Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q1. Engineer’s work ups (unclassified excavation, subbase, asphalt, milling, etc.) refer to a “pavement matrix spreadsheet” Please provide spreadsheet.

A1. This information is already provided in the project’s Supplemental Information. It is available from the Authority’s website.


A2. Page 26A-A1 does not exist as this was a typo. The next amendment will correct and clarify this.

Q3. There have been concerns relative to this Best Value project expressed about potential manipulation of the scoring. The Authority provides the following response:

A3. Any method of construction contract procurement, including design-bid-build, design-build, best value, A+B and lane rental, is potentially vulnerable to manipulation. NYSDOT has had positive experiences with using the best value procurement method and the Authority believes it is appropriate for this project (TAB 17-4). Further, if the Authority determines that any firm attempted to manipulate the procurement process, it would surely affect their future past performance ratings on Design-Build projects and other Design-Bid-Build Best Value projects. Further, as part of the evaluation of proposals, the proposed schedule (provided through the required Gantt chart) and the Construction Approach will be evaluated and scored based upon a number of factors, including its obtainability and reasonableness.

Q4. Are we allowed to expand the fields on Form E-1 to provide more descriptive information? (Provided we maintain one page).

A4. Yes, provided that the one page is maintained.

Q5. Proposal page 6, section 3.2 – Construction Schedule (Technical) – “for purposes of preparing a schedule, the anticipated award date is November 8, 2017” – proposals are due August 30th – There is a long time between the due date and notice of award, when can the best value contractor expect to be notified for the purposes of long lead time items and other bidding opportunities?

A5. At this time, we can only provide an estimated time frame for when the notification will occur as it depends upon the number of firms submitting a proposal. We estimate that the firm will be notified approximately on October 5, 2017.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q6. Will the Thruway allow the substitution of recycled concrete for subbase and select fill items?
A6. No.

Q7. Please provide the Design Report for this project.
A7. The Design Report will not be provided.

Q8. Will questions and answers from all bidders be posted on the Thruway web site? If so, When?
A8. Yes they will be and the first posting will occur soon.

Q9. Do you have Forms E-1, E-2, DBE/WBE, and SCD-1 in Word format?
A9. Yes, they have been posted to the Authority’s website.

Q10. Also, where can I locate the “Excel spreadsheet provided to registered plan buyers” for preparation of the Gantt chart?
A10. It is available from the Authority’s website.

Q11. Will other formats of schedule be acceptable (We use Primavera)?
A11. No, you must use the Gantt chart provided.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

(V2) Continued….

August 17, 2017

Q12. We maintain that substantial completion, narrowly defined, should be used for evaluation of bids as opposed to the language noted above. In general, substantial completion should be when the project is delivered to the Thruway Authority for its full operational use. Routinely when closing out Thruway construction projects, and as long established in the standard specifications, the Authority grants uncompleted work agreements for activities whose completion is not essential or of minor significance to the Authority and its patrons. “Demobilization” is ambiguous, not essential for project delivery, wholly unfair to the contractor, and fodder for a dispute. Please reconsider this important aspect of your procurement for this contract.

A12. Thank you for your input. Follow the instructions as written.

Q13. I assume we are allowed to add columns and rows as necessary. Please confirm.

A13. What columns and what rows. See Gantt Chart sample and follow instructions as shown.

Q14. What information will the evaluators be looking for as far as “Work Zone Impacts”? Seems too subjective

A14. What work zone will the work being done under. A shoulder closure, a single lane closure, etc. If you look closely at the form with the number of crews, time of day, makeup of work crews, type of closure it becomes obvious what we are looking at. It is not subjective.

Q15. The activity duration on the chart is a minimum of one month, does that mean that we only need to show activities with one month or longer duration?

A15. You have to include all the milestones stated whether a month or less and it’s a bar chart so, it can end up in the middle of a month or even finer detail. You should include all activities you believe to be critical.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q16. What level of detail is required in the schedule when durations are measured by the month? How do we depict critical activities with durations less than one month duration?

A16. See answer to Question 15.

