

Michael W. Bloomberg
Mayor

The City of New York
Department of Transportation
Division of Bridges

Iris Weinshall
Commissioner

REQUEST FOR PROPOSALS

FOR

**RESIDENT ENGINEERING INSPECTION SERVICES
IN CONNECTION WITH**

**REPLACEMENT OF WILLIS AVENUE BRIDGE OVER THE HARLEM RIVER (BIN 2-24005-9/A/B)
INCLUDING THE RECONSTRUCTION OF WILLIS AVENUE BRIDGE OVER THE MAJOR DEEGAN
EXPRESSWAY (BIN 1-06676-0, BIN 1-07881-0, BIN 1-07882-0)
BOROUGHES OF MANHATTAN & THE BRONX**

CONTRACT NO.: BRCR076A

PIN: 84106MBBR101

RELEASE DATE OF THE RFP: February 6, 2006

CONSTRUCTION COST: \$339,000,000

ANTICIPATED CONTRACT TERM: 250 Consecutive Calendar Days from Written Notice to Proceed for Construction start up, plus 1550 Consecutive Calendar Days for execution of the Construction contract plus 150 Consecutive Calendar Days after final completion of the Construction Contract.

AUTHORIZED AGENCY CONTACT PERSON

Proposers are advised that the Authorized Agency Contact Person for all matters concerning this Request for Proposal is:

Dr. Paul-Michael Kazas
Director, Capital Procurement
2 Rector Street, 8th Floor
New York, NY 10006
Telephone: (212) 442-7654
Fax: (212) 442-9885

SECTION II - SUMMARY OF THE REQUEST FOR PROPOSALS

A. Purpose of the RFP

The Agency is seeking an appropriately qualified vendor to provide Resident Engineering Inspection Services in Connection with Reconstruction of Willis Avenue Bridge over the Harlem River and Willis Avenue Bridge over Major Deegan Expressway.

B. Anticipated Contract Term

It is anticipated that the term of the contract awarded from this RFP will be **250** Consecutive Calendar Days from Written Notice to Proceed for Construction start up, plus **1550** Consecutive Calendar Days for execution of the Construction contract, plus **150** Consecutive Calendar Days after the final completion of construction.

The anticipated period of construction contract term is **1550** Consecutive Calendar Days.

C. Anticipated Payment Structure

It is anticipated that the payment structure for the contract awarded from this RFP will be based on a combination of direct technical salary costs times a multiplier, specified direct costs subject to an overall "not-to-exceed" fee (upset amount) and performance outcome measures and related financial incentives and/or disincentives. The multiplier shall be applied only to technical salary costs and shall be considered as including provisions for indirect costs (overhead) and profit. However, DOT will consider proposals to structure payment in a different manner and reserves the right to select any payment structure that is in the City's best interest.

SECTION VII

A) PROPOSED CONTRACTUAL AGREEMENT

**RESIDENT ENGINEERING INSPECTION SERVICES
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SCOPE OF REI WORK

NYSDOT Coordination – The Replacement of the Willis Avenue Bridge project includes an adjacent NYSDOT bridge replacement project. The existing bridge carrying Willis Avenue over the Major Deegan Expressway which is located immediately adjacent to the terminus of the Willis Avenue Bridge approach in the Bronx will be reconstructed under this contract. In addition, a new connector ramp bridge structure to the northbound Major Deegan Expressway and adjacent at-grade modifications, including pedestrian/bicycle amenities will also be constructed under this contract. A scope of work for the NYSDOT portion of the project is included separately.

The scope of work for the Replacement of the Willis Avenue Bridge over the Harlem River shall include, but not be limited to, the following elements:

DEMOLITION:

Note: Certain items listed below for demolition may be retained or disposed of in a manner that is suitable for historical preservation. These items may include piers, steel truss flanking span, steel truss swing span, stone masonry or other parts of the existing structure. The specific items to be retained or disposed of in this manner will be determined prior to issuing of the Willis Avenue Bridge contract documents.

Superstructure:

The entire approach ramp from FDR including concrete cellular spans, walls, concrete deck, sidewalk, support beams, girders and stairs, is to be demolished.

