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ADDENDUM #2

**RFP # 7561481 TITLE: DESIGN/BUILD SERVICES RECONSTRUCTION OF TOLL GATE
BR#683&684 CENTERVILLE ROAD (I-95 NB/SB)**

SUBMISSION DEADLINE: DECEMBER 6, 2017 -11:30 A.M.

See attached compilation of questions and answers posted on RIDOT's website.

Lisa Hill

Lisa Hill
Chief Buyer

November 30, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION
DIVISION OF PURCHASES BID NO. 7561481
RHODE ISLAND CONTRACT NO. 2017-DB-026
FEDERAL AID PROJECT NO.: BRO-0683(001)

Design Build Services for Reconstruction of Tollgate Br. 683 & 684
Superstructure Replacement Bridge Nos. 683 & 684

CITY OF WARWICK
COUNTY OF KENT

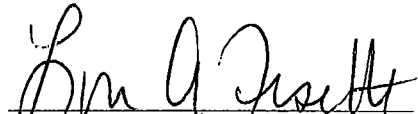
NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 2:

Prospective Bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents.

Questions and Answers

- a. "Questions and Answers for: Design/Build Services for the Reconstruction of Toll Gate Br. No. 683 and Centerville Road No. 684 (I-95 NB and SB) 2017-DB-026" from the RIDOT website are attached to this Addendum #2.


RI Department of Transportation
Manager, Project Management

**ADDENDUM NO. 2
ATTACHMENTS**

Questions and Answers For:

Design/Build Services for Reconstruction of Toll Gate Br. No. 683 & Centerville Road Br. No. 684 (I-95 NB and SB)

2017-DB-026 / 7561481

Date Asked: 11/29/2017

Date Answered: 11/29/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Per the BTC plan, erecting Toll Gate Rd girders will require picks over live traffic on Toll Gate Rd. Will the contractor be allowed to stop traffic on Toll Gate Rd while picking girders over the roadway? If not, will traffic be allowed to be detoured?

Answer: Alternate traffic control plans may submitted for approval by RIDOT based on the D-B Team's proposed design and methods.

Date Asked: 11/29/2017

Date Answered: 11/29/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The drainage and utility plans show new conduit and new DIP for U.G. utilities "by others". NGrid Electric has stated that they would not do that work. Please specify who "by others" refers to? Should this be considered the Contractor's work and figured in our bid price?

Answer: Yes. Per the answer on 11/28/2017, underground facilities (i.e. conduit, DIP, structures, etc.) are the responsibility of the D-B Team.

Date Asked: 11/29/2017

Date Answered: 11/29/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: NGrid Electric has told us that the underground configuration for the electric utility shown on the drainage and utility plans may or may not be feasible. They stated that that they would not know if it is feasible without a detailed design investigation. How will changes required to the BTC be handled if it is found that this concept is not feasible during design development? If this is the case, this could severely affect the cost and time required for the work. Will all affected extra design and construction cost be paid by the State or would the D-B Team be responsible for these costs? Would this be considered an excusable delay if it affects completion?

Answer: Refer to Part B, Section 2.14 of the RFP. Utility work delays will be considered a third party delay.

Date Asked: 11/28/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Will an additional lane closure beyond what is shown in JS 937.1000 be allowed for setting up the various temporary traffic control configurations. Operations such as setting temporary barrier will require an extra adjacent lane to be closed.

Answer: JS 937.1000 will be enforced. Alternate traffic management plans can be submitted with the D-B Team proposal for approval upon D-B Team selection.

Date Asked: 11/28/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: For final paving operations, will the lane restrictions in JS 937.1000 be enforced. Closing only one lane on I-95 for paving is not conducive for paving using a transfer machine and required automation. Please consider allowing an extra lane to be closed at night for paving operations. This would be typical of recent paving contracts near this area on I-95.

Answer: JS 937.1000 will be enforced. Alternate traffic management plans can be submitted with the D-B Team proposal for approval upon D-B Team selection.