Q17. Why is Stage 3 not required as a milestone (Page 7 of proposal)?

A17. Stage 3 was not included because of the minor nature of the work and it was decided it was not necessary in the Gantt Chart. It’s advisable that it be discussed in the construction approach.

Q18. Why is thruway authority counting calendar days when the emphasis should be on impact to traffic? In other words, how does a contractor benefit by reducing the number of days in a particular year when all calendar days from start to finish including winter shutdowns are being counted?

A18. Appreciate your input. Create your schedule following the instructions.

Q19. Please clarify the intent of the Experience (years) data requirement shown on Form E-1- Is it intended to provide information pertaining to the specific project listed on the individual project E-1 (total of five E-1s required) or is in intended to provide information relative to the Contractor’s cumulative project history?

A19. It is intended to reflect the years doing roads/street type work, doing bridge work, and reflective of the number of years that the contractor actually had work that required utility relocations. The project specific information is captured lower in the form.

Q20. Will Form DBE/MWBE and Form SCD-1 be available in electronic format?

A20. Yes, Form DBE/MWBE and Form SCD-1 are now available in Word format. They can be found in the same zip file named Best Value Forms and Gantt Chart available from the Authority’s website.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q21. Please clarify best value submission assembly requirements:
   a. Written Technical Submission – one original signature submission plus seven copies or eight sets with original signature.
   b. Price Proposal Submission – one original signature submission plus one CD with Expedite file or are multiple copies requested

A21.
   a. You supply eight (8) bound copies or 1 original and 7 copies.
   b. One original signature submission plus the one CD with Expedite File.

Q22. On answer to #6 of the Questions and answers issued on 8/14/2017, the Authority mentioned that recycled concrete is not allowed for select fill items. We do not find anything excluding recycled concrete from use as select fill. NYSDOT 203.07 and 203.21 all allow the use of recycled concrete.

A22. Yes, it is correct that Items 203.07 & 203.21 do not exclude RCA from use as select fill. Under Section 733.11, approval of the material is based on the fill coming from an approved source (based on GCP-17) and the successful completion of the required tests listed in Section 733.11 showing that the material conforms to the specification. We suggest that the bidders fully understand the requirement of the specification and understand GCP-17. This is not an automatic substitution and the bidders should be aware of the risks involved because the approval process takes place after your bid is accepted and your source of material is stockpiled. There is no adjustment in bid prices if the material is not approved.

Q23. Micro-pile specification mentions “Bond Breaker”. Design page does not mention “Bond Breaker”. Is it required and what is acceptable?

A23. Bid as you see it in contract plans.

Q24. Sheet 71/72, Note 4E. Item 402.198903 does not exist in the contract. Please advise.

A24. Refer to Amendment No. 1 for item change.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

(V3) Continued….

August 21, 2017

Q25. Typical Connection to Existing Water Main Detail on WD-2, identifies connecting with a mega lug to existing pipe in the Type B application, however, there are no such clamps for Pre-stressed Concrete pipe. Connection to the PCCP will be performed by welding an adapter to the PCCP that will then adapt to the 16” ductile iron pipe (that is somewhat identified).

Per ECWA, the standard practice for connecting to an existing PCCP main utilizing two 45 degree beds is to go back minimum of (5) pipe joints on the PCCP pipe and perform a circumferential weld around each joint to restrain, so when performing interconnect there is no risk of blow out. I don’t see this mentioned anywhere, however, I could be wrong. Please clarify if this task of restraining the 16” PCCP at both the east and west interconnects is required?

A25. Prior test pit observations (when the casing pipe was cut open) indicate the annular space of the CMP casing is partially filled with pea gravel. The top of the waterline was visible in the casing pipe. Discussions with ECWA have indicated that this condition should be assumed for the full length of the casing pipe. All costs associated with restraining the existing and proposed pipe shall be included in the waterline item per the contract documents. Therefore, the cost of removal of a portion of the casing pipe and repair of casing pipe shall also be included in the cost of the waterline item. ECWA has suggested cutting the casing longitudinally and welding it back in place after restraints were installed. Lastly, it is correct, a PCCP to DCP adaptor as detailed on WD-8 is required. The Task of restraining the 16” pipe both east and west of the interconnections is required.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q26. On the same note, should exposing the (5) joints and welding be required, the Contractor will need to remove the CMP casing around the 16” PCCP.