The entire First Avenue approach ramp including, concrete deck, sidewalks, support beams and girders is to be demolished.

The entire swing span consisting of two trusses, steel stringers and floor beams, steel grating flooring, concrete deck, sidewalks, ring girder, turntable, control house and gate houses is to be demolished.

The entire through truss flanking span including two trusses, steel stringers and floor beams, steel grating flooring, concrete deck and sidewalks is to be demolished.

The entire Bronx approach spans over the Harlem River Yards including concrete deck, concrete beams, sidewalks, steel girders and floorbeams is to be demolished.

The entire Willis Avenue approach ramp including East abutment, granite faced retaining walls, concrete deck, sidewalks, concrete beams, steel girders, stairs and steel cap beams is to be demolished.

MECHANICAL WORK:

The Scope of Mechanical work shall include but is not limited to the following major systems, assemblies and components:

A) Removals

1. Entire drive machinery
2. Entire end lift and center latch machinery
3. Entire Control House with all amenities
4. Entire Operator's House with all amenities
5. All Barrier Gates
6. All Warning Gates
7. Entire HVAC, Plumbing & Sanitary System
8. All Asbestos containing materials

B) New Work

1. New entire drive machinery will operate bridge in both directions
2. New entire end lifts machinery
3. New center wedge machinery
4. New barrier gates
5. New warning gates
6. New span centering locks
7. Access for inspection, maintenance and lub of all machinery components including center pivot.
8. New emergency drive (hydraulic-diesel powered) and manual drive for all machinery as required
9. Spare parts and O/M manuals

C) Testing

Mechanical testing shall be done only during night time from 12:00 AM to 5:00 AM Monday through Friday and from 1:00 AM to 6:00 AM on Saturdays and Sundays.

ELECTRICAL WORK:

The scope of electrical work shall include but is not limited to the following major systems, assemblies and components:

A) Removals

The following existing electrical systems and assemblies shall be removed in their entirety including their associated electrical equipment and components:

1. Existing span motor drive system, including main drive motors, emergency drive motors, main motor brakes, emergency motor brakes, machinery brakes, power and control devices.
2. Existing lift system, including motors, brakes, power and control devices.
3. Existing center latch system, including motors, brakes, power and control devices.
4. Existing power distribution system, including customer's service equipment, sub-feeders, switchboards, panelboards, and motor control centers.
5. Existing operator's control and supervisory electrical system assemblies, including bridge operator's main control desk, operator's remote and local control stations.
6. Existing interior lighting and receptacle systems in the bridge operator's house, control house and machinery areas.
7. Existing traffic control system, including warning gates, barrier (resistance) gates, gongs, traffic lights, and their power and control devices.
8. Existing submarine cables, including submarine cable terminal cabinets.
9. Existing roadway lighting system, including controls.
10. Existing navigation light system, including navigation light fixtures, and their power and control devices.

B) New Work

The following electrical systems and assemblies shall be furnished and installed including their associated equipment and components:

1. Span motor drive system including main drive motors, main motor brakes, machinery brakes, SCR drive, power and control devices.
2. End lift system, including power and control devices.
3. Centering lock system including power and control devices.
4. Power distribution system, including customer's service equipment, subfeeders, switchboards, panelboards and motor control centers.
5. Electrical equipment assemblies, including bridge operator's main control desk, programmable logic controller (PLC) operator's remote and local control stations.
6. Interior lighting and receptacle systems in the bridge operator's house, control house and machinery areas.
7. Traffic control system, including warning gates, barrier (resistance) gates, gongs traffic lights, and their power and control devices.
8. Submarine power and control cables, including submarine cable terminal cabinets.
9. Roadway and sidewalk lighting system, including controls.
10. Navigation light system, including navigation light fixtures and their power and control devices.
11. New communication system.
12. New fire alarm/security systems for control house and auxiliary bridge operators house.
13. New control house located on the swing span.
14. Emergency Drive System
15. Miscellaneous Systems
 - a) Receptacles
 - b) HVAC
 - c) CCTV for operations
 - d) ITS for Traffic Surveillance

C) Testing

Electrical testing shall be done only during night time from 12:00 AM to 5:00 AM Monday through Friday and from 1:00 AM to 6:00 AM on Saturdays and Sundays.

