#### RICHMOND METROPOLITAN TRANSPORTATION AUTHORITY

We provide safe, convenient, efficient facilities and excellent customer service while maintaining the lowest feasible costs.

### RMTA Contract PC-2023 Protective Coatings

Pre-Bid Meeting & Site Visit August 30<sup>th</sup>, 2022 10:00 AM











- Agenda:
  - Complete sign in sheet (meeting Attendee list)
  - Introductions
  - A copy of this presentation and the sign in sheet will be posted on the RMTA website. <u>https://www.rmtaonline.org/news-</u> <u>events/rfps-public-notices/?rfp=56</u>
  - Prequalification and Bidding Requirements
  - Contract documents
  - RMTA Expressway System Overview and Staging Areas
  - Work locations
  - Structures
  - Bridge Full Coating
  - Miscellaneous Coating





- Agenda continued:
  - Maintenance of Traffic
  - Summary
  - Contract timeline

<u>Mandatory Site Visit (immediately after this</u> <u>meeting)</u>





- Bidding Requirements
  - Currently Pre-qualified with VDOT under "Painting of Bridges & Structures" classification
  - SSPC QP-1 and QP-2 certified. In lieu of QP-2 certification, Contractor can employ a certified CIH
  - Experience Requirements
    - ✓ Bidder SSPC SP-10 Abrasive Blast Type B minimum of 150,000 SF
    - ✓ Supervisor SSPC SP-10 Abrasive Blast Type B structures minimum 75,000 SF





#### • Contract Book

- Broken down into four sections:
  - ✓ Bid Documents & Contract
  - ✓ Supplemental Specifications (SS) to the 2020 VDOT Specifications
  - ✓ Special Provisions (SP)
  - *Railway Coordination Service* (applicable RMTA / Railway Agreements and Special Provisions)

### Appendix

- System Map
- "Selected" As-Built Drawings from Original Construction

Download from RMTA website <u>www.rmtaonline.org</u>

Or directly at : <u>https://www.rmtaonline.org/news-events/rfps-public-notices/?rfp=56</u>



### **RMTA Expressway System**







RMTA







7



**Powhite** Corridor **B-4 B-5 B-8N B-8S B-12 B-13 B-17 B-36 B-37** 



DTE Corridor

> B-50 B-51 B-54 B-55 B-56

B-56 B-57 B-58 B-60





- Bridge Full Coatings
  - Full Coat Structures clean and coat <u>all</u> steel surfaces of existing bridge structural members
  - Cleaning shall be in accordance with SSPC SP10 "Near-White Metal Blast"
  - All materials and labor necessary to complete surface preparation and apply a *3-coat system*
  - All Steelwork shall be coated in accordance with SSPC-PA 1
  - Structures are assumed to be *Type B Structures* (per *VDOT Specification Sections 231 and 411*)
  - Key aspects include Environmental Protection / Health Safety, Material Disposal and Railway Coordination





- This bridge is a four-lane bridge carrying southbound Powhite Parkway (VA-76) over both directions of Chippenham Parkway (VA-150). The bridge is a multi-girder structure with 2 simple spans for a total length of 204 L.F. Bridge is oriented south to north.
- Chippenham Parkway is controlled by VDOT. Contractor shall be required to <u>contact and coordinate with VDOT</u> <u>Richmond District</u> for further information on allowable lane and shoulder closure times and approval for lane and shoulder closures.























• This bridge carries a single line of Norfolk Southern railroad track. The bridge has two abutments and five piers. Bridge is a multi-girder structure with seven simple spans for a total length of 438 L.F.

• The Bridge Spans the Forest Hill Ave., "Curved" On Ramp, NB Powhite Pkwy, SB Powhite Pkwy "Express" Lanes and SB Powhite Parkway "Cash" Lanes





















- Bridge 8 North and Bridge 8 South
  - This northbound and southbound structure built as dual bridges carries five lanes of State Route 76 in each direction (Powhite Parkway) over the James River, Kanawha Canal, and CSX Railroad. The superstructure is composed of 18 simple spans of multiple steel girders for a total length of 1971 LF. Note that Piers 14 and 15 are adjacent to CSX Railroad and may require a railroad flagger.



• Bridge 8 (North and South)



Bridge 8 was originally constructed in Contract C-3 as a 6-lane bridge and widened in Contract C-13 to the current 10-lane bridge





• Bridge 8 (North and South)







### • Bridge 12

This bridge carries Douglasdale Road over the Downtown Expressway Connector (Route 146). The bridge has two abutments and three piers and is a multigirder structure with four simple spans for a total length of 174 L.F.





















