

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 No. 3

May 22, 2008

This Addendum Is Hereby Made Part of the Contract Documents

NOTE:

Attached please find:

- 1. Addendum No. 3**
- 2. Response to Questions from Pre-Proposal Conference and specified attachments**
- 3. Acknowledgement Receipt of Addendum No.3**

**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. 3

May 22, 2008

REFER TO: QUESTION 15 IN ADDENDUM No. 2
Delete Answer No. 15 in its entirety and

REPLACE: With the following revised answer:

The DBE Goal in this Contract is based on the entire Contract Value less Allowances. The allowance value shall not be considered in the total for computing DBE percentages.

QUESTIONS & ANSWERS:

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- Q1: Should Contractors base their proposals on the estimated quantities provided in the proposal documents?
- A1: Proposers shall base their estimate of rehabilitated / repair items (e.g. structural steel repairs, concrete repair, re-pointing of masonry, etc.) on the quantities provided in Section 4 of Exhibit E in Book 2 Volume 2 and based on any modifications introduced via addendum to this RFP. Please note that this applies only for items for which the City specifically asks that they are rehabilitated/repared. For all other items, proposers are responsible for quantity take-off and pricing so that DOT obtains the final product as defined by the scope of work and as mandated by all applicable Codes and Standards.**
- Q2: Please clarify the Contractor's available laydown and storage areas.
- A2: See Special Provision No. 59 - STAGING AREA on Page 1904 of Exhibit H in Book 2: Volume 2.**
- Q3: Please clarify how many parking spaces must be maintained during construction and if alternate spaces are required for employees who currently park on the existing ramps?
- A3: See "General Criteria for Maintaining On-Site Parking" on Page 1831 of Exhibit F – Maintenance and Protection of Traffic Stipulations in Book 2: Volume 2.**
- Q4: Are there any work restrictions, or outage restrictions during baseball games at the nearby stadium?
- A4: See Paragraph 1.2.1.f on Page 1837 in Section 1 of Exhibit G – Railroad Requirements in Book 2: Volume 2. Also see Paragraph 5 under the Section "General Criteria for Maintaining all other Vehicular Traffic during Construction" on Page 1830 of Exhibit F – Maintenance and Protection of Traffic Stipulations in Book 2: Volume 2.**
- Q5: Please clarify which tracks can be taken out of service during normal working hours M-F?
- A5: See Section 2.2 Permissible Track Closures on Page 1850 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q6: Please clarify if Force Account support is required for work above the temporary shielding after the shielding is installed?
- A6: See Section 2.15 Work over/adjacent to Tracks on Page 1853 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q7: Please clarify that flagger services are for 8-hr working shifts that start and end at the Project site.
- A7. See Paragraph 1.2.8.4.a.1.a on Page 1845 in Section 1 of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q8: In the even of a late cancellation by the contractor of a weekend outage, please clarify what constitutes the "additional costs of re-scheduling"?
- A8: See Paragraph 1.2.7.b on Page 1842 in Section 1 of Exhibit G – Railroad Requirements in Book 2: Volume 2.**

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- Q9: The Stage 1 technical proposal requires the Contractor to submit Form 6T DBE Participation form. This form requires the Contractor to identify the DBE firms that are being proposed, including the percentage of the contract value that they account for. It is our intent to comply with the DBE requirements for this project. But during the technical stage, there is insufficient information available to price this project. Additionally, there is no information to provide subcontractors and vendors in order for them to determine if they are interested in quoting this project, and the value of their participation in comparison to the total value of the project. Since subcontractors and vendors will not commit to pricing this project at this time, please clarify how the contractor can fill out this form, and be responsive to the Step 1 technical proposal.
- A9: Form 6T – DBE Participation Form shall be submitted along with the Price Proposal which is APPLICABLE ONLY TO SHORT LISTED PROPOSERS (See Step II of the Sections IVA, IVB & Section V of the RFP, Pages 7 through 11)**
- Q10: With regard to compliance with DBE plan subcontracting goals, please confirm whether or not the allowance items included in the contract shall be deducted from the total contract price when calculating the DBE subcontracting percentages and determining compliance with the project DBE goals.
- A10: The DBE Goal in this Contract is based on the entire Contract Value less Allowances. The allowance value shall not be considered in the total for computing DBE percentages.**
- Q11: The Request for Proposal states that Ramp A does not need to be designed for Seismic and states that Ramp B shall be considered an "Other" structure for seismic. What seismic classification should be considered in the Proposal for the seven (7) remaining structures?
- A11: See Section 4.1.6. Seismic Forces on Page 1673 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q12: Ramp A and the North Ramp will be reconstructed to meet current seismic provisions as specified in the Request for Proposal. What seismic analysis and what extent of seismic retrofit measures will be required in the Proposal for the seven (7) remaining structures?
- A12: See Section 4.1.6. Seismic Forces on Page 1673 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q13: Refer to section 4.1.6 of the technical requirements, page 1534, seismic forces. Par. 1 indicates Ramp A does not require the designer to include provisions for seismic forces however minimum beam support lengths are required. Par. 2 specifies the seismic criteria for the North Ramp.
- A13: See Section 4.1.6. Seismic Forces on Page 1673 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q14: There doesn't appear to be specific requirements in the RFP documents for rating the existing steel structures for remaining fatigue life. Given that there are many Category E fatigue details throughout the steel framing system, there likely will be some retrofit required if steel fatigue vulnerability checks are performed. The Inspection Reports provided in the RFP documents do not contain evidence that fatigue defects were found, although they do mention that Category E details are present. Also, the tables of suggested repairs shown on the preliminary drawings do not suggest any fatigue retrofits. What is an acceptable level of fatigue investigation and retrofit for the existing structures that are to remain?
- A14: See Section 4.1.7. Fatigue Stresses on Page 1674 of Exhibit B – Technical Specifications in Book 2: Volume 2.**

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- Q15: In Section 832 of "Specification for Lead Paint Removal – Worker/Environmental Protection and Waste Handling" on p. 37 of 55 (p. 1979), paragraph 3.05 A.1, it states that the Contractor and NYCDOT are co-generators of the hazardous waste. Please revise the specification to state that only the NYCDOT is the generator of hazardous waste.
- A15: The language is standard NYCDOT contract language and can not be changed.**
- Q16: Refer to the technical specifications, page 1536, which require the use of grade 36 steel. Can we substitute Grade 50 and 70 steel, and delete the requirement for Grade 36 steel?
- A16: See Section 4.4.1. Structural Steel – Materials on Page 1677 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q17: Do the specifications require the designer to perform load ratings for any substructure elements? If not, please confirm that none are required, or provide a specification for performing load ratings.
- A17: See Section 4.1.2.c Live Load on Page 1673 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q18: Refer to Book 1, Section 1.06, Paragraph 1.06.18. Under that provision, the contractor bears the risk of all unanticipated and undisclosed subsurface site conditions. This is a serious problem for contractors bidding on this project because they must either perform a costly site inspection, even though there is no assurance that its bid will be successful, or it must include a substantial contingency in its bid price to cover the risk of the unknown site conditions. It is also possible, that an extensive site inspection may not be feasible at this time, due to schedule and access constraints. Refer to the NYCDOT's October 9, 2007 RFP transmittal letter which confirms the Project is partially funded by the U.S. Department Transportation, and is regulated by the Federal Transit Administration. The Federal Transit Administration encourages use of a differing site conditions clause to address the subsurface risk issue described above.
- A18: The proposers shall base its cost proposal on the information presented in the RFP. The successful proposer is responsible for all site conditions discovered during the course of the work. However, if the successful proposer discovered site conditions that are materially different from what was presented in the RFP document, the successful proposer may be entitled to additional compensation, upon application to the agency, in accordance with the resultant contract. The determination as to whether a site condition is materially different shall be at the sole discretion of the agency.**
- Q19: Do the top flanges of existing steel members, which will be exposed during deck removal, contain lead paint?
- A19: See Section 11- Surface Preparation Requirements for Top Flanges in Contact with Concrete on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q20: Page 3, in Section II.C states, "...the Department will consider proposals to structure payments in a different manner and reserve the right to select any payment structure that is in the City's best interest." Is the Authority planning on changing the lump sum items to unit price, or another method of measurement and payment? When will the Authority determine the measurement and payment method for this contract?
- A20: NYC DOT has no intention to change the payment structure at this time. However, the Department will consider proposals to structure payments in a different manner and reserves the right to select any payment structure that is in the City's best interest.**
- Q21: Contract documents call out an area for job trailers under the south station ramps. Additionally lay down area will be required for contractor materials to be stored on site. Please provide detailed on the size, location and accessibility of these areas.
- A21: See Special Provision No. 59 - STAGING AREA on Page 1904 of Exhibit H in Book 2: Volume 2.**

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- Q22: What are the surface preparation requirements for existing steel members which will be in contact with newly placed deck concrete?
- A22: See Section 11- Surface Preparation Requirements for Top Flanges in Contact with Concrete on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q23: In Exhibit G of Book 2: Volume 2 Spec., paragraph 2.1 on p. 17(or p.1706) states that train access to the station is limited to two tracks that enter the Interlocking via a tunnel and that the D/B co. will not be granted track closures for both of these tracks at the same time. For each track closure in the tunnel please provide all the Track No.'s and Platform No.'s within the Interlocking that will be available to the Contractor to enter upon and perform work for a 6 hour (day & night) and for a 55 hour division.
- A23: See Section 2.2 Permissible Track Closures on Page 1850 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q24: In Exhibit G of Book 2: Volume 2 Spec. paragraph 1.2.10 e. on p. 14 (or p. 1703) lists the Number of Occasions for a 6 hour and a 55 hour Diversion. Does on Diversion count as on the of two existing tracks taken out of service within the Tunnel or is it the sum of all the tracks within the interlock taken out of service due to closing one of the two existing tracks in the Tunnel?
- A24: See Section 2.2 Permissible Track Closures on Page 1850 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q25: During a 6 hour and a 55 hour Diversion how much time is required by TA forces for initial set-up before the Contractor can enter on to the tracks? How much time should the Contractor allow at the end of each Diversion so that TA forces have sufficient time to reactivate the tracks?
- A25: See Section 2.3 Track Set-Up Time on Page 1850 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q26: Once a protective shield system is installed over the Railroad, meeting the criteria of paragraph 61 on pages 1756-1758 in Exhibit H of Book 2: Volume 2, is work allowed above the shield which spans across the Railroad without a Track Diversion 24 hours a day 7 days a week?
- A26: See Section 2.15 Work over/adjacent to Tracks on Pg 1853 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q27: How will Contractor access be provided to all the existing train platforms from within the Ferry Terminal Building? Are there any restrictive hours? If so, what are they?
- A27: See Section 2.4 Work Site Access on Page 1850 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q28: How will Contractor worker, vehicles and equipment access be provided into the interlocking area?
- A28: See Section 2.4 Work Site Access on Page 1850 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q29: Criteria No. 3 of the Traffic Stipulations, in Exhibit F of Book 2: Volume 2 on p. 1687, requires 24 hour access to four bus ramp lanes. Is this 24 hour access required Monday through Friday? Monday through Sunday? Please clarify.
- A29: See Item 3 under "General Criteria for Maintaining Bus Traffic during Construction" on Page 1829 of Exhibit F – Maintenance and Protection of Traffic Stipulations in Book 2: Volume 2.**

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- Q30: Can we be provided a copy of the Agreement (or Draft) the NYCDOT has with the SIR/Transit Authority.
- A30: The Agency will provide a copy of the Force Account Agreement to the winning firm after registration of this contract, upon written request.**
- Q31: In addition to the requirement to perform milling and re-paving of the North Muni lot, it is our understanding that restoration of the existing EDC (Stadium) lot is also required. Please clarify that the requirement to maintain three-hundred (300) parking spaces is the total no. of spaces which must be maintained for both North Muni and the EDC lots. If not, please describe the staging and parking maintenance required during restoration of the EDC lot.
- A31: See Items 2, 3 and 7 under "General Criteria for Maintaining On-Site Parking" on Page 1831 of Exhibit F – Maintenance and Protection of Traffic Stipulations in Book 2: Volume 2.**
- Q32: Are there any restricted operational constraints related to the stadium operation which will limit the construction in the EDC parking lot?
- A32: See Item 3 under "General Criteria for Maintaining On-Site Parking" on Page 1831 of Exhibit F – Maintenance and Protection of Traffic Stipulations in Book 2: Volume 2.**
- Q33: For the final configuration is it your intention to merge the North Muni Lot and the EDC lot into one parking area?
- A33: Presently, these two lots are to remain independent.**
- Q34: If the two (2) separate parking areas are required, will fencing and/or barrier be required?
- A34: The existing security fence that separates these two lots is to remain and, if need be, restored in kind if it is disturbed during demolition of the existing North Ramp structure. Additionally, new security fencing is to be installed to enclose the perimeter of the North Municipal Parking Field in the area that will be left open once the retaining walls of the existing North Ramp are demolished. The location of this proposed fencing is shown on Drawing P-1 in Exhibit E of Book 2: Volume 2 (Page No. 1755).**
- Q35: Are drawings available showing existing utilities in the footprint of the proposed new North Ramp?
- A35: A subsurface utility survey of this area was not performed as part of the preliminary engineering services for this project. However, the civil drawings from the contract to construct the Richmond County Bank Stadium and adjacent parking lots may contain information that is of use to proposers. The entire set of these contract plans along with all the other available reference material listed in the table on pages 1450 -1453 of Exhibit A in Book 2: Volume 1 and has been provided as a separate attachment to the RFP.**
- Q36: Please clarify the scope or limit of the below grade demolition of the existing North Ramp, i.e. pile cut off elevation, structure removed 2' below grade etc.
- A36: See Construction Activities for North Ramp starting on Page 1713 of Section 1, Exhibit E in Book 2: Volume 2.**
- Q37: Please refer to Preliminary Drawing G-2 (Book 2, Volume 2, Exhibit E p.1580) and the SIRTOA clearance envelope Figure 1 (Book 2, Volume 2, Exhibit G p. 1708). Upon comparison of the tabulated data contained on Drawing G-2 and the 16' 6" clearance envelope in Figure 1, it appears that there are several locations in which the existing clearance is at or below that which is required by SIRTOA's equipment. Please clarify and confirm the dimensions.
- A37: See Note on Drawing No. G-2 Key Substructure Plan on Sheet 1721 of Section 2 – Preliminary Drawings in Exhibit E – Scope of Work, Book 2: Volume 2.**

