

THE PORT AUTHORITY OF NY & NJ
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QUESTIONS FROM BIDDERS

GWB-244.287/GWB-244.287M

George Washington Bridge – Rehabilitation of Structural Steel, Removal of Lead Based Paint and Repainting the Underside of Lower Agreement to Perform Maintenance of the George Washington Bridge Maintenance Travelers and Associated Systems

Bid Due -2/21/2024

NUMBER	QUESTION	RESPONSE
1	Contract Drawing E1105 Shows the Main Span Enclosed Circuit Breakers to be Electrically Interlocked. There is no conduit and cable shown to be installed between these Circuit Breakers on any drawings. Please clarify how they are to be electrically interlocked and provide required Conduit and Conductor sizes required.	Was addressed by Addendum No. 2 dated December 12, 2023. Refer to Contract Drawing No. E105.
2	Contract Drawing E105 shows an Electrical Connection from the SWGR-NJ and SWGR-NY to the Remote SWGR Panel. Conduit and Cable sizes for this is not specified. Please provide.	Was addressed by Addendum No. 2 dated December 12, 2023. Refer to Contract Drawing No. E105.
3	Contract Drawing S413 shows the routing of the existing temporary 5KV conduit under the turnarounds. Please confirm the routing of the new 4” PVC/RGS to be installed will be similar and routing up and over the existing floor beams requiring offsets is required. Also, it is noted that Boxes were added under these turnarounds, as shown in the contract drawings, and may be required for this application as well. Please advise.	Was addressed by Addendum No. 2 dated December 12, 2023. Refer to Contract Drawing No. S413. Also refer to "GENERAL ELECTRICAL NOTES" Notes 1 and 2 on Contract Drawing No. E101.
4	Contract Drawing E101 Scope of Work Note 2 indicates that the “CONTRACTOR SHALL ALSO INSTALL CONDUITS AND CABLES TO TIE THE SWITCHGEAR MONITORING SYSTEM TO THE AUTHORITY’S SCADA SYSTEM BY CONNECTING SWITCHGEAR ON NJ SIDE TO EXISTING REMOTE CONTROL UNIT ON NJ TOWER AND NY SIDE TO REMOTE CONTROL UNIT ON NY TOWER. FINAL CONNECTION AND INTEGRATION TO THE SCADA SYSTEM SHALL BE COORDINATED WITH THE ENGINEER.” There is no information as to the conduits and cables required to do this. Please provide more information on the work required by the contractor on this contract.	Was addressed by Addendum No. 2 dated December 12, 2023. Refer to to Contract Drawing No. E101, Scope of Work, Electrical System Note 2.
5	For the median upgrades, there is an existing modified turnout area between 6E and 4E which are not depicted on the contract drawings but is generically shown on the provided reference drawing, GWB-244.048, E325. The modified turnout includes the curved barrier shown in other turnout areas that are to be modified in S600 to S624, a thin concrete deck, chain link fencing, among other details. For the median between 6E to 4E, please confirm if the contractor is to completely remove the existing concrete deck, curved barrier, and other elements to install the new typical median upgrade details shown in the S400 drawing set or if that area is to become a turnout around as shown in the S600 drawing set. Additionally, provide additional details of the existing condition/elements for the prospective bidders to accurately price the work.	Was addressed by Addendum No. 2 dated December 12, 2023. Refer to to Contract Drawing No. S403.
6	For the Palisades Interstate Part Commission permit which is provided in the Contract Booklet, please confirm the following items: a. Confirm that the fee of \$150,000 is not the responsibility of the Contractor. b. The permit is shown as expiring in April 2024, please confirm that negotiations have occurred that would keep the property shown as for use by the Contractor will still be available for the length of the contract – 60-months after NTP. c. Confirm that the contractor is not responsible for renewing the expiring permit. d. Confirm that PIPC or their designee will maintain road conditions and provide snow removal, deicing operations during winter months for the haul road and path leading to the NJ tower base.	Was addressed by Addendum No. 1 dated December 7, 2023, refer to pages 851 through 857.