ARCHITECTURAL WORK:

Architectural work shall include demolition of the existing operator house and assistant bridge operator houses. New operator house and ABO house construction work shall include but is not limited to the following major components:

1. New auxiliary bridge operators house with all amenities including a complete plumbing system with hot water heater, CITY water supply and CITY sewer system plus HVAC system
2. New control house with HVAC system and all amenities

Other architectural features and treatments on the bridge include masonry piers, abutments, walls and railings.

ENVIRONMENTAL ENGINEER /SCIENTIST
ENVIRONMENTAL INSPECTOR/INDUSTRIAL HYGIENIST

Significant experience in both bridge demolition and waterway construction projects is required. All contaminated and hazardous materials shall be abated in accordance with all applicable standards and regulations.

The scope of work shall abatement of contaminated and hazardous materials shall include but not limited to:

- Asbestos containing materials on the bridge and approaches
- Bridge components and ancillary items that contain lead paint or products
- Handling of potentially contaminated materials and dewatering fluids encountered during excavation on land and in the river.

NAVAL ARCHITECT/MARINE ENGINEER

The Naval Architect/Marine Engineer shall be experienced in the design and analysis of barge stability including load transfer/ballast adjustment and sea fastening.

HISTORIC ANALYST

Historic Analyst is required in order to take into account the effect of the implementation of the Construction Contract on historic properties. The Historic Analyst shall meet the National Parks Service Standards.

The scope of work shall include but not limited to:

- Coordinate and document the existing bridge components designated in the contract documents to remain.
- Monitor excavation in the portion of the project closest to the 17th century cemetery near the First Avenue and 126th Street in Manhattan and develop a plan on how to proceed should any human remains be encountered.
- Monitor excavation in the area close to the 1873 railroad roundhouse in the southern portion of Block 1806 in the Bronx and if any intact sections of the roundhouse are identified, that they be examined and recorded.

CSXT RAILROAD/HARLEM RIVER YARDS COORDINATOR

Coordinate work schedule between the bridge construction and the operating railroad beneath the Bronx approach spans.

GEOTECHNICAL EXPERT

The Geotechnical Expert shall be a licensed Professional Engineer (NY State) with significant experience in similar construction projects involving the installation and testing of Steel H-Piles, bored-in-piles and large diameter drilled shafts.

TIDAL/HYDRAULIC EXPERT

The Tidal/Hydraulic Expert shall have significant experience in the analysis and interpretation of tidal data and hydraulic characteristics of large rivers, similar to the Harlem River.

REQUIREMENTS: REI CONSTRUCTION SERVICES FOR MOVABLE BRIDGES.

These Inspection Services shall be Provided by the Consultant:

ALL BRIDGE WORK INCLUDING MOVABLE SPAN AND APPROACH SPANS PLUS AT-GRADE WORK

- **Consultant:** The consulting firm shall demonstrate satisfactory prior experience in Resident Engineering and Inspection Services for a major complex multi disciplined/movable bridge reconstruction project. Project shall have been completed in the last ten years and have a total construction cost of at least \$100 Million. Satisfactory prior experience is to be approved by NYCDOT-Bridges.
- **Services of Movable Bridges Expert:** During the construction, delivery, installation and testing of the new swing span, the Consultant shall provide a Movable Bridge Expert. Such expert shall be a Professional Engineer licensed in the State of New York and qualified as a specialist in construction and erection of recently constructed movable bridges (to be approved by NYCDOT). The responsibilities of the Movable Bridge Expert are to supervise all phases of fabrication, construction, installation and testing of the swing span including machinery assemblies, electrical drive and controls. These services are expected to be provided both off site and on site.
- **Resident Engineer:** The Resident Engineer shall be a licensed Professional Engineer in New York State and shall demonstrate satisfactory prior experience on a major multi disciplined and complex bridge reconstruction project/movable bridge construction project of a cost of at least \$100 Million completed within the past 10 years. Satisfactory experience is to be approved by NYCDOT-Bridges, Movable Bridge Group.
- **Deputy Resident Engineers:** Three (3) Deputy Resident Engineers (DRE1, DRE2 and DRE3) will be required to assist the Resident Engineer as follows:

