

**REQUEST FOR INFORMATION****REGARDING PROJECT DELIVERY APPROACHES FOR SPECIAL  
STRUCTURES BY THE VIRGINIA DEPARTMENT OF  
TRANSPORTATION**

**RFI Issuance Date:** September 18, 2019

**Response Letter Due:** November 18, 2019 at 4:00 p.m.

<p><b>POINT OF CONTACT:</b></p> <p>All inquiries regarding this RFI are to be directed to the following Point of Contact:</p> <p><b>Marguerite Lucila, Esq.</b> Program Manager Office of Public-Private Partnerships Virginia Department of Transportation 1401 E. Broad Street Richmond, VA 23219 <a href="mailto:Statewidespecialstructures@vdot.virginia.gov">Statewidespecialstructures@vdot.virginia.gov</a></p>	<p><b>RESPONSE LETTERS:</b></p> <p>If submitting a response letter, email it to <a href="mailto:Statewidespecialstructures@vdot.virginia.gov">Statewidespecialstructures@vdot.virginia.gov</a> by November 18, 2019 at 4:00 p.m. All times are local.</p>
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## 1. INTRODUCTION

The Virginia Department of Transportation (“VDOT”) is issuing this Request for Information (“RFI”) to solicit private-sector feedback on potentially one or more opportunities to rehabilitate, maintain and/or potentially replace movable bridges, tunnels and complex structures, which have been classified as “Special Structures” (collectively, the “Projects”), and identified in the “VITAL Infrastructure Report, 2018 Appropriations Act, Budget Item 450 H” (the “Report,” attached hereto as [Appendix A](#)). As indicated in the Report, VDOT has identified twenty-five (25) Special Structures. VDOT is requesting a response on the seventeen (17) indicated in the attached table, which are not currently covered by existing contracts or ongoing projects to rehabilitate, replace, maintain and/or operate the facility.

The Commonwealth is considering the suitability of the Projects for procurement and delivery under the Public Private Partnership Transportation Act of 1995 (PPTA) (Reference: [Chapter 349 of the Acts of Assembly](#)). The purpose of this RFI is to inform the decision making process regarding the Projects’ delivery method, bundling opportunities and potential financing structures. This RFI is an inquiry only and does not commit VDOT to any specific form of procurement, delivery method or financing structure. No contract or agreement will be entered into as a result of this process, nor does this RFI initiate a formal procurement or represent a commitment to issue an RFQ or an RFP in the future. However, the responses to this RFI will inform the planning and development efforts for the Projects.

This RFI requests market engagement in the form of response letters providing answers to three questions, as outlined in Section 4.

Responding to this RFI is not a prerequisite to participating in a future procurement process. Accordingly, respondents to this RFI will not be deemed *proposers* on the Projects by virtue of providing a response, and no respondent will have any advantage or disadvantage in any subsequent procurement process related to the Projects.

## 2. THE PROJECTS

As part of its ongoing asset management approach, VDOT identified Special Structures that, if allowed to deteriorate to poor condition or fail, would pose significant risks to the efficient movement of people and goods. Seventeen (17) movable bridges, tunnels and complex structures throughout the Commonwealth meet this definition and are identified in Table 1 below.

Using an asset management approach, VDOT has developed a 30-year plan to estimate the cost of timely rehabilitation and preservation actions needed to maintain the structures in fair or good condition. Where necessary, the replacement cost of specified facilities has been included. As of December 2018, the total cost is roughly estimated at \$2.531 billion (summarized below).

**Special Structures 30-Year Plan (\$millions 2018)**

Categories	Year 1 – Year 10	Year 11 – Year 20	Year 21 – Year 30	Total
Movable Bridges	\$217	\$194	\$305	\$716
Tunnels	\$299	\$297	\$455	\$1,051
Large Complex Fixed-Span Structures	\$147	\$393	\$224	\$764
<b>Total</b>	<b>\$663</b>	<b>\$884</b>	<b>\$984</b>	<b>\$2,531</b>

Additional details of the Projects, including an annual breakdown of costs and details of each facility, can be found in the Report.

From time to time, VDOT may, on its own initiative or upon request from respondents, update available data on the Projects. Updated data will be provided through the VDOT Office of Public Private Partnerships (P3 Office) website at <https://www.p3virginia.org/projects/statewide-special-structures-project/>. Interested parties are advised to monitor the website for updates.

**3. PROJECTS' GOALS**

Projects' goals include the following:

- A. Providing mobility and travel-time reliability across the Commonwealth
  - 1) Ensure that key infrastructure is maintained and rehabilitated before conditions drop below "Fair"
  - 2) Mitigate the risk of unplanned highway infrastructure closures, increasing travel times for users
- B. Minimizing adverse impacts on adjacent communities
  - 1) Manage construction operations to minimize disruption to highway and marine traffic
  - 2) Minimize shut-downs and associated increases in traffic during construction
- C. Improving transportation operations and safety throughout the Commonwealth
  - 1) Ensure new and rehabilitated facilities are compliant with current engineering design standards, as practicable
- D. Managing public infrastructure in a financially responsible manner
  - 1) Deliver maintenance, rehabilitation and replacements safely, on schedule, and within budget using the most cost- effective means available
  - 2) Provide best value to the Commonwealth by optimizing long-term quality, life-cycle cost, and construction efficiency