NUMBER	QUESTION	RESPONSE
7	<p>With regards to the National Railroad Passenger Corporation Temporary Permit to Enter Upon Property permit, please confirm the following items:</p> <p>a. Confirm who is responsible for the permit cost of \$1,250.00? If it is the responsibility of the contractor, confirm the amount is still \$1,250 as the sample is dated 2018.</p> <p>b. Confirm who is responsible for the \$150,621 Amtrak Force Account cost and the management fee and confirm the amount is still accurate as the sample is dated 2018.</p>	<p>Refer to Contract booklet page 157, Clause 108 entitled "LAWS AND ORDINANCES".</p>
8	<p>For the existing access platform that is present at the center median for access to the temporary 4.16KV feeder, the contract drawings reference that the aluminum beams and sheeting will be removed by others. Note 6.1 on G103 states that the conduits, utility supports, temporary work platform and support beams will remain active and in place until the date noted in the "hours of work and construction staging" clause of the Contract Book which is January 2, 2027.</p> <p>a. Please confirm that due to the interference with the temporary platform and support beams that the contractor is restricted on beginning the installation work of the median upgrade until after the January 2, 2027 date.</p>	<p>Refer to Contract Drawing No. G103 Note 6.1. Also refer to Contract booklet page 199, Clause 125. "HOURS OF WORK AND CONSTRUCTION STAGING". Bid as shown. No change to the contract documents.</p>
9	<p>Contract Drawing E105 shows (1) Surge Arrestor at each Back Span (2 Total required). Contract Drawing E167 Elevation View shows (2) Surge Arresters at each Back Span (4 Total). Please confirm E167 is incorrect and only (2) Surge Arresters are required.</p>	<p>Was addressed by Addendum No. 3 dated December 18, 2023. Refer to Contract Drawing No. E167.</p>
10	<p>Per the provided reference details for contract GWB-244.048, there are existing temporary platforms that are installed at various locations on the underside of the lower level roadway for the referenced contract. Please confirm the following:</p> <p>a. Is the access platform that is required for GWB-244.287 to be designed and installed to allow the platforms for GWB-244.048 to remain in place and accessible for the entirety of the GWB-244.048 or GWB-244.287 contracts, whichever ends first?</p> <p>b. Whose responsibility does it fall onto for the removal, relocation, modification, etc. of the existing platforms referenced to accommodate the contractual work of GWB-244.287 including but not limited to the following activities: installation/removal of temporary platform, blasting/abatement/painting, and repair work including rivet removal.</p>	<p>a) Refer to Contract Drawing Nos. S101 through S104. Was further addressed by Addendum No. 3 dated December 18, 2023; refer to Contract Drawing No. S104, Temporary Work Platforms note 10. Also, refer to Contract booklet, page 108, Clause 89. entitled "OPERATIONS OF OTHERS" and page 199, Clause 125. entitled "HOURS OF WORK AND CONSTRUCTION STAGING", paragraph B. of the Contract booklet.</p> <p>b) Refer to Contract Drawing G103, Note 6.1.</p>
11	<p>With access restrictions to the east and west portions of the suspended span stated in Hours of Work Section 125.B, how many days after bid is the NTP date anticipated for this contract?</p>	<p>Refer to Contract booklet, page 8, Clause 6 entitled "ACCEPTANCE OR REJECTION OF BID"</p>
12	<p>Drawing S104 states maximum live loads that are to be applied to the bridge during various stages, please confirm that the GWB-244.287 contractor does not have to account for any loading applied from the existing platforms that are installed and occupied as part of the other ongoing GWB contracts (i.e. GWB-244.048 and GWB-244.286) which also have platforms installed to the lower level roadway.</p>	<p>Was addressed by Addendum No. 3 dated December 18, 2023. Refer to Contract Drawing No. S104, Temporary Work Platforms note 10.</p>
13	<p>We respectfully request a minimum of 2-week postponement from the current bid date of January 10th. Although it is a reissue of a previous bid, the procurement period occurs during the holiday season where many companies are not open for business for the final two weeks of the year and therefore causes issue with obtaining quotes and pricing for the associated work. Please confirm if the postponement of 2-weeks is granted.</p>	<p>Was addressed by Addendum No. 6 dated December 29, 2023.</p>
14	<p>Has Port Authority and their design engineer confirmed that the existing structure is capable of the loads imposed by installing a temporary shield below the existing structure? Recent projects have uncovered serious deterioration as well as numerous members where the connections are so heavily deteriorated that they are no longer meeting design requirements for the connection. In addition, please confirm what type of global analysis of the existing structure will be required as part of the temporary shield submittal.</p>	<p>Refer to Contract Drawing S101, notes "2.0 CONSTRUCTION LOADING AND DESIGN CRITERIA" and Contract Drawing S104.</p>
15	<p>Can the Port Authority please review the off-site insurance requirements for subcontractors? Specifically, the required \$5million in off-site auto insurance for subcontractors is a major issue for many of the W/MBE/SDVOB subcontractors?</p>	<p>Was addressed by Addendum No. 5 dated December 21, 2023.</p>

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16	Given the size and complexity of the project and the upcoming holidays, we respectfully request a minimum six (6) week extension of the current Bid Due Date.	Was addressed by Addendum No. 6 dated December 29, 2023.
17	The following question is being submitted on behalf of an electrical subcontractor a)Our vendors are asking for a minimum of a three-week extension from the current bid date of 1/10/24	Was addressed by Addendum No. 6 dated December 29, 2023.
18	The following question is being submitted on behalf of a traveler supplier a)Please request at least a 2 to 4 week extension from the 1/10/24 bid date.	Was addressed by Addendum No. 6 dated December 29, 2023.
19	Please clarify required coating system (3 Coat, Galvanized, etc.) for all structural steel present on Contract Drawings S410 thru S420 for the Median Upgrade. Does the Authority wish to have the support steel galvanized similar to the grating?	Refer to Contract Drawing S101, notes "3.3.A CLEANING AND PAINTING PROCEDURE" AND "3.3.B PAINT APPLICATION" and Contract Drawings S410 through S420.
20	Please clarify required coating system (3 Coat, Galvanized, etc.) for all structural steel present on Contract Drawings S607 thru S624 for the Median Turnaround Upgrade. Does the Authority wish to have the support steel galvanized?	Refer to Contract Drawing S101, notes "3.3.A CLEANING AND PAINTING PROCEDURE" AND "3.3.B PAINT APPLICATION" and Contract Drawings S607 through S624.
21	Refer to Routine Repair 2A and drawing S236. The existing FSP Support Stiffener Angles are to be removed, trim to fit, and reinstalled. Please confirm the outboard angle leg of existing stiffener angles is to be trimmed to the height of new reinforcing bracket. The new reinforcing bracket is to be installed over the existing stiffener angles. If this is the intent, then fill plates would be required behind the new reinforcing bracket. Section C does not show any fill plates required. Please advise.	The existing fire standpipe support stiffener angles to be trimmed to the height of the new reinforcing bracket and reinstalled over the new reinforcing bracket. No fill plates required. Will be addressed by Addendum No. 6.
22	Please reference Contract Drawing S609. Please provide connection details for the W18x76 new members called out on this drawing. All connection details provided on S620 are for a W21x68.	Support diaphragms shall be W21X68. Will be addressed by Addendum No. 7.
23	Please clarify why all ½” End Plates on New Steel Barrier sections found in drawing S600 series are called out to be field welded?	Existing steel barrier section end plates shall be field welded. New steel barrier section end plates shall be shop welded. Will be addressed by Addendum No. 6.
24	Refer to repair 35E on drawing S242. Please confirm the existing stringer bearing stiffeners, at the abutment end, are to be removed as required to allow for new L8x4x1/2 Diaphragm Connection Angles to be installed.	Existing stringer bearing stiffeners at the abutment end shall be removed to install new diaphragm connection angles. Will be addressed by Addendum No. 7.
25	Please reference Contract Drawing S413 revised in Addendum #002. Please confirm no change to bearing quantity even though scope of median upgrade work was adjusted in Addendum #002.	The quantity of bearings for the median upgrade work will be revised.Will be addressed by Addendum No. 7.
26	Refer to Contract Booklet page 448. Please confirm where fluoropolymer coating is required. The contract drawings do not state fluoropolymer coating is required for pipe and tube railing. Please confirm the finish of pipe and tube railing shall be galvanized only.	Pipe and tube railing shall be galvanized. Will be addressed by Addendum No. 7.
27	I am requesting that Wasser's Nepcoat Coating system be an approved system on GWB-244.287 George Washington Bridge Rehabilitation of structural steel, removal of lead based paint and repainting of the underside of the lower level. We would like to be added to the Section 099100 Painting, Appendix "B" Paint Schedule. The system consists of MC Zinc 100, MC Miomastic 100 and MC Ferrox A 100 which is on the current Nepcoat QPL , list B systems.	Refer to Contract booklet, page 508, Article 2.01 of Specification Section 099100.
28	The contract drawings appear to show entire spans as asbestos paint, but the reference documents provide further detail that it is isolated spots and not the entire span. These areas can clearly be identified. Please confirm if the entire span must be treated as asbestos or just where the actual paint is.	Refer to Contract Drawing S113 through S115; bid as shown.