Date Asked: 11/28/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The answer provided on 11/28 regarding anticipated utility relocation and payments did not answer the question asked on 11/20. The response provided states that the DB team is responsible for the utility coordination. We understand this as this is clear in the RFP. The question is why would RIDOT withhold monies from the D-B Team for force account work by the utility companies? This is stated in section 2.14.2. The utility companies should be working on a RIDOT utility force account paid by RIDOT. This money should not be then collected from the D-B Team. This has not been the case on any of the other D-B Projects in RI. It is not possible for the D-B Team to price the utility companies work, especially since they will not answer any questions from us at this stage since they are not currently retained by RIDOT on a utility force account.

Answer: Section 2.14.2 will be revised by addendum. Utility relocation costs will be paid for by RIDOT through force accounts. Utility relocation impacts should be clearly defined in the D-B Team's proposal.

Date Asked: 11/28/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Please reconsider postponing this project submission date by two weeks. At this time there are at least 5 responses that state an addendum is to be issued and there are several unanswered questions, just over 1 week from the submission date. There is insufficient time to receive an addendum, analyze and complete preliminary design required with information in the addendum, incorporate the information into the technical proposal and complete pricing based on the analysis of the information in the addendum. A 2 week delay will assure fair pricing rather than carrying excessive and unnecessary contingency in the bid price.

Answer: Submission date will not be postponed.

Date Asked: 11/28/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Will drain pipes and drainage structure require cleaning before temporary median installation and again at the completion of the project?

Answer: Drain pipes and drainage structures are required to be cleaned at project completion.

Date Asked: 11/28/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: If final design analysis shows that the pier at bridge #684 needs to be replaced, would this be considered an extra to be paid on force account or per a negotiated price.

Answer: If required, RI Blue Book standard procedures for extra work will be followed.

Date Asked: 11/27/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Please confirm that the installation of underground facilities for the overhead electric and telecom will be complete by the utility companies on RIDOT utility force account and if the utility companies require the D-B Contractor to install the underground facilities (as mentioned as a possibility in 2.14.1, RIDOT will pay the contractor on force account.

Answer: Underground facility work will be the responsibility of the D-B Team.

Date Asked: 11/27/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Please confirm that independent QC at the structural steel fabrication plant is not required by the D-B Team and that the internal QC performed by the fabricator as required per their AISC certification is the limit of what is required by the D-B Team.

Answer: RIDOT will have independent QC at the plant in addition to the plant's own QC program.

Date Asked: 11/27/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: While we understand that the D/B Team is required to perform its own complete and comprehensive investigations, and provide structural designs to satisfy applicable AASHTO and RIDOT design requirements, please provide the superstructure DL and LL reactions for Bridge 684 for the BTC design which you have confirmed in a prior response do not overstress the existing foundations.

Answer: A table of Dead Load and Live Load reactions developed as part of the Base Technical Concept will be provided via an upcoming Addendum to the RFP documents. It shall be the responsibility of the Design-Build team to verify through final design development any and all information related to the BTC, including preliminary design loads and structural/geotechnical resistances.

Date Asked: 11/22/2017

Date Answered: 11/28/2017

Poster: Robert Wright

Company: AECOM

Question: Part A Section 4.8b Design Concept 1) (b) requires proposed roadway profiles be included in the proposal. Will roadway profiles be provided for this project?

Answer: The intent of the Base Technical Concept is to provide superstructure replacements, meeting the design requirements of the RFP, without the need for profile adjustments on the Interstate, Toll Gate or Centerville Roads. Should the Design-Build team propose an alternative that requires vertical adjustment to the roadway(s), it shall submit Plans with sufficient design and detailing for review by the Department as part of its Proposal package.

