



**SYRACUSE DIVISION
BUNDLED BRIDGES**

TAS 17-37B, Contract D800001

REQUEST FOR PROPOSALS

INSTRUCTIONS TO PROPOSERS

**APPENDIX A
PROJECT INFORMATION**

Amendment #1, November 8, 2017

Deleted: Final, October 5, 2017

New York State Thruway Authority

A12.1.2.1 Project Understanding

The purpose of this evaluation factor is to better identify those Proposers demonstrating an understanding of the management, technical, design, construction, documentation, reporting, environmental and maintenance of traffic issues and risks associated with the Project; and

To identify those Proposers demonstrating an understanding of how the Design-Build process and the Proposer's organization will contribute to the success of the Project; and to identify Proposers that have the ability to meet the Authority's Project goals and that have an understanding of the risk sharing and the teaming relationship between the eventual Design-Builder and the Authority.

A12.1.2.2 Design-Build Approach to Design

The Design Solution should address how well the Proposer understands the design challenges associated with this Project; how the Proposer intends to comply with the design requirements, how the design solution meets or exceeds the Project objectives and how the design solution benefits the Authority, toll payers and tax payers of New York State and provides a long term solution in addressing the Authority's infrastructure needs including but not limited to the following:

- A) Future maintenance requirements of the newly designed and constructed structure. What does the Proposer's Proposal provide beyond the basic standard specifications and criteria to ensure an increased service life for this structure/Project? If only the minimum standard design and standard specifications were used the Proposer shall state such.
- B) Proposed drainage on the structure through scuppers, or through the joints, or off the edges of the structures can greatly affect the life cycle costs of the structure(s).. How does the Authority, toll payers and the tax payers of New York State benefit from the proposed design put forth in the Proposer's Proposal that addresses these concerns? What efforts were undertaken to minimize, eliminate or protect against possible premature deterioration?
- C) Future traffic growth and the need to maintain traffic in future years should any of these structure(s) prematurely fail or require earlier than anticipated maintenance actions such as a deck overlay, deck replacement, superstructure replacement or entire bridge replacement is an important consideration. How will traffic be maintained while this type of work is being undertaken without impacting or by minimizing impacts to the traveling public? How will the infrastructure underneath the bridges be repaired/replaced/ or reconstructed maintaining the existing level of service.
- D) Why the choice of the superstructure main member material? Was it based solely on cost, aesthetics, availability of material, anticipated deterioration rates based on the site conditions or other relevant factor(s)?. How does this design solution benefit the Authority, toll payers and the tax payers of New York State to be considered the Best Technical Solution for this Project?
- E) Bearings – Required bearing maintenance and/or replacement on new bridges is considered an important component in terms of maintainability of structures in future years. Elimination of bearing use and/or ease of access, ease of removal and replacement, ease of jacking the structure to off load bearing loads are an important considerations in the design and construction of replacement bridges. How does the Design solution address these concerns?

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**SYRACUSE DIVISION
BUNDLED BRIDGES**

TAS 17-37B, Contract No. D800001

REQUEST FOR PROPOSALS

INSTRUCTIONS TO PROPOSERS

**APPENDIX C
TECHNICAL PROPOSAL
SUBMITTAL REQUIREMENTS**

Amendment #1, November 8, 2017

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New York State Thruway Authority

C1.0 GENERAL INSTRUCTIONS

This ITP Appendix C provides the general instructions and establishes the content and formatting requirements for the Technical Proposal, Volumes 2, 2A and 2B. Additional criteria is outlined in ITP Appendix A.

Each Proposer should submit the Technical Proposal required pursuant to this ITP Appendix C, organized, separated and labeled in accordance with the format in Table C.

The submittals should be limited to the page limitations (if any) specified in this ITP Appendix C. Each sheet shall be 8.5" by 11" and printed double sided, unless otherwise stated below. Text shall be in a standard font, a minimum of ten points in height, single-spaced. All design drawings submitted with Proposals shall be printed single-sided on 11" by 17" sheets, and all as-printed text font sizes on plans shall be at least 8 points or per NYSDOT HDM Standards.

