



## QUESTIONS FROM BIDDERS LOG #2

*PAT-774.176 Replacement of Approach Slabs and Pavement at Harrison Car Maintenance Facility*

Updated: 11/5/18

QUES	QUESTION	RESPONSE
1	<p>Section "F" of Contract Clause #9 – DBE Program requires all bidders to submit with their bids several DBE Forms/Appendices that are found in the back of the Contract Booklet and which are to be used by the bidders to document the DBE Program being offered by the bidders. We protest the requirement for all bidders to submit these DBE Forms with their bid. No other regional transportation agency requires this very onerous and unreasonable task to be performed by all bidders, and this requirement is not consistent with past Port Authority practice that typically requires only the low bidder to submit these types of forms within a reasonable amount of time after the bids are submitted. Most bidders are not able to submit these completed DBE Forms with their bids because of several practical reasons: (1) most bidders do not have the time or the resources to devote to this very time-consuming and onerous task prior to the submittal of their bids; (2) typically, most bidders do not receive prices from subcontractors and vendors until the day before the bids are submitted (when we are lucky), and often-times the prices are not received until the morning of the day that bids are submitted, which means that most bidders do not typically have sufficient time or the wherewithal before the bids are submitted to be able to determine which DBE Firms and which Non-DBE Firms will be selected for the project; (3) since there is not sufficient time prior to the submittal of bids for most bidders to determine which DBE Firms and Non-DBE Firms will be selected for the project, there is not sufficient time to fill-out and submit the DBE Forms with the bids; and, (4) due to these time-related constraints and logistical issues, the bidders certainly do not have the time to obtain the original signatures that are required from pre-selected DBE Firms for the execution and submittal of the DBE Form called Appendix A2. Therefore, for all of the above reasons we request revisions to Contract Clause #9 that require only the identified low bidder to submit the DBE Forms within the standard period of 7 calendar days after the low bidder is identified by the Port Authority.</p>	Bid as per Contract Documents.

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2	<p>The Contract Booklet includes a DBE Form called Appendix A3 – Modified DBE Participation and Affirmation Statement, but the Contract Booklet does not provide any explanation or instructions regarding the purpose of this form and why this form would need to be submitted by a bidder. Also, Appendix A3 is not included in the list of documents that are to be submitted by a bidder in Section “F” of Contract Clause #9 – DBE Program. Therefore, please explain the purpose of Appendix A3, when this form is to be submitted by a bidders, and why this form would need to be submitted by a bidder.</p>	<p>Refer to Contract Book, Page 25, Paragraph J.</p>
3	<p>Please clarify the Description of work provided for Classified Bid Item #5 – Asphalt Concrete, PA-5. Is this the PA-5 Asphalt Mix with “Rosphalt 50” or no Rosphalt?</p>	<p>Bid as shown.</p>
4	<p>The Unit of Measure for Classified Bid Item #6 – Plant Mix Macadam is incorrectly stated as per Square Yard, and it should be paid Per Ton. Please correct this typographical error.</p>	<p>This will be answered by Addendum.</p>
5	<p>Please clarify the intention and scope of work for Classified Bid Item #8 – Off-Site Transportation and Disposal of Excavated Soil. In order to be consistent with the Soil Management and Disposal Notes on Dwg N101, please revise the description of work for Bid Item #8 to includes the words “Off-Site Transportation and Beneficial Re-use of Non-Hazardous, Contaminated Historic Fill”.</p>	<p>Bid as shown.</p>
6	<p>On Dwg N101, Soil Management and Disposal Note #4.1 states that the Historic Fill shall be beneficially reused at a facility located in New Jersey, which at face value appears to preclude the use of facilities that are not located in New Jersey. Since this is not consistent with past or current practice, please revise this note to remove the New Jersey facility requirement.</p>	<p>This will be answered by Addendum.</p>
7	<p>Since the Port Authority retains the right to approve or disapprove the Contractor’s proposed “disposal” facilities for the beneficial re-use of the Historic Fill that will be generated by this project, it would be extremely beneficial if bidders were provided with a list of Port Authority-approved “disposal” facilities that are acceptable to receive the Historic Fill for this project. Likewise, the bidders should be informed if there are any known “disposal” facilities that are not approved by the Port Authority for use on this project. Please provide this important information as soon as possible.</p>	<p>Refer to Contract Drawing N101, Note 4.2. Bid as shown.</p>