Date Asked: 11/22/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Please clarify your answer provided on 11/22 regarding overhead sign bridges. Overhead lifting over live traffic is not a standard acceptable or safe practice. As the sign bridges span I-95 north and south during all phases of work, per your answer, the contractor would need to remove and replace the sign bridges with only lane reductions and no traffic detours or traffic stoppages. Is RIDOT telling the contractor that they will be allowed to remove and erect the sign bridges with live traffic moving under the picks?

Answer: Traffic control plans shall meet or exceed the requirements outlined in the RFP documents and approved by RIDOT.

Date Asked: 11/22/2017

Date Answered: 11/28/2017

Poster: Dan Kelley

Company: Aetna Bridge Company

Question: Technical Requirements, Part B, Section 2.4.1 requires structural steel to be metalized and painted in accordance with Standard Spec Section 825. BTC plan sheet 7, Structural Steel Notes 12 and 15 states the steel shall be prepared and painted in accordance with RIDOT Standard Spec Section 825. RIDOT Standard Spec Section 825 is a 3-coat paint system. Please clarify the required finish for the structural steel.

Answer: Structural steel shall be metalized in accordance with RIDOT Standard Specification Section 827, as amended by the Job Specific Provisions of this RFP, and painted in accordance with RIDOT Standard Specification Section 825.

Date Asked: 11/22/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Price Proposal Item D-1 "Preliminary Engineering" does not appear to be defined. Given that the first submission for this project is at the 75% level, please consider deleting this item D-1, or providing a definition for it.

Answer: Line D-1 will remain. The Design Build teams can assign zero value to items that they deem are unnecessary.

Date Asked: 11/21/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Please confirm it is intended that the cantilevered deck slab overhangs for the two bridges exceed the maximum criteria of the RIDOT Bridge Design Manual.

Answer: Preliminary deck overhang dimensions shown on the Base Technical Concept Plans are intended to assist with superstructure design uniformity and detailing efficiency, with considerations for proposed construction staging and variable deck geometry, and may be refined by the Design-Build team during its final design development. Proposed stringer spacings and deck overhang dimensions must be detailed to meet applicable RIDOT Bridge Design Manual requirements, including approval of the RIDOT.

Date Asked: 11/21/2017

Date Answered: 11/21/2017

Poster: Kevin Hubbard

Company: MIG Corporation

Question: Has a schedule been developed for when National Grid will relocate the aerial wires underground?

Answer: No, the selected DB Team will need to coordinate schedules with National Grid and all other utility work on the project.

Date Asked: 11/21/2017

Date Answered: 11/21/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: If new tolling construction work will affect this project, please provide plans showing proposed work associated with the new tolling project. The BTC plans only show the gantry locations. they do not show any associated wire, conduit, handholes, cabinets, etc. Also, please provide anticipated schedules for any anticipated work in the project area.

Answer: Updated plans for the tolling gantry location will be issued by addendum. There is no detailed schedule available at this time for the toll gantry installation. The DB team should consider the Tolling contractor as a 3rd party utility, and should expect to coordinate with them as such as outlined in the Standard Specifications. It is currently anticipated that the construction of the gantries within the limits of this project will be underway but not necessarily complete during the construction and design phases of this project.

Date Asked: 11/20/2017

Date Answered: 11/28/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Page 36 of 43 in the RFP, Section 2.14.2 - Anticipated Utility Relocations and Payment, states "Upon receipt of acceptance of the work by each respective Utility, the RIDOT will pay the utility directly, and will withhold an equivalent amount from the DB-Team or from retainage to reimburse the RIDOT." Why would RIDOT withhold monies from the DB-Team for force account work by the Utility?

Answer: The DB Team is responsible for the utility coordination.

Date Asked: 11/20/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Page 18 of 43 in the RFP, Section 2.4.3 - Description of Structural and Geotechnical Elements, 1e, 3rd bullet states "it is presumed that the existing steel beams may be coated with lead paint, and preliminary analysis has showed that other hazardous materials may exist on the bridges." Please provide the information on what the other hazardous materials may exist from the analysis so we can figure the appropriate cost to handle these materials.