C2.0 DESIGN-BUILDER'S ORGANIZATION AND PROCESS

C2.1 KEY PERSONNEL

The Proposer shall include Form R – Summary Individual's Experience for each of the Key Personnel identified in the ITP Appendix A, outlining his/her experience and qualifications.

The content of each Form R that should be filled in includes:

- A) Proposed role on Project;
- B) Relevant licenses, registrations and certifications;
- C) Total years of professional experience and years of experience performing the work the individual would perform on this Project; Form R for Quality Manager should include an attached sheet that provides a description of experience in quality systems based on ISO 9001 if applicable;
- D) Relevant project experience including project names, locations and total construction costs; the individual's start and end dates on each project; the individual's role on each project; the duties performed on each project. Contact Information should be owners or clients for whom the individual has performed project work for in the past five (5) years and should not be current employers of the individual. The proposed key personnel individual shall have performed the work duties being evaluated, in the past year.
- E) Employment time with participant;
- F) Percent time (percentage of working time) allocated/committed to this Project for each 12 month period of the Project from its NTP;
- G) If more than one key position is to be filled by the same individual, so indicate.

The Proposer should include Form KP in Volume 1 to communicate any approved changes in the Proposer's proposed roster of Key Personnel, relative to the Proposer's SOQ submission. For each change in Key Personnel since the SOQ, the Proposer should include in the Proposal with Form KP a copy of the written approval received from the Authority for such change (see ITP Section 1.15), details of such Key Personnel's role and a completely filled in Form R of the substitute personnel. If no changes in Key Personnel have been requested since the SOQ, Proposers should use Form KP to state that there is no change relative to the SOQ.

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New York State Thruway Authority

Table C
Format of Volume 2

Proposal Component	Reference
Volume 2, Section A – Design-Build Organization and Process	
Volume 2, Section A1 – Key Personnel	
Key Personnel Form R	C2.1
Volume 2, Section A2 – Overall Design-Build Team Organization and Approach to Quality	
Design-Build Organization Chart (Narrative, Max 5 pages plus 11" x 17" org. chart)	C2.2.1
Design-Build Team Communication Protocol (Narrative, max. 5 pages plus 11" x 17" communication graphic)	C2.2.2
Design-Build Quality Control Plan (max. 15 pages plus org. chart)	C2.2.3
Volume 2, Section B – Design Build Approach to the Project (Technical Solutions)	
Volume 2, Section B1– Project Understanding	
Project Understanding (Narrative, max. 6 Pages)	C3.1
Volume 2, Section B2 – Design-Build Approach to Design	
Design Narrative (Narrative, max. 15 pages)	C3.2.1
Copies of Authority's approval letters for each ATC that is incorporated into the Proposer's Proposal along with each submitted ATC that was approved and used.	C3.2.1
Volume 2, Section B3 – Design Build Construction Approach (Means and Methods)	
Overall Project Construction Sequence (max. 6 pages)	C3.3.1
Work Zone Traffic Control (max. 6 pages)	C3.3.2
Protection of Existing Facilities (max. 1 page)	C3.3.3
Utility Work (max. 2 page)	C3.3.4
Drainage Modifications (max. 1 page)	C3.3.5
Volume 2A, Attachment A – Design Drawings (separate 11" x 17" binder)	
Project Limits	C3.2.2
General Configurations	C3.2.2
Construction Phasing	C3.2.2
Demolition Limits	C3.2.2
Work Zone Traffic Control	C3.3.2
Volume 2B, Attachment B – Project Schedule	
Initial Baseline Progress Schedule (max. 6 pages)	C4.1
Initial Baseline Progress Schedule Narrative (max. 3 pages)	C4.1
Form SCD – Schedule of Contract Durations	C4.2
Form G – Gantt Chart (max. 8 pages)	C4.3

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Note: Volume 2A, Attachment A – Design Drawings, shall be submitted in a separate 11" x 17" binder.