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- Q38: Your request is that the proposal is to be "typed on both sides of 8-1/2" and 11" paper." Are we able to submit drawings, renderings, bar charts, etc printed on single sided 11" X 17" paper and folded in such a way as to be neatly contained within the spiral bound proposal book(s)?
- A38: Proposers may submit, as part of their proposal, drawings and other illustrative documents on 11" x 17" paper so long as these documents are folded to fit into the 8 1/2" x 11" spiral binder as indicated in the RFP.**
- Q39: Regarding submission of VEDEX Questionnaires, please clarify at what stage of the process this document is to be submitted?
- A39: Vendex submissions shall be requested from the apparent winner once selected in accordance with the requirements of this RFP and the Procurement Policy Board Rules. However, it is strongly recommended that proposers file its Vendex questionnaires before submission of their proposals.**
- Q40: Do the sidewalks need to be maintained during the ramp reconstruction? If so, will this be for all the ramps? What is the minimum sidewalk width required?
- A40: See "General Criteria for Maintaining Pedestrian Traffic in the Terminal" on Page 1831 of Exhibit F – Maintenance and Protection of Traffic Stipulations in Book 2: Volume 2.**
- Q41: What is the design criteria for the reconstruction of the canopies on bus ramps A, B, C and D? Are the reconstructed canopies to match the existing?
- A41: The canopies are to be reconstructed to match the existing as detailed in the Bus Canopy Package Plans in Section 3 of Exhibit E in Book 2: Volume 2 in all aspects except for architectural treatment. Applicable codes and reference standards are given on Drawing No. BCIS-2 of this plan set.**
- As part of the Architectural Enhancement item in this contract, Proposers are requested to offer recommendations to improve the overall aesthetics of the bus canopies in a manner and style consistent with the recently reconstructed terminal building.**
- Q42: Please refer to contract drawing G-1 and sheet 1 of 37 found in Book 2, Volume 2. Ramps B, C, and D and the Old Viaduct Ramp are shaded in gray (Deck – Reconstruction). Are the decks for these ramps to be replaced with new, or are they to be reconstructed similar to Bus station ramps (details on dwg. B-18)? The sections for the ramps show replacing existing spirals with shear studs, but, they do not call for a new deck. Please clarify.
- A42: The existing decks on Ramps B, C, D and the Old Viaduct are to be completely replaced. The deck on Ramp B is the original deck with spiral shear connectors. These spirals are to be replaced with shear studs. The decks on Ramp C, D and the Old Viaduct were replaced along with their spiral connectors in 1985. Any shear connectors damaged during deck demolition should be replaced.**
- Q43: Please clarify the intention of the intermediate milestone A with regard to the shop drawing process. On page 1762 under the Milestone A-Pre-Construction Duration section it states "...shop drawing reviews to ensure timely fabrication..." Are we required to complete, submit and review all shop drawings in order to achieve milestone A?
- A43: See Milestone A – pre Construction Duration under Special Provision No. 63 - MILESTONES, INCENTIVE PAYMENTS AND DISINCENTIVE AND LIQUIDATED DAMAGE ASSESSMENTS on Page 1910 of Exhibit H in Book 2: Volume 2.**

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- Q44: Please provide a description of the requirements to determine when milestone A has been met.
- A44: See Milestone A – Pre Construction Duration under Special Provision No. 63 - MILESTONES, INCENTIVE PAYMENTS AND DISINCENTIVE AND LIQUIDATED DAMAGE ASSESSMENTS on Page 1910 of Exhibit H in Book 2: Volume 2.**
- Q45: Please refer to specification page 227, Section 1.06 which indicates, certain existing material can be re-used on site where appropriate. For pricing purpose can the Design/Build Company re-use suitable, non-contaminated, excavated material as backfill on-site? We have the same question for re-use of contaminated materials classified as non-hazardous, non-petroleum industrial waste? And again for re-use of any hazardous material. In general, we want to know what limitations there are for re-use of suitable excavated material so we can include the correct cost in our estimate.
- A45: See Section 13- Environmental Conditions – Soil and Groundwater on Page 1679 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q46: Please refer to Specification page 153B, par 10, "Bridge/Site Drainage", We understand that site drainage work includes replacement of existing pipes, manholes, catch basins, trench drains, etc as warranted to ensure unrestricted flow from the various collection points to final outfall, the RFP plans and as-built documents do not provide the as-built condition of the outfall. We visited the site to see if we could determine what it will take to replace the outfall and not all of the outfalls are accessible. To eliminate the cost of replacing each outfall, we need accurate as-built information and access. It does not benefit the NYCDOT to have each Design/Build Company assume different conditions for the outfall structures because there are a variety of possibilities some of which may add unnecessary cost to our proposal. The magnitude of risk due to difference in scope of work could easily exceed \$ 1 million dollars. Please provide as-built drawings and access to the outfall structures so we can estimate their replacement cost. If no drawings or access are available, please exclude outfall replacement from the drainage work.
- A46: See Section 12- Bridge/Site Drainage on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q47: Please refer to Specification page 1538, paragraph 11. We understand soil sampling and analysis was not performed where new underground storm water lines are anticipated and the Design/Build Company will be required to perform sampling and have TCLP analysis performed on these soils, and the results of the work are to be submitted to the NYCDOT's Engineer for review and comment. In addition we understand TCLP tests were performed on soils in the location where the new North Ramp is to be constructed and the results demonstrated the soil is non-hazardous, However for hauling and disposal purposes, we understand this soil should be considered contaminated material classified as non-hazardous, non-petroleum industrial waste, and that any hazardous materials would be paid for under the two allowance items for disposal of hazardous materials. For pricing purposes should we assume the soils in the drainage work areas are non-hazardous materials suitable for disposal off site as clean materials, or will disposal of these soils be considered contaminated material classified as non-hazardous, non-petroleum industrial waste, and that any hazardous materials would be paid for under the allowance items?
- A47: See Section 13- Environmental Conditions – Soil and Groundwater on Page 1679 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q48: For pricing purposes, please specify the type of security fence to be provided in the north municipal parking lot. An acceptable alternate is to require the Design/Build Company to provide new security fence to match existing.
- A48: See Construction Activities for North Municipal Parking Field starting on Page 1714 of Section 1, Exhibit E in Book 2: Volume 2. Also see Note 1 on Drawing No. P-1 North Municipal Parking Field – General Plan on Sheet 1755 of Section 2 – Preliminary Drawings in Exhibit E – Scope of Work, Book 2: Volume 2.**

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- Q49: We determined the site lighting layout proposal in the RFP document may not be sufficient to illuminate certain areas. Does the NYCDOT want the Design/Build Companies to price the site lighting layout included with the RFP? Or does the NYCDOT want the Design/Build Companies to price a revised lighting layout of their own design that they believe is sufficient, even though it may differ from the quantities of light fixtures listed in the table of estimated quantities.
- A49: Payment for Bridge Lighting has been revised as part of this Addendum. Proposers are requested to base their price for "Bridge (On and Under) Lighting Work" on the quantities provided in the Quantity Tables for the individual bridges (Note: some tables have been revised as part of this addendum). For additional lighting work, above and beyond these quantities, that is required by design to satisfy code requirements shall be included under the new bid item, "Bridge (On and Under) Additional Permanent Lighting Work" for each of the applicable bridges. Additionally, a new bid item "Bridge (On and Under) Temporary Lighting" has been added under each of the applicable bridges to cover the cost of providing temporary lighting during construction where permanent lighting has been temporarily removed and/or obstructed.**
- Q50: We determined the power required to energize the new above deck and under deck lighting. However, we do not have adequate as built information, or access to the existing power feeds on site to determine if they are suitable for the new lighting layout. We also can not determine what if any upgrade to the existing on site power supply is needed. For pricing purposes, should we assume the existing on site power supply is adequate for the new lighting layouts? Should we also assume no updates to the power supply equipment is required to tie in new conduit runs? This same question applies to the Pigeon Deterrent System.
- A50: See Section 14 – Bridge Lighting on Page 1680 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q51: We recently contacted SIRTOA to do our due diligence, and to properly coordinate the work of this contract, and we were advised by SIRTOA that they could not speak directly to us about the work at the direction of the NYCDOT. They were willing to meet with us, but were apparently told they could not. WE see no benefit to NYCDOT in restricting our contact with the various facility representatives. In face the project specifications encourage the Design/Build Companies to adequately research the site and determine how the existing conditions will affect this work. Please allow us to contact any person associated with the facility, other than those on the selection committee. This will be a great benefit to the City because we will be able to determine what limitations might exist on site that is not so obvious from our review of the RFP documents.
- A51: NYCDOT does not get involved in site coordination at this stage of the procurement process. It neither rejects nor supports any effort by proposers to investigate the project site. It is the owner's prerogative to decide how to address proposer's requests and we have no saying on the matter whatsoever. Should a proposing company have any additional questions regarding this RFP, it should contact Mr. Junaid Syed, the agency's only authorized contact person.**
- Q52: In several instances, the specifications require the Company and/or Engineer to conduct and pay for inspection and testing services. For example, page 1731, indicates all tests done by Company unless the NYCDOT QA section directs otherwise. Another is on page 214; par 1.0632, that indicates the City does all testing, except for certain concrete and paving tests. In a typical NYCDOT design Bid Build project, the City's Resident Engineer, under separate contract with the City, conducts and pays for all inspection and testing services. Many of these tests are done by sub-consultants working directly for the NYCDOT QA section.
- A52: See Answer No. 1 in Addendum No 1 issued for this RFP.**

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- Q53: Please refer to specifications page 1538, which indicates the reconstructed underground drainage work requires new ductile iron pipe (dip), in place of the existing vitreous tile pipes. Using DIP instead of reinforced concrete type pipe adds a substantial amount of cost to our estimate. To reduce cost, can we substitute reinforced concrete pipe for ductile iron pipe in certain areas? For example in the parking areas. Also, if DIP is required, please specify the joint type (mechanical or press-on) and class of ductile iron pipe required.
- A53: See Section 12- Bridge/Site Drainage on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q54: Refer to Exhibit G, Book 2, Volume 2, "Railroad Requirements"; we understand the Design-Build Company must follow the Authority's Rules and Regulations" which include but are not limited to MTA, NYCT Maintenance of Way Safety Rules and Regulations for the Divisions of Track, Electrical Systems, Signals and Infrastructure and New York City Transit Authority Safety Rules (MW-2). Please confirm the Authority requires Contractors working on and over tracks to reduce the hoisting capacity of their cranes by 50% In addition, please tell us if this requirement applies to all equipment working on or over tracks, or just cranes. For example, are we required to decrease the hoisting capacity of excavators and fork trucks too?
- A54: See Section 2.7 Hoisting Equipment on Page 1851 of Section 2: Procedures for Working on SIRTOA'S ROW of Exhibit G – Railroad Requirements in Book 2: Volume 2.**
- Q55: Will the holiday embargo affect our work being performed inside the staged protected work zone?
- A55: See Special Provision No. 7 – Holiday Embargo on Page 1870 of Exhibit H in Book 2: Volume 2.**
- Q56: The Allowance items (Items # 112 - # 117), on the proposal form, are set up to include a breakdown for Construction, CSS and Design. Since these are allowance items, we assume that such a breakdown is not required, thus these columns are not applicable and addresses as such. Please confirm and clarify.
- A56: No breakdown is needed for Allowance Items.**
- Q57: Please identify which Allowance items will be paid as Force Account, which would include markup, and which items would be paid as direct cost reimbursement.
- A57: All allowance items, except Item 120 – Allowance for NYCT Disruptions and Item 119 – Incentive (NYC-1943), will allow for contractor mark-up. Item 120 will be paid as a direct cost reimbursement.**
- Q58: Regarding the issue of lead paint it is our understanding that although the contract calls for the contractor to prepare the Uniform Hazardous Waste Manifest (if necessary), all generator information on the manifest will pertain only to NYCDOT and that NYCDOT will execute the generator's / Offeror's certification on the manifest. Please confirm that this interpretation is correct.
- A58: All generator information on the Uniform Hazardous Waste Manifest will pertain to both NYCDOT and the Contractor. However, the manifest will be signed by a NYCDOT representative.**
- Q59: It appears that stay-in-place (S-I-P) has been used at several locations on many of the existing structures. Will the use of S-I_P deck forms be acceptable for new and/or replacement bridge decks?
- A59: See Paragraph 4.3.5 on Page 1676 of Exhibit B – Technical Specifications in Book 2: Volume 2.**

