

Syracuse Division Bundled Bridges Contract # D800001
RFP Questions and Answers
Questions 43-51

43. Contract Documents Part 3 – Project Requirements, Section 16.3.1 Full Depth Reconstruction

What value(s) shall Design use for Subgrade Resilient Modulus (Mr) specific to each site?

Answer: No, that is the Design-Builder's responsibility.

44. REFERENCE DOCUMENTS

We respectfully request the Authority provide additional ROW information at BIN 5512980 north of I-90 – for Proposer information.

...aside, a sketch is attached in this email to clarify the area we find to be missing in the reference docs.

Answer: The Authority has no record of these parcels and it is believed the Authority does not own any of the identified areas. The Authority did reach out to the county to obtain as much information as possible. The documents now posted as reference documents we cannot verify. The Design – Builders(s) depending on what they are particularly pursuing and their reasons for it must reach out to the county on their own and seek their resolution. Whatever the Design – Builders find and pursue is at their risk.

45. CRITICAL PATH SCHEDULE (ITP APPENDIX C, page 8 - TABLE C)

We respectfully request 8 pages be allowed for Initial Baseline Progress Schedule – currently the limit is 3?

...aside, we feel it will help facilitate organization (1 overall + 1 for each bridge site) as well as review of the CPM.

Answer: The answer to Question 40 applies here as well.

46. Contract Documents Part 3 – Project Requirements, Section 15.3.5 Closure Restrictions:

Would the Authority please confirm if the described “reductions”, in the Proposer's and Authority's determination of calculated calendar day reductions for BINS 1020079 & 5009929, are to be interpreted in conjunction with the ITP's definition of “Traffic Impact Day” & “Traffic Impact Duration”?

Answer: No that is not correct. See Questions 41 and 42.

47. Part 3, Section 15.3.1 states “The total length of detour, as measured from one approach end to the bridge along the detour route to the other approach end of the bridge, shall not exceed 10 miles.” It also states that “The offsite detour to be implemented for each bridge closure is found in Part 7 Engineering Data”. However, the approved detours both appear to exceed 10 miles (the North Main Street is just slightly above the requirement). Please clarify which shall govern.

In addition, the North Main Street detour includes an “R Permit” bridge restriction shown. Please verify that this is acceptable.

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Answer: The detours provided for the two overhead bridges have been vetted and negotiated with the appropriate officials. They are directive. You must use those detours if you are closing the overhead bridges and detouring traffic. This is straightforward. Absent an approved ATC, this is what must be done.

48. Correction to Question #3 and #5

Answer: A sample of Form G – Gantt Chart cannot be provided for a number of different reasons. 1) Without knowing the scope, the milestones, the general background of what the sample Gantt is for, it is meaningless 2) There are other items that are new to those pursuing Design-Build Projects and it is not the responsibility of the Authority, but the Design-Builder, to provide what is described and required. 3) The only Gantt charts that the Authority has available is for a best value project, and they have proprietary ideas/means and methods that would be inappropriate to distribute.

49. The existing mainline bridges will be used to carry staged traffic. Therefore, these bridges will be carrying four lanes of traffic and a temporary median barrier throughout a construction season. Currently these bridges carry two lanes of traffic. The load ratings provided indicate that a couple of these bridges have inventory ratings less than an HS-20. For instance, the mainline bridge over Miller Grove has an HS-18 inventory rating. Does the Authority have any specific requirements for what the rating needs to be in order to carry traffic for a staged condition?

Answer: There are manuals in Section 1.0 of Part 3 that cover these issues. For example the AASHTO manual for Bridge Evaluation.

50. For cast-in-place concrete decks using Internal Curing High Performance Concrete, the specification includes High Weight Methyl Methacrylate (HMWM). What are the intended limits for the HMWM?

Answer: Not sure what is meant by intended limits, but the HMWM is intended to seal fine cracks. One of the goals of this project is bridge decks without cracks so the use of this material should be minor.

51. Any results from National Grid about the electric line over the Thruway at Oriskany Blvd.

Answer: Yes, the line can be de-energized. This will be addressed in an amendment.