

**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 FOR THE REHABILITATION OF  
THE ST. GEORGE STATEN ISLAND FERRY TERMINAL RAMPS  
BOROUGH OF STATEN ISLAND  
CONTRACT No. HBR1217  
P.I.N. 84106SIBR096**

**Addendum # 5**

**January 7, 2008**

**This Addendum Is Hereby Made Part Of The Contract Documents**

**NOTE:**

**Attached please find:**

- 1. Section I – Timetable, Page 2-R2**
- 2. Section III: Scope of Services, Page 4-R of RFP Booklet**
- 3. Section III: Scope of Services, Page 5-R1 of RFP Booklet**
- 4. Appendix E, Page 5R3 of RFP Booklet**
- 5. Page 63-R3 of Book 1**
- 6. Schedule A, Page 187R of Book 1**
- 7. Progress Payment Schedule, Page 1550-R2 of Book 2:Volume 2**
- 8. Exhibit E – Preliminary Drawing List, Page 1577R of Book 2:Volume 2**
- 9. Pigeon Deterrent System – Limits of work, Page 1618R of Book 2:Volume 2**
- 10. Exhibit H, Page 1763R of Book 2:Volume 2**
- 11. Answers to Questions Raised to the Agency**
- 12. Additional Drawings – disk 1 of 5, disk 2 of 5, disk 3 of 5, disk4 of 5, disk 5 of 5**
- 13. Acknowledgement Receipt**

THE CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF BRIDGES

REQUEST FOR PROPOSAL

P.I.N. 84106SIBR096  
CONTRACT No. HBR1217

Design, Construction and Construction Support Services  
For the Rehabilitation of  
The St. George Staten Island Ferry Terminal Ramps  
Borough of Staten Island

BIN's: 2270180, 2269770, 2269780, 2269730, 2269740, 2269750, 2269790, 2270170, 2269760

ADDENDUM # 5  
January 7, 2008

- REFER TO: REQUEST FOR PROPOSALS, SECTION I – TIMETABLE, Page 2-R1, as amended in Addendum # 3.
- REPLACE: **Page 2-R1 in its entirety with Page 2-R2**
- REFER TO: REQUEST FOR PROPOSALS, SECTION III: SCOPE OF SERVICES, Page 4
- REPLACE: **Page 4 in its entirety with Page 4-R**
- REFER TO: REQUEST FOR PROPOSALS, SECTION III: SCOPE OF SERVICES, Page 5R, as amended in Addendum No. 2
- REPLACE: **Page 5R in its entirety with Page 5-R1**
- REFER TO: REQUEST FOR PROPOSALS, Section VII-ATTACHMENTS, APPENDIX E-R2 – PRICE PROPOSAL SHEET, Page 5R2, as amended in Addendum # 4
- REPLACE: **Page 5R2 in its entirety with Page 5R3**
- REFER TO: Book 1, Section 1.02, PRICE PROPOSAL SHEET, Page 63-R2, as amended in Addendum # 4
- REPLACE: **Page 63-R2 in its entirety with Page 63-R3**
- REFER TO: Book 1, Section 1.05, SCHEDULE A, Page 187
- REPLACE: **Page 187 in its entirety with Page 187R**

REFER TO: Book 2: Volume 2, EXHIBIT C – PROGRESS PAYMENT SCHEDULE, Page 1550-R1, as amended in Addendum # 4

**REPLACE: Page 1550-R1 in its entirety with Page 1550-R2**

REFER TO: Book 2: Volume 2, EXHIBIT E – PRELIMINARY DRAWING LIST, Page 1577

**REPLACE: Page 1577 in its entirety with Page 1577R**

REFER TO: PIGEON DETERRENT SYSTEM – LIMITS OF WORK drawing provided in Addendum # 4

**REPLACE: PIGEON DETERRENT SYSTEM – LIMITS OF WORK drawing provided in Addendum # 4 in its entirety with attached Page 1618R, PIGEON DETERRENT SYSTEM – LIMITS OF WORK**

REFER TO: Book 2: Volume 2, EXHIBIT E – SCOPE OF WORK, Preliminary Drawings, Page 1618