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- Q60: Will the City allow for SSPC SP-11 Power Tool Cleaning to Bare Metal for the top surface of the flanges (that is, flanges to be in contact with the new deck) with containment accomplished via SSPC Class 3P and cleaning by vacuum shrouded HEPA Filtered power assisted hand tools? Because of the extremely high cost and scheduling concerns of building a Class 1A containment system over exposed beam tops (after the deck is removed) we recommend the above method. These methods have been utilized with our other transportation agencies with similar conditions and are standard in the industry.
- A60: See Section 11- Surface Preparation Requirements for Top Flanges in Contact with Concrete on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q61: On page 1571 if exhibit E, Book 2, Volume 2 under the Old Viaduct it indicates "Cleaning and painting of existing structural steel. (Note only the south column and east fascia beam of Bent 7 are known to have lead based paint.)" However on page 1679 (same exhibit) under items 9d and 9e it indicates "isolated Areas of Lead Abatement" with significant quantities provided for each item. Are we to assume that the only lead abatement for the Old Viaduct is at the "south column and east fascia beam of Bent 7"? Or should we include the entire structure as indicated on page 1679 under items 9d and 9e?
- A61: The quantities provided for Items 9d and 9e are the total areas of steel cleaning anticipated on the Old Viaduct. Lead Abatement is only anticipated for the south column and east fascia beam of Pier 7. Bidders were instructed to assume that, other than these two areas, there is no lead based paint on this structure. This issue is further clarified in Section 1.0 of Exhibit I – Cleaning and Painting Requirements in Book 2: Volume 2.**
- Q62: Drawing No. B-17 (sheet 1597) shows anti-graffiti coating on both sides of the brick walls. Are there any other areas for the project which require anti-graffiti coating?
- A62: See Response Answer (A3) in Addendum No. 2 issued for this RFP.**
- Q63: As a follow up to Q&A No. 1 in addendum no. 2 please refer to Book 2, Volume 2, Exhibit E, page 1685 contains a tabulated listing of items related to the replacement of the existing underground drainage system. Are we to include in our bid the costs for total replacement of the underground system listed in that table?
- A63: See Section 12- Bridge/Site Drainage on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2 as well as Construction Activities for Site Drainage on Page 1715 of Section 1, Exhibit E in Book 2: Volume 2.**
- As further clarification see the replacement Page 1701R in this addendum from Exhibit E – Scope of Work in Book 2: Volume 2.**
- Q64: Please refer to addendum # 4, question # 6 that asks, "What are the surface preparation requirements for existing steel members which will be in contact with newly placed deck concrete? The response instructs bidders to assume the required cleaning methods will be abrasive blasting meeting the SSPC Standards for SP10 – Near white Blast Cleaning. WE also understand that unless it is proven that lead paint is not present, abrasive blast cleaning of the tope surface of the flanges (surfaces in contact with the new deck) must be performed inside a Class 1A Containment System.
- A64: See Section 11- Surface Preparation Requirements for Top Flanges in Contact with Concrete on Page 1678 of Exhibit B – Technical Specifications in Book 2: Volume 2.**

Q&A: Page11 of 14

Q65: Refer to specification page 1679; the preliminary quantity table for the Old Viaduct provides the approximate column encasement material to be removed is 965cy based on an average encasement thickness of 1.5". We conducted a site tour to confirm this information and took the attached photo of a typical column encasement. You can clearly see the cover thickness exceeds 1.5", and is actually 6" thick or more in many areas. This new information will significantly impact the encasement removal quantity, associated costs and schedule. We can adjust our quantities accordingly, but it does not benefit the City to have each bidder calculate a different quantity for this work. This is similar to the steel repair quantities, where it is difficult to quantify the work, so the City specified the quantities to use.

For this item, we request the City state the bidders should assume the encasement removal quantities will be as shown in the preliminary quantities table. The advantage to the City is it will reduce the risk to the bidders, and lower the bidder's proposal costs, which in turn will not unfairly advantage one bidder over another.

A65: For bidding purposes, proposers shall assume the encasement removal Quantities will be as shown in the preliminary Quantity Tables in Section 4 of Exhibit E – Scope of Work in Book 2: Volume 2.

Q66: Please refer to attached Form 6T, "DBE Participation" which we understand must be submitted with our April 8 price proposal. On past NYCDOT jobs, the successful bidder was given several days after it was notified that it was the apparent low bidder to submit the required DBE information. Would it be possible to follow this procedure for this project, and submit form 6T after the bid?

A66: Form 6T must be submitted with the Price Proposal as required by the RFP (Also see Answer A9).

Q67: Refer to Form 6T. Please confirm we should enter our company name on the "Consultant" line, and not the name of our design consultant.

A67: Please enter the official name of the Company that submitted the Proposal.

Q68: Refer to Form 6T. Please confirm we should check the box next to "Participation by DBE Consultants", only if our design consultant will hire DBE sub-consultants.

A68: Yes the proposing Company should check the box next to "Participation by DBE Consultants".

Q69: Refer to Form 6T. Please confirm we should check the box next to "Participation by DBE Contractors", only if we intend to hire DBE suppliers, DBE service companies or DBE sub-contractors.

A69: Yes the proposing Company should check the box next to "Participation by DBE Contractors".

Q&A: Page 12 of 14

- Q70: Refer to specification page 1540, par 14; Pigeon deterrent system which states that the proposers shall design a system that eliminates the existing pigeon roosting problem with a minimum 5 year guarantee on material and effectiveness.
- We contacted 3 pigeon deterrent suppliers, including the specified supplier Avian Flyaway. Avian will not provide a warrantee bond, and the other two suppliers may not qualify as approved equals. Therefore the system performance will effectively be guaranteed by the general contractor. We do not have experience designing such a system and we believe it is unreasonable to require an unlimited guarantee on the systems effectiveness if we can't reasonably anticipate the cost of re-designing and installing a working system in the event the proposed system fails to perform.
- Please consider options that will enable us to price this work in the most cost effective manner, with the least amount of schedule impact and performance risk.. Two options to consider follow.
- Allow the contractor to provide a 1 year warrantee bond which limits the contractor's risk to the value of the system installed.
- Substitute an allowance item for this bid item to pay the contractor to install a mockup system during the design phase to test the effectiveness of the system and to base our design. The successful contractor can design, test and install a cost effective system, with the smallest footprint and least amount of long term maintenance expenses.
- A70: See Section 16 – Pigeon Deterrent System on Page 1681 of Exhibit B – Technical Specifications in Book 2: Volume 2.**
- Q71: Refer to Form 6T. Please confirm we should provide a separate sheet with our responses to lines 1, 2 and 3 on the bottom of Form 6T.
- A71: Yes the proposing Company can use additional sheets if additional space is required.**
- Q72: Refer to Form 6T, line 2 which asks for the "Percentage(s) of assigned Participation". Please confirm we should enter "100%" if our proposed DBE firm is a subcontractor or service company or "60%" if the firm is a material supplier only. This percentage (60/100) corresponds with the amount of that particular DBE firm's contract that would be eligible towards our total DBE goal. If this is not correct, or additional information is required, please tell us what information will be needed.
- A72: The proposing Company should enter the total \$ amount of the DBE vendor. Also list if the DBE is a material supplier or subcontractor. The percentages are not required.**
- Q73: Refer to form 6T, line 3 which asks for the "NYS DBE Certification(s)". Please confirm we should enter the type of work the firm is certified to do as a DBE. If this is not correct, please tell us what information will be needed.
- A73: The proposing Company should list the specific nature of work the DBE will perform on this contract, not what the DBE is certified to do.**
- Q74: In general, please tell us if any additional DBE information will be required with our price proposal, other than the information required by Form 6T.
- A74: Provide information as required on Form 6T-DBE Participation. Should NYCDOT require and additional information or clarification, you will be contacted in the future.**

Q&A: Page 13 of 14

Q75. We understand the D/B companies must design, furnish and install a site lighting scheme that meets current Street lighting Standards and satisfies SIRTOA in terms of providing sufficient lighting to illuminate the parking lot and track areas at the facility. We also understand we are to base our lump sum proposals on a layout of our own design rather than the assumed preliminary quantities furnished in Exhibit, Scope of Work in Book 2, Volume 2 of the RFP. Our preliminary design shows a significant need for temporary lighting, and an increase in the number of permanent fixtures required as compared to the quantities listed in the RFP document.

Please consider re - stating the need for bidders to include all costs to provide sufficient temporary and permanent lighting in their proposal

There are two separate categories of site lighting; Temporary and Permanent. Please consider adding two additional bid items to the bid proposal form, for each structure, for "Temporary Lighting" and "Additional Permanent Lighting". The new "temporary lighting" bid items would pay us to design, furnish, install and remove temporary lights needed to illuminate the parking lot and track areas underneath temporary demolition and pint shields. The new "additional permanent lighting" bid items would pay for the added cost to construct a site lighting scheme that meets NYCDOT and SIRTOA requirements. This is for additional permanent site lighting work, beyond the base quantities specified in the RFP document.

If line items are not envisioned, please once again consider asking the bidders to base their lump sum proposals for permanent lighting on the preliminary quantities furnished in the RFP only, and offer to reimburse the for any additional permanent or temporary lighting needed beyond those base quantities. We feel these suggestions could help to maintain a level playing field and not penalize the contractor(s) with the most thorough analysis.

A75:

**REFER TO: REQUEST FOR PROPOSALS, Section VII-ATTACHMENTS,
DELETE APPENDIX E, PRICE PROPOSAL SHEET IN ITS ENTIRETY**

**REPLACE: With APPENDIX E-R1, PRICE PROPOSAL SHEET Pages 1-R1 through 6-R1
(See attached REVISED SHEETS)**

**REFER TO: Book 1 of the RFP, Pages 59 through 64, PRICE PROPOSAL SHEETS
DELETE Pages 59 through 64 IN ITS ENTIRETY**

REPLACE: With Pages 59-R1 through 64-R1 (See attached REVISED SHEETS)

**REFER TO: Book 2: Vol. 2 of the RFP, EXHIBIT C, Pages 1684 through 1691,
PROGRESS PAYMENT SCHEDULE
DELETE pages 1684 through 1691 IN ITS ENTIRETY**

REPLACE: With Page 1684-R1 through 1691-R1 (See attached REVISED SHEETS)

**REFER TO: Book 2: Vol. 2 of the RFP, EXHIBIT B, Page 1680, TECHNICAL SPECIFICATIONS
DELETE Page 1680 IN ITS ENTIRETY**

REPLACE: With Page 1680-R1 (See attached REVISED SHEET)

**REFER TO: Book 2: Vol. 2 of the RFP, EXHIBIT E, Page 1701, SCOPE OF WORK
DELETE Page 1701 IN ITS ENTIRETY AND**

REPLACE: With Page 1701-R1 (See attached REVISED SHEET)

REFER TO: Book 2: Vol. 2 of the RFP, EXHIBIT E, Pages 1709 through 1715, SCOPE OF WORK
DELETE Page 1709 through 1715 **IN ITS ENTIRETY AND**

REPLACE: With Pages 1709-R1 through 1715-R1 **AND** Page 1715A & 1715B
(See attached **REVISED SHEETS**)

REFER TO: Book 2: Vol. 2 of the RFP, EXHIBIT E,
Pages 1808, 1811, 1813, 1816, 1820, SCOPE OF WORK
DELETE Page 1808, 1811, 1813, 1816, 1820 **IN ITS ENTIRETY AND**

REPLACE: With Pages 1808-R1, 1811-R1, 1813-R1, 1816-R1, 1820-R1 and 1822-R1
(See attached **REVISED SHEETS**)

