

November 29, 2018

SUBJECT: REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL SERVICES FOR THE GEORGE WASHINGTON BRIDGE REHABILITATION OF HUDSON RAMPS COMPLEX – PHASE I (RFP# 54213) – ADDENDUM #5

Dear Sir or Madam:

The following questions were received from Request for Proposals (RFP) recipient(s). The questions and the corresponding Port Authority of New York and New Jersey (Authority) answers are provided for your information and use, as appropriate.

Question #1: In Attachment A, Section III, Task J., item 5.d., advise if field survey and trace of each circuit for each conduit of existing electrical/electronic systems associated and mounted on all of the bridges in the project scope is required since the electrical tracing will be performed by the Authority as mentioned in Addendum #3, Answer #2.

Answer #1: This answer supersedes the response to Question #2 in Addendum #3. For Stage I, identify all conduit and electrical/electronics equipment per Task E., item 2.c. Tracing is not required during stage I. For Stage II, perform tracing per Task J., item 5.d. Tracing will be performed in the presence of George Washington Bridge facility electricians.

Question #2: In Attachment A, Section III., Task F., item 1. on page 9, it states that “any deviations from the Work Hours in Section VI.C will require additional traffic analysis and Port Authority approval.” The following work item, Task F., item 2. on page 9, states “Traffic analysis of all roadways/intersections to be impacted in Stage I due to field inspections, including detour routes, shall be performed to evaluate traffic impacts due to proposed lane closures for inspection activities.” Please clarify if Task F., item 2. traffic analysis is required only for deviations from Section VI.C. Work Hours, or if this analysis is required even if inspection activities are planned to be performed within the Work Hours stipulated in Section VI. C.

Answer #2: Under Attachment A, Section III., Task F., item 2., starting on page 9, traffic analysis is only required for deviations from the standard work hours per Section VI. C.

Question #3: Verify the minimum service life for each rehabilitation/replacement options: repairs only, deck replacement (including superstructure for spans with prestressed concrete box girders and including modifications to substructure as necessary to meet seismic requirements), and complete bridge replacement.

Answer #3: The minimum expected service life by option is:

- Repairs only: 10-20 Years
- Deck Replacement: 20-30 years (40-50 years if replacement includes superstructure)
- Bridge Replacement: 100+ years

The date for receipt of proposals for the subject RFP remains 2:00 P.M. on December 4, 2018.

If you have any questions, please contact Ms. Monika Radkowska at mradkowska@panynj.gov.

Sincerely,

David Gutiérrez
Assistant Director
Procurement Department