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June 9, 2017

RFP CHANGE NO. 1

**RE: Colchester IM 089-3(69)
Construction Manager/General Contractor (CMGC) Project - Request for Proposals**

To Whom It May Concern:

If there are conflicts in the information provided by the RFP, previous RFP Changes, previous questions that have been answered, or previous additional information that has been distributed, this RFP Change No. #1 shall supersede that information.

RFP Changes

No changes are made to the RFP by this RFP Change

Responses to RFP Questions

1. **QUESTION:** Under Specification Section 1.2 Key Project Goals & 1.4 Staged Demolition, it is stated that partial deck demolition is allowed starting a maximum of 96 hours prior to the weekend closures. This implies that during this continuous 96 hour period only three lanes of traffic will be open. On sheet 16 of the project plans, NB Phase 1 shows deck demolition starting at 7 pm on Thursday and sheet 19 shows SB Phase 1 deck demolition starting at 10 am on Friday prior to the weekend shutdown. This allows significantly less than 96 hours for partial deck demolition. Please clarify the significance of the times shown on the Phase drawings and how they relate to the 96 hour shutdown.

ANSWER: Per the RFP, the partial deck demolition can start a maximum of 96 hours prior to the weekend closures, including providing three lanes of traffic when required. The plans depict partial deck demolition times of a lesser duration to indicate the intended typical traffic patterns in the days prior to closure. Note that in the time of partial deck demolition prior to the closure, traffic patterns will need to be maintained as indicated in the plans, including providing two (2) travel lanes in the direction and times indicated.

2. **QUESTION:** On sheet 15 of the project plans, below the table *2018 Estimated Average Volumes* it is indicated that a hatched area will show when a reduction to one lane is allowed. Also, note one on sheet 15 says that the table will indicate when one lane is allowed. There are no hatched areas within the table and no other indication on the table when reduction to one lane is allowed. Please clarify when reduction to one lane is allowed.

ANSWER: See provided revised sheet 15 for the hatched areas. This revised sheet is attached to the back of this RFP Change.

3. **QUESTION:** Are any environmental or construction permits currently in place? Can a copy of any permits be furnished?

ANSWER: *Environmental Permits are currently being acquired. VTrans is attempting to permit a cause way into Mallet's Creek for access. Permitting will likely be in process when the CM is procured. Means and methods may need to be adjusted based on permitted access at bridges 77 N and 77 S.*

We are in the process of acquiring the following permits:

- a. **Construction Stormwater (PIDE Plans) – Both Bridge 76 and 77 disturb more than 2 acres so a permit will be required for both bridges.**
 - b. **Vermont Wetlands Individual Permit (Wetland Impact Plans) – Impacts in the wetland buffers for Bridge 77. There are no impacts in the Wetlands.**
 - c. **Army Corps of Engineers 404 Category II General Permit (OHW – MWL Impact Plans) – Impacts below OHW for the construction of a temporary causeway between Bridges 77N & S and catchment structure under Bridges 77N&S.**
 - d. **Lake Encroachment Permit (OHW – MWL Impact Plans) – Impact below Mean Water Level (95.5 feet) for the construction of a temporary causeway between Bridges 77N&S and catchment structure under Bridges 77N&S.**
 - e. **Vermont Takings Permit (No Plans) – Permit for locating endangered freshwater mussels at bridges 77N&S.**
 - f. **Second Vermont Takings (No Plans) - Permit for relocating endangered freshwater mussels at bridges 77N&S so they are not impacted by the temporary causeway or catchment structures at Bridges 77N&S.**
4. **QUESTION:** The record drawings furnished in the RFP do not clearly show any shear studs or other means of connection between the top of steel and concrete deck. Are additional record plan sheets that detail this connection available or confirm no connection exists?

ANSWER: At the time of construction, the addition of shear studs was based on the length of the steel span. The middle spans are long enough to require shear studs but the first and second spans are too short to require shear studs. VTrans has performed cores of the existing decks to determine the presence of shear studs and based on those cores no shear connectors or spiral reinforcing was found. However, this does not guarantee that shear studs or spirals are not present in the existing concrete deck.