APPENDIX E – R1

PRICE PROPOSAL SHEET

Item No.	Item	Construction	CSS	Design	Dollars in Figures
1	Mobilization Cost (NTE 4%)				
2	Permits, Bonds, Insurances, and Upfront Coordination (NTE 6%)				
3	Engineer's Office / PC / Supplies				
4	Community Outreach				
5	Traffic Study (Richmond Terrace)				
6	Bridge / Site Inspections				
7	Bridge / Site Surveys				
BIN 2270180 (Ramp A)					
8	Maintenance & Protection of Traffic				
9	Demolition / Temporary Shielding				
10	Substructure Rehabilitation				
11	Superstructure Replacement (Including Beams, Deck & Barrier)				
12	Roadway Approach / Plaza Restoration Work				
BIN 2269770 (Ramp B)					
13	Maintenance & Protection of Traffic				
14	Demolition / Temporary Shielding				
15	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
16	Deck Reconstruction (Including Sidewalk, Barrier, Parapet, Shear Studs, Exp. Joints & Fencing)				
17	Cleaning Existing Steel (Lead Abatement Required)				
18	Painting Existing Steel				
19	Structural Steel Repair & Bearing Replacement				
20	Bridge Drainage Work				
21A	Bridge (On & Under) Lighting Work				
21B	Bridge (On and Under) Additional Permanent Lighting Work				
21C	Bridge (On and Under) Temporary Lighting Work				
22	Pigeon Deterrent System				
23	Roadway/Approach Work				
BIN 2269780 (Ramp C)					
24	Maintenance & Protection of Traffic				
25	Demolition / Temporary Shielding				
26	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
27	Deck Reconstruction (Including Sidewalk, Barrier, Parapet, Exp. Joints & Fencing)				
28	Cleaning Existing Steel (Lead Abatement Required)				
29	Painting Existing Steel				
30	Structural Steel Repair & Bearing Replacement				
31	Bridge Drainage Work				
32A	Bridge (On & Under) Lighting Work				
32B	Bridge (On and Under) Additional Permanent Lighting Work				
32C	Bridge (On and Under) Temporary Lighting Work				
33	Roadway/Approach Work				
BIN 2269730 (Ramp D)					
34	Maintenance & Protection of Traffic				
35	Demolition / Temporary Shielding				
36	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
37	Deck Reconstruction (Including Sidewalk, Exp. Joints & Fencing)				
38	Cleaning Existing Steel (Lead Abatement Required)				
39	Painting Existing Steel				
40	Structural Steel Repair & Bearing Replacement				
41	Bridge Drainage Work				
42A	Bridge (On & Under) Lighting Work				
42B	Bridge (On and Under) Additional Permanent Lighting Work				
42C	Bridge (On and Under) Temporary Lighting Work				
43	Pigeon Deterrent System				
44	Roadway/Approach Work				
BIN 2269740 (Bus Station North)					
45	Maintenance & Protection of Traffic				
46	Demolition / Temporary Shielding				
47	Encasement Repair (Columns and Underside of Terminal Ped. Ramps)				
48	Deck Repair (Over Terminal) Including Waterproofing Membrane				
49	Deck Reconstruction (Including Lt Wt Overlay, Bus Platform Sidewalk, Traffic Dividers, Barrier, Expansion Joints & Fencing)				
50	Cleaning Existing Steel (Lead Abatement Required)				
51	Painting Existing Steel				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
52	Structural Steel Repair				
53	Bridge Drainage Work				
54A	Bridge (On & Under) Lighting Work				
54B	Bridge (On and Under) Additional Permanent Lighting Work				
54C	Bridge (On and Under) Temporary Lighting Work				
55	Pigeon Deterrent System				
BIN 2269750 (Bus Station South)					
56	Maintenance & Protection of Traffic				
57	Demolition / Temporary Shielding				
58	Deck Reconstruction (Including Bus Platform Sidewalks, Barrier, Exp. Joints & Fencing)				
59	Bus Canopy Brick Wall Reconstruction w/Steel Grating Infill				
60	Cleaning Existing Structural & Bus Canopy Steel (Lead Abatement Required)				
61	Painting Existing Structural & Bus Canopy Steel				
62	Structural Steel Repair				
63	Bridge Drainage Work				
64A	Bridge (On & Under) Lighting Work				
64B	Bridge (On and Under) Additional Permanent Lighting Work				
64C	Bridge (On and Under) Temporary Lighting Work				
65	Pigeon Deterrent System				
BIN 2269790 (Old Viaduct)					
66	Maintenance & Protection of Traffic				
67	Encasement Removal & Temporary Shielding / Assessment & Recommendations for Steel Repairs				
68	Demolition / Temporary Shielding (for Deck Reconstruction)				
69	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
70	Deck Reconstruction (Including Parapet, Sidewalk, N. Fascia Railing & Fencing)				
71	Cleaning Existing Steel (Lead Abatement Required – Select Areas)				
72	Painting Existing Steel				
73	Bearing Replacement				
74	Bridge Drainage Work				
75A	Bridge (On & Under) Lighting Work				
75B	Bridge (On and Under) Additional Permanent Lighting Work				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
75C	Bridge (On and Under) Temporary Lighting Work				
76	Pigeon Deterrent System				
77	Roadway/Approach Work				
BIN 2270170 (Pedestrian Breezeway)					
78	Demolition / Temporary Shielding Including Removal of Roof (Asbestos Abatement Required) and Stairs to Ramp B				
79	Concrete Column Base Repair				
80	Deck Reconstruction Including Expansion Joints				
81	Cleaning Existing Steel (Lead Abatement Required)				
82	Painting Existing Steel				
83	Structural Steel Repair / Mod. to S. Fascia Girder (Due to Stair Removal)				
84	Metal Roof Construction				
85	Bridge (On & Under) Lighting Work				
85A	Bridge (On & Under) Lighting Work				
85B	Bridge (On and Under) Additional Permanent Lighting Work				
85C	Bridge (On and Under) Temporary Lighting Work				
BIN 2269760 (North Ramp)					
87	Maintenance & Protection of Traffic				
88	Reconstruction of SIRTOA Stadium Station Stairs				
89	Clearing Site/Foundation Excavation (Assume excess excavation material is Contaminated, Non-Hazardous, Non-Petroleum Industrial Waste for Hauling and Disposal purposes)				
90	Hauling and Disposal of Contaminated Excess Excavation Material Classified as Non-Hazardous, Petroleum Contaminated Waste (Proposer to Provide Unit Price based on assumed proposal quantity of 100 Tons)				
91	Hauling and Disposal of Contaminated Excess Excavation / Material Classified as Hazardous Waste (Proposers to provide Unit Price based on assumed proposal quantity of 25 Tons)				
92	Bridge Foundation (Including possible dewatering operations)				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
93	Bridge Substructure Incl. Richmond Terrace Abutment Modification				
94	Bridge Superstructure / Deck				
95	Ramp Foundation (Including possible dewatering operations)				
96	Ramp Retaining Walls, Sidewalk, Parapet and Barrier				
97	Ramp Fill and Paving				
98	Bridge / Ramp Drainage				
99	Bridge / Ramp Lighting				
100	Pigeon Deterrent System				
101	Approach Tie-In Work				
102	Restoration of EDC Parking Lot				
103	Demolition of Existing North Ramp (Including Asbestos & Lead Paint Abatement)				
North Municipal Parking Field					
104	Temporary Relocation of Taxi Stand				
105	Clearing Site				
106	Paving and Striping Site				
107	Site Fencing, Drainage and Lighting				
Bus Canopy Package					
108	Bus Canopy (Architectural Work excluding Brick Wall and Cleaning & Painting Bus Canopy Steel)				
109	Bus Canopy (Electrical Work incl. Holding Lights & PA System Upgrade)				
110	Vestibule Work				
Site Drainage					
111	Clearing Site / Excavation				
112	Replacement / Modifications to Underground Site Drainage Systems				
113	Backfill and Restoration of Site				
Public Utilities					
114	Public Utilities ¹ (exclusive of site drainage work)				
115	Demobilization (Including Site Restoration)				
Subtotal					
116	Allowance for Architectural Enhancements (Bus Canopies and Pedestrian Bridge)				\$1,000,000.00
117	Allowance for Flag Repairs				\$1,000,000.00
118	Incidental Repairs				\$9,000,000.00

Item No.	Item	Construction	CSS	Design	Dollars in Figures
119	Incentive (NYC-1943)				\$3,200,000.00
120	Allowance for NYCT Disruptions ²				\$500,000.00
121	Allowance for Anti-Icing System ³				\$5,000,000.00
	Allowance Subtotal⁴				\$19,700,000.00
	Total				

Note:

1. In the event there is a need for any Private Utility work beyond the limits of the Terminal (i.e. where such utilities are no longer under the ownership of New York City), there must be a separate contract between the Company and the Utility Company as per Section U.
2. This item is to reimburse the Company for demonstrated losses incurred as a direct result of NYC Transit ordered disruptions to the Company's otherwise scheduled and approved work operations. This will apply to any entity of NYC Transit including but not limited to SIRTOA and Bus Operations.
3. This item is included as a budgetary allowance for future anticipated work related to designing, furnishing and installing an anti-icing system at the St. George Ferry Terminal. The scope of this work will be finalized prior to Notice to Proceed.
4. The Allowance value shall not be considered in the total for computing DBE subcontracting percentages.

The total of the foregoing price proposal based on the Company's Estimate of Items of Work is (in words):

PRICE PROPOSAL SHEET – R1

Item No.	Item	Construction	CSS	Design	Dollars in Figures
1	Mobilization Cost (NTE 4%)				
2	Permits, Bonds, Insurances, and Upfront Coordination (NTE 6%)				
3	Engineer's Office / PC / Supplies				
4	Community Outreach				
5	Traffic Study (Richmond Terrace)				
6	Bridge / Site Inspections				
7	Bridge / Site Surveys				
BIN 2270180 (Ramp A)					
8	Maintenance & Protection of Traffic				
9	Demolition / Temporary Shielding				
10	Substructure Rehabilitation				
11	Superstructure Replacement (Including Beams, Deck & Barrier)				
12	Roadway Approach / Plaza Restoration Work				
BIN 2269770 (Ramp B)					
13	Maintenance & Protection of Traffic				
14	Demolition / Temporary Shielding				
15	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
16	Deck Reconstruction (Including Sidewalk, Barrier, Parapet, Shear Studs, Exp. Joints & Fencing)				
17	Cleaning Existing Steel (Lead Abatement Required)				
18	Painting Existing Steel				
19	Structural Steel Repair & Bearing Replacement				
20	Bridge Drainage Work				
21A	Bridge (On & Under) Lighting Work				
21B	Bridge (On and Under) Additional Permanent Lighting Work				
21C	Bridge (On and Under) Temporary Lighting Work				
22	Pigeon Deterrent System				
23	Roadway/Approach Work				
BIN 2269780 (Ramp C)					
24	Maintenance & Protection of Traffic				
25	Demolition / Temporary Shielding				
26	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				

NYCDOT DIVISION OF BRIDGES:
SI FERRY RAMP REHABILITATION

Item No.	Item	Construction	CSS	Design	Dollars in Figures
27	Deck Reconstruction (Including Sidewalk, Barrier, Parapet, Exp. Joints & Fencing)				
28	Cleaning Existing Steel (Lead Abatement Required)				
29	Painting Existing Steel				
30	Structural Steel Repair & Bearing Replacement				
31	Bridge Drainage Work				
32A	Bridge (On & Under) Lighting Work				
32B	Bridge (On and Under) Additional Permanent Lighting Work				
32C	Bridge (On and Under) Temporary Lighting Work				
33	Roadway/Approach Work				
BIN 2269730 (Ramp D)					
34	Maintenance & Protection of Traffic				
35	Demolition / Temporary Shielding				
36	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
37	Deck Reconstruction (Including Sidewalk, Exp. Joints & Fencing)				
38	Cleaning Existing Steel (Lead Abatement Required)				
39	Painting Existing Steel				
40	Structural Steel Repair & Bearing Replacement				
41	Bridge Drainage Work				
42A	Bridge (On & Under) Lighting Work				
42B	Bridge (On and Under) Additional Permanent Lighting Work				
42C	Bridge (On and Under) Temporary Lighting Work				
43	Pigeon Deterrent System				
44	Roadway/Approach Work				
BIN 2269740 (Bus Station North)					
45	Maintenance & Protection of Traffic				
46	Demolition / Temporary Shielding				
47	Encasement Repair (Columns and Underside of Terminal Ped. Ramps)				
48	Deck Repair (Over Terminal) Including Waterproofing Membrane				
49	Deck Reconstruction (Including Lt Wt Overlay, Bus Platform Sidewalk, Traffic Dividers, Barrier, Expansion Joints & Fencing)				

NYCDOT DIVISION OF BRIDGES:
SI FERRY RAMP REHABILITATION

Item No.	Item	Construction	CSS	Design	Dollars in Figures
50	Cleaning Existing Steel (Lead Abatement Required)				
51	Painting Existing Steel				
52	Structural Steel Repair				
53	Bridge Drainage Work				
54A	Bridge (On & Under) Lighting Work				
54B	Bridge (On and Under) Additional Permanent Lighting Work				
54C	Bridge (On and Under) Temporary Lighting Work				
55	Pigeon Deterrent System				
BIN 2269750 (Bus Station South)					
56	Maintenance & Protection of Traffic				
57	Demolition / Temporary Shielding				
58	Deck Reconstruction (Including Bus Platform Sidewalks, Barrier, Exp. Joints & Fencing)				
59	Bus Canopy Brick Wall Reconstruction w/Steel Grating Infill				
60	Cleaning Existing Structural & Bus Canopy Steel (Lead Abatement Required)				
61	Painting Existing Structural & Bus Canopy Steel				
62	Structural Steel Repair				
63	Bridge Drainage Work				
64A	Bridge (On & Under) Lighting Work				
64B	Bridge (On and Under) Additional Permanent Lighting Work				
64C	Bridge (On and Under) Temporary Lighting Work				
65	Pigeon Deterrent System				
BIN 2269790 (Old Viaduct)					
66	Maintenance & Protection of Traffic				
67	Encasement Removal & Temporary Shielding / Assessment & Recommendations for Steel Repairs				
68	Demolition / Temporary Shielding (for Deck Reconstruction)				
69	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
70	Deck Reconstruction (Including Parapet, Sidewalk, N. Fascia Railing & Fencing)				
71	Cleaning Existing Steel (Lead Abatement Required – Select Areas)				
72	Painting Existing Steel				

NYCDOT DIVISION OF BRIDGES:
SI FERRY RAMP REHABILITATION

Item No.	Item	Construction	CSS	Design	Dollars in Figures
73	Bearing Replacement				
74	Bridge Drainage Work				
75A	Bridge (On & Under) Lighting Work				
75B	Bridge (On and Under) Additional Permanent Lighting Work				
75C	Bridge (On and Under) Temporary Lighting Work				
76	Pigeon Deterrent System				
77	Roadway/Approach Work				
BIN 2270170 (Pedestrian Breezeway)					
78	Demolition / Temporary Shielding Including Removal of Roof (Asbestos Abatement Required) and Stairs to Ramp B				
79	Concrete Column Base Repair				
80	Deck Reconstruction Including Expansion Joints				
81	Cleaning Existing Steel (Lead Abatement Required)				
82	Painting Existing Steel				
83	Structural Steel Repair / Mod. to S. Fascia Girder (Due to Stair Removal)				
84	Metal Roof Construction				
85A	Bridge (On & Under) Lighting Work				
85B	Bridge (On and Under) Additional Permanent Lighting Work				
85C	Bridge (On and Under) Temporary Lighting Work				
86	Pigeon Deterrent System				
BIN 2269760 (North Ramp)					
87	Maintenance & Protection of Traffic				
88	Reconstruction of SIRTOA Stadium Station Stairs				
89	Clearing Site/Foundation Excavation (Assume excess excavation material is Contaminated, Non-Hazardous, Non-Petroleum Industrial Waste for Hauling and Disposal purposes)				
90	Hauling and Disposal of Contaminated Excess Excavation Material Classified as Non-Hazardous, Petroleum Contaminated Waste (Proposer to Provide Unit Price based on assumed proposal quantity of 100 Tons)				

