 states "CONTRACTOR SHALL PROVIDE DEMOLITION PLAN AND FALSEWORK/FORMWORK PLAN FOR APPROVAL BY THE ENGINEER. PROVIDE TEMPORARY SUPPORT OF THE EXISTING STRUCTURE THROUGH ALL STAGES OF DEMOLITION AND CONSTRUCTION AS REQUIRED TO MAINTAIN STRUCTURAL INTEGRITY AND STABILITY OF THE REMAINING STRUCTURE". Please clarify is this temporary falsework and support just for the 2 arches within the limits of construction or is the contractor expected to support entire bridge during the demolition and construction phases?

Answer: Be responsible for maintaining the structural integrity and stability of all spans (from Abutment 1 to Abutment 2).

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Question: The latex modified concrete deck overlay placement shown is difficult as the volumetric truck is not allowed on the bridge and expensive for such small quantity of material. Would a traditional pumpable ready mix concrete overlay be an acceptable alternative?

Answer: Due to concern with deflection cracking, a thin unreinforced concrete overlay on the adjacent prestressed concrete beams is not acceptable. An asphalt overlay with waterproofing is an acceptable alternative and will be added to the drawings by addendum.

Question: Please confirm based on the foundation notes on sheet S-5, once the exploratory geotechnical is reviewed by the engineer any additional depth for both the concrete structure and cofferdam will be paid at the bid unit rates for those items.

Answer: The bid proposal and plans will be revised by addendum to provide for items that may vary based on exploratory geotechnical borings to be paid on a unit price basis.

Question: Is the existing structure solid masonry throughout or is there unstable fill contained inside the masonry structure which may have to be sloped back in order to demolish and construct new bridge at the end bents?

Answer: Record drawings indicate that original earth fill was replaced by concrete in the upper filled portion of the arch spans. Refer to existing bridge drawings included in Addendum 1.

Question: Please clarify note on sheet S-4 regarding the maximum equipment weight allowed on the existing bridge.

Answer: This note will be replaced by addendum as follows: "Be responsible for any damage to the existing structure from construction equipment and operations."

Question: Engineer's quantity for the 2" Void Drain is 34 each, however the drawings only show 12 each on the elevation on sheet S-10. Please clarify where the other 22 drains are located.

Answer: Eleven curb drains spaced at 6'-6" are located on each side of the superstructure. Refer to Sheet S-2 (cross sections) and Sheet S-16 (plan of superstructure).

Question: According to special provision for EPS Foam "The EPS block layout shall be designed by a person with 5 years' experience performing the design of EPS fills. The superintendent employed by Contractor (and subcontractors if used) shall have 3 years' experience in the construction and installation of EPS fills, including a minimum of three projects of similar size as this project." Can this qualification be eliminated as qualified EPS foam subcontractors are unwilling to commit resources to such a small scope.

Answer: The specified qualifications are not applicable to this project and will be removed by addendum.

Question: What are the anticipated loading requirements for the temporary shoring/falsework while demolishing the old bridge (i.e psf, etc). If that information is not available, what is the type of masonry material is the bridge built with (i.e Granite, etc) which the temporary shoring will support and the calculations will be based on?

Answer: Specific loading requirements will need to be determined by the contractor based on means, methods and sequence. The stone masonry rock type is not known.

Question: Is there any Mass Concrete requirements specifically for center solid support above pedestal on Pier #3 and potentially for the deeper footing up to 12'? If so what are the minimum dimensions and requirements to be followed?

Answer: A special provision for mass concrete operations will be added by addendum. The special provision will apply to placements with least dimension greater than 5 feet, including the element over Pier 3 designated solid support.

Question: Can a higher resolution set of drawings be sent out for take-off calculations?

Answer: Higher resolution drawings are included in this Addendum.

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Attachments:

- **Higher resolution drawings**
- **Revised advertisement**
- **Erosion and sediment control approval letter**

END OF ADDENDUM NO. 2