**REPLACE: Page 1618 in its entirety with Page 1618R, PIGEON DETERRENT SYSTEM – LIMITS OF WORK**

REFER TO: Book 2: Volume 2, EXHIBIT H – SPECIAL PROVISIONS FOR CONSTRUCTION, Page 1763

**REPLACE: Page 1763 in its entirety with Page 1763R**

## SECTION I - TIMETABLE

**A. Release Date of the Request for Proposals: October 9, 2007**

All questions and requests for additional information concerning this Request for Proposals should be directed to **Patrick Nestor**, Project Manager the Authorized Agency Contact Person at:

Telephone: (212) 788-2072  
Fax: (212) 788-1911  
Email: [pnestor@dot.nyc.gov](mailto:pnestor@dot.nyc.gov)

Proposers should submit in writing to Patrick Nestor all questions arising out of the pre-proposal conference no later than October 29, 2007. All other questions should **be submitted** no later than **January 11, 2008** since the Agency may be unable to respond to questions received after that date.

**B. Pre-Proposal Conference:**

**Date:** October 23, 2007  
**Time:** 10:30 AM  
**Location:** 2 Rector Street, 8<sup>th</sup> Floor Conference Room, NY, NY 10006

**C. Proposal Due Date and Time and Location:**

- Technical Proposal (Open to all proposers)  
Date: **February 6, 2008**  
Time: 2:00 PM  
Location: NYCDOT Contract Section, 40 Worth Street, 8<sup>th</sup> Floor, Room 824 A, New York, NY

Attendance by proposers is optional but recommended by the Agency. All questions and requests for additional information concerning the pre-proposal conference should be directed to the Authorized Agency Contact Person

**Proposals should be hand delivered to NYCDOT Contract Section located at 40 Worth Street, 8<sup>th</sup> Floor, Room 824A, New York, New York 10013, between the hours of 9am-2pm only.**

E-mailed or faxed proposals will not be accepted by the Agency.

**Proposals received at this Location after the Proposal Due Date and Time are late and shall not be accepted by the Agency, except as provided under New York City's Procurement Policy Board Rules.**

The Agency will consider requests made to the Authorized Agency Contact Person to extend the Proposal Due Date and Time prescribed above. However, unless the agency issues a written addendum to this RFP that extends the Proposal Due Date and Time for all proposers, the Proposal Due Date and Time prescribed above shall remain in effect.

## SECTION III: SCOPE OF SERVICES

### **A. Agency Goals and Objectives**

The Department's goals and objectives are to expeditiously arrest the deterioration of the structures and rehabilitate and replace where necessary the subject structures in order to extend their useful life to 50 years (30 years for deck).

### **B. Agency Assumptions Regarding Company Approach**

The Department's assumptions regarding which approach will best achieve the goals and objectives set out above are described in the contract pages (the "Agreement"), included in Book 1 of 2 of The Request For Proposal, Section 1.03, as well as in all Exhibits in Book 2 of 2 of the Request for Proposal.

In addition, the Department will also consider the following qualifications:

#### **Proposers whose firm(s) include the following certifications:**

- National Institute Certification for Engineering Technology (NICET) certified superintendents.
- Professional engineers licensed by the State of New York.

#### **Proposers that demonstrate the following relevant construction experience and qualifications:**

- Prior relevant successful construction experience as the prime contractor for at least two bridges within the last 10 years, each of which was substantially completed prior to 2006 and had a construction cost of at least \$50 million.
- Prior experience working over railroads.
- Employ at least three full-time superintendents that have supervised bridge reconstruction projects of \$50 million or greater, at least two of whom will be assigned full-time to this project.
- Availability of a regional office.

#### **Proposers that demonstrate the following relevant consulting experience and qualifications:**

- Prior relevant successful experience as the prime consultant for at least three bridge design projects, each of which had a construction cost of at least \$50 million, was completed within the last five years, and was managed by the regional office.
- Employ at least 30 full-time technical employees at regional offices.
- Employ at least 10 full-time bridge design engineers at regional offices.
- The attrition rate of the technical employees of the firm has not exceeded 20% annually over the last three years.
- At least 15% of the technical employees of the firm are licensed professional engineers.
- The average total relevant experience of the firm's licensed professional engineers is 8 years or more.
- The firm has adopted and published a QA/QC procedures manual.
- The firm has at least two CADD stations and at least two trained CADD operators on staff to provide CADD drawings.