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SYRACUSE DIVISION BUNDLED BRIDGES

TAS 17-37B, Contract No. D800001

REQUEST FOR PROPOSALS INSTRUCTIONS TO PROPOSERS

APPENDIX E

FORMS

(Editable Forms)

Amendment #1, November 8, 2017

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New York State Thruway Authority

**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5009929)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
Construct Reinforced Concrete Bridge Deck Slab (including saw-cut grooving)	20%	
Construct Reinforced Concrete Approach Slabs	3%	
Reconstruction of the bridge approaches between the project Tie-ins.	10%	
Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
Fabricate and Install Bridge Rail	2%	
Pavement Striping of bridge and approaches	4%	
Fabricate and Install Guide Railing	2%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-12.1)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-12.2)	2% (fixed)	2% (fixed)

(1) Percent of Lump Sum Price to be completed by Proposer. Total percent for all Work Items shall equal 100%

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New York State Thruway Authority

**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5510090)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
Construct Reinforced Concrete Bridge Deck Slab (including saw-cut grooving)	20%	
Construct Reinforced Concrete Approach Slabs	3%	
Reconstruction of the bridge approaches between the project Tie-ins.	10%	
Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
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New York State Thruway Authority

**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5510130)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
Construct Reinforced Concrete Bridge Deck Slab (including saw-cut grooving)	20%	
Construct Reinforced Concrete Approach Slabs	3%	
Reconstruction of the bridge approaches between the project Tie-ins.	10%	
Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
Fabricate and Install Bridge Rail	2%	
Pavement Striping of bridge and approaches	4%	
Fabricate and Install Guide Railing	2%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-12.1)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-12.2)	2% (fixed)	2% (fixed)

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(1) Percent of Lump Sum Price to be completed by Proposer. Total percent for all Work Items shall equal 100%

**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5512790)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
Construct Reinforced Concrete Bridge Deck Slab (including saw-cut grooving)	20%	
Construct Reinforced Concrete Approach Slabs	3%	
Reconstruction of the bridge approaches between the project Tie-ins.	10%	
Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
Fabricate and Install Bridge Rail	2%	
Pavement Striping of bridge and approaches	4%	
Fabricate and Install Guide Railing	2%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-12.1)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-12.2)	2% (fixed)	2% (fixed)

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**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5512980)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
Construct Reinforced Concrete Bridge Deck Slab (including saw-cut grooving)	20%	
Construct Reinforced Concrete Approach Slabs	3%	
Reconstruction of the bridge approaches between the project Tie-ins.	10%	
Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
Fabricate and Install Bridge Rail	2%	
Pavement Striping of bridge and approaches	4%	
Fabricate and Install Guide Railing	2%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-12.1)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-12.2)	2% (fixed)	2% (fixed)

(1) Percent of Lump Sum Price to be completed by Proposer. Total percent for all Work Items shall equal 100%

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**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5516071)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
Construct Reinforced Concrete Bridge Deck Slab (including saw-cut grooving)	20%	
Construct Reinforced Concrete Approach Slabs	3%	
Reconstruction of the bridge approaches between the project Tie-ins.	10%	
Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
Fabricate and Install Bridge Rail	2%	
Pavement Striping of bridge and approaches	4%	
Fabricate and Install Guide Railing	2%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-12.1)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-12.2)	2% (fixed)	2% (fixed)

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**FORM WPS
WORK PAYMENT SCHEDULE**

WORK PAYMENT SCHEDULE (BIN 5516072)		
WORK ITEM	MAXIMUM PERCENT OF LUMP SUM PRICE	PERCENT OF LUMP SUM PRICE (To be completed by D-B) ⁽¹⁾
Demolition and Removal of Existing Bridge Elements	6%	
Demolition and Removal of Existing Approach Slabs	2%	
Construct Pier and Abutment Foundations	15%	
Construct Pier(s)	11%	
Construct Abutments and Wing Walls	12%	
Fabricate and Install Bearings	2%	
Fabricate and Install Superstructures	21%	
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Construct Reinforced Concrete Approach Slabs	3%	
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Miscellaneous (WZTC, Landscaping, Signage, etc.)	5%	
Fabricate and Install Bridge Rail	2%	
Pavement Striping of bridge and approaches	4%	
Fabricate and Install Guide Railing	4%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-12.1)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-12.2)	2% (fixed)	2% (fixed)