- 3) Minimize the need for long-term maintenance of newly-rehabilitated or replaced facility, through the use of innovative technology

#### 4. RESPONSE LETTER

Interested parties are invited to provide response letters to help refine VDOT's assumptions related to the Projects' delivery and financing. The response shall consist of a one- page transmittal letter plus an attachment having a maximum length of 12 pages including the table below; no marketing material, budgetary information, or proprietary information is requested. **Entities desiring to provide a response letter must submit it by email to [Statewidespecialstructures@vdot.virginia.gov](mailto:Statewidespecialstructures@vdot.virginia.gov) by the date and time specified on the cover page of this RFI.**

The attachment shall address the following questions:

1. Table 1 lists seventeen (17) Special Structures. Please fill in the table based on which facilities you think should be pursued through the below noted delivery models – it is not required that the information is provided for each of the seventeen (17) Special Structures.
2. VDOT developed the Special Structures 30-Year Plan (“the Plan”), using an asset management approach, which focuses on timely rehabilitation and preservation actions to maintain the structures in fair or good condition. However, where rehabilitation is no longer cost-effective, the Plan includes the replacement cost for the specified structures. VDOT has considered several project delivery options for the rehabilitation/replacement work for each facility, including:
  - a turn-key approach where the facility is turned over to VDOT for operations after rehabilitation or replacement is completed, and
  - a rehabilitate and operate approach where a private entity is allowed to operate and/or maintain the facility after rehabilitation or replacement is completed to recoup costs either through a toll concession or other financing mechanism.
  - a. Which delivery model and financing mechanism are most appropriate for the Special Structures? Please fill out your responses in Table 1 provided below. If you think there are other more appropriate project delivery models or financing mechanisms that should be considered, which are not included in the list above, please note them.
  - b. Please highlight the benefits and considerations of the delivery models and financing mechanisms you think are most well suited for the Special Structures. Also please identify any key features that may make a specific delivery model not suitable for a specific delivery model. Please include these answers in Table 1.
  - c. What would be your organization's envisioned role under the proposed delivery model?
  - d. Please provide any feedback you may have on whether VDOT should deliver the Projects as a public private partnership (P3) under the PPTA or through traditional delivery methods. Please provide rationale for your stated preference.
3. VDOT will consider opportunities to bundle any of the Special Structures with other

transportation facilities in the Commonwealth into a single project to rehabilitate and/or replace, operate and maintain, under a single delivery model and payment, at a pre-agreed payment amount.

- a. Which, if any, of the Special Structures are suitable to be bundled with other transportation facilities? Please identify which other Commonwealth transportation facility should be bundled with the specific Special Structure.
- b. Please highlight key considerations in relation to a bundling approach and long-term maintenance.

TABLE 1

	Special Structure	Most appropriate Delivery Model(s)	Most appropriate Financing Mechanism(s)	Appropriate for bundling with other facilities and, if yes, with which other facilities?	Benefits and Considerations	Other Comments about the Special Structure, bundled facility, Delivery Model, Financing Mechanism, or bundling opportunity
<b>MOVABLE BRIDGES</b>						
#1	Benjamin Harrison Bridge					
#2	Chincoteague Bridge					
#3	Berkley Bridge					
#4	Coleman Bridge					
#5	James River Bridge					
#6	Eltham Bridge					
#7	Gwynn Island Bridge					

<b>TUNNELS</b>						
#8	Big Walker Mountain Tunnel					
#9	East River Mountain Tunnel					
#10	Hampton Roads Bridge-Tunnel					
#11	Monitor Merrimac Memorial Bridge Tunnel					
#12	Roslyn Tunnel					
<b>COMPLEX STRUCTURES</b>						
#13	460 Connector Bridge					
#14	Varina-Enon Bridge					
#15	Monitor Merrimac Memorial Bridge Tunnel Approaches					
#16	James River Bridge Approaches					
#17	Norris Bridge					

**5. SCHEDULE**

Milestones	Date Expected
Release of RFI	September 18, 2019
Response Letter Submittal Deadline	November 18, 2019, 4:00 PM

**6. CLARIFICATIONS**

Respondents may address any clarifications to the point of contact above. Any clarifications by VDOT will be communicated through the VDOT P3 Office website.

**7. POTENTIAL FOLLOW UP DISCUSSIONS**

After written responses are received, VDOT may have follow-up discussions with respondents on questions or clarifications regarding the information provided by respondents in this RFI.

**8. CONFIDENTIALITY**

Respondents are advised that any written materials submitted to VDOT in connection with this RFI are public records subject to the Virginia Freedom of Information Act ("FOIA"), § 2.2-3700 of the Code of Virginia. This statute guarantees access for Commonwealth citizens and media representatives to public records held by public bodies, officials, and employees.

Any materials submitted by respondents shall be handled in accordance with the Virginia FOIA and any other laws and regulations applicable to the disclosure of documents submitted under this RFI. In no event shall VDOT or any of their agents, representatives, consultants, or employees be liable to a respondent for the disclosure of any materials or information submitted in response to this RFI.