### • Bridge 13

This bridge carries Douglasdale Road over both northbound and southbound directions of the I-195 Connector and CSX Railroad. The bridge has two abutments and five piers and is a multi-beam structure with six simple spans. Total bridge length is 303 feet.





















### • Bridge 17

This bridge carries traffic from the NB I-195 Connector (Route 76) to Cary Street over NB I-195, as it turns from a west-east roadway to a north-south roadway, and a single lane ramp to Floyd Avenue. The bridge is located approximately 1 mile north of the Bridge 8.

Bridge 17 diverges from one south abutment to two north abutments with three piers in between and is a multi-girder structure with a total of four simple spans for a total length of 275 L.F.

VDOT controls the roadways under Bridge 17.





















• Bridge 36

This bridge carries Maplewood Avenue over the Downtown Expressway Connector. The DTE Connector carries traffic between the Downtown Expressway and the Powhite Parkway. The bridge is a multi-girder structure with two simple spans for a total length of 164 L.F.























This bridge carries Grant Street over the Downtown Expressway Connector (Route 146). The bridge has two abutments and two piers and is a multi-girder structure with three simple spans for a total length of 252 L.F.























This bridge carries Laurel Street over the Downtown Expressway (Route 195). The bridge has two abutments and two piers and is a multi-beam structure with three simple spans. Total bridge length is 194 feet.




















• Bridge 51

This bridge carries Belvidere Street (US Route 1 / US Route 301) over the Downtown Expressway (RTE. 195). The bridge has two abutments and two piers and is a multi-girder structure with three simple spans. Total bridge length is 271 feet.





















#### • Bridge 54

This bridge carries 2nd Street over the Downtown Expressway (Route 195). The bridge has two abutments and two piers and is a multi-girder structure with one simple span (between Pier 2 and the north abutment) and one continuous span (between the south abutment and Pier 2). Total bridge length is 253 feet.























This bridge carries 3rd Street over the Downtown Expressway (Route 195). The bridge has two abutments and one pier and is a multi-girder structure with two simple spans. Total bridge length is 205 feet.





















• Bridge 56

This bridge carries 4th Street over the Downtown Expressway (Route 195). The bridge has two abutments and one pier and is a multi-girder structure with two simple spans. Total bridge length is 189 feet.























This bridge carries 5th Street over the Downtown Expressway (Route 195). The bridge has two abutments and one pier and is a multi-beam structure with two simple spans. Total bridge length is 155 feet.





















• Bridge 58

This bridge carries 7th Street over the Downtown Expressway (Route 195). The bridge has two abutments and one pier and is a multi-beam structure with two simple spans. Total bridge length is 143 feet.





















• Bridge 60

This bridge carries four lanes of 10<sup>th</sup> Street over EB and WB State Route 195 (Downtown Expressway). The superstructure is composed of two simple spans of multiple steel girders. Total bridge length is 118 feet.





















- <u>Miscellaneous Coating</u>- Various Locations
  - Cleaning and coating *miscellaneous steel surfaces* of existing bridge structural members(As directed by the Engineer) – Clean using Method 3 (SSPC-SP-3)
  - Measured in units of square foot whereby *minimum payment* for an individual work area <u>shall</u> be 10 SF
  - Key aspects include staging for access, equipment required, labor, environmental protection, proper disposal of material offsite, and any incidentals





- <u>Miscellaneous Coating-</u>Various Locations
  - MOT required at individual work locations shall be paid in accordance with *Electronic Arrow, Group 2 Channelizing Devices, Flagger Service and Truck Mounted Attenuator* bid items listed in Section 512
  - Structures are assumed to be *Type B Structures* (per VDOT Specification Sections 231 and 411)





- Key Provisions
  - Structures are assumed to be Type B (hazardous paint)
- Specifications shall be *VDOT 2020 Specs with Amendments* included in RMTA's Supplemental Specifications
- Supplemental Specifications and Special Provisions





#### **Bridge Full Coating**

- Surface Preparation
  - VDOT Specifications *Sections 231 and 411* apply
  - All Steelwork <u>shall</u> be coated in accordance with SSPC-PA 1
  - Cleaning <u>shall</u> be in accordance with SSPC SP-10: "Near White Metal (abrasive) Blast" cleaning
  - Soluble Salt Remover (Method 7): 3,000 psi Pressure wash using CHLOR\*RID (or Engineer approved equal), where soluble salt levels are above 5 mg/cm<sup>2</sup>
    - May be skipped depending on measured soluble salt levels and steel condition
    - ✓ If tests show higher soluble salt level, Contractor <u>shall</u> re-wash surface with CHLOR\*RID until contamination levels achieve less than 5 mg/cm<sup>2</sup>





#### **Bridge Full Coating**

- Coating System VDOT Type "B" structures
  - All abrasive blast cleaned surfaces <u>shall</u> receive the following three coat zinc, epoxy & urethane system or engineer approved equal:
    - ✓ Zinc Rich Epoxy Primer
       3 5 mils D.F.T.
    - ✓ High Solids Epoxy
       4 6 mils D.F.T.
    - ✓ Acrylic-Polyester Polyurethane 3 5 mils D.F.T.

