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. 84106SIBR096

Addendum # 4

December 21, 2007

This Addendum Is Hereby Made Part Of The Contract Documents

NOTE:

Attached, please find:

1. **Revised Appendix E-R2 (RFP Booklet – Section VII)**
2. **Revised Price Proposal Sheet (Book 1, Section 1.02, Pages 59-R through 63A)**
3. **Revised Progress Payment Schedule (Book 2: Volume 2, Pages 1543-R1 through 1550-R1)**
4. **Revised Preliminary Quantities – Summary Table (Book 2: Volume 2, Page 1666-R)**
5. **Protective Shield Standards, Pages 1710a, 1710b and 1710c**
6. **Plan View of Project Site Depicting Areas of Pigeon Deterrent System**
7. **Answers to Questions Raised to the Agency**
8. **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 # 4
December 21, 2007

REFER TO: REQUEST FOR PROPOSALS, Section VII-ATTACHMENTS, APPENDIX E-R1 – PRICE PROPOSAL SHEET, as amended in Addendum # 2.

REPLACE: APPENDIX E-R1 – PRICE PROPOSAL SHEET in its entirety with APPENDIX E-R2 – PRICE PROPOSAL SHEET.

REFER TO: Book 1 of the RFP, PRICE PROPOSAL SHEET, Pages 59 through 63-R1, as partially amended in Addendum # 2.

REPLACE: Pages 59 through 63R1 in their entirety with Pages 59R through 63A.

REFER TO: Book 2 of the RFP, EXHIBIT C – PROGRESS PAYMENT SCHEDULE, Pages 1543 through 1550.

REPLACE: Pages 1543 through 1550 in their entirety with Pages 1543R1 through 1550R1.

REFER TO: Book 2 of the RFP, EXHIBIT E, SECTION 4, PRELIMINARY QUANTITIES – SUMMARY TABLE, Page 1666

REPLACE: Page 1666 in its entirety with Page 1666-R.

REFER TO: Book 2 of the RFP, EXHIBIT H, PROVISION NO. 61, PROTECTIVE SHIELD, Page 1758, Item No. 13, reading: "13. The protective shield shall be capable of supporting…"

CHANGE TO: To read: "13a. The protective shield shall be capable of supporting…"

REFER TO: Book 2 of the RFP, EXHIBIT H, PROVISION NO. 61, PROTECTIVE SHIELD, Page 1758

ADD: **New paragraph between Item 13a (as amended in this Addendum No. 4) and Item 14 to read: "13b. For protective shield spanning over the railroad's right-of-way, see Protective Shield Standards, Book 2: Volume 2, Exhibit G, Section 2, pages 1710a, 1710b and 1710c. If the requirements for protective shield in Exhibit G are in conflict with the requirements specified in Exhibit H, Provision No. 61 or any part of the RFP, the Company shall comply with the most stringent requirements."**

REFER TO: Book 2 of the RFP, EXHIBIT G, RAILROAD REQUIREMENTS, SECTION 2, PROCEDURES FOR WORKING ON SIRTOA'S ROW

INSERT: **Attached Protective Shield Standards, pages 1710a, 1710b and 1710c at the end of Section 2 of Exhibit G.**