#### **Proposers that demonstrate the following relevant design/build experience and Qualifications:**

- The firm includes at least 3 engineers, at least 2 of whom have relevant experience with projects located over railroads.

### **C. Agency Assumptions Regarding Performance Outcome Measures and Liquidated Damages**

The Department's assumptions regarding which performance outcome measures and related liquidated damages that will best assure that the selected proposer will perform the work under the contract awarded from this RFP in a manner that is cost-effective for the Department and most likely to achieve the Department's goals and objectives set forth above are described below.

The contract calls for the following **Incentive/Disincentive and Liquidated Damages**

#### ▪ **Incentive/Disincentive**

The Department will provide an incentive amount of **\$16,000** per day for each day of completion of the entire construction work earlier than the company's proposed construction end date as was identified in their proposal and contract documents. The incentive will be limited to 200 days for a maximum of **\$3,200,000**.

The intent of the incentive is to reduce the construction duration and its associated costs to Ferry operations, parking lot revenue reduction, MTA-buses and SIRTOA revenue reduction, REI costs, DOT supervision costs as well as the overall inconvenience to the public. Conversely, the Department will also assess a disincentive amount of **\$16,000** per day for each consecutive calendar day the contractor fails to substantially complete the job within the duration they specified in their proposal and contract. There is no upper limit to the disincentive amount.

▪ **Liquidated Damages**

The contract will call for liquidated damages of \$3,000 per day for each day that the contractor fails to mobilize at the site past the pre-construction duration, as such duration was identified by the contractor in its proposal and contract. The pre-construction duration is defined as the time frame from the date of Notice to Proceed to the date of site mobilization for the purpose of executing the scope of work. The intent of the liquidated damages is to ensure timely mobilization at the site so that the condition of the ramps is expeditiously addressed.

**D. Opportunity for Disadvantaged Business Enterprise**

The NYC Department of Transportation's Disadvantaged Business Enterprise (DBE) utilization goal for this procurement is **9%**. The successful proposers must show good faith efforts that it attempted to meet the DBE goal.

Proposers shall refer to the Federal Transit Administration's third party requirements attached to the Agreement for DBE resources.

**E. Federal Transit Administration Requirements**

This procurement is partially funded by the United States Department of Transportation, through the Federal Transit Administration. As such, the successful proposer shall follow the "Federal Transit Administration's Third Party Requirements" attached to the Agreement as Section 1.09 during the course of the work. All proposers must submit Appendix A, "Buy America Certification", Appendix B, "Disclosure of Lobbying Activity", Appendix C, "Certification of Contractor regarding Debarment, Suspension and other Responsibility matters" and the Disadvantage Business Enterprise office notification form with its Technical Proposal, which are all included in Section 1.09.

**F. PERFORMANCE AND PAYMENT BOND REQUIREMENTS**

**The successful proposer shall be required to secure performance and payment bonds in an amount equal to 100% of the value of the work in connection with the resultant contract. The performance and payment bonds shall be secured from a Surety Company authorized to do business in the State of New York. The procurement of the performance and payment bonds is a condition precedent to the execution of the resultant contract.**

*\*Insurance must be maintained during performance and up to final acceptance of the contract work. The types and amounts of insurance required by the City are fully described in the Agreement (Section 1.03, Book 1 of 2 of the RFP) and Schedule A (See Book 1 of 2, Section 1.05.3).*

Item No.	Item	Construction	CSS	Design	Dollars in Figures
102	Bus Canopy (Electrical Work incl. Holding Lights & PA System Upgrade)				
103	Automatic Doors				
104	Vestibule Work				
105	Lifting Hooks				
<b>Site Drainage</b>					
106	Clearing Site / Excavation				
107	Replacement / Modifications to Underground Site Drainage Systems				
108	Replacement / Modification to Existing Outfall Locations				
109	Backfill and Restoration of Site				
110	Public Utilities (exclusive of site drainage work)				
111	Demobilization (Including Site Restoration)				
	<b>Subtotal</b>				
112	Allowance for Architectural Enhancements (Bus Canopies and Pedestrian Bridge)				\$1,000,000.00
113	Allowance for Flag Repairs				\$1,000,000.00
114	Incidental Repairs				\$3,000,000.00
115	Incentive (NYC-1943)				\$3,200,000.00
116	Allowance for NYCT Disruptions <sup>1</sup>				\$500,000.00
	<b>Allowance Subtotal</b>				\$8,700,000.00
	<b>Total</b>				

Note:

1. 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.