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FORM SCD
SCHEDULE OF CONTRACT DURATIONS

Table SCD - 1

OVERALL PROJECT COMPLETION			
ACTIVITY	DURATION (Calendar Days past NTP) (See Note 6)	PROJECTED COMPLETION DATE (MM/DD/YYYY)	LIQUIDATED DAMAGES AMOUNT (PER DAY) BONUS DAYS (See Note 2 & 4)
PROJECT COMPLETION (See Notes 1, 2)			\$20,000.00

Table SCD - 2

SPECIFIC DEFINED COMPLETION MILESTONE				
MILESTONE (See Notes 3, 4)	PROJECTED CLOSING OR STAGING DATE (MM/DD/YYYY)	PROJECTED OPENING DATE (MM/DD/YYYY)	DURATION (Calendar Days) <i>See note 5 and 6</i>	LIQUIDATED DAMAGES AMOUNT (PER DAY) BONUS DAYS (See Note 3 & 4)
ALL TRAFFIC PERMANENTLY TRANSFERRED ONTO THE NEW (BRIDGE STRUCTURE / ROADWAY / OTHER) <i>No further closures</i> <i>And/or signal inactivated/no further usage</i> (See Note 5)				
BIN 5512980 MP 240.48				\$2000
BIN 5512790 MP 262.01				\$2000

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Notes:

- 1.) The Project Completion Date, to be included in the DB Agreement, Article 2.3, shall be defined by the number of calendar days past NTP as proposed by the successful Proposer and agreed to by the Authority. Project Completion for the purposes of this Form SCD-1 is defined as all construction activities completed, no additional impacts to traffic, and complete demobilization from the work site(s). Remaining paperwork (i.e. As-Builts, close-out documentation, payments) may occur after the Project Completion date for the purposes of this Form SCD.
- 2.) Liquidated Damages will be assessed, in the amount indicated, for failure to achieve Project Completion by the Project Completion Date in accordance with Articles 2.3 and 16 of the DB Agreement.
- 3.) Liquidated Damages will be assessed, in the amount indicated for failure to achieve the Defined Completion Milestone Date in accordance with Article 2.2 and 16 of the DB Agreement.
- 4.) An Early Completion Bonus will be paid for: each calendar day work is completed in advance of the Overall Project Completion date submitted by the Design-Builder; each calendar day work is completed in advance of the Defined Completion Milestone Date(s) submitted by the Design-Builder. Such bonus days shall be based on the durations / number of days listed in Tables SCD-1, SCD-2, subject to the daily bonus amounts and maximum bonus amounts listed in SP-6.

5.) Duration, for full closure of BINS 5512980 and 5512790 with the use of detours, means when the barrier and signs are erected and the traffic is detoured, then the barrier is taken down along with the signs and traffic is now using the new bridge uninhibited. That constitutes the duration. Projected closing date means when traffic is detoured. Projected opening dates is when all traffic (both directions) are using the new replaced bridge, uninhibited.

Duration, for staged construction of BINS 5512980 and 5512790 means when the signal or other device is implemented and traffic begins flowing in alternating one way traffic and then the signal or other devices/means is removed and traffic is now using the new bridge uninhabited. Both lanes are back on the new bridge. This constitutes duration. Projected staging date means when alternating one way traffic is in place via signal or other devices/means. Projected opening date is alternating one way traffic is done and the new bridge is restored to two-way traffic, uninhabited.

In both instances above, preparatory work such as engineering data collection, survey etc., investigative work, erection of construction signs and uncovering of construction signs is not included in the duration. This preparatory work and post closure/staging work shall only take place between the hours of 9am-3pm each day (if so chosen and needed). Whether closure or staged construction, the duration with start and completion dates shall be entered on Form SCD-2.