5. **QUESTION:** The record plans show “Chair Bars” on the top of girder flanges. Is there a detail and/or spacing know for the chairs? Are these chairs welded to the top flange?

ANSWER: Based on the cores taken by VTrans the chair bars did not appear to be welded to the deck as they were removed with the cores, however as noted above this does not guarantee that the chairs are not welded to the top flange.

6. **QUESTION:** The second to last bullet of Specification Section 3.2 Organization and Key Personnel Expertise states that resumes are limited to two pages. The resume form states maximum three pages. Please clarify the maximum number of pages for the resume.

ANSWER: Resumes should be a maximum of three pages.

7. **QUESTION:** The last bullet of Specification Section 3.2 Organization and Key Personnel Expertise asks for 3 references to be included in the resume. The last sentence on the resume form asks for contact information for client/owner who can verify your role and performance. What is VTrans’s expectation for the resume form (one reference for each of up to six jobs listed or three references not necessarily associated with the relevant project used in the resume)?

ANSWER: 1 reference for each of the jobs listed.

Additions to RFP Information Package

No additions are made to the RFP Information Package by this RFP Change.

Additional Information

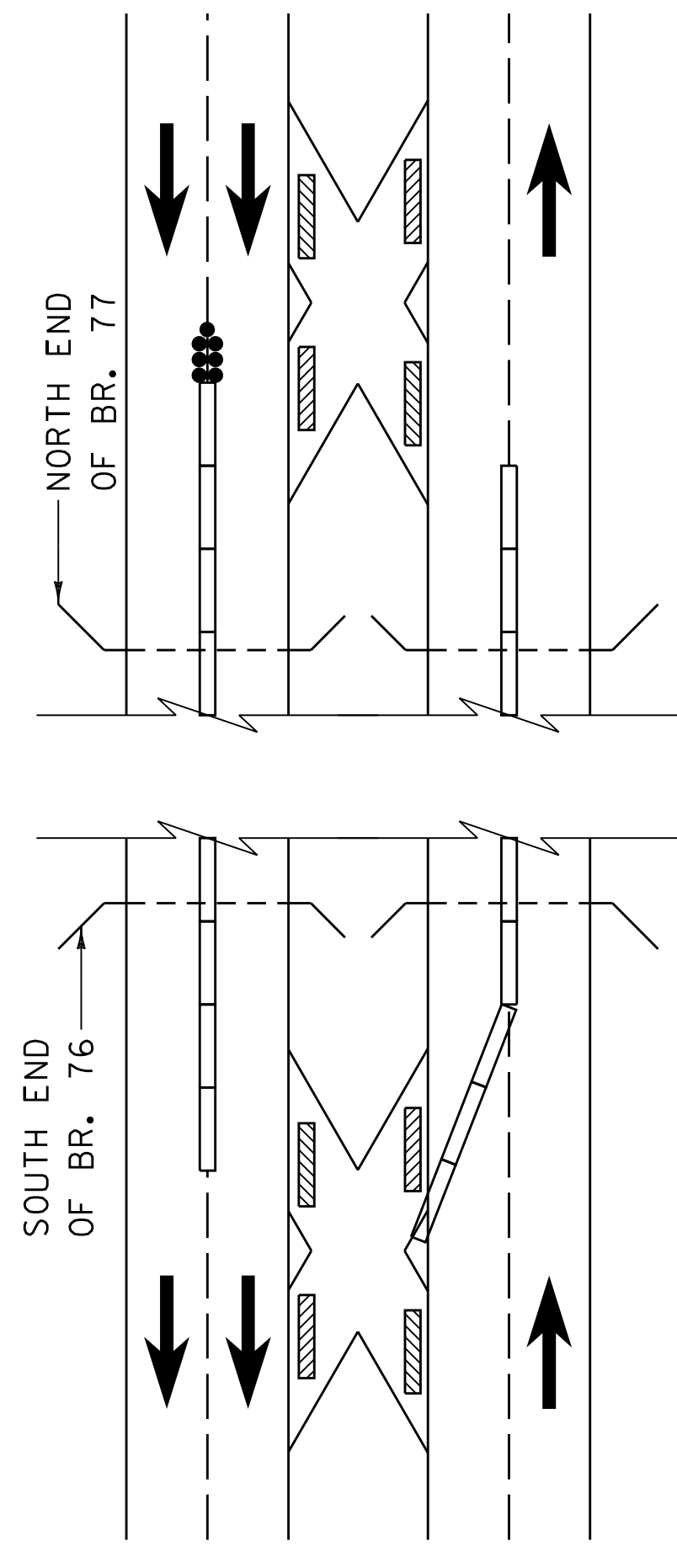
No additional information is provided to the RFP by this RFP Change.