Answer: Refer to the Limited Hazardous Building Materials Surveys, available in Part D - Appendix A, for the requested information.

Date Asked: 11/20/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: BTC plan sheet #31 shows RI Std 40.5.0 barrier and notes 0" deflection. Please confirm that RI Std 40.5.0 barrier is considered 0" deflection barrier.

Answer: Plans and specifications will be updated, where necessary, to remove references to RI Standard 40.5.0 and further clarify the requirements for proposed limited deflection barrier systems. Revisions will be released in a future Addendum.

Date Asked: 11/20/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The BTC requires removal and replacement of three overhead sign bridges. This work would require traffic to be stopped or detoured on I-95 north and south for removal and erection of the spans. The BTC does not show any full barrel shutdowns or detours. Please clarify.

Answer: Work to remove and replace overhead sign bridges shall be coordinated by the Design-Build team and sequenced with its proposed design and traffic management, as necessary. It is anticipated that such work will be performed within allowable traffic shifts and lane closures. Full mainline closures and detours are not anticipated.

Date Asked: 11/20/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Is it allowable to reuse the overhead sign panels, supports and foundations for the three sign bridges?

Answer: Re-use of the overhead sign panels and supports will not be allowed. Existing foundations may be evaluated and proposed for re-use at the discretion of the Design-Build team, provided they are shown to satisfy current design standards and can accept/accommodate new sign supports and associated connections.

Date Asked: 11/20/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: It appears that the existing bridges have underbridge lighting. Will lighting be required under the new structures? This is not addressed on the BTC drawings

Answer: Refer to BTC Plan Sheets 49 and 50 for information related to the under-bridge lighting.

Date Asked: 11/20/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: RIDOT confirmed in a prior question that the 24" beam BTC design for Bridge 684 does not overstress the foundations. Therefore, consistent with all other similar RIDOT D/B jobs, if the D/B design results in a total superstructure reaction that is no more than 10% higher than the BTC, is a check of the substructure not required? What is the total superstructure reaction of the BTC? Same questions for Bridge 683.

Answer: The BTC assumes substructure and foundation modifications will not be necessary to accept superstructure replacement designs of similar size, type and geometry. The Design-Build team is required to perform its own complete and comprehensive investigations, and provide structural designs to satisfy applicable AASHTO and RIDOT design requirements, as amended by this RFP.

Date Asked: 11/20/2017

Date Answered: 11/21/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The RFP for this project requires 5% DBE for Construction and 10% for Design. The RIDOT Bid Opportunities web page shows 10% DBE for Construction and 5% for Design. Please confirm that the RFP is correct.

Answer: The RFP is correct.

Date Asked: 11/17/2017

Date Answered: 11/21/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Similar to the previous response regarding how contractual milestone dates relate to the proposed completion dates, is this same logic valid regarding Job Specific Provision 937.1000 included with the contract documents, which requires \$25,000 per hour per lane penalties for failure to comply with minimum lane requirements? Specifically, can a Proposer change the minimum lane requirements and times listed in this section if we find that the given time frames do not work for us and will these proposed changes become the new contractual requirements?

Answer: This is correct.

Date Asked: 11/17/2017

Date Answered: 11/21/2017

Poster: Dan Kelley

Company: Aetna Bridge Company

Question: Pursuant to the Q&A confirming that a CIP deck is acceptable providing the schedule is met, will RIDOT allow the use of SIP forms in this option?

Answer: SIP forms will be allowed.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: As a follow up to the previous response regarding completion dates falling in the winter. The response states that milestone dates provided are subject to change based on the chosen DB team's proposed design and schedule. Please clarify this response as the RFP states that "any early completion dates identified by the Respondent in response to the RFP will be deemed by RIDOT as the contractual completion dates for the Project". Nowhere does it state that a later date would be deemed by RIDOT as the contractual completion dates for this Project. It seems unreasonable to further collapse the schedule for a fall 2019 completion, yet this appears to be what your previous response is stating. Please clarify.