- Is the annular space between the existing 16” PCCP pipe and CMP casing have any grout, concrete, or pea gravel within?
- If the CMP is required to be cut and removed, how shall Contractor repair/replace?

A26 Prior test pit observations (when the casing pipe was cut open) indicate the annular space of the CMP casing is partially filled with pea gravel. The top of the waterline was visible in the casing pipe. Discussions with ECWA have indicated that this condition should be assumed for the full length of the casing pipe. All costs associated with restraining the existing and proposed pipe shall be included in the waterline item per the contract documents. Therefore, the cost of removal of a portion of the casing pipe and repair of casing pipe shall also be included in the cost of the waterline item. ECWA has suggested cutting the casing longitudinally and welding it back in place after restraints were installed.

Q27. In Amendment No. 1, page 4, under 19a, the barrier in the WB lane on plan sheet 101 was changed to 619.1707--25. This is the only plan sheet that the item number was changed for Pre-stage 1B for that run of barrier. That particular barrier run is long and covers several plan sheets. Is that entire run on the WB supposed to be 619.1707--25? The remainder of that run is labeled 619.1701 on the balance of the plan sheets for that stage.

A27. Amendment No. 1 is correct, only changing the run of barrier on DWG. No. TCP-20, sheet 101, to Item 619.1707--25. As indicated in Note 3, DWG. No. TCD-1, modified in Amendment No. 1, the traffic control plans supplements and takes precedence over those shown in the typical sections for specific localized conditions, as ordered by the Engineer. From approximate Sta. WB 189+50 to Sta. 199+00, the work zone traffic control / median reconstruction is fairly close to the back of the TCB. Therefore, in accordance with Standard Specifications, in order to prevent the deflection of the barrier into the work zone, where workers may be present, and to prevent the barrier dropping off into the full depth median reconstruction, the barrier needs to be pinned.

Q28. Would the Authority allow the use of a Michigan Wedge Longitudinal Joint during final topping of the pavement?

A28. Refer to the Standard Specifications Section 402-3.09 – Joints, and the Section of the Thruway Addendum (TA) to the Standard Specifications that modifies this Section. Option B-Tapered Wedge Joint will be allowed per the requirements of the Standard Specification.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q29. Per review of modified Barrier Detail (TCD-33) and standard Sheet 619-01, Union Concrete notes that the Standard pin hole layout will conflict with the modified drainage slots. The slots will have pins run through them, which will impede drainage.

A29. Build according to the plans and specifications.

Q30. Please note that this Question is a follow up/continuation to Q21 and A21. Please clarify best value submission assembly requirements: a. Written Technical Submission – one original signature submission plus seven copies or eight sets with original signature. b. Price Proposal Submission – one original signature submission plus one CD with Expedite file or are multiple copies requested.

a. You supply eight (8) bound copies or 1 original and 7 copies. b. One original signature submission plus the one CD with Expedite File

In regards to the technical submission, the documents seem to ask for a CD of the technical submission in Section 1.1 and a separate CD of the schedule on Section 1.3. Do we need separate CDs for the schedule or do we just make the 1 CD of the entire technical submission which will also include the CD?

Also, just want to double check on the price proposal submission, the Thruway is now requesting 1 signed hard copy and 1 CD of the expedite file instead of the 3 hard copies reference in Section 3.1.

A30. 1) You must supply eight (8) bound copies consisting of one (1) original and seven (7) copies. You must also supply one CD of the technical submission.

You are required to submit one (1) CD of the construction schedule only.

In addition, the price proposal is required to be submitted on a CD as well, along with the hard copies of the cost proposal.

That’s three (3) CD’s in total for this best value project proposal submission.