All other requirements as specified in the Request for Proposals shall remain unchanged.

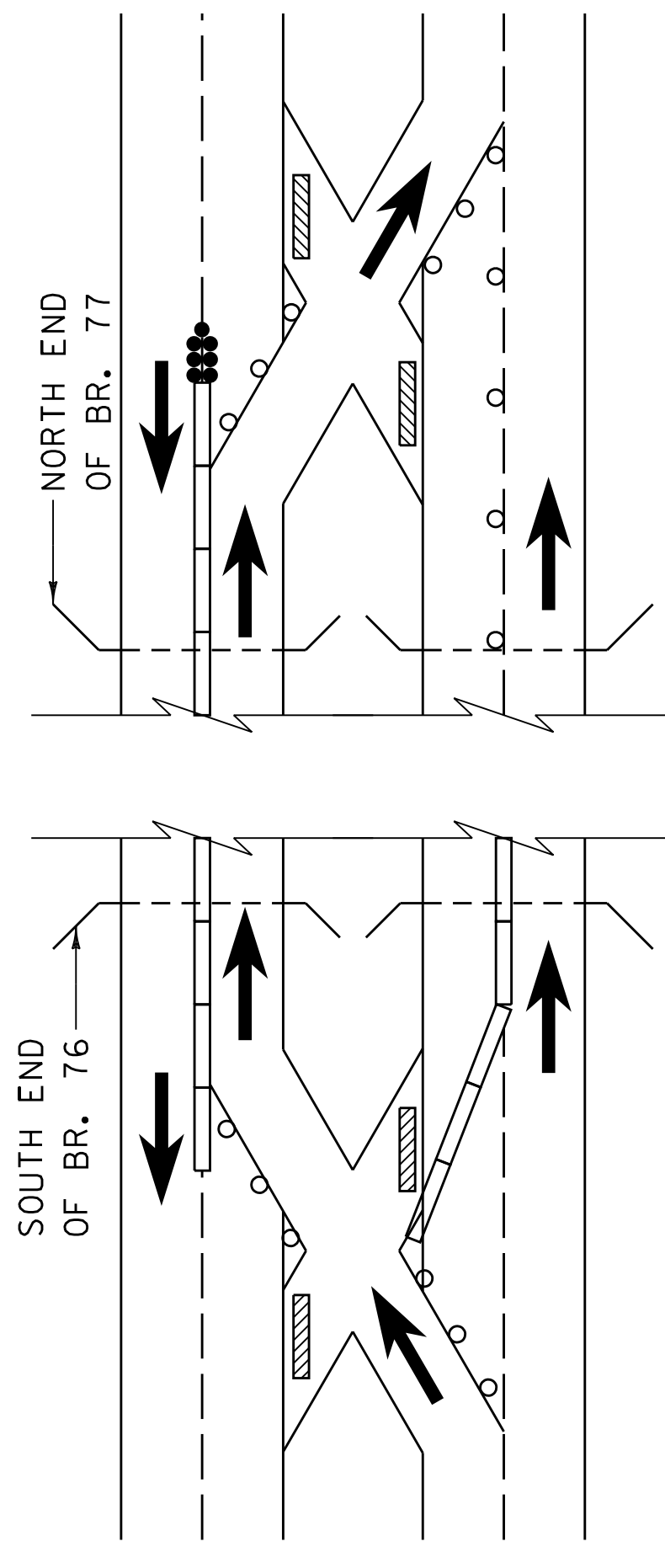
TRAFFIC PHASING NOTES

1. THE ADJACENT TABLE INDICATES THE I-89 NORTHBOUND AND SOUTHBOUND HOURLY TRAFFIC VOLUMES DIVIDED INTO MONDAY-THURSDAY, FRIDAY, AND SATURDAY-SUNDAY TRAFFIC. THE PERIODS OF REDUCTION TO ONE LANE OF TRAVEL IN THE APPLICABLE DIRECTION IS ALSO INDICATED.