APPENDIX E – R2

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)				
17A	Cleaning Existing Steel (Lead Abatement Required)				
17B	Painting Existing Steel				
18	Structural Steel Repair & Bearing Replacement				
19	Bridge Drainage Work				
20	Bridge (On & Under)Lighting Work				
21	Pigeon Deterrent System				
22	Roadway/Approach Work				
	BIN 2269780 (Ramp C)				
23	Maintenance & Protection of Traffic				
24	Demolition / Temporary Shielding				
25	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
26	Deck Reconstruction (Including Sidewalk, Barrier, Parapet, Exp. Joints & Fencing)				
27A	Cleaning Existing Steel (Lead Abatement Required)				
27B	Painting Existing Steel				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
28	Structural Steel Repair & Bearing Replacement				
29	Bridge Drainage Work				
30	Bridge (On & Under) Lighting Work				
31	Roadway/Approach Work				
	BIN 2269730 (Ramp D)				
32	Maintenance & Protection of Traffic				
33	Demolition / Temporary Shielding				
34	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
35	Deck Reconstruction (Including Sidewalk, Exp. Joints & Fencing)				
36A	Cleaning Existing Steel (Lead Abatement Required)				
36B	Painting Existing Steel				
37	Structural Steel Repair & Bearing Replacement				
38	Bridge Drainage Work				
39	Bridge (On & Under) Lighting Work				
40	Pigeon Deterrent System				
41	Roadway/Approach Work				
	BIN 2269740 (Bus Station North)				
42	Maintenance & Protection of Traffic				
43	Demolition / Temporary Shielding				
44	Encasement Repair (Columns and Underside of Terminal Ped. Ramps)				
45	Deck Repair (Over Terminal) Including Waterproofing Membrane				
46	Deck Reconstruction (Including Lt Wt Overlay, Bus Platform Sidewalk, Traffic Dividers, Barrier, Expansion Joints & Fencing)				
47A	Cleaning Existing Steel (Lead Abatement Required)				
47B	Painting Existing Steel				
48	Structural Steel Repair				
49	Bridge Drainage Work				
50	Bridge (On & Under) Lighting Work				
51	Pigeon Deterrent System				
	BIN 2269750 (Bus Station South)				
52	Maintenance & Protection of Traffic				
53	Demolition / Temporary Shielding				
54	Deck Reconstruction (Including Bus Platform Sidewalks, Barrier, Exp. Joints & Fencing)				
55	Bus Canopy Brick Wall Reconstruction w/Steel Grating Infill				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
56A	Cleaning Existing Structural & Bus Canopy Steel (Lead Abatement Required)				
56B	Painting Existing Structural & Bus Canopy Steel				
57	Structural Steel Repair				
58	Bridge Drainage Work				
59	Bridge (On & Under) Lighting Work				
60	Pigeon Deterrent System				
	BIN 2269790 (Old Viaduct)				
61	Maintenance & Protection of Traffic				
62	Encasement Removal & Temporary Shielding / Assessment & Recommendations for Steel Repairs				
63	Demolition / Temporary Shielding (for Deck Reconstruction)				
64	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
65	Deck Reconstruction (Including Parapet, Sidewalk, N. Fascia Railing & Fencing)				
66A	Cleaning Existing Steel (Lead Abatement Required – Select Areas)				
66B	Painting Existing Steel				
67	Bearing Replacement				
68	Bridge Drainage Work				
69	Bridge (On & Under)Lighting Work				
70	Pigeon Deterrent System				
71	Roadway/Approach Work				
	BIN 2270170 (Pedestrian Breezeway)				
72	Demolition / Temporary Shielding Including Removal of Roof (Asbestos Abatement Required) and Stairs to Ramp B				
73	Concrete Column Base Repair				
74	Deck Reconstruction Including Expansion Joints				
75A	Cleaning Existing Steel (Lead Abatement Required)				
75B	Painting Existing Steel				
76	Structural Steel Repair / Mod. to S. Fascia Girder (Due to Stair Removal)				
77	Metal Roof Construction				
78	Bridge (On & Under) Lighting Work				
79	Pigeon Deterrent System				
	BIN 2269760 (North Ramp)				
80	Maintenance & Protection of Traffic				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
81	Reconstruction of SIRTOA Stadium Station Stairs				
82	Clearing Site/Foundation Excavation (Assume excess excavation material is Contaminated, Non-Hazardous, Non-Petroleum Industrial Waste for Hauling and Disposal purposes)				
83	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)**				
84	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)**				
85	Bridge Foundation (Including possible dewatering operations)				
86	Bridge Substructure Incl. Richmond Terrace Abutment Modification				
87	Bridge Superstructure / Deck				
88	Ramp Foundation (Including possible dewatering operations)				
89	Ramp Retaining Walls, Sidewalk, Parapet and Barrier				
90	Ramp Fill and Paving				
91	Bridge / Ramp Drainage				
92	Bridge / Ramp Lighting				
93	Pigeon Deterrent System				
94	Approach Tie-In Work				
95	Restoration of EDC Parking Lot				
96	Demolition of Existing North Ramp (Including Asbestos & Lead Paint Abatement)				
	North Municipal Parking Field				
97	Temporary Relocation of Taxi Stand				
98	Clearing Site				
99	Paving and Striping Site				
100	Site Fencing, Drainage and Lighting				
	Bus Canopy Package				
101	Bus Canopy (Architectural Work excluding Brick Wall and Cleaning & Painting Bus Canopy Steel)				