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9	Please revise and clarify the Work Hours that are provided in Paragraph A.4e of Contract Clause #141 because the stated Work Hours in Paragraph A.4e are identical to the Work Hours provided in Paragraph A.4b.	This was answered by Addendum No. 1 dated 10/16/18.
10	Note #2.01.A on Dwg C101 requires a Material Transfer Machine (MTM) to be used for the asphalt paving work for this project. However, the type of asphalt paving being performed on this project, which involves parking lots and an access road, is not conducive to the use of an MTM. Also, from a "rideability" standpoint, there is no need to use an MTM for the paving work being performed for this project. Therefore, we request that Note #2.01.A be deleted from Dwg C101, or the Note should be revised to allow for the MTM to be optional, as determined by the Contractor.	This will be answered by Addendum.
11	Please confirm that for the new electrical ductbank work all cables for the new ductbank will be furnished and installed by PSE&G after the new ductbank is complete.	This will be answered by Addendum.
12	On Dwg E113, please clarify the Contractor's scope of work with regard to the New 8-5" Conduit Ductbank that starts at MH#1 and runs for an unspecified length to the PSE&G Gas Facility. With regard to this drawing and to this scope of work please address the following missing information: a. The information on this drawing does not clearly show or define the length of this new ductbank. b. The drawing does not clearly define where this new ductbank terminates. c. The drawing does not clearly define where the PSE&G Gas Facility is located. d. The drawing does not clearly define how to terminate this new ductbank: stub-ups or tie-in to an existing manhole, for example. e. The drawing does not show the existing conditions in the area where this new ductbank terminates.	This will be answered by Addendum.

QUES	QUESTION	RESPONSE
13	<p>On Dwg E113, please clarify the Contractor's scope of work with regard to the New Conduit Ductbank that starts at MH#1 and runs for an unspecified length into the Vendor Parking Lot. With regard to this drawing and to this scope of work please address the following missing information:</p> <ul style="list-style-type: none"> <li>a. The information on this drawing does not define the number and size of the conduits in this new ductbank.</li> <li>b. The information on this drawing does not clearly define the length of this new ductbank.</li> <li>c. The drawing does not clearly define where this new ductbank terminates.</li> <li>d. The drawing does not clearly define how to terminate this ductbank: stub-ups or tie-in to an existing manhole, for example..</li> <li>e. The drawing does not show the existing conditions in the area where this new ductbank terminates.</li> </ul>	<p>This will be answered by Addendum.</p>
15	<p>The allowable hours of work stated for the individual work areas in the Maintenance of Traffic plans (MT111 – MT123), do not match the allowable hours stated in Division 1 General Provisions, Section 141.A.(4). Specifically, there are conflicts in allowable work times for Areas 3A &amp; 3B, 6, 7A &amp; 7B, 8, and 10. Please confirm which areas are required to be completed during "Weekend Work Hours" only and which areas can be done during week day nights.</p>	<p>Refer to Contract Drawing CS102.</p>
16	<p>The Sequence of Work provided in Division 1 General Provisions, Section 141.B.(15) lists Area 10 twice and does not list Areas 2A and 4A. Please confirm the grade crossings in Areas 2A and 4A are to replace the second Area 10 and be the final work completed.</p>	<p>Refer to Contract Drawing CS102.</p>
17	<p>Contract Drawing E119 provides a profile of a 2-5" conduit duct bank from MH#6 to MH#1. Contract Plan E113 does not show a MH#6 nor this run. Please clarify. Also, the Analysis of Bid sheet provided for the Unclassified Work contains a Line Item for "Duct Bank 2-5" Conduits...". Does this Line Item get eliminated if indeed it is determined there is no run/MH#6?</p>	<p>This will be answered by Addendum.</p>