Yes, the price proposal/cost submittal requirements did change to one (1) hard copy and one (1) electronic version on a CD.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q31. Given the significant scoring weight that the schedule requirement has in the best value determination, the Gantt chart format, using the provided excel format, does not provide data fields to convey the analysis that contractors have undertaken to estimate the project. The Gantt chart as provided does not provide fields/columns to enter the required start and end dates of the milestone activities. Also, it is unclear how the columns of monthly data can be partially filled in Excel to represent durations of less than a full month.

A responsible Contractor proposing on this project will undoubtedly complete a project schedule in a sophisticated scheduling software format. The requirement to consolidate the schedule data to fit the provided Gantt format will not provide sufficient information to adequately evaluate the proposal given the weighting of the schedule requirement.

A31. The Authority believes that the information required to be submitted will provide the evaluators with what they need to assess and score the proposals for this best value project. This format has been used on a number of NYSDOT projects, even more complex in comparison to this project, and with positive results. Relative to the identification of the starting times and ending times and the fact that the Gantt chart in Excel is shown in months. The Gantt chart is a bar chart, so, the bar can end or start at ½ month or ¼ month. You also have the ability to maintain dates and specifics in your construction approach, although not required.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

(V4) Continued….

August 22, 2017

Q32. Per the proposal, the Contractor is to submit the Award Date, Date of 1st Day of Work, and the Start and End Dates for each phase of work. Where on the example Gantt Chart are we supposed to enter/show these dates? The only area that shows that you can enter a date is the Contractor’s Submitted Project Completion Date.

A32. You are suppose to show it on the Gantt Chart and yes, you can start and end an activity mid-month or quarter month. You can add columns in the month area – suggest four (4) to designate weeks.

Q33. On the example Gantt Chart, under “Construction Activities,” is the Thruway looking for detailed activities or general activities? Example: “Form and Pour Begin Abutment Footing – Pour 1” or “Reconstruct NSRR Bridge - West Bound”

A33. You have to indicate the milestone dates and we want to see how you got there, so, more detailed activities. “The schedule submitted by the Contractor should indicate a complete understanding of the project through a detailed breakdown of each phase of the proposed work schedule.”

Q34. On the example Gantt Chart for “Make-up of Work Crews,” is the Thruway looking for individual crew make-ups or the type of crews needed for the activity? Example:

(Activity) Form and Pour Begin Abutment Footing – Pour 1: Carpenter Crew - Carpenter Foreman, 2 Carpenters, 2 Laborers, 1 Operator
OR
(Activity) Reconstruct NSRR Bridge - West Bound: 2 Carpenter Crews, 1 Pile Driving Crew, 1 Demolition Crew, etc.

A34. The work crews should be specific to the activities submitted, so, the work crew make up should be reflected as shown in your first example in your question.

Q35. From the question and answers posted online, continuing Question #15, how on an Excel spreadsheet do you partially fill in a box for an activity that ends mid-month?

A35. The Gantt Chart is a bar chart in Excel format. You can start and end an activity mid-month or quarter month. See the answer to Question 32 above.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q36. The example Gantt Chart only shows boxes for one year. Is it the intention of the Thruway to have the Contractor fill out a separate chart per phase or per year? Or, is the Contractor supposed to expand the chart to show years 2017 thru 2020?

A36. The Gantt Chart is for the entire length of the project, so, it is by year even if there is inactivity. You have to expand the chart. “Proposer to prepare for entire project duration”.

Q37. What level of detail shall the Contractor go into as far as “Equipment to be Utilized?” For example: Crane or 110 Ton Crawler Crane? How about Pick-up trucks, skid-steers, generators, etc.?

A37. We don’t necessarily care about pickup trucks. We are concerned with the major pieces of equipment necessary to complete the work.

Q38. Certain activities may use a combination of daytime and nighttime lane/shoulder closures. How are they to be designated on the Gantt chart?

A38. Show it as such, “period of time work preferred”. It is to your advantage if the traffic impacts differ and the pieces of equipment differ in that period of time that the period be split as such showing that distinction.