- **DRE1 - Manhattan Approach:** The Deputy Resident Engineer (DRE1) shall be a licensed Professional Engineer in New York State and shall demonstrate satisfactory prior experience on a major multi disciplined and complex bridge reconstruction project of a cost of at least \$50 Million completed within the past 10 years. Responsibilities shall include all construction activities on the Manhattan approach and coordination with the other two DRE's.
- **DRE2 - Waterway Spans:** The Deputy Resident Engineer (DRE2) shall be a licensed Professional Engineer in New York State and shall demonstrate satisfactory prior experience on a major multi disciplined and complex movable bridge construction project of a cost of at least \$50 Million completed within the past 10 years. Responsibilities shall include all construction activities on the swing span and waterway spans and coordination with the other two DRE's.
- **DRE3 - Bronx Approach:** The Deputy Resident Engineer (DRE3) shall be a licensed Professional Engineer in the New York State and shall demonstrate satisfactory prior experience on a major multi disciplined and complex bridge reconstruction project of a cost of at least \$50 Million completed within the past 10 years. Responsibilities shall include all construction activities on the Bronx approach and coordination with the other two DRE's.

MECHANICAL WORK:

Provide mechanical inspectors and Engineers which are qualified and trained personnel, specifically in machine fabrication, precise installation of gears, reducers, brakes, shafts etc. and certified welding inspectors. These personnel must be able to respond to every assignment as needed and in a timely fashion. The consultant shall furnish the necessary technical and administrative supervision to their employees and work cooperatively with NYCDOT personnel. The expected response time to an assignment is typically one to two days.

The consultant shall demonstrate that the inspection personnel who would actually perform the inspection and/or witness the mechanical work possess relevant experience in fabrication and installation of components for heavy movable structures, movable bridges or other related structures. Inspection tasks will include on-site installation, testing, and acceptance of the swing span mechanical, electrical and control systems.

The consultant shall submit resumes of such inspection and supervising personnel for review and approval by NYCDOT prior to the performance of any service.

Inspectors shall ascertain in advance that all fabrication, handling and delivery of the bridge machinery components are performed within the provisions of the contract documents, which include reference to all codes and standards listed under Quality Assurance in the Specifications. The list of codes and standards includes the NYS Steel Construction Manual and the NYSDOT Standard Specifications.

Certain mechanical inspection tasks will take place in foundries, forging and machine shops during the fabrication of various machinery components for the Willis Avenue Bridge, as well as at the job site. As required below and described in detail, the consultant will obtain the services of a mechanical inspection and testing firm to assist in the off-site inspection duties during fabrication and assembly.

Typically, the inspection tasks will include but will not be limited to the following:

- Engineering supervision, coordination and direction of the services of the off-site fabrication inspection firm.
- Quality inspection of castings, forgings, and machined components.
- Inspection of mechanical fits and tolerances, as well as dimensions and surface finishes according to approved shop drawings.

FORM 4T1 – LABOR COST PROPOSAL

PROJECT NAME: REI Services for the Replacement of Willis Avenue Bridge over the Harlem River including the Reconstruction of Willis Avenue Bridge over the Major Deegan Expressway PIN NO.: 84106MBBR101