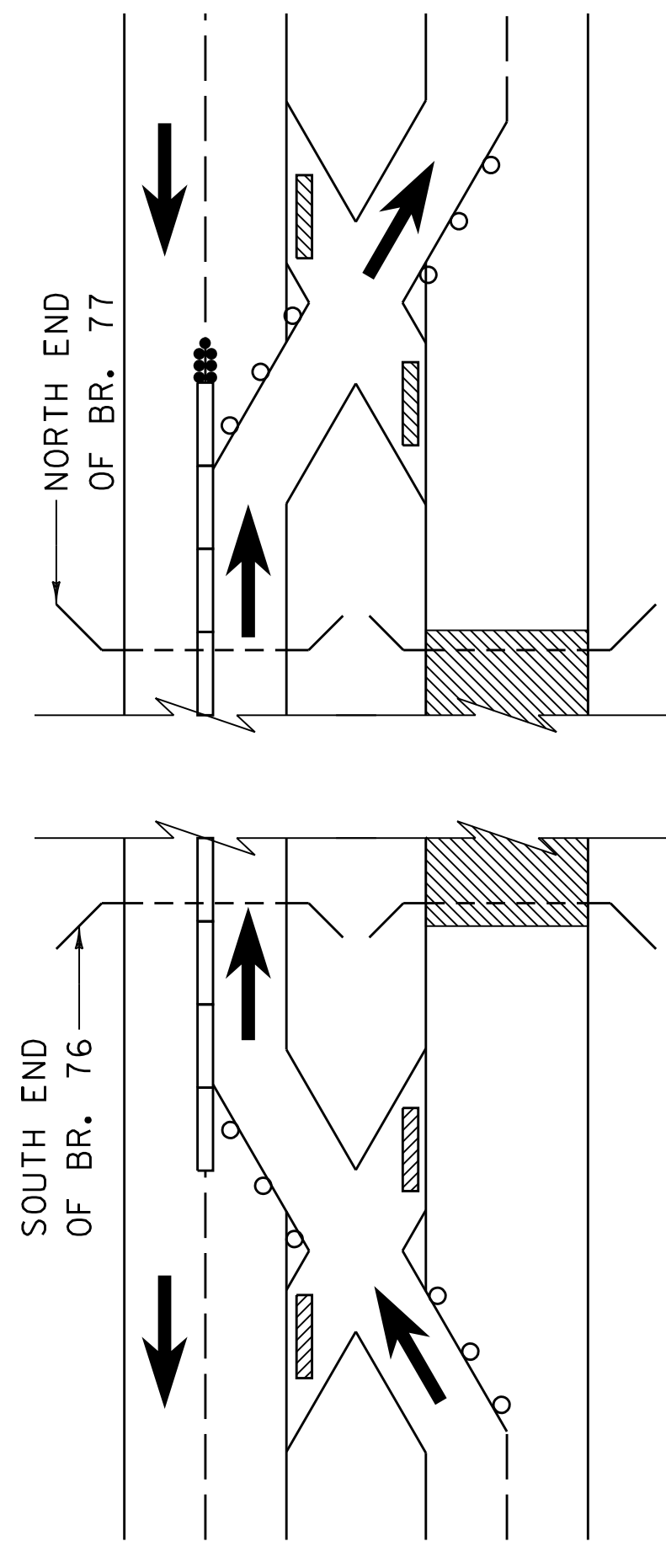
2. TRAFFIC PHASING CROSS SECTIONS ARE SHOWN ON THE FOLLOWING SHEETS. BELOW ARE GENERAL NORTHBOUND AND SOUTHBOUND TRAFFIC PHASING DIAGRAMS DEPICTING THE METHOD FOR MAINTAINING TWO TRAVEL LANES IN THE DIRECTION INDICATED, PRIOR TO AND FOLLOWING THE WEEKEND BRIDGE CLOSURE. TRAFFIC PHASING DURING THE BRIDGE CLOSURE IS ALSO SHOWN BELOW.