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

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NYCDOT DIVISION OF BRIDGES  
SI FERRY RAMP REHABILITATION

Item No.	Item	Construction	CSS	Design	Dollars in Figures
102	Bus Canopy (Electrical Work incl. Holding Lights & PA System Upgrade)				
103	Automatic Doors				
104	Vestibule Work				
105	Lifting Hooks				
<b>Site Drainage</b>					
106	Clearing Site / Excavation				
107	Replacement / Modifications to Underground Site Drainage Systems				
108	Replacement / Modification to Existing Outfall Locations				
109	Backfill and Restoration of Site				
110	Public Utilities (exclusive of site drainage work)				
111	Demobilization (Including Site Restoration)				
<b>Subtotal</b>					
112	Allowance for Architectural Enhancements (Bus Canopies and Pedestrian Bridge)				\$1,000,000.00
113	Allowance for Flag Repairs				\$1,000,000.00
114	Incidental Repairs				\$3,000,000.00
115	Incentive (NYC-1943)				\$3,200,000.00
116	Allowance for NYCT Disruptions <sup>1</sup>				\$500,000.00
<b>Allowance Subtotal</b>					<b>\$8,700,000.00</b>
<b>Total</b>					

Note:

1. 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.

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

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<u>ITEM</u>	<u>REFERENCE</u>	<u>REQUIREMENTS</u>
Construction Duration	Engineering Requirements, Book 2: Volume 2 Exhibit H, Special Provisions, Article 63	_____ CCD Construction Duration is the duration in consecutive calendar days (ccd) from the day the Company mobilizes at the site for the purpose of executing the proposed scope of work to the date that such work is deemed by the City to be substantially complete. The term of completion is to be defined by the Company but not to exceed <b>1095</b> ccd.
Liquidated Damages	Engineering Requirements, Book 2: Volume 2 Exhibit H, Special Provisions, Article 63	<b>\$3,000</b> per calendar day, for each consecutive day (ccd) that the Pre-Construction duration exceeds the duration specified by the Company. <b>No limit.</b>
Incentive	Engineering Requirements, Book 2: Volume 2 Exhibit H, Special Provisions, Article 63	<b>\$16,000</b> per calendar day, for each day of project completion prior to the Construction Duration as defined here and submitted by the Company in its Technical Proposal, up to the maximum of <b>200</b> calendar days (maximum <b>\$3,200,000</b> ).
Disincentive	Engineering Requirements, Book 2: Volume 2 Exhibit H, Special Provisions, Article 63	<b>\$16,000</b> per calendar day, for each day of project completion after the Construction Duration as defined here and submitted by the Company in its Technical Proposal. <b>No limit.</b>
Subcontracts	Administrative Requirements, Book 1, Contract, Article 23	_____ % To be completed by the Company and submitted with its