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29	The owner does not provide a sequence of operations in the documents. Is the intent to complete II the steel repairs ahead of the blast and paint or can we blast and paint first and then do localized touchup painting of the repairs afterwards.	Refer to Contract Drawing S101, Note 3.3.A.2.
30	Drawings S601 and S602 shows a table entitled "Priority Repair Table" with a repair type 28 shown within the tables. Please confirm if these are additional Routine Repair 28 repairs or if they are new Priority Repairs. If they are Priority Repairs, please provide the repair detail and Bid Item for where the repair shall be placed.A	Refer to Contract Drawing S601 and S602 Note 4. No additional priority repair details are required beyond the median turnaround upgrade work detailed on contract drawings S601 through S624. Shall be addressed by drawings S601 and S602 in Addendum 7. Revised response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawings S601 and S602.
31	Refer to drawing S244, Repair Type 35G. The elevation view calls out reinforcing angles as L8x4x5/8 and the provided section cut shows the same angles as L7x4x5/8. Please confirm the angle size to be used for this repair.	Angle size will be L8x4x5/8. Will be addressed by Addendum 7.
32	Please reference Contract Drawings S601 and S602. Please confirm all priority repairs listed in the Repair Tables provided are not to be included in the scope of work for this project.	Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawings S601 and S602.
33	Refer to Routine Repair 2A and drawing S236. The existing FSP Support Stiffener Angles are to be removed, trim to fit, and reinstalled. Please confirm the outboard angle leg of existing stiffener angles is to be trimmed to the height of new reinforcing bracket. The new reinforcing bracket is to be installed over the existing stiffener angles. If this is the intent, then fill plates would be required behind the new reinforcing bracket. Section C does not show any fill plates required. Please advise.	The existing fire standpipe support stiffener angles to be trimmed to the height of the new reinforcing bracket and reinstalled over the new reinforcing bracket. No fill plates required. Will be addressed by Addendum No. 7. Revised response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawing S236.
34	Please reference Contract Drawing S609. Please provide connection details for the W18x76 new members called out on this drawing. All connection details provided on S620 are for a W21x68.	Support diaphragms shall be W21X68. Will be addressed by Addendum No. 7. Revised Response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawing S609.
35	Please clarify why all ½" End Plates on New Steel Barrier sections found in drawing S600 series are called out to be field welded?	Existing steel barrier section end plates shall be field welded. New steel barrier section end plates shall be shop welded. Will be addressed by Addendum No. 7. Revised Response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawings S612 through S614.
36	Refer to repair 35E on drawing S242. Please confirm the existing stringer bearing stiffeners, at the abutment end, are to be removed as required to allow for new L8x4x1/2 Diaphragm Connection Angles to be installed.	Existing stringer bearing stiffeners at the abutment end shall be removed to install new diaphragm connection angles. Will be addressed by Addendum No. 7. Revised Response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawing S242.
37	Please reference Contract Drawing S413 revised in Addendum #002. Please confirm no change to bearing quantity even though scope of median upgrade work was adjusted in Addendum #002.	The quantity of bearings for the median upgrade work will be revised. Will be addressed by Addendum No. 7. Revised Response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawing S413.