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				
	Site Drainage				
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)				
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)				$5,000,000.00
116	Allowance for NYCT Disruptions[1]				$500,000.00
	Allowance Subtotal				$10,500,000.00
	Total				

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):

PRICE PROPOSAL SHEET – R2

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)				
17A	Cleaning Existing Steel (Lead Abatement Required)				
17B	Painting Existing Steel				
18	Structural Steel Repair & Bearing Replacement				
19	Bridge Drainage Work				
20	Bridge (On & Under)Lighting Work				
21	Pigeon Deterrent System				
22	Roadway/Approach Work				
	BIN 2269780 (Ramp C)				
23	Maintenance & Protection of Traffic				
24	Demolition / Temporary Shielding				
25	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
26	Deck Reconstruction (Including Sidewalk, Barrier, Parapet, Exp. Joints & Fencing)				
27B	Cleaning Existing Steel (Lead Abatement Required)				
27B	Painting Existing Steel				
28	Structural Steel Repair & Bearing Replacement				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
29	Bridge Drainage Work				
30	Bridge (On & Under) Lighting Work				
31	Roadway/Approach Work				
	BIN 2269730 (Ramp D)				
32	Maintenance & Protection of Traffic				
33	Demolition / Temporary Shielding				
34	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
35	Deck Reconstruction (Including Sidewalk, Exp. Joints & Fencing)				
36A	Cleaning Existing Steel (Lead Abatement Required)				
36B	Painting Existing Steel				
37	Structural Steel Repair & Bearing Replacement				
38	Bridge Drainage Work				
39	Bridge (On & Under) Lighting Work				
40	Pigeon Deterrent System				
41	Roadway/Approach Work				
	BIN 2269740 (Bus Station North)				
42	Maintenance & Protection of Traffic				
43	Demolition / Temporary Shielding				
44	Encasement Repair (Columns and Underside of Terminal Ped. Ramps)				
45	Deck Repair (Over Terminal) Including Waterproofing Membrane				
46	Deck Reconstruction (Including Lt Wt Overlay, Bus Platform Sidewalk, Traffic Dividers, Barrier, Expansion Joints & Fencing)				
47A	Cleaning Existing Steel (Lead Abatement Required)				
47B	Painting Existing Steel				
48	Structural Steel Repair				
49	Bridge Drainage Work				
50	Bridge (On & Under) Lighting Work				
51	Pigeon Deterrent System				
	BIN 2269750 (Bus Station South)				
52	Maintenance & Protection of Traffic				
53	Demolition / Temporary Shielding				
54	Deck Reconstruction (Including Bus Platform Sidewalks, Barrier, Exp. Joints & Fencing)				
55	Bus Canopy Brick Wall Reconstruction w/Steel Grating Infill				
56A	Cleaning Existing Structural & Bus Canopy Steel (Lead Abatement Required)				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
56B	Painting Existing Structural & Bus Canopy Steel				
57	Structural Steel Repair				
58	Bridge Drainage Work				
59	Bridge (On & Under) Lighting Work				
60	Pigeon Deterrent System				
	BIN 2269790 (Old Viaduct)				
61	Maintenance & Protection of Traffic				
62	Encasement Removal & Temporary Shielding / Assessment & Recommendations for Steel Repairs				
63	Demolition / Temporary Shielding (for Deck Reconstruction)				
64	Concrete Substructure Rehabilitation (Including Pedestal Reconstruction)				
65	Deck Reconstruction (Including Parapet, Sidewalk, N. Fascia Railing & Fencing)				
66A	Cleaning Existing Steel (Lead Abatement Required – Select Areas)				
66B	Painting Existing Steel				
67	Bearing Replacement				
68	Bridge Drainage Work				
69	Bridge (On & Under)Lighting Work				
70	Pigeon Deterrent System				
71	Roadway/Approach Work				
	BIN 2270170 (Pedestrian Breezeway)				
72	Demolition / Temporary Shielding Including Removal of Roof (Asbestos Abatement Required) and Stairs to Ramp B				
73	Concrete Column Base Repair				
74	Deck Reconstruction Including Expansion Joints				
75A	Cleaning Existing Steel (Lead Abatement Required)				
75B	Painting Existing Steel				
76	Structural Steel Repair / Mod. to S. Fascia Girder (Due to Stair Removal)				
77	Metal Roof Construction				
78	Bridge (On & Under) Lighting Work				
79	Pigeon Deterrent System				
	BIN 2269760 (North Ramp)				
80	Maintenance & Protection of Traffic				
81	Reconstruction of SIRTOA Stadium Station Stairs				