NYCDOT DIVISION OF BRIDGES:
SI FERRY RAMP REHABILITATION

Item No.	Item	Construction	CSS	Design	Dollars in Figures
91	Hauling and Disposal of Contaminated Excess Excavation / Material Classified as Hazardous Waste (Proposers to provide Unit Price based on assumed proposal quantity of 25 Tons)				
92	Bridge Foundation (Including possible dewatering operations)				
93	Bridge Substructure Incl. Richmond Terrace Abutment Modification				
94	Bridge Superstructure / Deck				
95	Ramp Foundation (Including possible dewatering operations)				
96	Ramp Retaining Walls, Sidewalk, Parapet and Barrier				
97	Ramp Fill and Paving				
98	Bridge / Ramp Drainage				
99	Bridge / Ramp Lighting				
100	Pigeon Deterrent System				
101	Approach Tie-In Work				
102	Restoration of EDC Parking Lot				
103	Demolition of Existing North Ramp (Including Asbestos & Lead Paint Abatement)				
North Municipal Parking Field					
104	Temporary Relocation of Taxi Stand				
105	Clearing Site				
106	Paving and Striping Site				
107	Site Fencing, Drainage and Lighting				
Bus Canopy Package					
108	Bus Canopy (Architectural Work excluding Brick Wall and Cleaning & Painting Bus Canopy Steel)				
109	Bus Canopy (Electrical Work incl. Holding Lights & PA System Upgrade)				
110	Vestibule Work				
Site Drainage					
111	Clearing Site / Excavation				
112	Replacement / Modifications to Underground Site Drainage Systems				
113	Backfill and Restoration of Site				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
114	Public Utilities ¹ (exclusive of site drainage work)				
115	Demobilization (Including Site Restoration)				
Subtotal					
116	Allowance for Architectural Enhancements (Bus Canopies and Pedestrian Bridge)				\$1,000,000.00
117	Allowance for Flag Repairs				\$1,000,000.00
118	Incidental Repairs				\$9,000,000.00
119	Incentive (NYC-1943)				\$3,200,000.00
120	Allowance for NYCT Disruptions ²				\$500,000.00
121	Allowance for Anti-icing System ³				\$5,000,000.00
Allowance Subtotal⁴					\$19,700,000.00
Total					

Note:

1. In the event there is a need for any Private Utility work beyond the limits of the Terminal (i.e. where such utilities are no longer under the ownership of New York City), there must be a separate contract between the Company and the Utility Company as per Section U.
2. This item is to reimburse the Company for demonstrated losses incurred as a direct result of NYC Transit ordered disruptions to the Company's otherwise scheduled and approved work operations. This will apply to any entity of NYC Transit including but not limited to SIRTOA and Bus Operations.
3. This item is included as a budgetary allowance for future anticipated work related to designing, furnishing and installing an anti-icing system at the St. George Ferry Terminal. The scope of this work will be finalized prior to Notice to Proceed.
4. The Allowance value shall not be considered in the total for computing DBE subcontracting percentages.

The total of the foregoing price proposal based on the Company's Estimate of Items of Work is (in words):

1.02.3 Contingent Work

Contingent work shall be taken and understood to mean all labor, materials and equipment necessary for the completion of the contract. Such work shall be performed only when ordered in writing by the Engineer.

PROGRESS PAYMENT SCHEDULE-R1

REHABILITATION OF RAMPS AT THE ST. GEORGE, STATEN ISLAND FERRY TERMINAL

Company name: _____

The Department shall make Progress Payments to the Company in accordance with the following Schedule or Milestones.
 The Company may add Milestones in accordance with its Rehabilitation. Dollar values are to be filled in for each structure and cumulative totals.

	Milestone	Dollar Amount	Total
1.0	Mobilization Cost (NTE 4%)		
2.0	Cost for Permits, Bonds, Insurance and Upfront Coordination (NTE 6%)		
3.0	Engineer's Office /PC/Supplies		
4.0	Community Outreach		
5.0	Traffic Study – Richmond Terrace / Terminal		
6.0	DESIGN SERVICES		
6.1	Bridge / Site Inspections		
6.2	Bridge / Site Surveys		
6.3	Old Viaduct – Assessment and Recommendations for Steel Repairs		
6.4	Site Drainage – Design Report and Plans		
6.5	Maintenance and Protection of Traffic / Construction Staging Plans		
6.6	Lead Paint Removal, Disposal & Painting Plans		
6.7	Architectural Enhancements (Bus Canopies & Pedestrian Bridge)		
6.8	Ramp A (BIN 2270180)		
6.9	Ramp B (BIN 2269770)		
6.10	Ramp C (BIN 2269780)		
6.11	Ramp D (BIN 2269730)		
6.12	Bus Station North (BIN 2269740)		
6.13	Bus Station South (BIN 2269750)		
6.14	Bus Exit Ramp – Old Viaduct (BIN 2269790)		
6.15	Pedestrian Breezeway (BIN 2270170)		
6.16	North Ramp (BIN 2269760)		
6.17	North Municipal Parking Field		
6.18	Bus Canopy Package		
6.19	Public Utilities (Exclusive of Site Drainage)		
7.0	Construction Support Services		
7.1	Site Drainage		
7.2	Maintenance and Protection of Traffic		

NYCDOT DIVISION OF BRIDGES
 Rehabilitation of SI Ferry Ramps

	Milestone	Dollar Amount	Total
7.3	Lead Paint Removal, Disposal & Painting		
7.4	Ramp A (BIN 2270180)		
7.5	Ramp B (BIN 2269770)		
7.6	Ramp C (BIN 2269780)		
7.7	Ramp D (BIN 2269730)		
7.8	Bus Station North (BIN 2269740)		
7.9	Bus Station South (BIN 2269750)		
7.10	Bus Exit Ramp – Old Viaduct (BIN 2269790)		
7.11	Pedestrian Breezeway (BIN 2270170)		
7.12	North Ramp (BIN 2269760)		
7.13	North Municipal Parking Field		
7.14	Bus Canopy Package		
7.15	Public Utilities (Exclusive of Site Drainage)		
8.0	Construction of Ramp A (BIN 2270180)		
8.1	Maintenance and Protection of Traffic		
8.2	Demolition/Clearing Site/Temporary Shielding		
8.3	Concrete Abutment Repair / Modifications / Pedestal Reconstruction		
8.4	Superstructure Replacement Including Bearings, Beams, Deck & Joints		
8.5	Concrete Barrier Construction (Bridge and Approaches)		
8.6	Bridge Mounted Fencing		
8.7	Miscellaneous Approach and Plaza Restoration Work		
9.0	Construction of Ramp B (BIN 2269770)		
9.1	Maintenance and Protection of Traffic		
9.2	Demolition/Clearing Site/Temporary Shielding		
9.3	Concrete Substructure Repair Including Pedestal Reconstruction		
9.4	Concrete Deck and Sidewalk Construction Including Installation of Shear Studs and Expansion Joints		
9.5	Concrete Barrier and Parapet Construction		
9.6	Bridge Mounted Fencing		
9.7	Containment System		
9.8	Cleaning Exist Structural Steel (Lead Abatement Required)		
9.9	Painting Exist Structural Steel (Paint System B')		
9.10	Painting Exist Structural Steel (Paint System K')		
9.11	Structural Steel Repair / Modifications & Bearing Replacement		
9.12	Bridge Drainage System Replacement Incl. Scuppers & Downspouts		

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 Rehabilitation of SI Ferry Ramps

	Milestone	Dollar Amount	Total
9.13	Bridge Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		
9.14	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
9.15	Temporary Lighting System		
9.16	Pigeon Deterrent System		
9.17	Misc. Repair/Restoration Work Incl. Re-Install Sidewalk Canopy		
10.0	Construction of Ramp C (BIN 2269780)		
10.1	Maintenance and Protection of Traffic		
10.2	Demolition/Clearing Site/Temporary Shielding		
10.3	Concrete Substructure Repair Including Pedestal Reconstruction		
10.4	Concrete Deck and Sidewalk Construction Including Expansion Joints		
10.5	Concrete Barrier and Parapet Construction		
10.6	Bridge Mounted Fencing		
10.7	Containment System		
10.8	Cleaning Exist Structural Steel (Lead Abatement Required)		
10.9	Painting Exist Structural Steel (Paint System B')		
10.10	Painting Exist Structural Steel (Paint System K')		
10.11	Structural Steel Repair / Modifications & Bearing Replacement		
10.12	Bridge Drainage System Replacement Including Scuppers, Overhead Pipes and Downspouts		
10.13	Bridge Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		
10.14	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
10.15	Temporary Lighting System		
10.16	Miscellaneous Approach Repair/Restoration Work		
11.0	Construction of Ramp D (BIN 2269730)		
11.1	Maintenance and Protection of Traffic		
11.2	Demolition/Clearing Site/Temporary Shielding		
11.3	Concrete Substructure Repair Including Pedestal Reconstruction		
11.4	Concrete Deck and Sidewalk Construction Including Expansion Joints		
11.5	Fascia Mounted Fencing		
11.6	Containment System		
11.7	Cleaning Exist Structural Steel (Lead Abatement Required)		
11.8	Painting Exist Structural Steel (Paint System B')		

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 Rehabilitation of SI Ferry Ramps

	Milestone	Dollar Amount	Total
11.9	Painting Exist Structural Steel (Paint System K')		
11.10	Structural Steel Repair / Modifications & Bearing Replacement		
11.11	Bridge Drainage System Replacement Incl. Scuppers & Downspouts		
11.12	Bridge Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		
11.13	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
11.14	Temporary Lighting System		
11.15	Pigeon Deterrent System		
11.16	Miscellaneous Approach Repair/Restoration Work		
12.0	Construction of Bus Station North (BIN 2269740)		
12.1	Maintenance and Protection of Traffic		
12.2	Demolition/Clearing Site/Temporary Shielding		
12.3	Encasement Repair (Columns and Underside of Terminal Ped. Ramps)		
12.4	Concrete Deck, Bus Platform Sidewalk and Traffic Divider Construction Including Expansion Joints		
12.5	Concrete Deck Repair and Waterproofing Membrane (Over Terminal)		
12.6	Lightweight Concrete Overlay Construction		
12.7	Concrete Barrier Construction		
12.8	Bridge Mounted Fencing		
12.9	Containment System		
12.10	Cleaning Exist Structural Steel (Lead Abatement Required)		
12.11	Painting Exist Structural Steel (Paint System B')		
12.12	Painting Exist Structural Steel (Paint System K')		
12.13	Structural Steel Repair / Modifications		
12.14	Bridge Drainage System Replacement Including Scuppers, Overhead Pipes and Downspouts		
12.15	Bridge Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		
12.16	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
12.17	Temporary Lighting System		
12.18	Pigeon Deterrent System		
13.0	Construction of Bus Station South (BIN 2269750)		
13.1	Maintenance and Protection of Traffic		
13.2	Demolition/Clearing Site/Temporary Shielding		

	Milestone	Dollar Amount	Total
13.3	Concrete Deck and Bus Platform Sidewalk Construction Including Exp. Joints		
13.4	Concrete Barrier Construction		
13.5	Bridge Mounted Fencing		
13.6	Reconstruction of Bus Canopy Brick Walls with Steel Grating Infill		
13.7	Containment System		
13.8	Cleaning Existing Structural & Bus Canopy Steel (Lead Abatement Required)		
13.9	Painting Exist Structural Steel (Paint System B')		
13.10	Painting Exist Structural & Bus Canopy Steel (Paint System K')		
13.11	Structural Steel Repair / Modifications		
13.12	Bridge Drainage System Replacement Including Scuppers, Overhead Pipes and Downspouts		
13.13	Bridge Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		
13.14	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
13.15	Temporary Lighting System		
13.16	Pigeon Deterrent System		
14.0	Construction of Bus Exit Ramp –Old Viaduct (BIN 2269790)		
14.1	Maintenance and Protection of Traffic		
14.2	Encasement Removal/Temporary Shielding (for the purposes of inspection)		
14.3	Demolition/Clearing Site/Temporary Shielding (for the purposes of deck reconstruction)		
14.4	Concrete Substructure Repair including Pedestal Reconstruction		
14.5	Concrete Deck, Sidewalks and Approach Slab Construction Including Expansion Joints		
14.6	Concrete Parapet Construction		
14.7	Bridge Mounted Fencing		
14.8	Steel Bridge Railing		
14.9	Containment System (Limited Areas)		
14.10	Cleaning Exist Structural Steel (Limited Areas of Lead Abatement Required)		
14.11	Painting Exist Structural Steel (Paint System B')		
14.12	Painting Exist Structural Steel (Paint System K')		
14.13	Bearing Replacement		
14.14	Bridge Drainage System Replacement Including Scuppers, Overhead Pipes and Downspouts		
14.15	Bridge Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		