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38	Refer to Contract Booklet page 448. Please confirm where fluoropolymer coating is required. The contract drawings do not state fluoropolymer coating is required for pipe and tube railing. Please confirm the finish of pipe and tube railing shall be galvanized only.	Pipe and tube railing shall be galvanized. Will be addressed by Addendum No. 7. Revised Response (1/3/2024): Was addressed by Addendum No. 7 dated January 3, 2024. Refer to Contract Drawing S102.
39	Please refer to drawing G103, General Note 1.14. As stated in this note, the temporary work platforms from Contract GWB-244.286 at the NY & NJ Main Span interfere with the installation of the new temporary platforms/shielding for this Contract, GWB-244.287. The "HOURS OF WORK AND CONSTRUCTION STAGING" clause of the contract book states that the NJ & NY Main Spans will be available after July 5, 2024, and May 1, 2025, respectively. Please clarify the following: a. Will the existing temporary shield/platform system be removed between PP 2W and PP43 by July 5, 2024? b. Please confirm Contractor may install a shield/platform system spanning the full transverse width of the bridge, between PP2W and PP43, after July 5, 2024. c. Please clarify if all components of the existing temporary shield/platform including decking, tie-ups and support cables will be removed from Spans 2W to 43 (NJ Main Span) prior to July 5, 2024? Or will only certain components of the existing system be removed? d. To install a temporary shield/platform on the NJ Main Span, longitudinal cables must span between the NJ & NY Towers. Please clarify if access to the NJ & NY Towers will be available on July 5, 2024. e. Please confirm all temporary shield/platform systems underneath the lower level installed by Others will be removed prior to May 1, 2025.	a. Refer Contract Drawing G103 Note 1.14 and Contract booklet, Page 199, Clause 125. entitled "Hours of Work and Construction Staging". b. Refer to Contract Drawing S101 STRUCTURAL NOTES Note 1.8 and Page 201, Clause 125. entitled "Hours of Work and Construction Staging", Paragraph B. Construction Staging 3.). c. Refer to Contract Drawing G103 Note 1.14. d. Refer to Contract booklet, Page 201, Clause 125. entitled "Hours of Work and Construction Staging", Paragraph B. Construction Staging 3.) and 4.). e. Refer Contract Drawing G103 Note 1.14 and Contract booklet, Page 201, Clause 125. Hours of Work and Construction Staging, Paragraph B. Construction Staging 3.) and 4.).
40	Please confirm how the contractor will be reimbursed for Amtrak provided services (i.e flaggers and permits) for the work in the New York Back Span.	Refer to Contract booklet, page 34, Clause 20. entitled "Definitions", third paragraph starting with "Lump Sum".
41	Contract Drawings S214- Panel Point 17W Repairs 16-1 & 16-2 refer to DWG S273. S273 is not part of the contract documents please advise.	Was addressed by Addendum No. 8 dated January 19, 2024, refer to Contract Drawing S214.
42	Routine Repair 25 – Concrete Pedestals Spans 10 & 11, Details & Location shown on Drawing S265. After reviewing the Reference Documents provided in the Contract Documents there are no drawings provided that show the existing substructure and access to Spans 10 and 11 which appear to be inside the NY Anchorage. Please provide additional information required to perform this work.	Was addressed by Addendum No. 8 dated January 19, 2024. Refer to reference documents.
43	Will there be a scheduled walk thru or site tour for the following solicitation?	Refer to Contract booklet, page 15, Clause 11 entitled "Inspection of Site"
44	Reference is made to drawings S105 and S115. Drawing S105 indicates that the elements within the confines of the NY Tower shall not be cleaned and painted with the exception of steel repairs, travelers removal, and installation, docking platform, median upgrade and temporary works. Drawing S115 indicates that the Contactor is to remove the asbestos and lead paint in this area. Please advise to which drawing is correct.	Refer to Contract Drawing S105 and Contract Drawing No. S115 Notes 1 and 2. The limits of paint removal within the New York Tower shall be as per Contract Drawing S105.

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45	<p>Please refer to drawing S109, "Typical Panel Framing Plan." In this detail, "D1" diaphragms are called out at the mid-point between the floorbeams only. However, at site visits, we have seen additional diaphragms at each side of floorbeams; i.e. for a single floorbeam-to-floorbeam typical panel, we saw three (3) diaphragms instead of the one (1) shown on the S109 detail. Please confirm that there are three (3) diaphragms typically and revise the S109 detail accordingly</p>	<p>There are 3 diaphragm lines in a typical panel between floorbeams. Refer to Contract Drawing No. S109 and additional reference documents in Addendum 8 dated January 19, 2024.</p>
46	<p>On page 543, in the Master/Follower Load Sharing section, the drive control seems to be over-constrained. Please clarify the following:</p> <p>a. Please clarify how the Engineer plans to verify the torque/load sharing demonstration.</p> <p>i. Is the intent to only monitor/qualify based on the drive torque data, or is some other independent torque test instrument to be used? How should this be tested with 16 motors?</p> <p>ii. Is the intent that the contractor should perform a dynamometer test of 1 drive to demonstrate torque control and drive calculation capability that can then translate to drive data only for all 16 drives?</p> <p>b. Sensorless vector control is known to be problematic and can inadvertently cause motors to change directions. Please clarify the need for sensorless control. Without encoders on the motors, it is unknown at this time whether the required torque tolerances can be achieved.</p> <p>c. Please clarify the term "Average" in the spec: "The torque sharing system shall be capable of sharing torque between motors on a given side to within 10% of the average within no more than 0.5 seconds after motion is initiated." Is this to mean that the control system will monitor the ACTUAL torque of each drive, create an average, and the followers should be pulling a load within 10% of that average? d. What should be done in the event that a motor over-speeds and how should that be measured without encoders?</p>	<p>a) Refer to Contract booklet, page 539 Section 148320 Part 2.01.B.2.n.</p> <p>i) Refer to Contract booklet, page 539 Section 148320 Part 2.01.B.2.n. Specific means and methods for monitoring torque data shall be selected by the Contractor with torque data to be submitted to the Engineer for review.</p> <p>ii)b. Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4..</p> <p>b) Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4.. Bid as shown.</p> <p>c) Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4..</p> <p>d) Speed can be monitored without encoders. Refer to Section 148320 Part 2.01.C.4.. Bid as shown.</p>
47	<p>Please clarify how the Engineer plans to verify the torque/load sharing demonstration.</p> <p>a. Is the intent to only monitor/qualify based on the drive torque data, or is some other independent torque test instrument to be used? How should this be tested with 16 motors?</p> <p>b. Is the intent that the contractor should perform a dynamometer test of 1 drive to demonstrate torque control and drive calculation capability that can then translate to drive data only for all 16 drives?</p>	<p>a. Refer to Contract booklet, page 539 Section 148320 Part 2.01.B.2.n.</p> <p>b. Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4..</p>
48	<p>Sensorless vector control is known to be problematic and can inadvertently cause motors to change directions. Please clarify the need for sensorless control. Without encoders on the motors, it is unknown at this time whether the required torque tolerances can be achieved.</p>	<p>Refer to Contract booklet page 543, Section 148320 Part 2.01 C. 4.</p>
49	<p>Please clarify the term "Average" in the spec: "The torque sharing system shall be capable of sharing torque between motors on a given side to within 10% of the average within no more than 0.5 seconds after motion is initiated." Is this to mean that the control system will monitor the ACTUAL torque of each drive, create an average, and the followers should be pulling a load within 10% of that average?</p>	<p>Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4.</p>
50	<p>What should be done in the event that a motor over-speeds and how should that be measured without encoders?</p>	<p>Speed can be monitored without encoders. Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4.. Bid as shown.</p>
51	<p>Please clarify how the Engineer plans to verify the torque/load sharing demonstration.</p> <p>a. Is the intent to only monitor/qualify based on the drive torque data, or is some other independent torque test instrument to be used? How should this be tested with 16 motors?</p> <p>b. Is the intent that the contractor should perform a dynamometer test of 1 drive to demonstrate torque control and drive calculation capability that can then translate to drive data only for all 16 drives?</p>	<p>a. Refer to Contract booklet, page 539 Section 148320 Part 2.01.B.2.n.</p> <p>b. Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4.</p>