- 6.) The duration shall be inclusive of the Notice to Proceed date and the projected completion date SCD-1. The duration shall be inclusive of the projected closing or staging date and the projected opening date on SCD-2.

The Proposer commits to meet the Contract Durations specified above.

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SYRACUSE DIVISION BUNDLED BRIDGES

TAS 17-37B, Contract D800001

DB CONTRACT DOCUMENTS

PART 3 PROJECT REQUIREMENTS

Amendment #1, November 8, 2017

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New York State Thruway Authority

mini wingwalls. The supplemental appendage shall be a minimum of two feet higher in elevation than the mini wingwalls on the Northside of the bridge.

On BIN 1020079: Erection Drills are conducted every two years. They are typically conducted during the month of August to prevent disruption to school bus traffic. The "erection drill" takes place in one day. The exact date cannot be provided. These events will take place in August of 2018 and August of 2020. It will most likely shut down contractor's operations underneath the bridge due to road closures. The Design-Builder should be aware of this operation. No additional time or compensation shall be granted. Notification of the planned event in 2018 and/or 2020 will be provided to the Design-Builder as early as the Authority is notified, but no less than two weeks prior to the event.

The Design-Builder may propose various types of superstructure systems and/or foundations and substructures to replace the existing bridges. Unless founded on rock, all structures crossing water shall be supported on piles or drilled shafts.

- For mainline bridges spanning over local or state roads, refer to Section B – Highway Design for Roadway Sections, to ensure proper minimum span/bridge lengths.

10.3.1 Components

- A) Barriers, Railings and Pedestrian Fencing: Temporary traffic barriers shall meet, as a minimum, the testing requirements of TL 2 and permanent traffic barriers shall meet, as a minimum, the testing requirements of TL 5, for all structures except BINS 5512980 and 5512790 which shall meet the testing requirements of TL-4.

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Barriers, railings and/or fencing that will be designed and constructed to restrict/inhibit pedestrians and/or deter/prevent material from reaching traffic lanes below and shall be designed for bicycle traffic, detailed to prevent people from climbing, and provide for maximum safety and security.

Refer to Section 10.3.2 for aesthetic requirements related to bridge parapet walls, bridge railing, and fencing, if any and other components of the bridges structure.

- B) Decks: Precast panel and/or cast in place decks are preferred. Cast in place decks shall use internally curing concrete as per NYSDOT Special Specifications 557.51090018 and 557.54090018. Two-course decks with asphalt overlays as defined in the NYSDOT Bridge Manual are not permitted. Unfilled steel grating decks and orthotropic steel decks are not permitted. Bridge decks shall be made fully composite with the underlying primary member system. All decks shall be protectively sealed. All deck reinforcement shall be galvanized.
- C) Deck Joints shall not be allowed.
- D) Superstructure: The superstructure may be constructed of concrete or structural steel. Structural steel, if used, shall be either weathering steel or conventionally metalized or galvanized steel. If weathering steel is used on curb less bridges and/or bridges with deck joints, the fascia side of all exterior girders, including the underside of the top flange and the top and underside of the bottom flange, shall be metalized or galvanized. In addition, all girder ends within 1.5 times the depth of the girder or five (5) feet, whichever is greater

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miles of the second bridge but not within 10 miles of the first, only two of the three can have the same Aesthetic enhancement. Either the first and second or the second and third.) The Aesthetic approach will be part of the technical scoring. BINS 5516071 and 5516072 shall have the same Aesthetic enhancement. On BIN 5510130 no Aesthetic treatments are required.

For Aesthetic treatments, the Design-Builder should be creative and innovative. The Authority does not want flat concrete surfaces on the bridge substructures nor on the barrier systems, where used on the superstructure. Aesthetic treatments can also incorporate color or shapes of the elements or combinations of such, but most important is no flat, plain, bland concrete surfaces. Those flat surfaces must be enhanced. Aesthetic enhancements are not required on the traffic side of the superstructure barriers.