AM PEAK (FRIDAY AM & MONDAY AM)



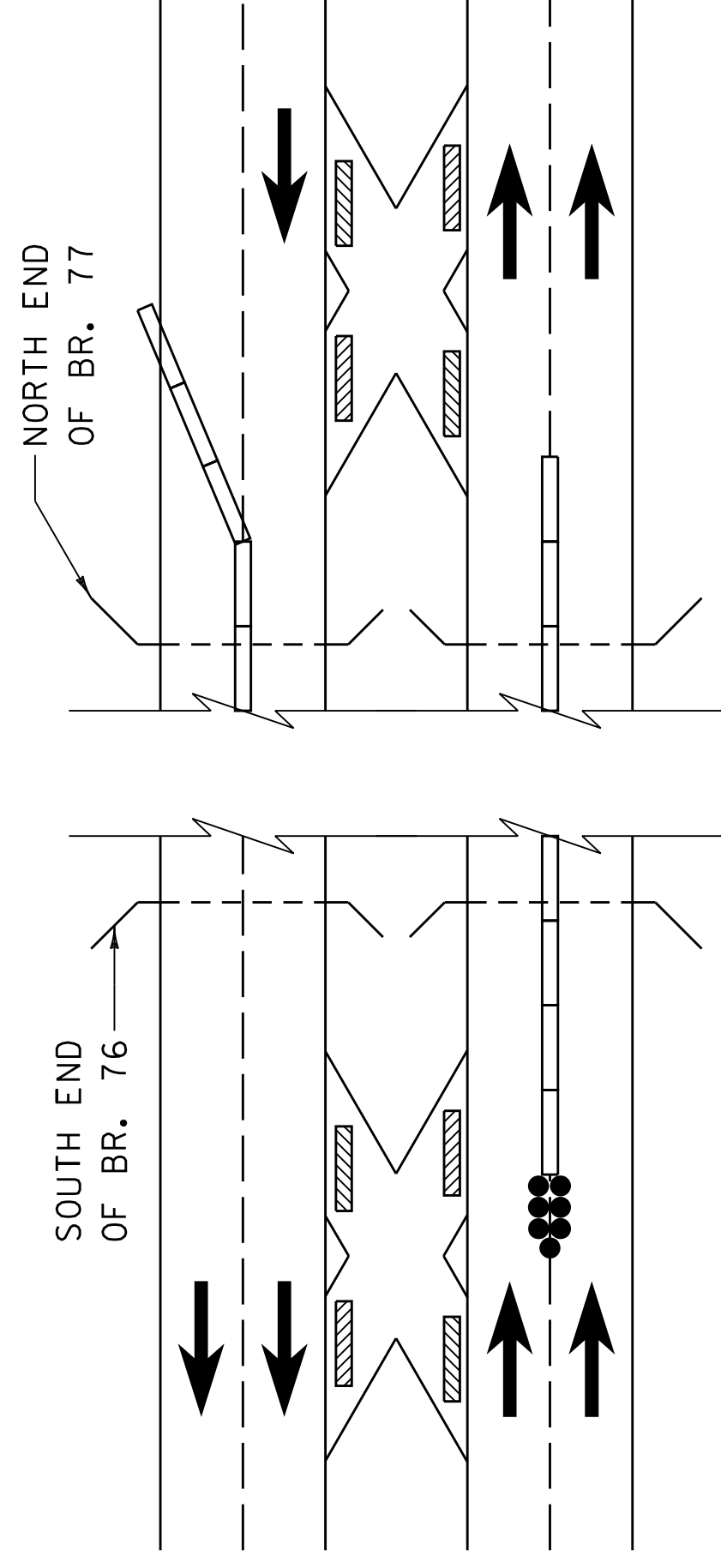
PM PEAK (FRIDAY PM)