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52	Sensor less vector control is known to be problematic and can inadvertently cause motors to change directions. Please clarify the need for sensor less control. Without encoders on the motors, it is unknown at this time whether the required torque tolerances can be achieved.	Refer to Contract booklet, page 543 Section 148320 Part 2.01. C. 4.
53	Please clarify the term "Average" in the spec: "The torque sharing system shall be capable of sharing torque between motors on a given side to within 10% of the average within no more than 0.5 seconds after motion is initiated." Is this to mean that the control system will monitor the ACTUAL torque of each drive, create an average, and the followers should be pulling a load within 10% of that average?	Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4.
54	What should be done in the event that a motor over-speeds and how should that be measured without encoders?	Speed can be monitored without encoders. Was addressed by Addendum No. 9 dated January 19, 2024. Refer to Section 148320 Part 2.01.C.4.. Bid as shown.
55	As a follow up to Question 19 with regards to the coating system for the median upgrade steel. Please confirm that although the Analysis of Bid Item 7 is entitled Furnish and Install Galvanized Structural Steel, the structural steel for the median upgrade shall not be galvanized but shall have a 3-coat paint system as outlined in Notes 3.3.A and 3.3.B on S101.	Was addressed by Notice to Bidders dated January 23, 2024.
56	As a follow up to Question 20 with regards to the coating system for the median upgrade steel. Please confirm that although the Analysis of Bid Item 71 is entitled Furnish and Install Galvanized Structural Steel, the structural steel for the median turnaround upgrade shall not be galvanized but shall have a 3-coat paint system as outlined in Notes 3.3.A and 3.3.B on S101.	Was addressed by Notice to Bidders dated January 23, 2024.
57	Due to the complexity of the location, and the difficult in catching all water produced during a wet removal of the asbestos paint has the Port Authority started the process of applying to the US EPA to permit dry abrasive removal methods for asbestos containing paint? If yes has the application process begun?	Refer to Contract Drawing G103 Note 4.3F and the project approved NYSDOL Asbestos Variance on Page 865 in Appendix 1 - Permits of the Contract booklet.
58	Please refer repair 25 on drawing S265. The key framing plan mentions "CONCRETE PEDESTAL, (TYP.) ALL LOCATIONS". However, on drawings S211 through S231, the number of repair locations is not "ALL LOCATIONS" as being called out on S265. Please clarify what is the total number of locations for repair 25.	Will be addressed by addendum drawing.
59	Since the Buy America Act is not enforced for this contract, please confirm welders certified to the Canadian Welding Bureau (CWB) are acceptable.	Refer to Contract booklet, page 394 Section 051200 Parts 1.02 and 1.04B. Refer to Note 2.1.F on Contract Drawing G103 and Notes 4.15 and 4.16 on Contract Drawing S102.
60	I would like to schedule a walk-through of the project if possible please provide a date and time.	Refer to Contract booklet page 15, Clause 11 entitled "INSPECTION OF SITE".
61	We respectfully request a 1-week extension to the bid closing date. This will allow enough time for all subcontractors to submit competitive pricing.	A change in bid date is not anticipated at this time.
62	Drawing S109 details the Rivet Replacement Criteria including the cleaning and coating requirements. The procedures states: ALL BLAST CLEANING, PRIMER COATING AND PAINTING OF EXISTING STEELWORK SHALL BE COVERED BY THE OVERALL CLEAN AND PAINT SCOPE OF THIS CONTRACT. However, Routine Repairs 1A, 4, 34 and 47 Rivets and Bolts in Truss Chords and Gussets and Net Cost Repair NC4 – Stiffening Truss Bottom Chord Rivet Replacement are not within the cleaning and painting limits set forth on S109 through S112 as only the inside face of the existing stiffening truss is to be cleaned and painted. Please provide the minimum SF per rivet replacement that is required to be cleaned and recoated on the truss elements or if the entire bottom chord is to be painted as part of the referenced repairs.	Refer to Contract Drawing S101 Note 3.3 and Contract Drawing S102 Note 4.19.
63	Can the Port Authority please provide a specification specifically related to the removal of the asbestos paint?	Refer to Contract booklet page 255, Section 020951, Also refer to Contract Drawings S113 through S115.
64	Please confirm that it is the intention of the Port Authority for Contractors to treat the entire panel point as asbestos paint at the locations shown on the contract drawing and not just the locations identified in the Asbestos report included in the reference documents.	Refer to Contract Drawings S113 thru S115.

