Question 90.
There Structural Steel – Part 3, Section 11.3.1.6.C states, “Structural Steel. Structural Steel shall be any appropriate combination of ASTM A709 Grade 50W, Grade HPS 50W Grade HPS 70W and/or Grade HPS 100W. If utilized, weathering steel will require a protective coating at the deck joints and along fascia’s as indicated above.”

It is our understanding structural steel shall be metalized or galvanized with the exception of the Meeker Avenue Viaduct, which may now be painted. Please clarify this ambiguity.

Answer: All structural steel shall be metalized or galvanized with the exception of the Meeker Avenue Viaduct Steel which may be painted. The sentence “If utilized, weathering steel will require a protective coating at the deck joints and along fascia’s as indicated above” has been deleted by Addendum.

Question 91.
ITP Form LSI – Letter of Subcontract Intent requires signatures by subcontractors/consultants. Is this required for only “named” or “known” subcontractors/consultants or must one be included for all firms listed on Form LDB, which may not be known until the end of the competitive bidding process? Please clarify the extent to which these forms are to be completed for Subcontractors.

Answer: Form LSI must be completed for all known or named subcontractors/subconsultants, including Table 1 of Form LDB.

Question 92.
ITP Technical Proposal Clarifications – Sections B4.1, B4.2, and B4.3 on pages B-8 through B-10, which are the overall, design, and construction management plans, direct proposers to include organization charts. Table B on page B-20 states the page limitation for Section B4.1 is, “max 4 pages plus organization charts and resumes of construction personnel not identified as key personnel.” However Table B shows Sections B4.2 and B4.3, which also require organization charts, are limited to 4 and 5 pages, respectively.

Please clarify if the organization charts for Sections B4.2 and B4.3 are included in the page limitation or if they are not, since the organization chart is excluded from the page limitation in Section B4.1.
Kosciuszko Bridge Replacement project – Phase 1
Contract D900011
Final RFP Questions and Answers 90 thru 102

Answer: Organization charts are not included in the page limitations. Table B will be revised by Addendum to clarify the submittal requirements for the Design Management Plan (B4.2) and Construction Management Plan (B4.3).

Question 93.
ITP Technical Proposal Clarifications – Pages B-8 and B-9 of Section B4.1 says to provide, “resumes for all personnel not already identified as key personnel,” but Table B on page B-20 directs proposers to include, “resumes of construction personnel not identified as key personnel.”

Please clarify if proposers need to provide resumes for all personnel listed in addition to key personnel or just construction personnel.

Answer: Resumes for all personnel not already identified as key personnel should be provided. Table B will be revised accordingly by Addendum.

Question 94.
Hazardous Materials Costing Ambiguity - Part 2, DB 104-4.3 effectively states Design-Builder shall include all costs to manage Hazardous Materials located in, on, or under the property within the Project Limits and that an Order on Contract may be issued for pre-existing Hazardous Materials which differ from the Contract Documents. This referenced section suggested all said Work is to be included as lump sum item in Design-Builder’s Proposal. Part 3, Section 3.2.4 F) through I) make reference to NYSDOT standard pay items suggesting to some handling, storage, and disposal of such material is paid via Force Account. We believe it is the Department’s intent that Proposer’s include all costs to manage all Hazardous Materials in their lump sum Proposal. Please confirm.

Answer: The Design-Builder shall include the handling, storage and disposal of all Hazardous Materials in their lump sum Proposal. Item numbers are indicated to refer to NYSDOT specifications for the requirements on how these materials must be handled and are not intended to refer to payment.

Question 95.
Warranty Period – Part 2, DB 104-15.2, states, “Warranties for all Work shall commence upon Project Completion...” Considering traffic will be switch onto the EB Structures at the interim
milestone completion and the Department gains beneficial use of the Work at this point, it would seem appropriate the Warranty for structures and systems commence at this point. Any follow-up work including landscaping, WB Mainspan and street scaping warranty would commence effective Project Completion. Please consider.

