Superstructure (4) and Bridge (3) Replacements in Region 9
Design-Build Project
PIN 9806.82, Contract #D900020
Draft RFP Questions and Answers
August 22, 2014

Question 1
When will the Department determine whether the Option will be exercised?
Answer
At some point after proposals are submitted. Proposals will not be opened until the Department receives positive determination whether or not the funding has been approved. If it has, the Base + Option proposals will be opened. If it does not, only the Base proposals will be opened.

Question 2
If the Department obtains funding for the Option, can the Department still proceed with the Base only?
Answer
No. If the funding comes through, the Department plans to award the Base + Option.

Question 3
There was some discussion about a project down in Sullivan County, adding a deck. Is that still in the works?
Answer
No.

Question 4
If the Department receives a determination on the funding prior to the proposal due date, will the RFP be amended to include only the Base or Base + Option?
Answer
No. The Design-Build Teams should prepare both the Base and the Base + Option for submittal.

Question 5
When you talk about 50% price and 50% quality, and your bid may vary based on the number of days you impact traffic, is that going to be part of the Price Proposal or part of the Quality Evaluation or part of both?
Answer
The number of days traffic is impacted is part of the Quality Evaluation.

Question 6
Every factor that you have is part of the Quality Evaluation, correct, the Price is simply the Price?
Answer
Yes.

Question 7
Does the incentive factor into the Quality Evaluation?
Answer
No. The incentive factors into the overall contract.
Question 8
How many of the Design-Build projects that have come to fruition have been awarded to the low bid?
Answer
Approximately 20%.

Question 9
On the replacement bridges, as far as in-stream restrictions, is DEC considering in-stream to be top-of-bank to top-of-bank?
Answer
In-stream restrictions are in accordance with NYS Title 5 of Article 15 of the Environmental Conservation Law (ECL).

Question 10
On the replacement bridges, the indicative drawings provided show 5-rail bridge rail. Is 5-rail bridge rail required?
Answer
No. As long as the bridge rail proposed by the Design-Builder meets Department standards, it will be acceptable.

Question 11
Are the wing-wall layouts in the indicative plans for the replacement bridges mandatory?
Answer
No.

Question 12
There was no scour depths provided in the Design Reports for the replacements. Will this information be provided?
Answer
No, that will be the responsibility of the Design-Build Team, in accordance with Hydraulic Engineering Circulars No.’s 18 and 23.

Question 13
If the contractor chooses or needs to occupy or obtain property at the bridge replacement sites, can that be obtained with a grading release with the property owner, or does that have to go through a formal temporary easement process?
Answer
Any ROW acquisition (permanent or temporary) requiring compensation needs to go through the Department. The Design-Builder may work with individual property owners to obtain a release for grading, driveway work, etc., provided there is no monetary compensation.

Question 14
The RFP indicated the DOT had already done the ROW/survey work; however, this information has not yet been posted to the Project website. When will the information be made available?
Answer
Survey data is being completed and should be posted within one week.
Question 15
The RFP indicates a 5’ freeboard requirement for the replacement structures. However, no hydraulic analysis for the bridge replacements has been included. Will this information be made available? [Question not entirely audible on video recording]
Answer
The Draft RFP includes a reference to the PSR/FDR for the replacement structures. This reference will be revised in the Final RFP. The freeboard requirements for the replacement structures are 2 feet at Q50 and passable at Q100. A hydraulic analysis for the replacements has not been conducted and will not be made available. The Preliminary Hydraulic Reports provided in Part 7 – Engineering Data of the Draft RFP, are based on a proposed design for the replacement structures. These Preliminary Hydraulic Reports will not be included in the Final RFP, but will be made available as Reference Documents. The Design-Builder shall prepare a hydraulic analysis in accordance with NYSDOT Bridge Manual standards demonstrating that the freeboard provided will meet or exceed that indicated in the revised Final RFP. This will all be clarified in the Final RFP.

Question 16
For the Superstructure replacements – If any modifications have to be made to the backwall or bridge seat areas, how far down are we expected to carry any substructure repair work in the event an area of unsound concrete is found at the limit of our work? Would we be required to carry repair work below the level that would otherwise be required by the Contract work?
Answer
This will be handled on a case-by-case basis. There is an amount provided in the contract for force account work, which is typically used for scenarios such as this.

Question 17
There appear to be no approach slabs at the Route 34 bridge site (superstructure replacement). Would the Department expect new approach slabs to be constructed as part of the superstructure replacement?
Answer
The Final RFP will be revised to require Approach Slabs at all of the Superstructure Replacements.

Question 18
At the Route 26 superstructure replacement site, which is located very close to a school, there’s no requirements in the RFP to maintain pedestrian or auto traffic through there. Is that accurate?
Answer
If the RFP doesn’t list any restrictions at that site, then there are no restrictions. The requirements of the Highway Design Manual and any Official Issuances (EI’s, EB’s, etc.) must be adhered to.