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	Milestone	Dollar Amount	Total
14.16	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
14.17	Temporary Lighting System		
14.18	Pigeon Deterrent System		
14.19	Miscellaneous Approach Repair/Restoration Work		
15.0	Construction of Pedestrian Breezeway (BIN 2270170)		
15.1	Demolition/Clearing Site/Temporary Shielding Including Removal of Roof (Asbestos Abatement Required) and Stairs to Ramp B		
15.2	Concrete Column Base Repair		
15.3	Concrete Deck Construction including Expansion Joints		
15.4	Containment System		
15.5	Cleaning Exist Structural Steel (Lead Abatement Required)		
15.6	Painting Exist Structural Steel (Paint System K')		
15.7	Structural Steel Repair Including Modifications to South Fascia Girder Due to Stair Removal		
15.8	Metal Roof Construction		
15.9	Ceiling Mounted Lighting System Replacement Including Additional Permanent Lighting as Required		
15.10	Underbridge Lighting System Replacement Including Additional Permanent Lighting as Required		
15.11	Temporary Lighting System		
15.12	Pigeon Deterrent System		
16.0	Construction of North Ramp (BIN 2269760)		
16.1	Maintenance and Protection of Traffic		
16.2	Reconstruction of SIRTOA Stadium Station Stairs		
16.3	Clearing Site / Foundation Excavation (Assume Excess Excavation Material to be Classified as Contaminated, Non-Hazardous, Non-Petroleum Industrial Waste for Hauling and Disposal purposes)		
16.4	Hauling and Disposal of Contaminated Excess Excavation Material Classified as Non-Hazardous, Petroleum Contaminated Waste (Unit price based on assumed proposal quantity of 100 tons)		
16.5	Hauling and Disposal of Contaminated Excess Excavation Material Classified as Hazardous Waste (Unit price based on assumed proposal quantity of 25 tons)		
16.6	Bridge Foundations (Including possible dewatering operations)		
16.7	Bridge Substructure including Abutment Modifications (Richmond Terrace)		

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	Milestone	Dollar Amount	Total
16.8	Bridge Superstructure including Deck and Sidewalk		
16.9	Ramp Foundations (Including possible dewatering operations)		
16.10	Ramp Retaining Walls		
16.11	Ramp Fill and Paving		
16.12	Ramp Sidewalks		
16.13	Bridge / Ramp Barrier and Parapet		
16.14	Bridge / Ramp Fencing		
16.15	Bridge / Ramp Drainage System		
16.16	Bridge / Ramp Lighting System		
16.17	Pigeon Deterrent System		
16.18	Approach Tie-In Work at Richmond Terrace		
16.19	Approach Tie-In Work at Waterfront Street		
16.20	Restoration of EDC Parking Lot (Pavement & Stripping)		
16.21	Restoration of EDC Parking Lot Landscaping		
16.22	Demolition and Disposal of Exist. North Ramp Bridge – Deck / Superstructure (Including Temp. Shielding and Lead Abatement Prior to Steel Demolition)		
16.23	Demolition, Disposal and Backfilling of Existing North Ramp Bridge – Substructure / Foundations (Asbestos Abatement Prior to Abutment Demo.)		
16.24	Demolition, Disposal and Backfilling of Existing North Ramp - Retaining Wall / Foundation (Assume Asbestos Abatement Required Prior to Wall Demo.)		
17.0	North Municipal Parking Field		
17.1	Modifications to Existing Lot to Accommodate Relocated Taxi Stand		
17.2	Clearing Site (Includes Milling and Excavation for Base Course)		
17.3	Installation of Rolled Gravel Base (Including Existing Pavement Repair)		
17.4	Installation of Bituminous Concrete Surface Course & Re-striping		
17.5	Security Fencing		
17.6	Site Drainage		
17.7	Site Lighting		
18.0	Bus Canopy Package		
18.1	Bus Canopy - Architectural Work excluding Brick Wall Modifications & Cleaning and Painting Bus Canopy Steel		
18.2	Bus Canopy - Electrical Work including Holding Lights & PA System Upgrade		
18.3	Vestibule - Architectural Work		
18.4	Vestibule - Structural Work		
18.5	Vestibule - Mech./Elect./Plumbing Work		
19.0	Site Drainage		

	Milestone	Dollar Amount	Total
19.1	Clearing Site / Excavation		
19.2	Replacement / Modifications to Underground Site Drainage Systems (Including tie-in with bridge drainage systems)		
19.3	Backfill and Restoration of Site		
20.0	Public Utilities ¹ (Exclusive of site drainage work)		
21.0	Demobilization (Including Site Restoration)		
	SUBTOTAL USED FOR PROPOSAL EVALUATION		
22.0	Allowance for Architectural Enhancements (Bus Canopies and Pedestrian Bridge)	1,000,000.00	
23.0	Allowance for Flag Repairs	1,000,000.00	
24.0	Incidental Repairs	9,000,000.00	
25.0	Incentive (NYC-1943)	3,200,000.00	
26.0	Allowance for NYCT Disruptions ²	500,000.00	
27.0	Allowance for Anti-Icing System ³	5,000,000.00	
	ALLOWANCE SUBTOTAL⁴	\$19,700,000.00	
	TOTAL CONTRACT AMOUNT		

Note:

1. In the event there is a need for any Private Utility work beyond the limits of the Terminal (i.e. where such utilities are no longer under the ownership of New York City), there must be a separate contract between the Company and the Utility Company as per Section U.
2. This item is to reimburse the Company for demonstrated losses incurred as a direct result of NYC Transit ordered disruptions to the Company's otherwise scheduled and approved work operations. This will apply to any entity of NYC Transit including but not limited to SIRTOA and Bus Operations.
3. This item is included as a budgetary allowance for future anticipated work related to designing, furnishing and installing an anti-icing system at the St. George Ferry Terminal. The scope of this work will be finalized prior to Notice to Proceed.
4. The value of the Allowance Subtotal shall not be considered in the total for computing DBE subcontracting percentages.

re-use on site, then the Company may request approval for its re-use with the understanding, if granted, that NYCDOT reserves the right to request a negotiated credit for the difference of furnishing new fill material versus re-using existing.

In addition to soil borings, a groundwater monitoring well was installed at the location where the new North Ramp is to be constructed. Depth to groundwater was found to vary between 5 and 7 feet below grade. Two rounds of groundwater sampling and analysis were performed. One compound, Tetrachloroethene, was found to slightly exceed NYSDEC TAGM for groundwater quality (9.1 ug/l vs. DEC standard of 5.0 ug/l). The results are discussed in the Geotechnical Report in Section 5 of Exhibit A in Book 2: Volume 1. Should dewatering be required, the Company shall prepare and submit a plan on how the dewatering process will occur, expected volumes, storage requirements, treatment requirements, and disposal needs. All dewatering, treatment, and disposal needs are to be in compliance with applicable regulatory requirements. This plan will be submitted to the Engineer for review, comment and approval.

For bidding purposes, Proposers shall assume that groundwater in the vicinity of the proposed North Ramp is not contaminated.

14. **BRIDGE LIGHTING**

New bridge lighting is to be designed and constructed to meet current NYCDOT Street Lighting standards and illumination levels.

Existing lighting standards are mounted on steel bridge barriers and are to be removed and replaced with concrete barriers. During construction temporary lighting will need to be installed to provide the minimum required illumination level as per NYCDOT standards until the permanent system is in place and operational.

The electrical systems design, removal, and construction, and installation shall conform to the applicable sections of the current National Electric Code (NFPA) and the National Electric Safety Code (IEEE).

Underbridge lighting shall be designed to provide sufficient level of illumination in all public areas as well as throughout the track area of the St. George Interlocking.

Underbridge lighting in the areas over SIRTOA's ROW will be maintained and operated by SIRTOA as per the Memorandum of Understanding between NYCDOT and SIRTOA included in Exhibit J of this Book. The lighting system in this area shall be designed such that it is accessible for future maintenance by SIRTOA forces and that it is metered independent of the rest of the bridge lighting on this project. The Company is to coordinate with and submit lighting plans to SIRTOA for their review and approval.

Additionally, temporary underbridge lighting systems shall be provided to illuminate parking lot and track areas wherever permanent lighting has been temporarily removed and / or obstructed by construction shielding.

The existing on-site power supply shall be considered sufficient for the purposes of feeding the new bridge lighting systems.

15. **BRIDGE FENCING**

Pedestrian fencing is required on all bridges crossing over persons or over property that can be damaged by thrown objects. This includes sidewalks, parking areas and SIRTOA ROW. Fencing should be of metallic mesh and the maximum opening size of the mesh used shall be one-inch. The fencing shall have a minimum height of 8'-0" above top of the sidewalk. The top of the post

However for the purposes of bidding repair items, the Company shall base their estimate of rehabilitated / repair items (e.g. structural steel repairs, concrete repair, re-pointing of masonry, etc.) on the quantities provided in the following quantity tables. This applies only to rehabilitation/repair items; for all other occasions, the Company is responsible for developing their own quantities based on their proposed replacement scheme.

For bidding purposes, Proposers are further directed to use the encasement removal quantities shown in the Quantity Table for the Old Viaduct (BIN 2269790).

For bidding purposes, Proposers are directed to use the bridge lighting quantities shown in the Quantity Tables for the individual bridges when determining bid prices for the Bridge (On and Under) Lighting Work. The bid price for all permanent lighting work required by design to satisfy current codes above and beyond these quantities should be included under the bid item Bridge (On and Under) Additional Permanent Lighting Work.

For bidding purposes, Proposers are directed to use the quantities shown in the Estimated Quantity Table (Drainage System) for determining a bid price for Replacement / Modifications to Underground Site Drainage Systems. However, these are estimated quantities for complete system replacement based on the information found on the existing drainage drawings provided in Section 2 – Preliminary Drawings. Should the actual constructed quantities be less than those estimated for complete system replacement it is expected that the City will receive a negotiated credit for the difference between the bid price for complete replacement versus the work actually performed.

The following is a list of the Quantity Tables provided in this section:

Summary

Ramp A (BIN 227010)
Ramp B (BIN 2269770)
Ramp C (BIN 2269780)
Ramp D (BIN 2269730)
Bus Station North (BIN 2269740)
Bus Station South (BIN 2269750)
Old Viaduct (BIN 2269790)
Pedestrian Breezeway (BIN 2270170)
North Ramp (BIN 2269760)
North Municipal Parking Field
Bus Canopy Package
Site Drainage (Existing)

RAMP B – Bus Entrance Ramp (BIN 2269770)

- Installation of temporary shielding over SIRTOA ROW and parking lot for the full limits of the bridge
- Demolition of existing concrete deck and sidewalk including removal of steel barriers, bridge mounted lights and drainage system.
- Repair of concrete abutment and reconstruction of concrete pedestals.
- Installation of shear connectors on all girders, stringers and pier caps.
- Construction of concrete deck and sidewalk on south fascia.
- Construction of concrete barrier on north fascia with straight fencing on top and concrete parapet with curved-top fencing on south fascia.
- Installation of new expansion joints with supplemental trough systems.
- Replacement of fascia connection angles at fixed-fixed pier caps.
- Refurbishment of sliding stringer connections at expansion piers.
- Replacement of slotted fascia connection angles at expansion – fixed pier caps.
- Replacement of steel bearings at west abutment.
- Installation and operation of containment system.
- Cleaning (100% lead abatement) and painting of existing structural steel
- Installation of new drainage system including all catch basins, downspouts and tie-ins to new underground drainage system. (New bridge drainage system is to carry stormwater overhead when over SIRTOA ROW.)
- Replacement of existing bridge mounted light standards with code compliant units.
- Installation on additional bridge mounted units as necessary to satisfy current codes.
- Replacement of existing under bridge lighting units with code compliant units.
- Installation of additional under bridge lighting units as necessary to satisfy codes and SIRTOA' requirements.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction. This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.
- Re-pointing of masonry wall on west approach
- Installation of pigeon deterrent system over pedestrian / vehicular areas.
- Removal, storage and re-installation of canopy structure on sidewalk.

RAMP C – Commuter and Employee Entrance (BIN 2269780)

- Installation of temporary shielding over SIRTOA ROW for the full limits of the bridge.
- Demolition of existing concrete deck and sidewalk including removal of steel barriers, bridge mounted lights and drainage system.
- Repair of concrete abutments and reconstruction of concrete pedestals.
- Construction of concrete deck and sidewalk on south fascia and replacement of existing shear connectors if and where damaged during demolition of existing deck.
- Construction of concrete barrier on north fascia with straight fencing on top and concrete parapet with curved-top fencing on south fascia.
- Installation of new expansion joints with supplemental trough systems.
- Replacement of fascia connection angles at fixed-fixed pier caps.
- Replacement of steel bearings on both abutments.
- Installation and operation of containment system.

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Rehabilitation of SI Ferry Ramps

- Cleaning (100% lead abatement) and painting of existing structural steel
- Installation of new drainage system including all catch basins, downspouts and tie-ins to new underground drainage system. (New bridge drainage system is to carry stormwater overhead when over SIRTOA ROW.)
- Replacement of existing bridge mounted light standards with code compliant units.
- Installation on additional bridge mounted units as necessary to satisfy current codes.
- Replacement of existing under bridge lighting units with code compliant units.
- Installation of additional under bridge lighting units as necessary to satisfy codes and SIRTOA' requirements.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction. This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.
- Miscellaneous approach work including repair of concrete sidewalks and re-pointing of masonry wall.