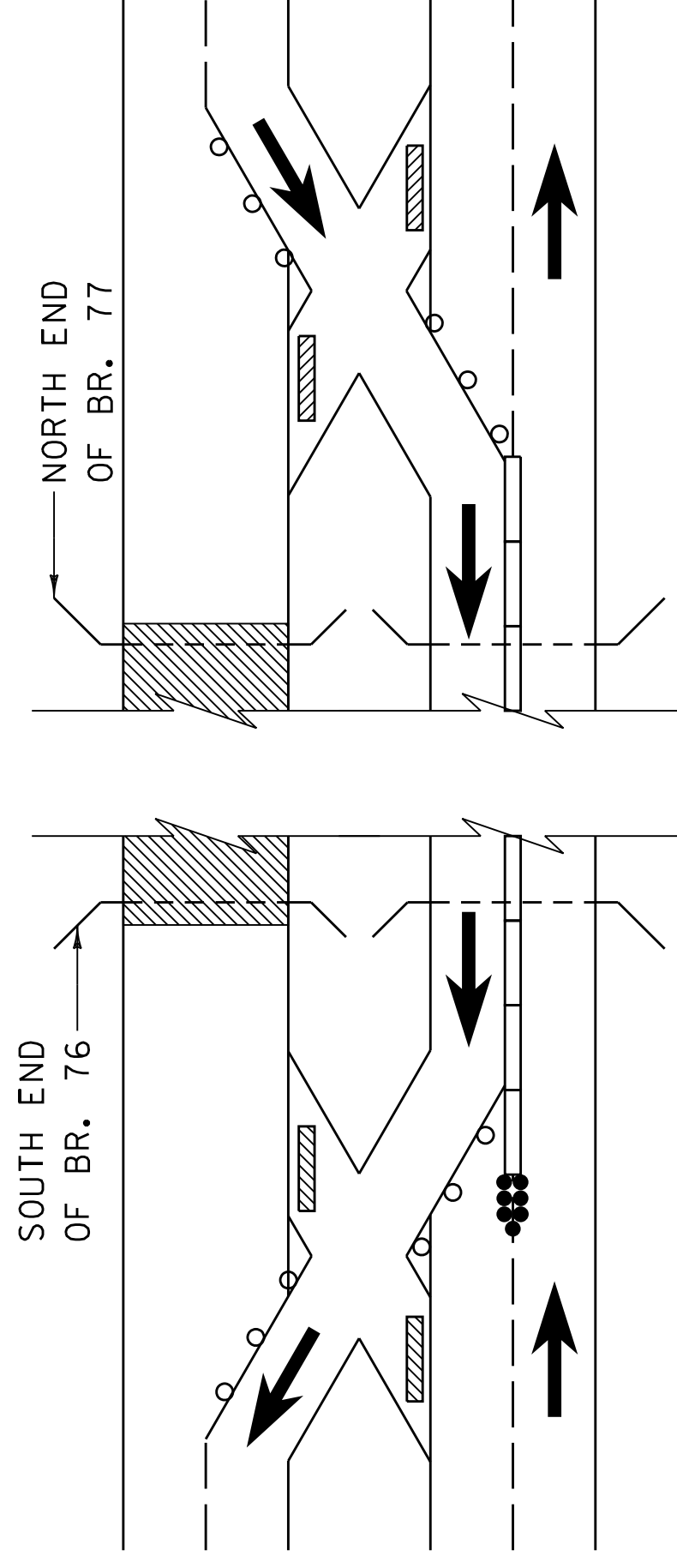
BRIDGE CLOSURE (FRIDAY PM - MONDAY AM)