**Answer:** Warranties for all Work shall commence upon Project Completion.

**Question 96.**
Regarding Form SP, please verify that Subtotal B (For Subcontracting or Assigning the Contract) is a portion of the other line items on the Schedule of Prices Form and is NOT added to the TOTAL PROPOSAL PRICE (ie its being provided for informational purposes only.). Alternatively if Subtotal B is to be included in the TOTAL PROPOSAL PRICE please clarify so that Proposers adjust their other lump sum items to avoid double-dipping of these subcontracted values.

**Answer:** Sub-total B is the sum of Sub-total A and the Site Mobilization. Form SP has been modified by Addendum to provide clarification.

**Question 97.**
Form SP includes a note saying Proposers shall complete Form SP using the excel spreadsheet located on the Department’s Project website. Currently the website does not include this excel file. Please verify that Proposers are to use the editable Form SP in Word format provided on the Department’s Project website.

**Answer:** Proposers shall complete Form SP using the Excel spreadsheet that will be provided on the Department’s Project website.

**Question 98.**
On sheet ST-8 piers 75 & 76 is noted as remains. On sheet ST-26 the framing plan for the Meeker Ave Viaduct shows framing for spans 76 & 77 with pier 77 in the middle, no framing for span 78. On ST-8 Pier 77 is bordered by spans 76 & 77. It looks like ST-26 is labeled wrong for the spans on each side of pier 77 and span 76 is not shown. Is span 76 framing similar to spans shown and it will connect into steel piers 75 & 76. Please clarify what is happening in this area.

**Answer:** The Indicative Plans are not Contract Requirements. The limits of the Meeker Avenue Viaduct to be replaced shall be determined by the Design-Builder’s design to tie-in to the existing structure while meeting the Project Requirements.
To avoid confusion, the Indicative Plans will be removed from the RFP by Addendum and provided to Proposers as Reference Documents on the Project website.

Question 99.
Can the Department provide Form AAP-10 in excel?

Answer: No. Form AAP-10 will be provided as an editable PDF file.

Question 100.
The insurance requirements on the project appear insufficient given the magnitude of this project. Does the Department plan on revising the insurance requirements? If so we request any revisions be issued as soon as possible so that design/builders have ample time to obtain competitive coverage.

Answer: The insurance requirements have been revised and have been issued by Addendum.

Question 101.
Is railroad insurance required for this project? Currently we see no requirements however we are working in direct proximity of an active railway. If railroad insurance is required will this be provided by the design/builders or by the Department? What coverage limits would be required?

Answer: The following requirement has been added to the RFP by Addendum:

“Railroad Protective Liability Insurance. The Contractor shall maintain at its own expense railroad protective liability policy of insurance in the name of the affected railroad and with limits of coverage of not less than $2,000,000.00 combined Bodily Injury Liability and/or Property Damage for each occurrence with a $6,000,000.00 Aggregate Limit applying separately to each annual period. Said policy shall be subject to the approval of the railroad and comply with Federal Aid Policy Guide 23 CFR 646 subpart A.”

Question 102.
The Directive Plans show the final configuration of the interchange with the LIE be completed as defined in the scope of work in that area. Note 1 on Directive Drawing No. GN-01 states that the limit of the westbound Queens Connector shall be determined by the Design-Builder’s
Work Zone Traffic Control Plan and shall be sufficient to maintain all traffic as stipulated in Part 3 of the Project Requirements. This indicates that it is NYSDOT’s intention that the final shift of westbound traffic onto the completed eastbound bridge at the completion of the Project must be done on the Queens Connector entirely. Since the Westbound Connector as shown on sheet ST-12 is only 96’ it will be necessary to construct a section of the Westbound Approach Structure, unless a portion of the transition can be made within the interchange itself east of the Queens abutment. Is this interpretation correct?

Answer: Sheet ST-12 is an Indicative Plan, the Indicative Plans are not Contract Requirements. Per the Directive Plan, the limit of the westbound Queens Connector shall be determined by the Design-Builders Work Zone Traffic Control Plan and shall be sufficient to maintain all traffic as stipulated in Part 3 of the Project Requirements. To further clarify, the length of the Westbound Queens Connector must be sufficient to provide a crossover of traffic to the new eastbound bridge.

To avoid confusion, the Indicative Plans will be removed from the RFP by Addendum and provided to Proposers as Reference Documents on the Project website.