RAMP D – Commuter and Employee Exit Ramp – (BIN 2269730)

- Installation of temporary shielding over SIRTOA ROW and parking lot for the full limits of the bridge
- Demolition of existing concrete deck and sidewalk including removal of bridge mounted lights and drainage system and clearing of debris from west abutment bridge seat.*
- Repair of concrete abutments and reconstruction of concrete pedestals.
- Construction of concrete deck and sidewalks on south and north fascia and replacement of existing shear connectors if and where damaged during demolition of existing deck.
- Installation of girder-mounted curved-top fencing on both fascias.
- Installation of new expansion joints with supplemental trough systems.
- Replacement of fascia connection angles at fixed-fixed pier caps.
- Refurbishment of sliding stringer connections at expansion piers.
- Replacement of slotted fascia connection angles at expansion – fixed pier caps.
- Replacement of deteriorated diaphragm members.
- Supplemental plating of deteriorated members.
- Replacement of fascia girder bottom flange angles.
- Replacement of steel bearings at both abutments.
- Installation and operation of containment system.
- Cleaning (100% lead abatement) and painting of existing structural steel*.
- Installation of new drainage system including all catch basins, downspouts and tie-ins to new underground drainage system. (New bridge drainage system is to carry stormwater overhead when over SIRTOA ROW.)
- Replacement of existing bridge mounted light standards with code compliant units.
- Installation on additional bridge mounted units as necessary to satisfy current codes.
- Replacement of existing under bridge lighting units with code compliant units.
- Installation of additional under bridge lighting units as necessary to satisfy codes and SIRTOA' requirements.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction.

This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.

- Re-pointing of masonry wall on both approaches.
- Installation of pigeon deterrent system over pedestrian / vehicular area.
 - * Prior to starting concrete demolition and/or abrasive blasting work on this bridge the Company shall furnish and install a temporary break room trailer for SIRTOA forces. Company is to coordinate with SIRTOA for location of temporary trailer.

BUS STATION NORTH – (BIN 2269740)

- Modifications to the northeast corner of the North Municipal Parking Field to provide an alternate location for taxi pick-up / drop-off service. (This work must be done prior to closing any Bus Ramp Lanes and must be maintained until all Bus Ramp Lanes are complete and open to traffic.)
- Installation of temporary shielding over SIRTOA tracks/station and parking lot area for the full limits of the bridge exclusive of the portion over the Terminal Building and the new pedestrian plaza area to the north.
- Demolition of existing concrete deck (single slab) adjacent to Ramp B (BIN 2269770) and in travel lane portion of Bus Ramp A**.
- Demolition of existing lightweight overlay and concrete deck in travel lane portions of Bus Ramp B, C, D and Taxi Ramp (limited to areas of original deck over SIR station and parking lot).
- Removal of bituminous concrete overlay and lightweight concrete overlay including bus platform sidewalks and traffic dividers. (Underlying structural slab is to remain over Terminal Building area. See Section 2 – Preliminary Plans in this Exhibit for limits of slab removal.)
- Removal of steel bridge barrier, bridge mounted lights and drainage system.
- Construct concrete deck (single slab) adjacent to Ramp B (BIN 2269770) and in travel lane portion of Bus Ramp A.
- Construct concrete deck (double slab area) in travel lane portions of Bus Ramp B, C, D and Taxi Ramp (limited to areas over SIR station and parking lot).
- Repair of existing concrete structural slab as needed over terminal building and installation of waterproofing membrane over full limits of double slab area.
- Installation of lightweight concrete overlay slab including traffic dividers and bus platform sidewalks.
- Installation of new expansion joints with supplemental trough systems.
- Construction of concrete barrier and straight fencing along north fascia (Bus Ramp A).
- Replacement of deteriorated diaphragm members.
- Installation and operation of containment system (full limits of bridge).
- Cleaning (100% lead removal) and painting of existing exposed structural steel. Removal of encasement and painting of beams recently installed under Terminal Reconstruction project (located in the northeast corner of the station) is not part of the project scope.
- Column encasement repair where needed.
- Replacement of existing drainage system including all catch basins, downspouts and tie-ins to new underground drainage system. (New bridge drainage system is to carry stormwater overhead when over SIRTOA ROW.)
- Replacement of existing bridge mounted light standards with code compliant units.

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- Installation on additional bridge mounted units as necessary to satisfy current codes.
- Replacement of existing under bridge lighting units with code compliant units.
- Installation of additional under bridge lighting units as necessary to satisfy codes and SIRTOA' requirements.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction. This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.
- Installation of pigeon deterrent system over pedestrian / vehicular area / SIR Station Platforms.
** The Company shall furnish and install (or relocate existing) NYCT - Surface Operation's Breakroom Trailer to facilitate deck replacement on Bus Ramp A. Work to be coordinated with NYCT -Surface Operations.

BUS STATION SOUTH – (BIN 2269750)

- Prior to start of work Company to provide alternate location for taxi pick-up / drop-off so that four bus lanes can be maintained at all times during deck replacement work.
- Installation of temporary shielding over SIRTOA tracks/station and parking lot area for the full limits of the bridge exclusive of the area under the new pedestrian plaza.
- Demolition of existing concrete deck, bus platform sidewalks and bus canopy brick walls*.
- Removal of steel fascia barriers, bridge mounted lights and drainage system.
- Construction of concrete deck and bus platform sidewalks.
- Installation of new expansion joints with supplemental trough systems.
- Construction of brick walls with steel grating infill and aluminum lattice covering at Bus Ramps A through D. (Walls are to be reconstructed in accordance with the details shown in the Bus Canopy Package Plans. Cost of reconstructing these walls will be paid for under the Item: Reconstruction of Bus Canopy Brick Walls with Steel Grating Infill)
- Construction of concrete barriers w/straight fencing on top along south and west fascias.
- Replacement of cracked fascia connection angles at fixed-fixed pier caps.
- Installation and operation of containment system (for full limits of the bridge).
- Cleaning (100% lead removal) and painting of existing exposed structural steel. Removal of encasement and painting of beams recently installed under Terminal Reconstruction project (located in the northeast corner of the station) is not part of the project scope*.
- Installation of new drainage system including all catch basins, downspouts and tie-ins to new underground drainage system. (New bridge drainage system is to carry stormwater overhead when over SIRTOA ROW.)
- Replacement of existing bridge mounted light standards with code compliant units.
- Installation on additional bridge mounted units as necessary to satisfy current codes.
- Replacement of existing under bridge lighting units with code compliant units.
- Installation of additional under bridge lighting units as necessary to satisfy codes and SIRTOA' requirements.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction. This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.

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- Installation of pigeon deterrent system over pedestrian / vehicular area and SIR Station Platforms.
- Prior to starting concrete demolition and/or abrasive blasting work on this bridge the Company shall furnish and install a temporary break room trailer for SIRTOA forces. Company is to coordinate with SIRTOA for location of temporary trailer.

OLD VIADUCT - Bus Exit Ramp – (BIN 2269790)

- Installation of temporary shielding for the purposes of encasement removal and inspection for the full limits of the bridge.
- Removal of encasement from superstructure and columns. (Prior to encasement removal the Company shall test a minimum of four additional areas with exposed structural over the SIR tracks to confirm the assumption that the concrete encased steel does not contain lead based paint.)
- Inspection of structural steel – see design service item – Old Viaduct Assessment and Recommendations for Steel Repair.
- Demolition of concrete deck and sidewalks (portion of deck with new pedestrian plaza to remain) and west approach slab.
- Removal of bridge railings, bridge mounted lights and fencing on south sidewalk and existing drainage system.
- Repair of concrete abutments and reconstruction of concrete pedestals.
- Construction of concrete deck, sidewalks and west approach slab.
- Installation of steel railing with concrete parapet and curved top fencing on south fascia and installation of TL-4 rated steel railing on north fascia with curved-top fencing on north fascia.
- Installation of new expansion joints with supplemental trough systems.
- Replacement of existing bearings on the West Abutment and Piers 3 and 5.
- Structural steel repairs of deteriorated members (repair type and limits to be recommended upon inspection of exposed steel by the Company and submitted to the Department for approval – cost to be paid for under Incidental Repair Item)
- Installation and operation of containment system.
- Cleaning and painting of existing structural steel. (Note only the south column and east fascia beam of Bent 7 are known to have lead-based paint.)
- Installation of new drainage system including all catch basins, downspouts and tie-ins to new underground drainage system. (New bridge drainage system is to carry stormwater overhead when over SIRTOA ROW.)
- Removal, storage and re-installation of existing bridge mounted light standards on north sidewalk.
- Replacement of existing bridge mounted light standards on south fascia with code compliant units.
- Installation on additional bridge mounted units on south fascia as necessary to satisfy current codes.
- Replacement of existing under bridge lighting units with code compliant units.
- Installation of additional under bridge lighting units as necessary to satisfy codes and SIRTOA' requirements.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction.

This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.

- Re-pointing of masonry wall on west approach.
- Installation of pigeon deterrent system over SIR train storage area.

PEDESTRIAN BRIDGE – 69th Street Terminal Building Overpass (BIN 2270170)

- Installation of temporary shielding for the full limits of the bridge.
- Demolition of existing concrete deck including removal of stairs to Ramp B and concrete roof. (Note: Utilities are currently supported by attachments embedded in the concrete roof. These utilities will have to be temporarily supported during the demolition of the roof. Additionally the insulation material around these utility pipes contains asbestos therefore special handling will be required.)
- Repair of concrete column bases.
- Construction of concrete deck and expansion joints.
- Installation and operation of containment system.
- Cleaning (100 % lead abatement) and painting of existing structural steel including stairs to Passenger Drop-Off / Pick-Up Area.
- Modifications to south fascia girder to eliminate the opening left by the stair removal.
- Construction of new metal roof with ceiling panels to cover utilities. (Note: Ceiling panels to be detailed flush with bottom flange of roof beams to eliminate space for roosting pigeons and removable to allow for future access to utilities)
- Replacement of existing lighting units with new code compliant recessed lighting units in ceiling panels.
- Installation of additional recessed lighting units in ceiling panel as necessary to satisfy current codes.
- Replacement of existing underdeck lighting units with new code compliant units.
- Installation of additional underdeck lighting units as necessary to satisfy current codes.
- Installation, maintenance and removal of temporary lighting systems both above and below bridge deck as needed to safely illuminate areas impacted during construction. This includes areas where permanent lights have been temporarily removed or blocked by construction shielding.
- Installation of pigeon deterrent system on underside of bridge. (Note: Existing pigeon spikes to be removed from underside of bridge)

NORTH RAMP – Entrance and Exit to North Commuter and Stadium Lots – (BIN 2269760)

- Relocation of existing stairway to SIR platform to provide clearance for new ramp.
- Excavation for new North Ramp foundation.
- Hauling and disposal of excess excavation material. (Note: Based on the results of soil sampling at the site Proposers should assume any excess excavation material will be classified as Contaminated, Non-Hazardous, Non-Petroleum Industrial Waste. Should soil testing by the Company at the time of construction indicate that the excess material should be classified as Contaminated, Non-Hazardous, Petroleum Contaminated Waste or Hazardous Waste the Company will be paid the unit price bid for these items. (See the Geotechnical and Environmental Sampling and Testing Report in Section 5 and the Environmental Analysis Plan in Section 6 of Exhibit A in Book 2: Volume 1 for more information on the soil conditions at the site.)

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- Construction of new ramp foundations. (Note: Two rounds of groundwater sampling and analysis were performed at the site as part of the preliminary engineering efforts. The testing found one compound, Tetrachloroethene, to slightly exceed NYSDEC TAGM for groundwater quality. Therefore the Company is advised that should their foundation design and chosen method of construction require dewatering they will be required to perform additional groundwater testing to confirm whether contaminants are present. If new testing indicates that the groundwater is contaminated and then the Company will need to prepare and submit a plan on how the dewatering process will occur, expected volumes, storage requirements, treatment requirements, and disposal needs. All dewatering, treatment, and disposal needs are to be in compliance with applicable regulatory requirements. The cost associated with dewatering, if anticipated, should be included in the lump sum prices bid for Bridge / Ramp Foundations, however at present Proposers shall assume no pre-treatment of groundwater will be necessary. (See the Geotechnical and Environmental Sampling and Testing Report in Section 5 and the Environmental Analysis Plan in Section 6 of Exhibit A in Book 2: Volume 1 for more information on the groundwater conditions at the site.)
- Construction of new ramp bridge substructure including modifications to existing Richmond Terrace abutment.
- Construction of ramp retaining wall.
- Construction of new ramp superstructure including bridge deck, sidewalk with concrete parapet and fencing on south fascia and concrete barrier with fencing on north fascia.
- Construction of new bridge ramp roadway on retained fill.
- Installation of bridge/ramp lighting and drainage.
- Approach tie-in work at Richmond Terrace including construction of new sidewalk and parapet wall to close in void left by removal of existing North Ramp.
- Approach tie-in work at the waterfront street including modifications as necessary to the esplanade area to ensure safe pedestrian passage.
- Restoration of stadium parking lot area including paving and re-stripping and restoration of landscaping and detention basins. (The cost of restoration should consider the potential need to re-strip/re-configure the entire east stadium lot in order to minimize the total loss of parking spaces.)
- Demolition of existing North Ramp structure including foundation removal to a minimum depth of 2' below final grade.
- Disposal of demolition material in accordance with State and City regulations.
- Backfilling bridge / ramp foundation removal areas with suitable material.
- Restoration of any existing fencing disturbed during demolition operations.

North Municipal Parking Field

- Modifications to accommodate temporary taxi stand and restoration of area once taxis are relocated back to the Bus Station. This will include signing in the terminal to direct taxi users to the new location and at the stand itself. (This is to be coordinated with representatives of the NYCDOT Taxi Program and Passenger Transport Division.)
- Construction of a 4" rolled gravel base in area of lot formerly occupied by the existing North Ramp.
- Repair of localized areas of deteriorated pavement throughout the entire lot.