Item No.	Item	Construction	CSS	Design	Dollars in Figures
82	Clearing Site/Foundation Excavation (Assume excess excavation material is Contaminated, Non-Hazardous, Non-Petroleum Industrial Waste for Hauling and Disposal purposes)				
83	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)**				
84	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)**				
85	Bridge Foundation (Including possible dewatering operations)				
86	Bridge Substructure Incl. Richmond Terrace Abutment Modification				
87	Bridge Superstructure / Deck				
88	Ramp Foundation (Including possible dewatering operations)				
89	Ramp Retaining Walls, Sidewalk, Parapet and Barrier				
90	Ramp Fill and Paving				
91	Bridge / Ramp Drainage				
92	Bridge / Ramp Lighting				
93	Pigeon Deterrent System				
94	Approach Tie-In Work				
95	Restoration of EDC Parking Lot				
96	Demolition of Existing North Ramp (Including Asbestos & Lead Paint Abatement)				
	North Municipal Parking Field				
97	Temporary Relocation of Taxi Stand				
98	Clearing Site				
99	Paving and Striping Site				
100	Site Fencing, Drainage and Lighting				
	Bus Canopy Package				
101	Bus Canopy (Architectural Work excluding Brick Wall and Cleaning & Painting Bus Canopy Steel)				

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				
	Site Drainage				
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)				
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)				$5,000,000.00
116	Allowance for NYCT Disruptions[1]				$500,000.00
	Allowance Subtotal				$10,500,000
	Total				

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):

_____

_____

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)		

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	Milestone	Dollar Amount	Total
7.0	**Construction Support Services**		
7.1	Site Drainage		
7.2	Maintenance and Protection of Traffic		
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')		

	Milestone	Dollar Amount	Total
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		
9.13	Bridge Mounted Lighting System		
9.14	Underbridge Lighting System		
9.15	Pigeon Deterrent System		
9.16	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		
10.14	Underbridge Lighting System Replacement		
10.15	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')		
11.9	Painting Exist Structural Steel (Paint System K')		
11.10	Structural Steel Repair / Modifications & Bearing Replacement		

	Milestone	Dollar Amount	Total
11.11	Bridge Drainage System Replacement Incl. Scuppers & Downspouts		
11.12	Bridge Mounted Lighting System Replacement		
11.13	Underbridge Lighting System Replacement		
11.14	Pigeon Deterrent System		
11.15	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		
12.16	Underbridge Lighting System Replacement		
12.17	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		
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')		

	Milestone	Dollar Amount	Total
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		
13.14	Underbridge Lighting System Replacement		
13.15	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		
14.16	Underbridge Lighting System Replacement		
14.17	Pigeon Deterrent System		
14.18	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		

	Milestone	Dollar Amount	Total
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		
15.10	Underbridge Lighting System Replacement		
15.11	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)		
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		

	Milestone	Dollar Amount	Total
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	Automatic Doors - Architectural Work		
18.4	Automatic Doors - Electrical Work		
18.5	Vestibule - Architectural Work		
18.6	Vestibule - Structural Work		
18.7	Vestibule - Mech./Elect./Plumbing Work		
18.8	Lifting Hooks - Structural Work		
19.0	Site Drainage		
19.1	Clearing Site / Excavation		
19.2	Replacement / Modifications to Underground Site Drainage Systems (Including tie-in with bridge drainage systems)		
19.3	Replacement / Modification to Existing Outfall Locations		
19.4	Backfill and Restoration of Site		
20.0	Public Utilities[1] (Exclusive of site drainage work)		
21.0	Demobilization (Including Site Restoration)		

1549-R1

	Milestone	Dollar Amount	Total
	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**	**3,000,000.00**	
25.0	**Incentive (NYC-1943)**	**5,000,000.00**	
26.0	**Allowance for NYCT Disruptions[2]**	**500,000.00**	
	SUBTOTAL	**$10,500,000.00**	
	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.