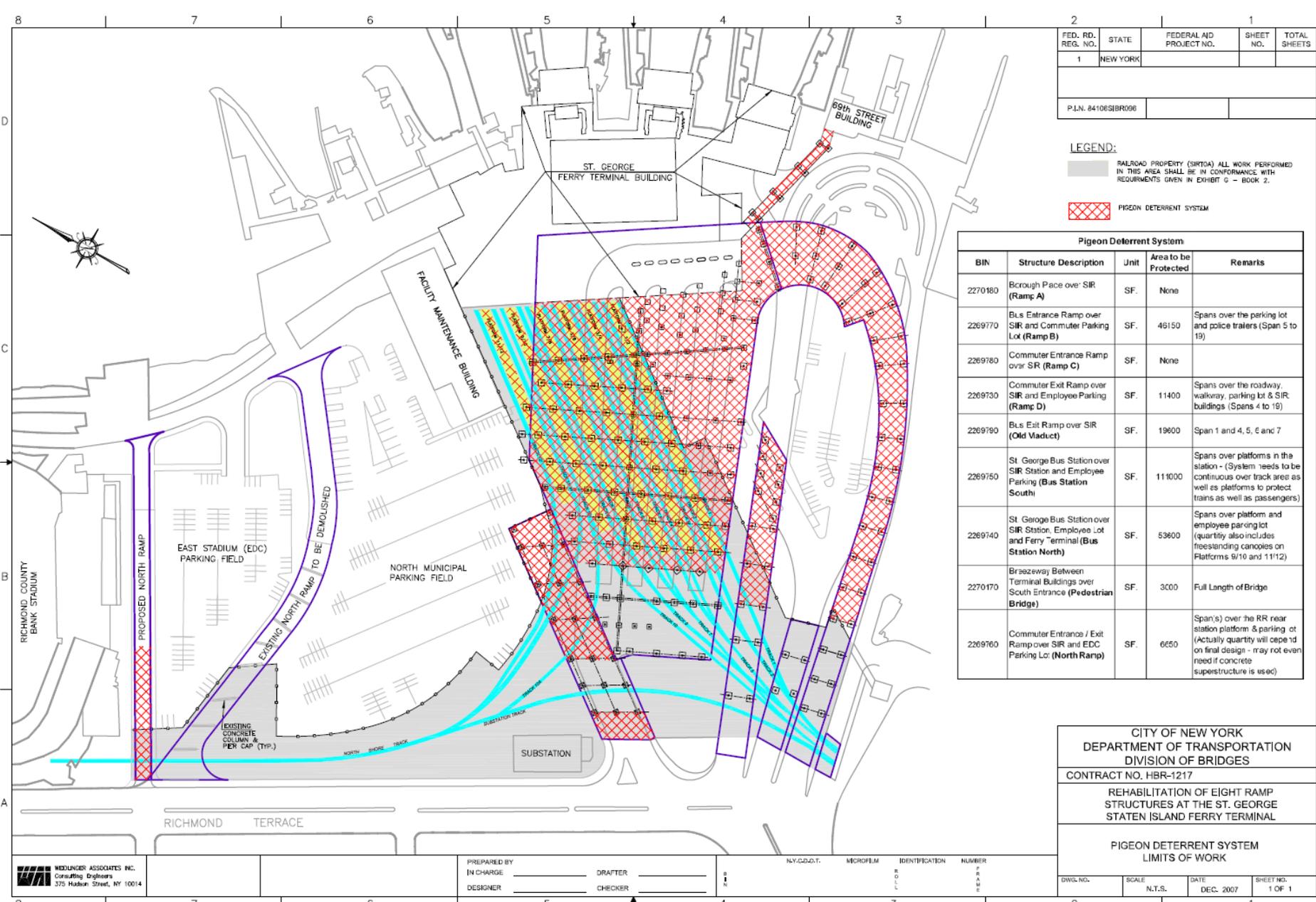
NYCDOT DIVISION OF BRIDGES  
 Rehabilitation of St. Ferry Ramps

	Milestone	Dollar Amount	Total
	<b>SUBTOTAL USED FOR PROPOSAL EVALUATION</b>		
<b>22.0</b>	<b>Allowance for Architectural Enhancements (Bus Canopies and Pedestrian Bridge)</b>	1,000,000.00	
<b>23.0</b>	<b>Allowance for Flag Repairs</b>	1,000,000.00	
<b>24.0</b>	<b>Incidental Repairs</b>	3,000,000.00	
<b>25.0</b>	<b>Incentive (NYC-1943)</b>	3,200,000.00	
<b>26.0</b>	<b>Allowance for NYCT Disruptions<sup>2</sup></b>	500,000.00	
	<b>SUBTOTAL</b>	<b>\$8,700,000.00</b>	
	<b>TOTAL CONTRACT AMOUNT</b>		

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.