NUMBER	QUESTION	RESPONSE
65	Please confirm if new median upgrade steel shown on drawings S401 thru S420 is to be galvanized only or to receive a 3-coat paint system. Please confirm the same for new median turnout steel shown on drawings S601 thru S624.	Refer to Contract drawings S410 through S420 for the median upgrade work and Contract Drawings S607 through S624 for the median turnaround modification work.
66	Section 1.04.B.3 of the Maintenance Traveler specification requires the contractor to correct any mock up deficiency. Please confirm that extras will be paid if the mock-up is fabricated per drawings, and changes are requested. Additionally, if changes to the design are requested during the mock up inspection, please confirm additional costs to integrate changes throughout all 4 travelers will be extra.	Any design changes requested during mock-up inspection will be extra work. Refer to Contract booklet, page 51 Clause entitled " Compensation for Extra Work".
67	After award, will the 3D model of the Bridge Traveler design be available? If so, what software will the design files be provided.	3D model files for the traveler design will not be provided.
68	We respectfully request a two-week postponement of the bid for the above referenced project. The lack of a clear specifications for the removal of asbestos paint as well as questions concerning what variances and waiver the Port has got in advance of the letting makes it impossible to get accurate competitive pricing for this project. We believe its in the best interest of all parties to grant this waiver as it will result in more competitive pricing depending on the answers to previously submitted questions	A change in bid date is not anticipated at this time.
69	Reference drawing CS104. There is an existing stone wall south of the NY Towers. Please provide as-built drawings of this wall.	The existing stone wall south of the New York Tower is outside of the area designated as "Areas Available for Contractor's Use". No "As-built" drawings of this wall are available.
70	Reference Drawing S404. Upon removal of the existing chain link fence for the Median Barrier Upgrades, there will be a substantial drop from the top of the lower level roadway to the existing shield. Will the GC be required to install temporary fencing to protect this opening from potential pedestrians?	Refer to the Contract booklet, page 143, Clause 103, entitled "Safety Provisions" and page 210 of the Contract booklet, Clause 128, entitled "Maintenance of Traffic and Work Area Protection".
71	Though I am licensed and insured in the state of New jersey were I'll be doing business, what happens when I cross the state line into the New York side of the bridge in which I am not licensed and insured, to continue with the lead abatement?	Refer the Contract booklet page 218, Section 020950, Article 1.04," QUALIFICATIONS AND EXPERIENCE".
72	Drawing number 618 (Lower Level Median Modification Detail 2 of 5) shows transverse compressible seal joint (length of 20.25 feet) at each centerline of floor beam on roadway level deck plan – panel points 17E to 14E section. Please confirm the seal joint will require the elastomeric sealant (Delastic/WaboPavementSeal) per spec section 321374 – Pavement Joint Sealing.	Refer to the Contract booklet page 795, Section 321374. 3.02 B. "Preformed Elastomeric Sealant". Bid as shown.
73	What coating system should be applied to the disc bearings?	Refer to the Contract booklet page 414, Section 051300 Article 2.03.H.
74	Drawing S111 shows the limits of cleaning and painting for the median at a typical span as well as at the tower spans. Please confirm if the limits of the existing median access material that is shown as being removed on drawings S406 through S409 which are shown as being above the limits of cleaning and painting are to be cleaned and painted after remove or left uncoated.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawings Nos. S101 and S102.
75	Please refer repair 25 on drawing S265. The key framing plan mentions "CONCRETE PEDESTAL, (TYP.) ALL LOCATIONS". However, on drawings S211 through S231, the number of repair locations is not "ALL LOCATIONS" as being called out on S265. Please clarify what is the total number of locations for repair 25.	Will be addressed by addendum drawing. Revised Response (2/8/2024): Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S265.
76	Section 1.04.B of the Maintenance Traveler Specification details mock-up requirements. It is not clear what mock-ups are required (i.e., partial, or full traveler fabrication). Can the owner please advise if one full traveler without electrical component is required? Additionally, if any mock-up is required, please confirm if section 1.04.B.4 where the mock-up may not be part of the permanent structure applies.	Refer to Contract booklet, page 598, Section 148320 Part 3.06.B for Factory Acceptance Testing (FAT). Also refer to Contract booklet, page 528 Section 148320 Part 1.04.B in Addendum No. 10 dated February 8, 2024, and Contract Drawing No. S501 Note 1.02 in Addendum No. 10 dated February 8, 2024.
77	Section 1.04.C.2.a of the Maintenance Traveler specification requires one mechanical and electrical supplier. This is not typical for industry. Please confirm more than one supplier is acceptable.	Refer to Contract booklet, page 528 Section 148320 Part 1.04.C.2.a. in Addendum 10 dated February 8, 2024.
78	Section 2.02.A.1 of the Maintenance Traveler specifications requires all traveler structural steel to meet the requirements of the ASTM A572, ASTM A6 supplementary requirement S5 and Section 051200. Is ASTM A572 Grade 50 without ASTM A6 supplementary requirements S5 (Charpy V-Notch test zone 2) acceptable for the travelers' structural steel? Can you also define exactly what is considered the access steel since the steel requirements for this steel is ASTM A572? If all maintenance traveler steel to be considered Fracture Critical can the requirement be lowered to Zone 1?	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S501 Note 3.01 and the Contract booklet page 544 Section 148320 Part 2.02 A. 1.

