

RICHMOND METROPOLITAN TRANSPORTATION AUTHORITY

RICHMOND EXPRESSWAY SYSTEM

CONTRACT NO. PC.-2018

PROTECTIVE COATINGS OF STRUCTURES

ADDENDUM NO. 3

February 16, 2018

DESCRIPTION

The below questions and answers are issued to become part of the Contract Documents.

Contractor shall acknowledge receipt of this Addendum on the Receipt of Addenda form (Contract Page RA-1). Failure to complete and include the RA-1 form in the bid package may cause bid to be found irregular.

Date of receipt of bids is unchanged.

Date of contract completion is unchanged.

The following questions were raised during the inquiry and questions period:

Question 1 (Parapet Wall Coating):

- Bid Item 35, Parapet Wall Coating, is described as cleaning, patching and coating the outside face of the parapet walls (stated on page SP-E-1). The "procedure" states that all delamination and spalls shall be repaired. What is the estimated sf quantity of spall repair that is anticipated to be performed? What product is to be used for concrete spall repairs? Can RMTA add a Concrete Spall repair bid item to the schedule so bidders have a more

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clear picture of how much of this work is to be done? If no bid item is added for concrete spall repair, the parapet wall coating item will be unrealistic.

- *Based on past experience, we do not expect any spalls in this contract. However, we wanted to address any potential spalls as a result of the pressure washing process. The bid documents specify an epoxy filler compound that can be troweled on large cracks or large bug holes if required and immediately coated with the Finish coat of Polyamide Epoxy. In case of a concrete spall requiring patching, the contractor will submit a Cementous product for approval. No bid item for Concrete Spall repair will be added.*

Question 2 (Norfolk Southern RR):

- Page SS-18 states that all costs for “services needed near NS Corp tracks for work performed under this Miscellaneous Repairs -2015 Contract will be paid by the Contractor.” Is this a typo on the contract name shown as “Miscellaneous Repairs – 2015 Contract? Is the contractor to pay for all services needed from NS Corp?
- *This is a typo and should read “Protective Coatings – 2018 Contract”. Yes, the contractor shall pay for all services needed from NS Corp.*

Question 3 (Maintenance of Traffic):

- Page SP-B-4 shows the RMTA lane closure times for all bridges associated with this contract. Under the weekend column, it states that a lane closure can occur on each bridge from 9 pm Friday to 5 am Monday. Please confirm that RMTA is permitting “CONTINUOUS” lane closure from 9 pm Friday to 5 am Monday.
- *Yes, we are confirming the RMTA will permit a continuous single lane closure during the time specified. Contractor must submit a MOT Plan including detours for approval 7 days in advance of work. If the MOT Plan requires VDOT approval submittal is required 14 days in advance of work. MOT plans and detours will be reviewed to evaluate the impacts on the traveling public and special events as specified in Special Provision SP-B.*
- Are we permitted to shut down (detour) a ramp bridge during these “continuous” hours of lane closure?
- *Per the Special Provision SP-B: One lane shall be maintained on Bridge 63 and Bridge 66 at all times. In addition, Contractor shall maintain at least one ramp entering and at least one ramp exiting the city at all times; Bridge 64 shall not be permitted to be closed while Bridge 65*

is closed and Bridge 67 shall not be permitted to be closed while Bridge 68 is closed.

- The ramp bridge lane widths are roughly 22 ft. wide. Are we permitted to restrict the travel lane width on the ramp bridges (B64, B65, B67, B68) to 11 ft. wide in order to have a permanent closure for equipment and/or work performance?

- *Due to the volume of traffic on these ramps, no restricted lanes will be approved.*