PRELIMINAY 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
EXISTING BRIDGE REMOVAL ITEMS											
1	**Concrete Removal**										
a	Deck / Sidewalk / App Slab	CY	85	1,800	290	630	600	3,870	540	44	520
b	Parapet / Barrier	LF	135								600
c	Beams	LF	4								
d	Concrete Overlay	CY							460		133
e	Superstructure Encasement	CY					900				
f	Column Encasement	CY					65				
g	Substructure	CY									2,010
h	Roof Slab	CY								66	
2	**Steel Removal**										
a	Beams	LBS									745,000
b	Parapet / Barrier	LF		1,900	400		330	610	80		1,000
c	Stairs (Ramp B / Ped brdige)	LBS								24,000	
d	Drainage Scuppers	EA		14	4	13	2	58	17		6
e	Downspouts	LF		900	60	400	24	700	225		210
	Misc Removal										
	Bridge Mounted Light Standards	EA		9	2	3	2	10	5	3	
	Bridge Mounted Light Standards (Re-install)	EA					5				
	Underdeck Units	EA		18	3	10	3	15	39	3	
	Lattice Structure	LS		1							
	Partial removal/mod of RR stairs	LS									1
	Bus Canopy Removal										
	Brick Masonry Walls	SY						1,630			
3	**Temporary Shielding**	SF	2,500	66,000	11,400	29,000	33,000	131,300	38,000	4,000	4,400
PROPOSED BRIDGE RECONSTRUCTION ITEMS											
4	**Concrete**										QUANTITIES NOT GENERATED FOR NEW BRIDGE - SEE SEPARATE ESTIMATE FOR SF BRIDGE / RAMP AREAS
a	Deck & Sidewalk	CY	60	2,200	335	950	600	4,320	610	44	
b	Appoach Slab	CY	30								
c	Concrete Pedestrian Parapet	LF		1,000	200	0					
d	Concrete Traffic Barrier	LF	135	900	200			610	80		
e	Concrete Overlay	CY	None	None			None	None	560		
f	Waterproofing Membrane	SY							3,000		
g	Substructure	CY									
h	Roof Slab	CY								66	
5	**Reinforcing Steel**										
a	Epoxy Coated Steel	LBS	7,300	180,000	27,200	76,400	48,600	350,000	72,000	8,900	
6	**Concrete (Repair)**										
a	Deck (w/o exp steel)	SF							2,800		
b	Deck (w/ exp steel)	SF							1,500		
c	Pedestal Reconstruction	EA	8	7	12	14	4				
d	Substructure (w/o exp steel)	SF	200	250	225	200	200	100	500	30	
e	Substructure (w/ exp steel)	SF	100	125	150	200	200	100	500	30	
7	**Structural Steel**										
a	Beams	LBS	54,600								
b	Bridge Railing Four Rails (TL-4)	LF					330				
c	Bearing Replacement	EA	8	7	17	17	12				
d	Shear Studs	EA		63,000	3,650	7,800	2,700	18,200	9,000		

PROTECTIVE SHIELD STANDARDS

(1) Transit Authority approval is to be obtained for the protective shields prior to the start of construction.

(2) The project will provide, install, maintain and remove, upon completion of project, protective shields in all areas where Transit Authority passengers, facilities and personnel require protection.

(3) The construction of the shields will be such as to prevent any dust, debris, concrete, formwork, paint, tools, etc. from falling on or adjacent to the property below.

(4) The erected protective shields shall not infringe on any existing minimum vertical or horizontal Transit Authority clearances.

(5) Show method of shield attachment to structure - Drilling through or welding to Transit Authority structure will not be allowed.

