

New York State Department of Transportation (NYSDOT)
Republic Airport: Runway Safety Area Feasibility Study
Request for Information
Responses to Contractor's Questions
October 21, 2016

The New York State Department of Transportation (NYSDOT) is hereby providing the following responses to Contractor's questions received pertaining to the Request for Information to obtain recommendations with regards to the feasibility of the relocation of Hangars 2 & 3 located at Republic Airport:

1. Are all sections of each Hangar being relocated or are there any of the offices or utility rooms being demolished ahead of time?

Response: Yes, all sections being relocated - except for the basement and foundations below Hangar 3.

2. More direction on what needs to be moved. Options: Moving everything (full height of walls) in one move; Moving in sections (lean-tos separately from hangar); Moving everything in one move except cut walls 4ft to 6ft above grade; Moving just hangar roof. If moved as separate pieces, how would it be split? (Main hangar, offices, utility rooms, roof, etc.)

Response: Per response to Question 1, all sections of the hangars are to be moved. At minimum, contractor is asked to provide estimate and requirements for moving hangars in one piece (full height of walls). Contractor may propose a more efficient and cost-effective method. Finally, if time allows, contractor may include a proposal for disassembling and reassembling the hangars. Contractor to propose sequence and methodology for each option suggested.

3. Do the sections need to all be moved as one piece or can they be moved in separate pieces. (We can definitely move the entire building as one piece but it would be quite a bit more expensive to do so. Possibly up to 3 times as much as moving it in different sections.)

Response: Moving and sequence is means and methods. It is recommended that the Contractor's analysis concentrate on the cost and work needed to move the buildings in one piece. Contractor may propose a ONE more efficient and cost-effective alternative to move these hangars. If time allows, Contractor can provide estimates for disassembling and reassembling the buildings.

4. Where would you typically cut off a masonry wall above grade? Does the brick need moved? If so, can it be carried at 30" above the floor or does it need to be carried from floor level? (It would take much less time and be much cheaper to carry the brick at 30" above the floor and have the mason rebuild the lower 30" at the new site. Carrying the brick from the floor level is only worthwhile if it must be moved for the sake of the historic significance as it would require quite a bit of excavation of the hangar floor and surrounding ground and would also make the construction of the new foundation much more complex.) If the brick does not need moved,

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should we bid just to move the roof structure? (We could carry the posts & roof or just the roof structure.)

Response: Yes the brick needs to be moved down to floor level; moving and sequence is means and methods. Contractor to propose options.

5. Would the windows need to be removed during the move?

Response: Moving and Sequence is Contractor's means and methods. Contractor to protect windows during the move – whether they are removed during the move or left in place.

6. Where would utilities need to be cut off?

Response: Typically 4ft above grade, Contractor to verify and propose efficient solution.

7. Recommended moving system?

Response: Contractor to propose efficient solution such as, but not limited to hydraulically jack up and place on dollies, setting on steel beams and slide, etc.

8. Slope restrictions for move?

Response: There is a 7 to 1 slope of clearance from runway 14/32 that the hangar would have to remain clear in order to keep at least one runway open. Runway 1-19 would be used for the move so it would be shut down during the move.

9. What is the spacing of support beams?

Response: Contractor to verify based on site visit observations and review of existing drawings.

10. Existing drawings.

Response: PDF version of available drawings for Hangars 2 and 3 can be obtained by contacting URS Corporation – New York (an AECOM company) at samuel.donelson@aecom.com

Please be advised that these drawings are meant for review purposes only, pertaining to this RFI and are not intended for distribution.

11. Dimensioned site plan with existing and proposed hangar location.

Response: See attached Conceptual Layout showing existing and proposed locations of hangars. Please be advised that this drawing is a conceptual layout intended for planning purposes only and are not final bid drawings.

12. How will this go out to bid? Would the chosen moving company be the engineers who develop the drawings for the move and then the moving process goes out for bid? Or would they be hired as contractors and we provide the design?

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Response: NYSDOT will evaluate all the responses to the RFI obtained from Contractors, and then recommend a method to proceed with the procurement and execution of the relocation of Hangars 2 & 3. Contractors may include in proposals the pros and cons of each option named in this question.

NYSDOT anticipates that the hangar relocation will be a future phase of a multiphase and ongoing Runway Safety Area project. It is further anticipated that NYSDOT will follow NYSDOT established construction contractor and subcontractor procurement processes for a developed design solution for the hangar relocation.