Any superstructure steel that utilizes a protective coating of paint shall be painted with a coating coordinated with Authority, but should be as similar to the superstructure steel for bearings, etc. An example would be for a Weathering steel superstructure, the paint coating should meet Weathered Brown Guide Rail Paint as specified in Standard Specification 708.

10.4 DEMOLITION REQUIREMENTS

10.4.1 Scope

The Design-Builder shall demolish and remove the existing bridge superstructures, piers, abutments, foundations, retaining walls, and pavement within the Project Limits in a safe and environmentally acceptable manner.

The demolition of the existing Bridge shall include all existing superstructure elements and all substructure elements as per Standards and BD Sheets except as indicated below and/or in accordance with environmental permitting. Where new foundations are placed at the locations of existing foundations the existing foundations shall be removed to the extent needed to construct the new foundations.

- For BIN 5512790 - Substructure removal of Pier 3 (the Northern pier) shall be removed to the top of footings or 2 feet below original ground surface whichever is less.
- For BIN 5512980 – Substructure removal of Pier 3 (the Northern pier) shall be removed to the top of footings or 2 feet below original ground surface, whichever is less.

For BIN 5510090 – Substructure removal of Pier 3 (the Northern pier) shall be removed to the top of the footings or 2 feet below original ground surface whichever is less. The Design-Builder shall test for the presence of Hazardous Materials in all structures to be disturbed to ensure the handling, removal and disposal is done in accordance with all applicable laws and standards.

The abatement of all Hazardous Materials shall be completed to the greatest extent possible prior to any demolition taking place unless a legal variation from related laws, rules and regulations can be obtained. If the Hazardous Material has been identified through the Hazardous or Asbestos Screening document and/or the record plans, the Design-Builder is responsible for all costs. Should Hazardous Material or Asbestos be found and information related to its presence not previously available to the Design-Builder, all costs associated with abatement, containment, removal, and disposal shall be covered under the Fixed Force Account item.

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The Design-Builder shall perform all Work with care so that any materials that are to remain in place, or that are to remain the property of the Authority shall not be damaged. If the Design-Builder damages any materials that are to remain in place or which are to become or to remain the property of the Authority, the damaged materials shall be repaired or replaced in a manner satisfactory to the Authority at no cost to the Authority.

The Design-Builder shall ensure that no aspects of the Works have a detrimental effect on public safety or the environment.

The Design-Builder shall assume responsibility for safety and maintenance of all existing structures within the Project Limits, identified for removal in accordance with DB §105-12.

Utility connections shall be discontinued and capped in accordance with the requirements of the utilities companies or the Authority prior to demolition works.

10.4.2 Standards

The Design-Builder shall perform the demolition activities in accordance with the Contract Requirements and the applicable Standards, Codes and Manuals listed in Section 1.6 unless otherwise stipulated in this Project Requirement, or otherwise applicable to the Project.

10.5 CONSTRUCTION REQUIREMENTS

The Design-Builder shall develop erection procedures for the bridges that include complete detailed erection sequence drawings; erection stresses in permanent and temporary members; bent and false work reactions determined for each construction stage.

10.5.1 Construction Vehicles on Bridge

The Design-Builder is prohibited from running equipment that does not operate on rubber tires (milling machines, rollers, etc.) across new bridge decks unless proper precautions (mats, etc.) are provided to prevent damage to the deck. The methods used to move equipment across bridge decks shall be subject to approval by the Construction Inspection Professional Engineering Firm with comments/acceptance from the CQAE.

10.6 LOAD RATING REQUIREMENTS

Prior to any bridge(s) in this Project being opened to traffic, including temporary bridges, the Design-Builder shall provide to the Authority, the necessary load rating requirements, including Virtis load rating files, as per NYSDOT standards and manuals for review and acceptance by the Design Quality Assurance Engineer. The Design-Builder shall take the necessary steps to ensure that proper allocated time is afforded the Design-Quality Assurance Engineer, to fully execute a proper review and the Design-Builder shall make provisions in their CPM schedule addressing such submittal, review, and acceptance. The load rating for all permanent bridges shall be a resulting factor of 1.1. Inventory with an operating resulting factor higher. A resulting factor of 1.0 is not acceptable.