<b>PRELIMINARY DRAWING LIST</b>		
<b>SHEET No.</b>	<b>DWG. No.</b>	<b>DRAWING NAME</b>
<b>PEDESTRIAN BREEZEWAY (BIN 2270170)</b>		
29	B-21	GENERAL PLAN
30	B-22	TYPICAL SECTION
<b>NORTH RAMP (BIN 2269760)</b>		
31	B-23	GENERAL PLAN
32	B-24	TYPICAL SECTION (CONCEPTUAL)
33	B-25	ROADWAY PROFILE
34	B-26	MODIFICATIONS TO EXISTING STADIUM STAIRS - PLAN
35	B-27	MODIFICATIONS TO EXISTING STADIUM STAIRS – ELEVATION
<b>NORTH MUNICIPAL PARKING FIELD</b>		
36	P1	GENERAL PLAN
37	P2	TEMPORARY TAXI LANE
<b>EXISTING DRAINAGE PLANS</b>		
UNDERGROUND FACILITIES – BUS STATION AREA (CONTRACT 2591R)		
UNDERGROUND FACILITIES – NORTH RAMP AREA (NEW TERMINAL CONTRACT)		
<b>PIGEON DETERRENT SYSTEM</b>		
<b>PIGEON DETERRENT SYSTEM – LIMITS OF WORK</b>		



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK			
P.L.N. 84106SIBR096				

**LEGEND:**

RAILROAD PROPERTY (SIR/TA) ALL WORK PERFORMED IN THIS AREA SHALL BE IN CONFORMANCE WITH REQUIREMENTS GIVEN IN EXHIBIT G - BOOK 2.

PIGEON DETERRENT SYSTEM

Pigeon Deterrent System				
BIN	Structure Description	Unit	Area to be Protected	Remarks
2270180	Borough Place over SIR (Ramp A)	SF.	None	
2269770	Bus Entrance Ramp over SIR and Commuter Parking Lot (Ramp B)	SF.	46150	Spans over the parking lot and police trailers (Span 5 to 19)
2269780	Commuter Entrance Ramp over SR (Ramp C)	SF.	None	
2269730	Commuter Exit Ramp over SIR and Employee Parking (Ramp D)	SF.	11400	Spans over the roadway, walkway, parking lot & SIR buildings (Spans 4 to 19)
2269790	Bus Exit Ramp over SIR (Old Viaduct)	SF.	19600	Span 1 and 4, 5, 6 and 7
2269750	St. George Bus Station over SIR Station and Employee Parking (Bus Station South)	SF.	111000	Spans over platforms in the station - (System needs to be continuous over track area as well as platforms to protect trains as well as passengers)
2269740	St. George Bus Station over SIR Station, Employee Lot and Ferry Terminal (Bus Station North)	SF.	53600	Spans over platform and employee parking lot (quantity also includes freestanding canopies on Platforms 9/10 and 11/12)
2270170	Breezeway Between Terminal Buildings over South Entrance (Pedestrian Bridge)	SF.	3000	Full Length of Bridge
2269760	Commuter Entrance / Exit Ramp over SIR and EDC Parking Lot (North Ramp)	SF.	6650	Span(s) over the RR rear station platform & parking lot (Actually quantity will depend on final design - may not even need if concrete superstructure is used)

CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF BRIDGES

CONTRACT NO. HBR-1217

REHABILITATION OF EIGHT RAMP STRUCTURES AT THE ST. GEORGE STATEN ISLAND FERRY TERMINAL

PIGEON DETERRENT SYSTEM  
LIMITS OF WORK

DWG. NO.	SCALE	DATE	SHEET NO.
	N.T.S.	DEC. 2007	1 OF 1

**WEDINGER ASSOCIATES INC.**  
Consulting Engineers  
375 Hudson Street, NY 10014

PREPARED BY \_\_\_\_\_ DRAFTER \_\_\_\_\_  
IN CHARGE \_\_\_\_\_ CHECKER \_\_\_\_\_  
DESIGNER \_\_\_\_\_

N.Y. C.D.O.T. MICROFILM IDENTIFICATION NUMBER

Measures such as doubling work crews, working on more than one structure at a time, and/or 7 day workweeks will be permitted and should be anticipated, in accordance with the Exhibit for Maintenance and Protection of Traffic and in accordance with the hours of operations allocated by SIRTOA and NYC Transit-Buses to ensure that Milestone B is completed on schedule.