NUMBER	QUESTION	RESPONSE
79	Section 3.06.A.18 of the Maintenance Traveler specification request technical representatives of all major pieces of equipment onsite. Please clarify what are the major pieces, equipment, and systems.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract booklet, page 597 Section 148320 Part 3.06 A. 18.
80	Under contract GWB-244.287M.12. E.5, the contractor is to replace controls or complete control parts at their cost due to ordinary wear and tear. Please confirm that the owner will pay for replacement costs due to ordinary wear and tear.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract GWB-244.287M booklet page M20 Clause 12. entitled "MAINTENANCE" E. 5.).
81	Under contract GWB-244.287M.12. K.2, the travelers shall have a 99.7% operation availability per month. This equates to approximately 2 hours of down time per month. This timing is stricter than response times in the contract, and under 12.C.6 Remedial Maintenance. Please clarify the requirement.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract GWB-244.287M booklet page M22 Clause 12. entitled "MAINTENANCE" K. 2.).
82	Regarding the fabrication and supply of the Bridge Travelers including all electrical and structural components, please confirm who is responsible for the design. If there are any issues during fabrication per contract drawings, who is responsible for the extra costs?	Refer to Contract Drawings Nos. S500 thru S553, M101 through M120, and E101 through E170 for traveler component details. For traveler fabrication, refer to Contract Drawing No. G101, Note 1.1. Also refer to Contract booklet page 585 Section 148320 Part 2.03 ; Page 51 of Contract booklet, Clause 35 entitled "COMPENSATION FOR EXTRA WORK"; Page 133 of Contract booklet, Clause 94 entitled "SHOP DRAWINGS, CATALOG CUTS AND SAMPLES"; and Page 142 of Contract booklet, Clause 100 entitled "ERRORS AND DISCREPANCIES".
83	The contract booklet fails to give allowable hours for a single lane nighttime closure in either direction. We respectfully request that the Authority allow for a nighttime single lane closure for a minimum of an 8-hour period as it will allow the contractor to be more efficient and will result in a cost savings for the Authority.	Refer to Contract booklet, page 199 Clause entitled "HOURS OF WORK AND CONSTRUCTION STAGING" A. 4.) .
84	Reference Q&A # 42 - Routine Repair 25 – Concrete Pedestals Spans 10 & 11, Details & Location shown on Drawing S265. After reviewing the Reference Documents provided in the Contract Documents there are no drawings provided that show the existing substructure and access to Spans 10 and 11 which appear to be inside the NY Anchorage. Please provide additional information required to perform this work. Answer - Was addressed by Addendum No. 8 dated January 19, 2024. Refer to reference documents. The Reference drawings provided in Addendum # 8 do not apply to the location of work for the Routine Repair # 25 that is at Spans 10 & 11. Please provide information for the actual location of work.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to reference documents.
85	Reference Drawing S111, Typical Drawing Section Detail S/A. The Cleaning and Painting Limits of Work is shown on the right hand side of this detail drawing. The existing chain link fence and supporting U-Bolts will be removed and replaced; however, it is shown to be outside of the aforementioned painting limit. It is our assumption that this component will not need to be cleaned or painted, please advise.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing Nos. S101 and S102.
86	This drawing details on Sheet S533, the service live and dead loads and a few of the bearing dimensions. In order to properly quote on these bearings there is additional information needed. The PA NY&NJ can either provide all the dimensions for all the components of the bearings or provide the loads/forces that the bearing needs to handle. For example, we would need the dimensions of the upper bearing plate, the stainless steel sheet, sliding material, uplift claws, etc.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S533.
87	Please provide complete design information for the unidirectional disc bearing shown on Drawing Number S533. Design information should include required vertical service and strength loadings, as well as required horizontal loads. Please provide the design movement and design rotation.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S533.
88	Is uplift restraint required for these disc bearings? If so, please provide the design uplift loads.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S533.
89	What is the proposed connection from the bearing masonry plate to the substructure? What is the proposed connection from the bearing sole plate to the superstructure?	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing Nos. S524, S525, S531, and S532.
90	Is any beveling of sole plates required?	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S533.
91	Refer to Specification 051200 – Structural Steel, Part 1.04.G.3. Please clarify or provide further direction as to the type of NDT weld inspection required for the minimum 10% length of fillet welds and partial penetration groove welds.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. S102 Note 4.16.
92	Reference drawing CS104. There is an existing stone wall south of the NY Towers. Please provide as-built drawings of this wall and kindly advise to what extent that the Contractor can demolish and replace this wall in order to move its equipment and materials into the Area Available for Contractor's Use.	Was addressed by Addendum No. 10 dated February 8, 2024. Refer to Contract Drawing No. CS104. No "As-Built" drawings of the wall are available.