Before the new bridge(s) can be opened to traffic, the load rating shall be presented to the Authority's Quality Assurance Engineer for acceptance. The Quality Manager shall supply a certification statement that the load rating followed the accepted Quality Control Plan and the results are in compliance with the requirements of the contract documents.

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- Wednesday Holidays – Beginning 6:00 AM the Tuesday before the holiday and ending 6:00 AM the next business day (Thursday).
- Thursday Holidays – Beginning 6:00 AM the Wednesday before the holiday and ending 6:00 AM the following Monday.

15.3.4 Access to Commercial Properties and Driveways

The Design-Builder shall provide uninterrupted access to all commercial properties and driveways within the Project Limits at all times.

15.3.5 Closure Restrictions

Additional lane closures and their time periods can be found on the Thruway Authority's Standard Sheets for the Syracuse Area.

For BIN 5512790, No bridge closures, lane closures, or restrictions shall exist in the month of June of any year of this contract due to events that generate additional traffic.

For BIN 1020079, on Mohawk Street 2 travel lanes southbound and 1 travel lane northbound shall be maintained as a minimum during construction. These reductions can last no longer than 30 calendar days total, for work to remove and replace eastbound mainline structures of BIN 1020079 and 30 calendar days total, for work to remove and replace westbound mainline structures of BIN 1020079. That is 60 calendar days total. The left turn signal must be maintained.

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For BIN 5009929, on Oriskany Blvd. a minimum of 1 lane in each direction shall be maintained during construction. These reductions can last no longer than 30 calendar days total, for work to remove and replace eastbound mainline structures of BIN 5009929 and 30 calendar days total, for work to remove and replace westbound mainline structures of BIN 5009929. That is 60 calendar days total.

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For BIN 5516071 and 5516072, on Millers Grove Road, alternating one way traffic shall be maintained during construction using temporary traffic signals.

15.3.6 Minimum Lane Widths during Construction

In general, the Design-Builder shall maintain a minimum travel lane width of 11 feet during construction. Shoulder widths during construction shall be 1 foot minimum.

For BIN 1020079, the travel lanes on Mohawk Street shall be a minimum of 10 feet with shoulder width minimum of 1 foot.

For BIN 5009929, the travel lanes on Oriskany Blvd. shall be a minimum of 10 feet with shoulder width minimum of 1 foot.

For BIN 5516071 and 5516072, the travel lane on Miller's Grove Road shall be 10 foot minimum.

The allowable minimum lane widths and shoulder widths are only allowable during the construction season of March 15th to December 1st. Outside that period the original lane widths and shoulder widths shall be returned to the work site for snow and ice control.

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shall be submitted to the Authority's Project Manager for review and comment a minimum of two weeks prior to the beginning of Work. Work on this Project shall not begin until the Design-Builder receives written notification from the Authority's Project Manager that the Emergency Response Plan has been reviewed by the Authority and all Authority comments have been resolved.

The Emergency Response Plan shall include a notification and communication plan that describes how the Design-Builder will promptly inform the appropriate personnel/entities of an unforeseen or unplanned circumstance. No later than 30 calendar days following NTP, the Authority's Project Manager will provide the Design-Builder with a list of personnel and entities that need to be contacted in this section of the Emergency Response Plan.

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The Design-Builder shall also provide the Authority's Project Manager a Transportation Management Plan (TMP) per FHWA's Final Rule on Work Zone Safety and Mobility, 23 CFR 630 Subpart J. The intent of the TMP is to minimize impacts to the travelling public and to provide continuity of reasonably safe and efficient road user flow and highway worker safety. The Emergency Response Plan shall be a component of the TMP and shall be located in the contingency section of the TMP.

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15.3.11 Lifting Operations

The Design-Builder shall be aware that under no circumstances shall lifting operations for bridge superstructure elements, overhead sign structures, or any other items, be carried out over active traffic lanes. All such operations shall at a minimum require short-duration roadway closures in accordance with the provisions of this Section 15.