Answer: Milestone dates provided by the selected DB Team's schedule will become the contractual milestone dates.

Date Asked: 11/17/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Unlike similar RIDOT D/B Projects, Part B pg 11/43 references preliminary geotechnical information that is only found on the plans. However, there are detailed geotechnical reports provided in appendix D that are not referenced anywhere in Part B. The implication is that those reports were created after Part B was finalized. Also, Part B pg 16 implies that a full geotechnical exploration program and report are required by the D/B, which will be very time-consuming for such a tightly mandated schedule. Please clarify the purpose of the GZA geotechnical reports, and clarify the geotechnical requirements of the D/B Team.

Answer: The Appendix material (Part D) provides information used to develop the BTC documents. This information may be used at the Design Build team's discretion, however the RFP documents require the DB Team perform any necessary supplemental exploration, testing, analysis and design and complete reporting for purposes specific to advancing the design proposals for submission and review.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: DBE Schedule of Participation and DBE Letter of Intent to Perform forms are for Oxford St Bridge No. 653. Will these be revised?

Answer: The forms will be revised in a future addendum.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Regarding previous answer related to liquidated damages stating "Please to refer to Section 108.08 of the RI Blue Book latest edition for related liquidated damages." The latest Blue Book compilation of approved supplemental specifications shows that for projects over \$10 million, LD's are assigned in the Job Specific Specification. Please clarify your answer for this project, assuming the bid price is over \$10 million.

Answer: Liquidated damages will be clarified in a future addendum.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Please confirm that any punch list work would be complete after the required project completion date and it is not required prior to project completion.

Answer: Confirmed.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Both substantial completion and project completion fall within the winter months. This is not typical and in all essence force the contractor to finish the project during the fall of 2019. Please consider extending the substantial completion and final completion date to provide good weather for finishing items such as friction paving, striping, seeding, etc. Please also define the requirements for both substantial and project completion. Is the punchlist period considered after project completion?

Answer: As stated in the RFP, milestone dates provided are subject to change based on the chosen DB team's proposed design and schedule.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: BTC plans describe PBU's for the superstructure and allow for the option of CIP decks for stage 2. Please confirm that PBU's are only one method of completing the project and other methods of superstructure construction will be acceptable as long as we can maintain the required project and lane closure schedule.

Answer: Confirmed.

Date Asked: 11/17/2017

Date Answered: 11/21/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The Type Study Report says "It is proposed that the PBU sections utilize 24" deep beams, which meet the continuous span-to-depth ratio. This seems appropriate as long as the structure meets deflection criteria in AASHTO, which seems very viable given the stiffness of the structure as a whole because of the increased number of beams." Therefore, please verify that it is acceptable to use an alternate method for deflection criteria which may consider the "principles" listed in the referenced AASHTO LRFD Bridge Design Specifications and the vehicular load for live load deflection in accordance with Article 3.4.5 of the RI Bridge Design Manual.

Answer: Bidders are advised that proposed designs shall meet or exceed the limiting live load deflection criteria using appropriate guidance given by the AASHTO LRFD Bridge Design Specifications and the applicable loading requirements of the RIDOT Bridge Design Manual.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The decrease in depth from 36" to 24" mandated for Bridge 684 is significant, and will require a significant increase in weight over the more efficient current beams. Also, the AASHTO live loading has increased since the bridge was originally designed. In fact, all other similar RIDOT DB RFP's recently released have provided BTC designs that are declared to not overstress the foundations. Please confirm that RIDOT has checked that the increase in loads for the BTC design does not overstress the foundations, as it is not reasonable for the DB Team to determine this during the limited time of the bid phase.

Answer: Confirmed.

Date Asked: 11/17/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Part B, pg 20/43 says "The following information in this section is provided should the DB-Team elect to propose a design with foundation modifications." If the DB-Team instead elects to use the BTC design, then we assume from this that foundation modifications are not needed. Please confirm.