NORTHBOUND TRAFFIC PHASING DIAGRAMS

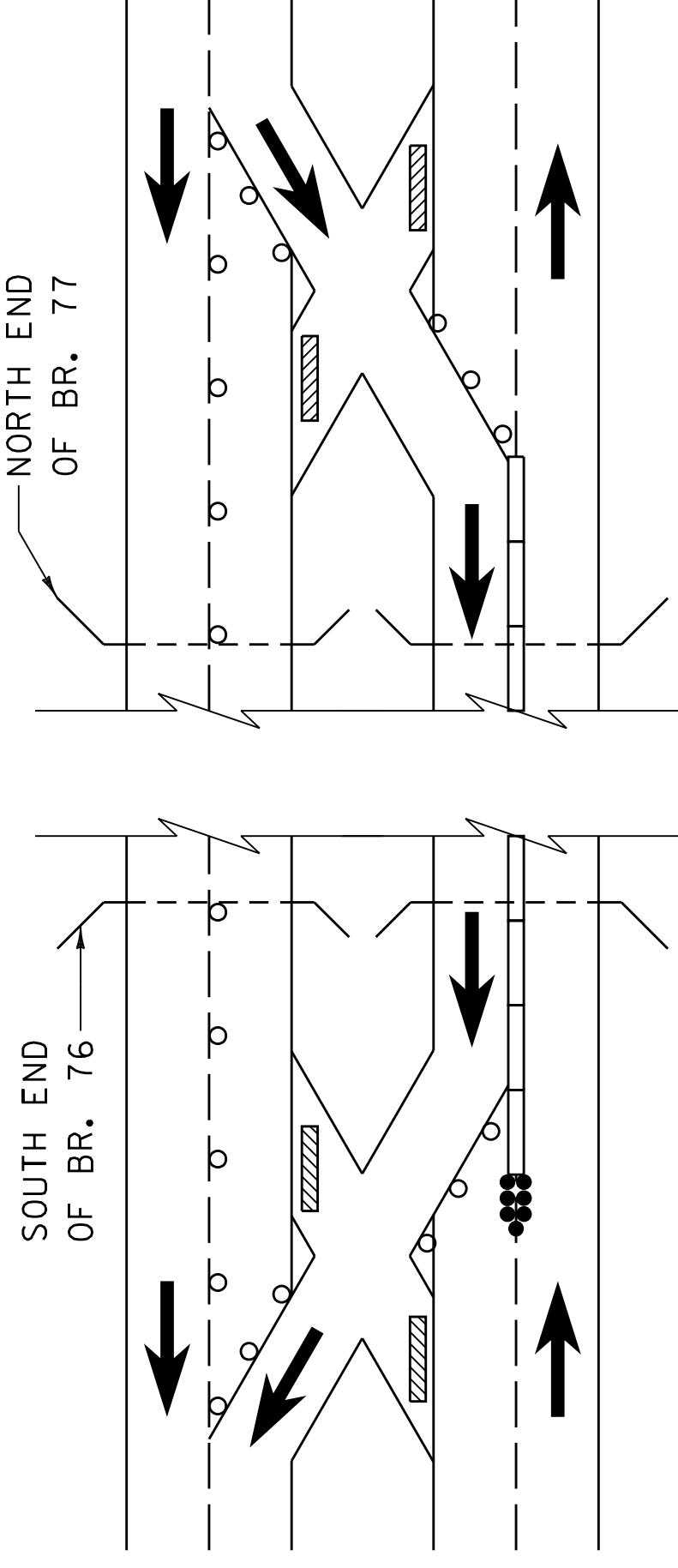
NOT TO SCALE



PM PEAK (FRIDAY PM)



BRIDGE CLOSURE (FRIDAY PM - MONDAY AM)



AM PEAK (MONDAY AM)