15.4 FUTURE WORK ZONE REQUIREMENTS

15.4.1 Ensuring Design Solution does not compromise Level of Service in Future Contracts.

The Design-Builder's design solution for each bridge that crosses a Roadway below must account for the ability to maintain that Roadway below when reconstruction of that Roadway ensues. (In other words, how does the same level of service be maintained for that Roadway?) If the Authority mainline is the Roadway below and the Roadway currently carries two (2) lanes that level of service in the future, while under construction/reconstruction/replacement must be able to maintain that 2 lanes.

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BIN 5512790 Design Speed 45 mph Lane Width(s) 10ft Shoulder width(s) Right Shoulder 4ft Left Shoulder -		Thruway Mainline Under 70mph 12ft 12ft 8ft	
BIN 5512980 Design Speed 60 mph Lane Width(s) 12ft Shoulder width(s) Right Shoulder 6ft Left Shoulder		Thruway Mainline Under 70mph 12ft 12ft 8ft	
BIN 5516072 & 5516071 Design Speed 70 mph Lane Width(s) 12ft Shoulder width(s) Right Shoulder 12ft Left Shoulder 8ft		<u>Millers Grove Road</u> 60mph 11ft 4ft 4ft	
BIN 5510090 Design Speed Lane Width(s) Shoulder width(s)	<u>Tangent Section</u> 30mph 12ft Right Shoulder 6ft Left Shoulder 4ft	<u>Ramp</u> 30mph 16ft 6ft 4ft	<u>Thruway Mainline Under</u> 70mph 12ft 12ft 8ft
BIN 5510130 Design Speed 70 mph Lane Width(s) 12ft Shoulder width(s) Right Shoulder 12ft Left Shoulder 8ft			

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18.3.3 Barrier Systems and Impact Attenuators

The Design-Builder shall remove and dispose of all existing barrier systems within the Project limits, and replace with new barrier systems to current Authority Standards.

The limits of work for new roadside and new median barrier shall be the lesser of the following:

- 1) The point where barrier is no longer warranted; or
- 2) A point where the proposed new barrier within the project limits can be transitioned to an existing barrier system, outside the project limits, which conforms to current standards.

All existing barrier systems that are removed shall become property of the Design-Builder.

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**SYRACUSE DIVISION
BUNDLED BRIDGES**

TAS 17-37B, Contract D800001

**DB CONTRACT DOCUMENTS
PART 4
UTILITY REQUIREMENTS**

Amendment #1, November 8, 2017

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A-3.2 BIN 5009929

A-3.2.1 Telecommunications

A-3.2.1.1 Verizon Communications

None anticipated.

A-3.2.1.2 Spectrum Cable

None anticipated.

A-3.2.2 Electric

A-3.2.2.1 National Grid

Existing overhead electric lines are located approximately 80 ft. north of the NYS Thruway centerline before crossing over the NYS Thruway approximately 40 ft. east of the Oriskany Blvd. centerline. The overhead utility line that crosses the Thruway mainline can be de-energized without time or duration restrictions. Contact Don Ambrose; National Grid; Senior Program Manager at (315) 440-2115.

Deleted: Relocation of the electric line is anticipated to take approximately 15 weeks from notification. National Grid requires 14 weeks lead time for preliminary engineering and scheduling. Physical relocation time on site is approximately one week.

A-3.2.3 Natural Gas and Petroleum

A-3.2.3.1 National Grid

None anticipated.

A-3.2.3.2 Buckeye Partners, L.P. Petroleum Pipeline

None anticipated.

A-3.2.4 Water and Sewer

A-3.2.4.1 Oneida County – Water Quality & Pollution Control

None anticipated.

A-3.2.4.2 Oneida county – Water Quality & Pollution Control Sanitary Sewer

None anticipated.

A-3.2.4.3 Other Utilities – Fiber Optic

A-3.2.4.4 NYS Thruway Fiber Optic Line/G4S

None anticipated.

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