(6) Use fire retardant material for shields installed above surface/open cut. Use fireproof material for shield installed below street level surface.

(7) Precaution is to be taken to control the deck slab flagmentations that may drop onto the shield, so as not to exceed the design live load (see attachment).

(8) All shield erection work will be performed with Transit Authority inspector and if deemed appropriate Flagmen in attendance and at hours determined by the Transit Authority.

(9) Submit six sets of complete details and connections, of the shield, to the Transit Authority for review and approval.

(10) It is the contractor's responsibility to design these protections so that they conform to all existing laws, regulations, specifications and Transit Authority General Notes, that govern this type of work and plans.

(11) Attached are Transit Authority Load specifications for protective shield design.

073184-PSS-DHR/ac

Loads:

A. The dead load shall include the weight of pipes and other subsurface structures carried by the decking.

B. The live load shall be computed in either of the following ways: Whichever produces higher stresses.

1) As 200 lb. per sq. ft. over the entire structure and 300 lb. per sq. ft. over Horizontal Timber Planks.

2) Where the loading due to the contractor's machinery or equipment is in excess of the above, such loading shall be substituted.

Allowable Unit Stresses: Steel

a) Tension, net section ---------- 20 kip per sq. in.

b) Compression, 17-.000485 L^2/r^2 ---------- " " " "
where: L=Unbraced length of member in in.
r=Governing radius of gyration of member in in.

c) Bending, extreme fibre ---------- 20 kip/sq. in.

d) Bearing:
Structural Shapes ---------- 30 " " "
Turned Bolts ---------- 30 " " "
Field Rivets, power driven ---------- 27 " " "

e) Shear:
Structural Shapes, gross section ------- 15 " " "
Turned Bolts ---------- 15 " " "
Field Rivets, power driven ---------- 12.5 kip/sq. in.
Welds, 1/4" nominal size ---------- 2 kip/in. in.
3/8" " " ---------- 3 " " "
1/2" " " ---------- 4 " " "
5/8" " " ---------- 5 " " "

ALLOWABLE UNIT STRESSES FOR TIMBER IN LB. PER SQ. INCH

NATURE OF STRESS	LONG LEAF PINE, FIR	SHORT LEAF PINE	WHITE PINE, SPRUCE	WHITE OAK
BENDING, extreme fibre	1600	1250	1250	1400
COMPRESSION:				
Parallel to grain,				
for $L/d > 15$	$1600\left(1-\frac{L}{60d}\right)$	$1250\left(1-\frac{L}{60d}\right)$	$1250\left(1-\frac{L}{60d}\right)$	$1600\left(1-\frac{L}{60d}\right)$
for $L/d \leq 15$	1200	940	940	1200
Perpendicular to grain	320	200	200	560
SHEAR	150	150	90	140
MODULUS OF ELASTICITY *	1500000	1500000	1200000	1200000

where: L = Length of member in in.
d = Least side or diameter in in.

*For long continued loading, the Modulus of Elasticity decreases to one-half the values given above.

The stresses given are for green timber and shall be used without increase of live load stresses for impact.

When members are designed to take shear with the grain, selected timber shall be used. Shearing stresses given above apply also in this case.

For buildings and similar structures in which the timber is protected from weather and practically free from impact, the stresses given above shall be increased 25 per cent.

