

Attach To Contract Document

**New York City Department of Transportation
Division of Bridges
Bureau of Specialty Engineering and Construction
Design Build/Emergency Contracts Unit**

REQUEST FOR PROPOSAL

FOR

**DESIGN, CONSTRUCTION AND CONSTRUCTION SUPPORT SERVICES
FOR THE REHABILITATION OF
THE ST. GEORGE STATEN ISLAND FERRY TERMINAL RAMPS
BOROUGH OF STATEN ISLAND
CONTRACT No. HBR1217
P.I.N. 84108SIBR330**

Addendum # 1

May 13, 2008

**Please be advised no further questions will be entertained on this procurement
after
May 19, 2008**

This Addendum Is Hereby Made Part of The Contract Documents

NOTE:

Attached please find:

- 1. Answers to Questions Raised to the Agency**
- 2. Acknowledgement Receipt**

**DESIGN, CONSTRUCTION AND CONSTRUCTION SUPPORT SERVICES
FOR THE REHABILITATION OF THE ST. GEORGE
STATEN ISLAND FERRY TERMINAL RAMPS
BIN'S 2270180, 2269770, 2269780, 2269730, 2269740, 2269750, 2269790, 2270170, 2269760
BOROUGH OF STATEN ISLAND
CONTRACT NO.: HBR1217
PIN: 84108SIBR330**

**ADDENDUM No. 1
May 13, 2008**

Questions & Answers:

Q1: Please provide a list of changes made to the new RFP, and technical documents. The list would help us identify differences between the previous and current bid documents by volume, page and paragraph number.

A1: The RFP released on May 7, 2008 has been revised to incorporate all of the items previously addressed in the addendums issued for the original RFP with the following exceptions and additions, however, all proposers are advised to consider this RFP as a new procurement and it is each proposers responsibility to review the released RFP in its entirety and prepare their proposals accordingly:

1) REFER TO: Book 2: Volume 2 Exhibit H – Special Provision on Page 1879
DELETE THE PROVISION NO. 28. 'ON AND OFF-SITE MATERIAL TESTING' IN ITS ENTIRETY

REPLACE: Provision No. 28. 'ON AND OFF-SITE MATERIAL TESTING' on Page 1879 (Book 2, Volume 2) with the following:

28. ON AND OFF-SITE MATERIAL TESTING

The Design Build Company shall be responsible for sampling and testing the following materials:

- I. Existing steel on the Old Viaduct is to be tested for the presence of lead paint after removal of concrete encasement.
- II. Excavated soil material in the vicinity of the new and existing North Ramp foundations to determine whether it is suitable for re-use and appropriate classification for hauling and disposal purposes.
- III. Excavated soil material in the vicinity of the new and existing underground drainage system to determine whether it is suitable for re-use and appropriate classification for hauling and disposal purposes.
- IV. Groundwater, if encountered during foundation excavation for the North Ramp and de-watering is deemed necessary due to Company's chosen method of construction, shall be tested to determine whether pre-treatment is necessary prior to discharging of groundwater.

All other on-site and off-site material testing shall be performed by certified laboratories paid for under the REI Contract. The Resident Engineer will arrange for these services and the Company's responsibility will be to provide on-site access to those areas requiring sampling / testing.

2) The following two (2) MPT requirements have been added to Book 2:

REFER TO: Book 2: Volume 2 Exhibit F – MPT Stipulations on Page 1830
DELETE PARAGRAPH #3 IN ITS ENTIRETY

REPLACE: PARAGRAPH #3 on Page 1830 (Book 2, Volume 2) with the following:

3. The use of Ramp A (Borough Place) to carry public traffic will not be permitted. Currently this Ramp is signed for AUTHORIZED VEHICLES ONLY and sees very limited use by employees working in the Ferry Maintenance Building (approx. 18 vehicles at the peak hour). Due to poor geometry and site distance, NYCDOT – Traffic considers this intersection to be unsafe to handle traffic volumes greater than what it currently carries. Therefore MPT strategies shall not consider Ramp A as a viable detour option for Ramps C and D.
4. In the event, the Company's proposed scheme for replacing the existing deck on Ramp B calls for staged construction using cast-in-place concrete, the pouring operations must be conducted at night with the Ramp closed to all traffic. The Company will be responsible for developing an alternate scheme to accommodate bus operations. Potential strategies include but are not limited to utilizing the Old Viaduct (existing Bus Exit) to accommodate two way traffic or relocating passenger pick-up/drop-off along Richmond Terrace or else where within the Terminal.

Proposers are encouraged to discuss their proposed scheme with MTA – NYCT Bus Operations prior to submitting Technical Proposals.

3) The Allowance for Incidental Repairs has been increased from \$3,000,000.00 in the original RFP to \$9,000,000.00 in this RFP.

This change appears in the Price Proposal Sheet in Appendix E of the RFP, in the Price Proposal Sheet in Section 1.02.2 of Book 1 and in the Progress Payment Schedule in Exhibit C of Book 2: Volume 2.

Proposers shall note that their bid price for steel repairs shall be based on the quantities presented in this RFP; it shall be understood that further investigation and design development may reveal the need for additional repairs. The Company shall present their recommendations for this additional work in the Bridge Reports that are to be submitted upon completion of the inspection work. If this additional work is approved by NYCDOT, it will be paid for from the Allowance set aside for Incidental Repairs.

Q2: Due to the limited time available for the Proposal and considering that this is the second time a RFP for this project has been issued, could a listing of any changes made between the first RFP package and this RFP package be made available?

A2: Same as Above

Q3: The preparation time available for submission of the Staten Island Ferry Terminal Proposal, Advertised May 7th, 2008 and due May 28th 2008, is unusually short. The submission includes both Prequalification and Technical Sections in multiple volumes, all required to be in spiral bindings. The requirement for the spiral bindings adds additional time to the preparation of the submittal packages that that could be better spent on the technical issues on this short notice RFP. Can the requirement for spiral binding please be removed from the RFP and 3-ring binders be made acceptable?

A3: 3-ring binders are acceptable.

Q4: Please provide anticipated dates for the following activities: This information is needed to update our proposal schedule.

- o Oral presentation date
- o Price proposal due date
- o Contract registration date
- o Formal NTP date

A4:	Oral Presentation Date:	June 23, 2008	(*)
	Price Proposal Due Date:	July 02, 2008	(*)
	Contract Registration Date:	December 19, 2008	(*)
	Formal NTP Date:	January 5, 2009	(*)

(*): The above dates are tentative and are subject to change based on procurement events.

**THE CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES**

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TOGETHER WITH ALL WORK INCIDENTAL THERETO

I, _____
(NAME AND TITLE)

A duly authorized representative of
(NAME OF PROPOSERS)

Acknowledge receipt of Addendum No. 1 dated May 13, 2008 for the Contract No. HBR1217 for which Technical Proposals will be received by 2:00 PM on May 28, 2008.