(per VDOT Specification Sections 231 and 411)

- Contractor <u>must</u> submit paint system for review and approval by Engineer and RMTA
- Color "RMTA Green"





#### **Miscellaneous Coating**

- Surface Preparation
  - VDOT Specifications Sections 231 and 411 apply
  - <u>Required</u> *power tool cleaning* (SSPC-SP-3) (VDOT Method 3 in Sect. 411)
  - Remove deteriorated coating back to repair edges attaining completely intact and adherent coating film, *leaving no rust or blisters underneath*
  - Edges of tightly adherent coating remaining around repairs shall be recoated and must achieve, *smooth appearance, feathered transition* from repair to intact coating
  - Remaining existing coating *must have sufficient adhesion* subject to Engineer approval





#### **Miscellaneous Coating**

- Coating System
  - Shall be three coat sealer primer, epoxy & urethane or Engineer approved equal:
    - ✓ Penetrating Primer
       1 − 2 mils D.F.T.
    - ✓ High Solids Epoxy
       4 6 mils D.F.T.
    - ✓ Acrylic-Polyester Polyurethane
       3 5 D.F.T.
  - Contractor <u>must</u> submit paint system for review and approval by Engineer and RMTA
  - Payment is per S.F. of surface area. The minimum payment per location will be 10 S.F.





### **Maintenance of Traffic**

- Maintenance of Traffic
  - Any *Maintenance of Traffic required for* coating locations paid under the "*Miscellaneous Coating*" bid item shall be paid for under Electronic Arrow, Group 2 Channelizing Devices, Flagger Service and Truck Mounted Attenuator bid items listed in Section 512
  - Contractor required to submit *MOT plans 7 days prior* to closing any shoulder, ramp or lane for Engineer approval
  - <u>Allowable lane closure times and restrictions indicated in</u> <u>Special Provision SP-B</u>





#### Maintenance of Traffic

#### Liquidated Damages

 RMTA reserves the right to charge damages of \$1,000 per every 15 minutes a lane closure is in place beyond prescribed time or lane closure is in place for more than 1 hour before or after active work is on-going

#### Certified Personnel

- Contractor's foreman (or other on-site employee) must be properly trained (FHWA regulations 23 CFR Subpart J)
- "Minimum training" required for this Contract is the "Basic Work Zone Traffic Control Training" (VDOT course)
- If a trained employee is not on site, RMTA reserves the right to charge damages of \$1,000 per day





## Maintenance of Traffic

- Notable Lane Closure Restrictions Contractor shall prepare and submit a Schedule of Work Activities and Maintenance of Traffic (MOT) Plan for review and approval by the Engineer a minimum of 14 calendar days in advance of any special event
  - Any NASCAR Race in Richmond (Typically 2 per year, in April and September)
  - Ukrop's Monument Ave. 10K Race (Typically the second weekend in April)
  - Dominion River Rock Weekend (middle of May)
  - Slide the City (Typically a Saturday in June)
  - Jazz Festival at Maymont Park (Typically a weekend in August).





### **Maintenance of Traffic**

- Notable Lane Closure Restrictions
  - *Richmond Folk Festival* (Weekend in the Middle of October)
  - *Richmond Marathon* (Weekend in the Middle of November)
- RMTA follows the VDOT Holiday Schedule for Lane Closure Restrictions





#### **Summary** Things to Take Note

- Contractor must *coordinate with other contractors* that may be performing other services for RMTA
- Contractor will be expected to participate in <u>weekly coordination meetings</u>, typically on Wednesday morning.
- Railway Coordination Services with CSX and NS Corp.
- The required *Site Visit will begin in ~30 minutes*





- Questions due by September 13<sup>th</sup>, 1:00 PM
- Bid's Due 10:00 AM on September 22, 2022
- Contract Dates:
  - Begin: October 2022 ±
  - End: October 31, 2024
- Submit Questions to:
  - Sam Owusu, CMIT at: sowusu@hntb.com
  - Matt Foster, P.E. at: mfoster@hntb.com
  - Theresa Simmons, P.E. at: Theresa.Simmons@rmtaonline.org (RMTA Director of Operations)







#### **Questions?**


## **Mandatory Site Visit**