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- Milling and re-surfacing of bituminous concrete pavement (staged to maintain a minimum of 300 parking spaces at all times) for entire lot including area formerly occupied by the existing North Ramp.
- Re-stripping of parking lot. (This is to be coordinated with and approved by NYCDOT Parking Bureau.)
- Installation of new security fencing if and where needed to enclose entire perimeter of the expanded North Municipal Parking lot due to demolition of the existing North Ramp retaining walls. New security fencing to match existing perimeter security fencing.
- Repairs if and where needed to existing lighting system and potential addition of new ground mounted light standards to replace lighting formerly mounted to the North Ramp.
- Re-setting of existing catch basins and repairs to existing drainage system if and where needed. Possible installation of new catch basins with tie-in to existing drainage system in the area formerly occupied by the North Ramp.

Bus Canopy Package

Construct all work contained in the Bus Canopy Package drawings included in Section 3 of this Exhibit with the following exception(s):

- All work relative to the repair of the bus canopy platforms and modifications to the brick walls. The existing canopy platforms and brick walls will be removed as part of the deck reconstruction work on Bus Station South. The cost to completely reconstruct these walls in accordance with the details given in the Bus Canopy package shall be paid for under the item Reconstruction of Brick Canopy Wall with Steel Grating Infill in Bus Station South.
- All work relative to painting the bus canopy steel. The canopy steel shall be cleaned and painted in accordance with the requirements of Exhibit I in Book 2: Volume 2 and paid for under the Cleaning and Painting Existing Structural Steel item in Bus Station South.

The following items are to be added to the Bus Canopy Package work:

- Replace existing Public Address System as per NYCT requirements
- Replace existing Holding Light System as per NYCT requirements

Site Drainage

The actual extent of construction is dependent on the Company's inspection findings and design/construction strategy to ensure unrestricted flow from the project bridges and the North Municipal Parking Field to the various outfall locations in the Upper New York Bay. Proposers shall assume for Price Proposal purposes that the entire stormwater drainage system up to but not including existing outfalls will require replacement with a fully code compliant system. However, should the approved strategy be less than complete system replacement it is expected that the City will receive a negotiated credit for the difference between the bid price for complete replacement versus the work actually performed.

Public Utilities (Exclusive of Site Drainage):

All public utilities within the contract limits, such as storm water drainage, sanitary sewers, hydrants, water pipes, street lighting, SIRTOA signals and communication lines, etc. shall be maintained during the entire length of construction. It will be the Company's responsibility to temporarily protect, support and/or relocate these utilities as required based on the nature of the

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proposed work. No separate payment will be made to temporarily protect, support and/or relocate utilities shall be considered included the Company's Price Proposal.

However the cost to permanently relocate a utility or repair/upgrade a public service at the request of the owner will be paid for under this item provided it is not already covered under a separate item in the contract such as site drainage.

Architectural Enhancements (Bus Canopies & Pedestrian Bridge)

The actual extent of construction is dependent on the approved enhancement strategies.

PRELIMINARY QUANTITIES - SUMMARY TABLE

ITEM NO.	ITEM DESCRIPTION	Units	Ramp A	Ramp B	Ramp C	Ramp D	Old Viaduct	Bus Station South	Bus Station North	Ped Bridge	North Ramp
8	Structural Steel (Repair)										
a	Replace Fascia Conn. Angle at F/F Pier	EA		20	4	6		6			
b	Refurbish Sliding Stringer Conn at Exp Pier	EA		51		12					
c	Replace Fascia Conn. Angle at E/F Pier	EA		18		4					
d	Stringer / Diaphragm Replacement	EA				9			3		
e	Supplemental Plating	EA				1					
f	Fascia Flange Repair	EA				1					
9	Cleaning Existing Steel										
a	Superstructure (Lead Abatement)	SF		150,000	26,900	73,800		363,500	153,000	13,000	
b	Columns (Lead Abatement)	SF		34,600	800	4,700		35,000	28,500	2,500	
c	Bus Canopies (Lead Abatement)	SF									
d	Superstructure (Isolated Lead Abatement)	SF					86,600				
e	Columns (Isolated Lead Abatement)	SF					4,900				
10	Painting Existing Steel										
a	Superstructure	SF		150,000	26,900	73,800	86,600	363,500	153,000	13,000	
b	Columns	SF		34,600	800	4,700	4,900	35,000	28,500	2,500	
c	Canopy Framing	SF						64,000	3,000		
11	Expansion Joint	LF	60	580	100	230	420	1,150	170	26	
12	Drainage										
a	Scuppers	EACH		14	4	13	2	58	17		
b	Downspouts (12' Diam.)	LF		600	80	400	24	700	225		
c	Overhead Pipe (12" Diam.)	LF			250	330	210	600			
d	Overhead Pipe (16" Diam.)	LF						1,200			
	Underground System			See Separate Estimate							
13	Lighting										
a	Bridge Mounted Units	EA		9	2	3	2	10	5	3	
b	Underdeck Units	EA		18	3	10	3	15	39	3	
14	Misc. Ramp/Approach Items										
a	Restore Asphalt Paving Blocks (1.5" Thick)	SF	700	16,000							
b	Re-Point Masonry Walls	SF		300	1,450	6,250	800				
c	Pedestrian Fencing	SF	125	9,500	2,000	8,050	3,600	3,500	900		
d	Steel Curbing	LF	100	1,000	300	1,200	520	3,150	1,300		
e	Lattice Structure, Remove / Reinstall	LS		1							
15	Misc. Bus Canopy Items										
15a	Brick Masonry Wall	SY						1,270			
15b	Steel grating w/ Aluminim Lattice Covering	SF						3,200			
	Bus Canopy / Automatic Doors / Vestibule/ Lifting Hook							SEE BUS CANOPY ESTIMATE & PLANS			
16	Misc. Pedestrian Bridge Items										
a	3 Ply Roofing on Concrete Slab	SF								4,800	
b	Stair Modifications	LS								1	
17	Pigeon Deterrent System	SF		46,150		11,400	19,600	111,000	53,600	3,000	10,925

QUANTITIES NOT GENERATED FOR NEW BRIDGE - SEE SEPARATE ESTIMATE FOR SF AREA

Preliminary Quantity Estimate for Ramp B (BIN 2269770)

INDEX	ITEM DESCRIPTION	UNIT	QUANTITY	REMARKS
12	Drainage			
12a	Scuppers	EA	14	
12b	Downspouts	LF	600	Assumed average length of pipe is about 40 ft. @ each scupper / all downspouts to be 12" diameter
13	Lighting			
a	Bridge Mounted Units	EA	9	Assume all new units + wiring
b	Underdeck Units	EA	18	Assume all new units + wiring
	Misc. Ramp/Approach Items			
14a	Restore Asphalt Paving Blocks (1.5" thick)	SF	16,000	Assume sidewalk pavers to be restored - new sidewalk width to taper to accommodate Existing Lattice Structure
14b	Repoint Masonry Block Walls	SF	300	West Approach
14c	Pedestrian Fencing	SF	9,500	Straight fencing on north fascia and curved top on south fascia (1x1 SS wire mesh)
14d	Steel Curbing	LF	1,000	Along south curblin
17	Pigeon Deterrent System	SF	46,150	Spans over the parking lot

Notes:

- 1) No separate quantity for containment system. SF Area basically same as temp shielding. Could assume higher price for temp shielding to be used as containment system.
- 2) Column steel quantity shown separately since unit cost will need to reflect limited clearance to tracks.
Class 1A Containment will be difficult if not impossible near tracks (likely this will be done usinh hand tools w/ vacuum attachments).
- 3) For breakdown by Paint Systems see Exhibit I - Cleaning and Painting Requirements.

Preliminary Quantity Estimate for Ramp C (BIN 2269780)

INDEX	ITEM DESCRIPTION	UNIT	QUANTITY	REMARKS
12c	Overhead Pipe (12" Diam.)	LF	250	Overhead pipe to carry stormwater overhead across tracks until you get beyond tracks then drop down to tie into new underground system
13	Lighting			
a	Bridge Mounted Units	EA	2	Assume all new units + wiring
b	Underdeck Units	EA	3	Assume all new units + wiring
14	Misc. Ramp Items			
14b	Repoint Masonry Block Walls	SF	1,450	West Abutment
14c	Pedestrian Fencing	SF	2,000	Straight fencing on north fascia and curved top on south fascia (1x1 SS wire mesh)
14d	Steel Curbing	LF	300	Along south curblin on bridge and all four approach corners

Notes:

- 1) No separate quantity for containment system. SF Area basically same as temp shielding. Could assume higher price for temp shielding to be used as containment system.
- 2) Column steel quantity shown separately since unit cost will need to reflect limited clearance to tracks.
 Class 1A Containment will be difficult if not impossible near tracks (likely this will be done usinh hand tools w/ vacuum attachments).
- 3) For breakdown by Paint Systems see Exhibit I - Cleaning and Painting Requirements.

Preliminary Quantity Estimate for Ramp D (BIN 2269730)

INDEX	ITEM DESCRIPTION	UNIT	QUANTITY	REMARKS
13	Lighting			
a	Bridge Mounted Units	EA	3	Assume new units + wiring
b	Underdeck Units	EA	10	Assume new units + wiring
14	Misc. Ramp / Approach Items			
14b	Repoint Masonry Block Walls	SF	6,250	At West, East Approach & Retaining walls
14c	Pedestrian Fencing	SF	8,050	Curved top fencing mounted on both fascias (1x1 SS wire mesh)
14d	Steel Curbing	LF	1,200	Along both curblines on bridge and all four approach corners
17	Pigeon Deterrent System	SF	11,400	Spans over the road and walkway

Notes:

- 1) No separate quantity for containment system. SF Area basically same as temp shielding. Could assume higher price for temp shielding to be used as containment system.
- 2) Column steel quantity shown separately since unit cost will need to reflect limited clearance to tracks.
 Class 1A Containment will be difficult if not impossible near tracks (likely this will be done usinh hand tools w/ vacuum attachments).
- 3) For breakdown by Paint Systems see Exhibit I - Cleaning and Painting Requirements.

Preliminary Quantity Estimate for Bus Station South (BIN 2269750)

INDEX	ITEM DESCRIPTION	UNIT	QUANTITY	REMARKS
12	Drainage			
12a	Scuppers	EA	58	
12b	Downspouts	LF	700	Assume for now same as existing but w/ 12" diameter pipe
12c	Overhead Pipe (12" Diam.)	LF	600	Overhead pipe to carry stormwater overhead across tracks until you
12d	Overhead Pipe (16" Diam.)	LF	1,200	get beyond tracks then drop down to tie into new underground system
13	Lighting			
a	Bridge Mounted Units	EA	10	Assume new units + wiring
b	Underdeck Units	EA	15	Assume new units + wiring
14	Misc. Ramp / Approach Items			
14c	Pedestrian Fencing	SF	3,500	Straight fencing barrier mounted all south and west fascias (1x1 SS wire mesh)
14d	Steel Curbing	LF	3,150	Perimeter of four bus platforms and curb in taxi lane
15	Misc. Bus Canopy Items			
15a	Brick Masonry Wall	SY	1,270	
15b	Steel grating w/ Aluminim Lattice Covering	SF	3,200	See Bus Canopy Package Plans
17	Pigeon Deterrent System	SF	111,000	Spans over platforms

Notes:

- 1) No separate quantity for containment system. SF Area basically same as temp shielding. Could assume higher price for temp shielding to be used as containment system.
- 2) Column steel quantity shown separately since unit cost will need to reflect limited clearance to tracks.
 Class 1A Containment will be difficult if not impossible near tracks (likely this will be done usinh hand tools w/ vacuum attachments).
- 3) For breakdown by Paint Systems see Exhibit I - Cleaning and Painting Requirements.

Preliminary Quantity Estimate for Bus Exit Ramp – Old Viaduct (BIN 2269790)

INDEX	ITEM DESCRIPTION	UNIT	QUANTITY	REMARKS
12	Drainage			
12a	Scuppers	EA	2	Assumed 12.0 ft length of pipe at two locations - new pipe to be 12" Diam.
	Downspouts	LF	24	
12c	Overhead Pipe (12" Diam.)	LF	210	Overhead pipe to carry stormwater overhead across tracks until you get beyond tracks then drop down to tie into new underground system
13	Lighting			
a	Bridge Mounted Units	EA	2	Assume new units s. fascia + wiring
b	Underdeck Units	EA	3	Assume new units + wiring
14	Misc. Ramp / Approach Items			
14b	Repoint Masonry Block Walls	SF	800	At West Abutment
14c	Pedestrian Fencing	SF	3,600	Curved top fencing barrier mounted on south and deck mounted on north fascia (1x1 SS wire mesh)
14d	Steel Curbing	LF	520	Along both curblines on bridge and two west approach corners
17	Pigeon Deterrent System	SF	19,600	Span 1 and 4, 5, 6 and 7

Notes:

- 1) Until encasement is removed and structure is inspected level of structural steel repair is unknown.
- 2) Containment will be required for south column and east fascia beam of Bent 7 all other steel is assumed unpainted due to encasement.
- 3) For breakdown by Paint Systems see Exhibit I - Cleaning and Painting Requirements.

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

ACKNOWLEDGEMENT RECEIPT OF ADDENDUM #3

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**

TOGETHER WITH ALL WORK INCIDENTAL THERETO

I, _____
(NAME AND TITLE)

**A duly authorized representative of
(NAME OF PROPOSERS)**

**Acknowledge receipt of Addendum No. 3 dated May 22, 2008 for the Contract No. HBR1217 for
which Technical Proposals will be received by 2:00 PM on June 3, 2008.**