PRIME CONSULTANT: _____

CONTRACT NO.: BRCR076A

CONSULTANT ON THIS FORM: _____

PROFESSIONAL ENGINEERING/ARCHITECTURAL SERVICES

OTHER/_____

	<u>(COLUMN 1)</u> <u>JOB TITLE</u>	<u>(COLUMN 2)</u> <u>TOTAL</u> <u>HOURS</u>	<u>(COLUMN 3)</u> <u>HOURLS THIS FIRM</u>	<u>(COLUMN 4)</u> <u>AVERAGE HOURLY</u> <u>RATE</u>	<u>(COLUMN 5)</u> <u>LABOR COST</u> <u>COL 3 X COL 4</u>
1.	_____	_____	_____	_____	_____
2.	_____	_____	_____	_____	_____
3.	_____	_____	_____	_____	_____
4.	_____	_____	_____	_____	_____
5.	_____	_____	_____	_____	_____
6.	_____	_____	_____	_____	_____
7.	_____	_____	_____	_____	_____
8.	_____	_____	_____	_____	_____
9.	_____	_____	_____	_____	_____
10.	_____	_____	_____	_____	_____
11.	_____	_____	_____	_____	_____
12.	_____	_____	_____	_____	_____
	<u>TOTALS</u>	_____	_____	_____	<u>(T)</u>
	MULTIPLIER FOR OVERHEAD		_____ (A)		_____ (A)
	MULTIPLIER FOR PROFIT		_____ (B)		_____ (B)
	TOTAL MULTIPLIER		_____ (1+A)X(1+B)		_____ (M)
	TOTAL LABOR COST		_____ (LINE T X LINE M)		_____ (C)
	TOTAL LABOR ESCALATED TO PROJECT MIDPOINT (C X PROPOSED ESCALATION FACTOR)		PROPOSED ESCALATION FACTOR _____		_____ (D)
			MAXIMUM ESCALATION FACTOR = 1.10		

INSTRUCTIONS:

1. Each consultant of the project team is to submit a separate "Labor Cost Proposal Form". For each job title, the hours proposed by each firm of the project team in Column (3) **MUST SUM** to the total hours provided in Column (2).
2. For Column (4), use actual average salary rates for firm for each job title at regional offices. Attach a listing of current average rates for all titles/grades/levels as approved by NYCDOT (if available) or NYSDOT for regional offices. A regional office is defined as one located within a 75 mile radius of Columbus Circle (NYC).
3. The labor costs to be included in Column (5) are obtained by multiplying the hours in Column (3) by the average hourly rate in Column (4).
4. The proposed escalation factor used to calculate "D" should not exceed the maximum escalation factor indicated in the shaded area. Greater consideration will be given to proposers that propose more competitive prices.

March 1, 2006

Amendment No. 2

RESIDENT ENGINEERING INSPECTION SERVICES
IN CONNECTION WITH

REPLACEMENT OF WILLIS AVENUE BRIDGE OVER THE HARLEM RIVER (BIN 2-24005-9/A/B)
INCLUDING THE RECONSTRUCTION OF WILLIS AVENUE BRIDGE OVER THE
MAJOR DEEGAN EXPRESSWAY (BIN 1-06676-0, BIN 1-07881-0, BIN 1-07882-0)
BOROUGH OF MANHATTAN & THE BRONX

CONTRACT NO.: BRCR076A

PIN: 84106MBBR101

Question #1 Has a Memorandum of Agreement with the NYS Historic Preservation Office been drafted or executed for this project? If so, may we please see a copy?

Answer #1 Yes. A Memorandum of Agreement is executed. It is available for examination at 2 Rector Street.

Proposers are advised that the Authorized Agency Contact Person for all matters concerning this Request for Proposals is:

Dr. Paul-Michael Kazas
Director, Capital Procurement
2 Rector Street, 8th Floor
New York, NY 10006
Telephone: (212) 442-7654
Fax: (212) 442-9885

Question #2 Has this project been reviewed and approved by the NYS Historic Preservation Office and the Landmarks Preservation Commission?

Answer #2 Yes. This project has been reviewed and approved by the NYS Historic Preservation Office and the Landmarks Preservation Commission.

Question #3 Has Historic American Engineering Record (HAER) documentation been conducted for the bridge including the abutments or is that a component of this contract?

Answer #3 Yes, HAER documentation has been conducted. This is not part of the Resident Engineering Inspection Services.

Refer to the Cover sheet and Section VII (E) of the Request for Proposals – Cost Proposal Forms Packet, Form 4T1 – Labor Cost Proposal

Question #4 Form 4T1 – Labor Cost Proposal has a maximum escalation factor allowed of 1.07. The midpoint of construction is over 3 years from now at 7% escalation does not cover anticipated salary increases of 4% of year. Would NYCDOT consider increasing the allowable escalation factor?

Answer #4 The maximum escalation factor allowed for this project is 1.10.