SOUTHBOUND TRAFFIC PHASING DIAGRAMS

NOT TO SCALE

**2018 Estimated Average Volumes -
Based on Growth Rate of 0.5% per year**

MAY NORTHBOUND				JUNE NORTHBOUND			
Begin Hour	Mon-Thu	Fri	Sat-Sun	Begin Hour	Mon-Thu	Fri	Sat-Sun
12:00 AM	107	124	163	12:00 AM	117	144	196
1:00 AM	60	68	75	1:00 AM	66	67	89
2:00 AM	42	46	61	2:00 AM	48	59	69
3:00 AM	44	46	48	3:00 AM	44	51	46
4:00 AM	58	49	43	4:00 AM	58	57	45
5:00 AM	167	158	72	5:00 AM	149	156	79
6:00 AM	457	431	139	6:00 AM	436	386	139
7:00 AM	706	680	253	7:00 AM	712	649	288
8:00 AM	602	591	338	8:00 AM	623	591	366
9:00 AM	566	592	466	9:00 AM	595	623	486
10:00 AM	615	675	633	10:00 AM	657	708	662
11:00 AM	688	784	787	11:00 AM	736	867	861
12:00 PM	782	939	957	12:00 PM	829	1015	1009
1:00 PM	876	1072	1021	1:00 PM	944	1196	1100
2:00 PM	1177	1373	1100	2:00 PM	1204	1487	1122
3:00 PM	1701	1833	1146	3:00 PM	1718	1885	1181
4:00 PM	2318	2290	1166	4:00 PM	2385	2345	1147
5:00 PM	2287	2153	1042	5:00 PM	2340	2220	1047
6:00 PM	1268	1367	866	6:00 PM	1292	1361	875
7:00 PM	853	970	720	7:00 PM	880	996	728
8:00 PM	642	778	586	8:00 PM	701	857	601
9:00 PM	481	677	474	9:00 PM	536	749	532
10:00 PM	281	478	324	10:00 PM	327	507	354
11:00 PM	211	301	232	11:00 PM	246	378	249

MAY SOUTHBOUND				JUNE SOUTHBOUND			
Begin Hour	Mon-Thu	Fri	Sat-Sun	Begin Hour	Mon-Thu	Fri	Sat-Sun
12:00 AM	51	60	68	12:00 AM	58	64	88
1:00 AM	32	44	39	1:00 AM	41	50	42
2:00 AM	44	43	38	2:00 AM	45	48	36
3:00 AM	97	108	62	3:00 AM	98	109	67
4:00 AM	254	227	91	4:00 AM	264	245	96
5:00 AM	684	689	184	5:00 AM	721	710	207
6:00 AM	1641	1687	416	6:00 AM	1731	1638	421
7:00 AM	2652	2613	548	7:00 AM	2640	2490	518
8:00 AM	1800	1790	708	8:00 AM	1823	1831	737
9:00 AM	1108	1256	951	9:00 AM	1179	1290	967
10:00 AM	912	1078	1102	10:00 AM	1008	1213	1150
11:00 AM	850	1043	1200	11:00 AM	951	1164	1207
12:00 PM	854	1031	1112	12:00 PM	943	1143	1191
1:00 PM	821	1023	1035	1:00 PM	893	1076	1104
2:00 PM	873	1039	963	2:00 PM	923	1089	1046
3:00 PM	896	1117	903	3:00 PM	936	1150	1018
4:00 PM	945	1160	830	4:00 PM	977	1120	937
5:00 PM	861	1041	753	5:00 PM	933	1081	794
6:00 PM	608	809	598	6:00 PM	642	864	643
7:00 PM	386	554	475	7:00 PM	401	584	494
8:00 PM	287	404	343	8:00 PM	322	436	396
9:00 PM	215	318	270	9:00 PM	257	366	325
10:00 PM	175	235	208	10:00 PM	190	245	219
11:00 PM	78	128	110	11:00 PM	89	140	114



= PERIOD OF REDUCTION TO ONE (1) TRAVEL LANE IN DIRECTION OF TRAVEL INDICATED. IN ALL OTHER PERIODS TWO (2) TRAVEL LANES ARE PROVIDED IN THE DIRECTION OF TRAVEL INDICATED.

PROJECT NAME: COLCHESTER

PROJECT NUMBER: IM 089-3(69)

FILE NAME: z95c208tgnnotes.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: R.H. BARNES
 TRAFFIC PHASING NOTES



SOUTHBOUND TRAFFIC PHASING DIAGRAMS

NOT TO SCALE

NORTHBOUND TRAFFIC PHASING DIAGRAMS

NOT TO SCALE