The Company will be given **\$16,000.00** per calendar day INCENTIVE, for each consecutive calendar day the construction duration is completed prior to the Construction Duration specified in Schedule A, and submitted by the Company with its Technical Proposal, up to a maximum of **two hundred (200)** calendar days (maximum incentive amount is **\$3,200,000**). The contract price for this item shall be a fixed lump sum (FPLS) of the amount as shown against this item in the Price Proposal (Item NYC-1943 of Price Proposal, Book 1 of 2, Administrative Requirements). The proposer shall not alter this presented amount. Should the amount be altered, the figures will be discarded and the pre-entered price and amount will be used to determine the total price proposal amount for this Contract. The Company shall be entitled to payment for this item as follows: To determine the actual lump sum payment incentive under this pay item, the number of calendar days actually required to accomplish the work will be compared with the number of calendar days specified as Construction Duration in Schedule A. Should the number of calendar days required to complete the work be less than that specified as Construction Duration in Schedule A for the same work, the difference will be multiplied by **\$16,000.00** as the daily incentive amount, and the product (lump sum) will be paid to the Company as an incentive. However, the incentive shall not exceed the amount of **\$3,200,000**. Incentive payment(s) will be paid to the Company upon substantial completion of the work. Payment for material or design changes in order to accelerate the work will not be paid under this item.

The Company will be assessed a DISINCENTIVE of **\$16,000.00** per calendar day for each consecutive calendar day the Construction Duration work as submitted by the Company in its technical proposal, is completed after the duration specified in Schedule A. THERE ARE NO LIMITS ON THE AMOUNT OF DISINCENTIVE ASSESSMENT. Disincentive assessment may be made against monies due the company, and will be assessed beginning the first day the milestone period is exceeded. The NYCDOT Commissioner or his/her authorized representative will be the sole authority in determining when the work for this milestone is complete.

63. SECURITY FENCING

Security fencing, gates and cameras are being installed around the perimeter of the St. George Terminal under a separate contract titled St. George Station – Security Package. This contract is scheduled to be complete prior to award of this D/B Contract. Pertinent sheets from this contract will be given to the short listed Proposers along with the other Available Reference Material listed in Section 12 of Exhibit A in Book 2: Volume 1.

The Company is advised that all construction operations must be conducted in a manner that does not in any way disturb or compromise any element of this Security Package. This includes but is not limited to removing/relocating security fencing, blocking security gates and obstructing security camera views. In unique circumstances the Company may

**Following are answers to questions for the above named contract, which were submitted in writing to the agency:**

**Q1:** As a follow-up to the question and answer (Q4/A4) contained in addendum no.2 concerning the parking lots:

- a. 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.
- b. Are there any restricted operational constraints related to the stadium operation which will limit the construction in the EDC parking lot?
- c. For the final configuration is it your intention to merge the North Muni lot and the EDC lot into one parking area?
- d. If the two (2) separate parking areas are required, will fencing and/or barrier be required?

**A1:** **a. There are currently 232 parking spaces including 10 handicap spaces in the EDC stadium parking lot. For the restoration of the EDC parking lot, the construction methods and sequence are to be such that no more than 47 parking spots are lost during the times that games or events are taking place. During all other times, no more than 116 parking spots are to be affected. In addition, no loss of parking space at the EDC parking lot is to occur simultaneously with loss of parking space at the North Municipal lot. Lastly, technical proposals should address and will be evaluated on the impact their chosen staging sequence and method of construction will have on the availability of parking in the stadium lot as well as the site in general throughout the execution of this contract.**

**b. Construction operations will be restricted in the immediate vicinity of the stadium for two hours prior to a game or event and remain in effect until two hours after a game or event. Any construction activity that will directly impact stadium users such as those that produce excessive noise, dust, etc. or will impede safe access to the stadium will be prohibited during this period.**

**c. Presently, these two lots are to remain independent.**

**d. 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. 1614).**

**Q2:** Are drawings available showing existing utilities in the footprint of the proposed new North Ramp?

**A2:** **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 1311 -1314 of Exhibit A in Book 2: Volume 1 is provided as a separate attachment to this addendum.**