Refer to the Cover sheet and Section II of the Request for Proposals – Summary of the Request for Proposals, Page 3

Delete It is anticipated that the term of the contract awarded from this RFP will be **1550** Consecutive Calendar Days from the date of written Notice to Proceed plus **400** Consecutive Calendar Days after the final completion of construction.

Replace with It is anticipated that the term of the contract awarded from this RFP will be **250** Consecutive Calendar Days from Written Notice to Proceed for Construction start up, plus **1550** Consecutive Calendar Days for execution of the Construction contract, plus **150** Consecutive Calendar Days after the final completion of construction.

Refer to the Cover sheet and Section VII (A) of the Request for Proposals - Proposed Contractual Agreement

Delete Cover sheet and "Scope of Services" Page SR-1 in original RFP Description of the Location

Replace with Cover sheet and "Scope of Services" Page SR-1 in this addendum Replacement of Willis Avenue Bridge over the Harlem River (BIN 2-24005-9/A/B) including the Reconstruction of the Willis Avenue Bridge over the Major Deegan Expressway (BIN 1-06676-0, BIN 1-07881-0, BIN 1-07882-0), Boroughs of Manhattan and The Bronx.

Refer to Section VII (A) of the Request for Proposals - Proposed Contractual Agreement, Page SR-4 Mechanical Work:

Insert C) Testing

Mechanical testing shall be done only during night time from 12:00 AM to 5:00 AM Monday through Friday and from 1:00 AM to 6:00 AM on Saturdays and Sundays.

Refer to Section VII (A) of the Request for Proposals - Proposed Contractual Agreement, Page SR-5 Electrical Work:

Insert C) Testing

Electrical testing shall be done only during night time from 12:00 AM to 5:00 AM Monday through Friday and from 1:00 AM to 6:00 AM on Saturdays and Sundays.

Refer to the Cover sheet and Section VII (A) of the Request for Proposals - Proposed Contractual Agreement Page SR-6

Delete HISTORIC ANALYST

Coordinate and document the existing bridge components designated in the contract documents to be preserved. The Historical Analyst shall meet the National Parks Service Standards.

Insert HISTORIC ANALYST

Historic Analyst is required in order to take into account the effect of the implementation of the Construction Contract on historic properties. The Historic Analyst shall meet the National Parks Service Standards.

The scope of work shall include but not limited to:

- Coordinate and document the existing bridge components designated in the contract documents to remain.
- Monitor excavation in the portion of the project closest to the 17th century cemetery near the First Avenue and 126th Street in Manhattan and develop a plan on how to proceed should any human remains be encountered.
- Monitor excavation in the area close to the 1873 railroad roundhouse in the southern portion of Block 1806 in the Bronx and if any intact sections of the roundhouse are identified, that they be examined and recorded.

Refer to Section VII (A) of the Request for Proposals - Proposed Contractual Agreement, Page SR-7

Delete DRE3 – Bronx Approach: The Deputy Resident Engineer (DRE3) shall be licensed Professional Engineer in New York State and shall demonstrate satisfactory prior experience on major multi disciplined and complex movable bridge construction project of a cost of at least \$50 Million completed within the past 10 years. Responsibilities shall include all construction activities on the Bronx approach and coordination with the other two DRE's.

Replace with DRE3 – Bronx Approach: The Deputy Resident Engineer (DRE3) shall be a licensed Professional Engineer in the New York State and shall demonstrate satisfactory prior experience on a major multi disciplined and complex bridge reconstruction project of a cost of at least \$50 Million completed within the past 10 years. Responsibilities shall include all construction activities on the Bronx approach and coordination with the other two DRE's.

Please Note: The deadline for submission is hereby extended until March 15, 2006.

Proposal Due Date and Time and Location:

Date: March 15, 2006
Time: NO LATER THAN 2:00 PM
Location: NYCDOT, Contract Section
40 Worth Street, 8th Floor, Room 824A
New York, New York 10013

Proposals should be hand delivered to NYCDOT Contract Section located at 40 Worth Street, 8^h Floor, Room 824A, New York, New York 10013 between the hours of 9 am and 2 pm only.