Q39. At BIN 5512129, Sheet 474. Please clarify the intention of the heavy stone fill work. Is the intention to move the existing stone in order “to allow for jacking and abutment work” and then move the same material back? Or, is the intention to remove the existing material from the job site and bring in new material? In the HEAVY STONE FILL RESTORE SECTION, there is no thickness specified. The detail calls out rip-rap (which is different than heavy stone filling) as well as heavy stone filling. Please clarify.

A39. The intention is to move the existing stone material to allow for jacking and abutment work and then move the same material back. The thickness of the stone upon re-setting should match existing. For the purposes of this detail, the descriptors “rip-rap” and “heavy stone filling” are intended to mean one in the same.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

Q40. At BINS 5512139, 5512129, 5042589 and 5011919 - Remove approach slab is called out under Item 203.02, which is inappropriate. The correct item is Item 580.04. Please make the correction.

A40. It is appropriate to use Item 203.02, Unclassified Excavation to remove the existing concrete approach slabs in this instance, and no correction is warranted. The specification for Item 203.02 explicitly states that unclassified excavation consists of the excavation and disposal of all materials, of any description. The existing approach slabs are overlaid by an asphalt overlay. Using Item 203.02 enables the removal of the asphalt overlay, concrete approach slab and existing subbase under a single item. Taking this approach also follows the same methodology that is used for removal of the existing highway pavement, which consists of an asphalt overlaid concrete pavement. As an aside, using Item 203.02 to remove asphalt overlaid concrete slabs (including approach slabs) has been used on past NYSTA and NYSDOT projects.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

August 23, 2017

Q41. There are 2 special barrier transition items 606.26500308 (6) shown – Seneca St. Bridge, 606.26500808 (4) shown – Potters Rd. Bridge, there are no detail plan sheets for either one of these items, every other special transition item has a detail sheet that corresponds to it, except these. We can’t bid these item if we don’t have a detail, please provide guidance on these details.

A41. The barrier details for Items 606.26500308 and 606.26500808 can be found on common detail sheets ST6-8 through ST6-10. These details are cross-referenced on both the Potters and Seneca Rd Bridge barrier plan drawings.
Reconstruction of I-90 from MP 429.4 to MP 430.46, Rehabilitation of I-90 from MP 427.70 to MP 429.40 and MP 430.46 to MP 430.62, Replacement of I-90 Bridge over Norfolk Southern Railroad at MP 430.05, and Rehabilitation of Four Thruway Bridges, Over Smokes Creek at MP 429.78, Over Potters Road at MP 428.84, Over Cazenovia Creek at MP 428.56, and Over Seneca Street at MP 428.37 in Buffalo Division in Erie County

QUESTIONS AND ANSWERS

(V6) Continued….

August 25, 2017

Q42. For the westbound bridge under Item 564.0501 (Framing plan ST5-54) there is a detail on drawing sheet ST5-59 about requirement for safety handrail. No such detail is shown for the eastbound bridge (Framing plan ST5-102). Can we get confirmation if Eastbound bridge requires safety handrail or not?

A42. Both the EB and WB bridges need a safety handrail.

Q43. In regard to the sign structures on the above project, please reference sign structure table on sheet 261 for the following:

   Item 644.435560 is structure type S55-60-9, but sheet 267 references structure type S50-60-9. Please clarify which structure type is correct and adjust the item number, accordingly.

   Also, please confirm that the serialized item numbers correspond to the correct structure type in the “Span Structure Table” on sheet 261.

A43. Sheet 267 is correct. On sheet 261, the notation should be S50-60-9. The reference to S55-60-9 is incorrect. We apologize for this typographical error.

September 1, 2017

Q43. Are bidders to use original dates of November 8, 2017 and November 18, 2017 for scheduling purposes, or are we to apply the one week postponement?

A43. The schedules can maintain the original award date of November 8.

Q44. Regarding Past Performance sheet E-1, is the Actual Completion intended to reflect the contract acceptance, the point contractor insurance coverage is no longer required or when the Comptroller’s Office end date?

A44. The actual completion date is the date of contract acceptance.