- Q3: 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.
- A3: The substructure units and retaining walls of the existing North Ramp shall be removed to at least 2' below final grade.**
- Q4: 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.
- A4: The minimum clearances provided on Drawing G-2 (Page 1580 of Book 2; Volume 2) are based on information taken from existing plans and should be considered approximate. They were provided for general informational purposes only and were intended to alert proposers to the fact that there are areas in the Station where it will not be possible to erect shielding/ containment systems outside the clearance envelope required by SIRTOA. Proposers shall assume that work in these areas will be done under a diversion of services.**
- Q5: 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)?
- A5: 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 indicated in the RFP.**
- Q6: Please confirm that the revised proposal pricing page 62R issued with addendum no. 2 eliminates item no. 83 which was contained on the original version of Exhibit E of the Request for Proposal.
- A6: Addendum No. 4 dated December 21, 2007 replaces page 62R with page 62-R1, which includes item No. 83.**
- Q7: Regarding submission of VENDEX Questionnaires, please clarify at what stage of the process this document is to be submitted?
- A7: Upon price submission, the apparent winner based on the lowest price per technical point will be identified. The apparent winner will be invited to price negotiation/clarifications within a week to ten days maximum from the date prices are submitted and opened. Within this time-frame, the apparent winner is expected to prepare and have ready for submission its Vendex Questionnaire. This will allow the Vendex process to commence immediately upon the successful conclusion of the negotiation/clarification meeting, thus allowing for an expedited contract award.**
- Q8: Can NYC DOT postpone the technical proposals due date for at least one (1) month to February 27, 2008?
- A8: NYC DOT cannot extend the technical proposals due date to February 27, 2008 at this time. However, this Addendum No. 5 extends the technical proposals due date to February 6, 2008.**
- Q9: Can NYCDOT extend the technical proposal due date to no less than 7 days, to January 30, 2008.
- A9: See A8 above.**

Q10: The RFP does not give a specific date and time for the oral presentation, and price proposal. Please provide “early” dates for each so we can schedule our resources accordingly. Please note that we have assumed the oral presentation will take place no earlier than the last week of February and the price will be due March 13 or later.

**A10: The following timeframes are tentative as they depend on many factors that may be unforeseeable:**

- a. Oral presentations will take place between first and second week of March 2008.**
- b. Price Proposal submission will be due end of March 2008.**

Q11: Refer to the RFP page 8 which states, “A sealed inner envelope labeled ‘Technical Proposal’ containing one original set and the stated number (in the parentheses, if any) of duplicates sets of the documents listed below in the following order.” I’m assuming that the one original set includes Letter of Introduction, Attachment A, Narrative, Form 1, Appendix C, Appendix D, and SF 330 does the Authority want the stated number of duplicates of the narrative and Form 1 contain in one set and individually bound?

**A11: The original set of the Technical Proposal shall include all the documents indicated on page 8R, STEP 1 (as amended in Addendum # 2 dated November 20, 2007) of the RFP. The number of sets of duplicates indicated in the RFP shall include the narrative and any drawings the proposer may deem appropriate in response to the guidelines of Appendix B, and Form 1. Each set of the Technical Proposal shall be individually bound as indicated in the RFP.**

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

**REQUEST FOR PROPOSAL**

**FOR**

**DESIGN, CONSTRUCTION AND CONSTRUCTION SUPPORT SERVICES  
FOR THE FOR THE REHABILITATION OF  
THE ST. GEORGE STATEN ISLAND FERRY TERMINAL RAMPS  
BOROUGH OF STATEN ISLAND  
CONTRACT No. HBR1217  
P.I.N. 84106SIBR096**

**TOGETHER WITH ALL WORK INCIDENTAL THERETO**

I, \_\_\_\_\_  
(NAME AND TITLE)

\_\_\_\_\_  
a duly authorized representative of  
(NAME OF PROPOSERS)

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acknowledge receipt of Addendum No. 5 dated January 7, 2008 for the Contract No. HBR1217 for which  
Technical Proposals will be received by 2:00 PM on February 6, 2008.