NUMBER	QUESTION	RESPONSE
93	We have received Bidder Questions Log #8 dated 02/01/2024 and have noted that we have not received answers to five (5) of our questions, not including the (2) above. In anticipation of receiving the remainder of the answers and the release of future Addenda, we respectfully request that the bid due date is postponed two (2) weeks from the current date of February 14, 2024 to allow our subcontractors ample time to adjust their price to reflect the new information	A change in bid date is not anticipated at this time.
94	Please confirm which is the correct specification that applies to Routine Repair 71 Lower Deck Joint Seal Repairs. Is it specification section 079513, 079515, or 321374? What is the material required for this repair?"	Refer to Contract booklet, page 499 Section 079515.
95	Reference is made to the Temporary Construction Elevators as shown on drawings CS103 and CS104. Note 2 on Drawing CS103 indicates "A CONSTRUCTION ELEVATOR MAY BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO BRING MATERIALS AND PERSONNEL TO THE LOWER LEVEL CONSTRUCTION WORK ZONE." Based on these drawings, it is our interpretation that the temporary elevators are not a requirement for the project; however, there is a pay item assigned to it – reference Analysis of Bid, Unit 15 – which would lead us to believe on the contrary. Kindly advise, based on the referred documents if these elevators will be required to be constructed and removed within the duration of this Contract.	Was addressed by Notice to Bidders dated February 9, 2024.
96	Where is structural steel fabrication being conducted (e.g. China, Italy, Europe)?	Refer to Contract booklet, page 141, entitled "MANUFACTURER'S CERTIFICATION".
97	We would like to request a 3-week bid postponement for the above noted Project. We are getting many calls from Subs and Suppliers that more time is needed for them to complete their Proposals for us. Then we will have to analyze their proposals and incorporate into our bid.	A change in bid date is not anticipated at this time.
98	We respectfully requests a two week postponement of the above bid date. M/WBE subcontractors as well as the traveler manufacturers have requested additional time.	A change in bid date is not anticipated at this time.
99	Please confirm that integration will be performed by the authority (or others).	Was addressed by Addendum No. 11 dated February 9, 2024. Refer to Contract Drawing No. E101.
100	If integration is part of this contract: a. Please provide the information and details on the Authority's SCADA system. b. Is there a proprietary vendor?	Was addressed by Addendum No. 11 dated February 9, 2024. Refer to Contract Drawing No. E101.
101	The SWGR Manufacturers (S&C and Eaton) are not quoting the Surge Arrestor as shown on E107 and E167 and as described is Spec 261216-2.02-5. The manufacturers are stating that there is no such product as a 5KV Rated Surge Arrestor, and they need more information to quote. They are suggesting that perhaps this should be on the load side of the Transformer (or the Line Side of the down stream Circuit Breaker) and should be a Surge Protection Device (SPD). Please clarify or offer more information.	Refer to Contract booklet, page 725 Section 261216 Part 2.02.A.5. Was addressed by Addendum No. 11 dated February 9, 2024. Refer to Contract Drawing Nos. E105, E107, E109, E111, and E167.
102	Reference is made to Procedure Bullet Point #2 on drawing S309, "AT EACH RIVET LOCATION APPROVED FOR REPLACEMENT, REMOVE EXISTING RIVET, CLEAN NEWLY EXPOSED STEEL SURFACES PER NOTE 2, AND INSTALL ASTM F3125 GRADE A325 TYPE 1 BOLT OF MATCHING DIAMETER TO THE RIVET OR BOLT REMOVED, SEE NOTE 1." It is our understanding that the surface underneath the rivet head shall be cleaned, but not repainted. Please confirm.	Refer to Contract Drawing No. S102, Note 4.19 and Contract Drawing No. S101, Note 3.3..
103	Reference is made to drawing S236. Under detail drawing S/B on this drawing, the Contractor is to TRIM TO FIT AND REINSTALL EXISTING STIFFENER ANGLES on top of the proposed repair plate. There will be a gap between the stiffener and the web, please advise if the Contractor is required to fill this gap.	Refer to Contract Drawing No. S236, Section B. Bid as shown.
104	Refer to drawing E101, "Scope of work note# 2": Please confirm that integration will be performed by the authority (or others)	Was addressed by Addendum No. 11 dated February 9, 2024. Refer to Contract Drawing No. E101.
105	If integration is part of this contract: a. Please provide the information and details on the Authority's SCADA system b. Is there a proprietary vendor	Was addressed by Addendum No. 11 dated February 9, 2024. Refer to Contract Drawing No. E101.
106	We are in receipt of addendum 10 today, the addendum does not indicate a postponement. Do you envision a postponement?	A change in bid date is not anticipated at this time.
107	Reference Drawing S404, Median Upgrade Typical Existing and Removal Details. See Detail D/A. After removal of the 2 5/8" x 5/8" U-bolts will the exiting holes need to be filled with new 5/8" Bolts?	Refer to Contract Drawing No. S404, bid as shown.
108	When is the start date?	Refer to Contract booklet, page 8, Clause 6 entitled "ACCEPTANCE OR REJECTION OF BID".

NUMBER	QUESTION	RESPONSE
109	<p>It would appear that the maintenance contract is also covered by the requisite performance/payment bonds as Section 28 of the Contract states "...Performance and Payment bond shall be in a penal sum equal to the Total..." The term "Total" is defined in section 4 of the contract (Comparison of Bids) at the end of the chart and is shows to include all 5 elements listed above including E, which is the "total Price for Maintenance". The owner also has the option to extend the maintenance contract for an additional 3 year period. Given the contract completion time is 5 years and there is a potential 6 year maintenance requirement, the total exposure time could be 11 years.</p>	<p>Was addressed by Addendum No. 13 dated February 13, 2024.</p>
110	<p>The sureties are ready to support the bid under the current requirements as written, however it would be their strong preference to see the maintenance contract excluded from the performance/payment bond coverage or amend the requirement so that there is a separate bond covering the maintenance contract that would be issued in the amount of that contract and at the start of the "Base Date."</p>	<p>Was addressed by Addendum No. 13 dated February 13, 2024.</p>