Answer: The Base Technical Concept assumes substructure and foundation modifications will not be necessary to accept superstructure replacement designs of similar size, type and geometry. The Design-Build team is required to perform its own complete and comprehensive investigations, and provide structural designs to satisfy applicable AASHTO and RIDOT design requirements, as amended by this RFP.

Date Asked: 11/17/2017

Date Answered: 11/17/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Part B, pg 12/43 says "The intent is to not retrofit abutments, piers and/or foundations for seismic detailing, however, the designer shall verify the abutment and pier foundations are stable for sliding and overturning and bearing under seismic loading." What if the "verification" shows that unintended retrofitting for instability is needed? It is not possible to know this during the limited time of the bid phase.

Answer: Additional work, if required, can be negotiated.

Date Asked: 11/16/2017

Date Answered: 11/17/2017

Poster: Claudia Montan

Company: MIG Corporation, Inc.

Question: Surety company is asking whether the DOT requires that the contractor provide a warranty for all materials and workmanship and if so for how long (e.g. 1 year warranty on materials and construction workmanship)?

Answer: Applicable warranties are outlined in the approved RI Blue Book and Compilations.

Date Asked: 11/15/2017

Date Answered: 11/16/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: The RFP requires that technical proposal appendix F include a copy of the RFP and all addenda. As has been acceptable on other recent and current design build projects, could this requirement be changed to allow the proposers to include an acknowledgement statement that we have received the RFP and all addenda instead of actually providing copies of these documents.

Answer: If you choose to submit the RFP and all addendum it would need to be the complete RFP and all pages of each addenda. You may also choose to submit only an acknowledge statement that you received the RFP and all addendum.

Date Asked: 11/15/2017

Date Answered: 11/16/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Part A requires the use of ABC techniques. Part A says "minimize traffic disruption...by the use of Accelerated Bridge Construction (ABC) techniques...". "RIDOT is proposing to replace the superstructure with a new steel beam superstructure using Accelerated Bridge Construction (ABC) Methods as shown in the Base Technical Concept (BTC) Plans." "The superstructures are to be replaced using ABC methods." The BTC drawings show PBU's for both bridges. However, Part B says "Upon RIDOT's approval, the DB-Team has the option of using ABC methods such as prefabricated components, Self-Propelled Modular Transport (SPMT) method, etc." Please clarify if ABC techniques are required for this contact.

Answer: ABC techniques are required to meet the schedule and traffic management requirements for the project.

Date Asked: 11/15/2017

Date Answered: 11/22/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Can a sub-consultant who provided a specific service for the Owner for the BTC effort provide unrelated services as a sub-consultant for the D/B Team?

Answer: Yes, it is allowed.

Date Asked: 11/14/2017

Date Answered: 11/16/2017

Poster: Claudia Montan

Company: MIG Corporation, Inc.

Question: What are the associated liquidated damages for failure to complete work on time?

Answer: Please to refer to Section 108.08 of the RI Blue Book latest edition for related liquidated damages.

Date Asked: 11/14/2017

Date Answered: 11/16/2017

Poster: Claudia Montan

Company: MIG Corporation, Inc.

Question: Is there a Warranty Provision associated with this job?

Answer: Please clarify the question.

Date Asked: 11/08/2017

Date Answered: 11/10/2017

Poster: Robert Wright

Company: AECOM

Question: Would it be possible to eliminate the SF 330 requirement for this Proposal?

Answer: Per Contract and Purchasing requirements, the SF 330 requirement can not be eliminated.

Date Asked: 10/27/2017

Date Answered: 10/30/2017

Poster: Steven Morin

Company: CARDI CORPORATION

Question: Due to the amount of design-build projects and other projects bidding, could this projects submission date be pushed out 3-4 weeks?

Answer: There will be no modification to the schedule as shown in the RFP documents.