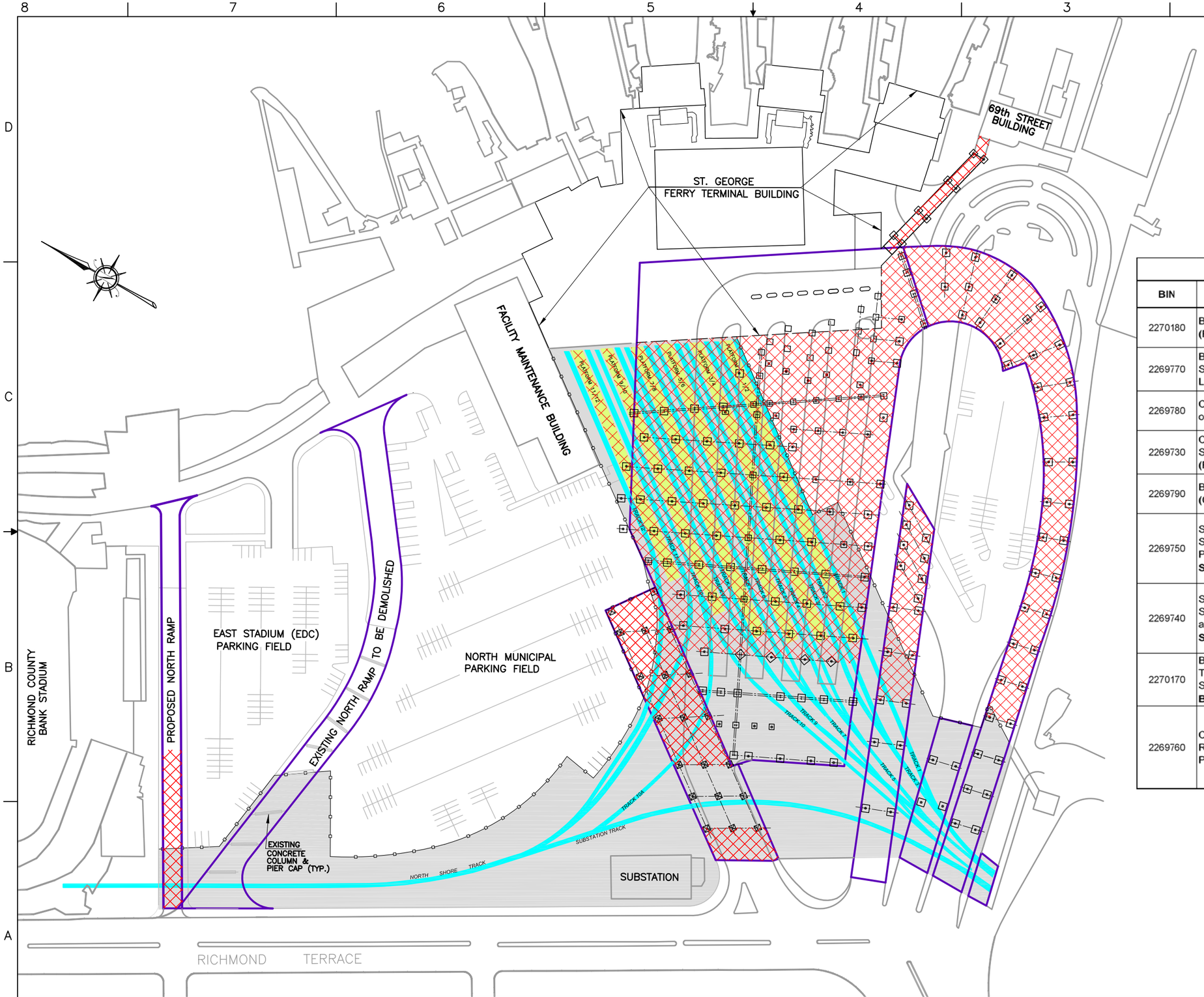
For railroad bridges and trestles, the unit stresses shall conform to the requirements of the railroad company concerned, provided those of the T.A. are not more severe.

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

LEGEND:

RAILROAD PROPERTY (SIRTOA) ALL WORK PERFORMED IN THIS AREA SHALL BE IN CONFORMANCE WITH REQUIRMENTS 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 SIR **(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. Geroge Bus Station over SIR Station, Employee Lot and Ferry Terminal **(Bus Station North)**	SF.	53600	Spans over platform and employee parking lot (quantitiy 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 near 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

WEIDLINGER ASSOCIATES INC.
Consulting Engineers
375 Hudson Street, NY 10014

PREPARED BY
IN CHARGE _____ DRAFTER _____
DESIGNER _____ CHECKER _____

BIN

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

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

Q1: Page 3, in Section II.C states, "…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." 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?

A1: NYC DOT has no intention to change the payment structure at this time. The above provision is intended to allow proposers to propose a different payment structure in the event they believe the existing one does not serve the City well; it will then be the proposer's obligation to persuade the City of the benefits arising from a different payment structure.

Q2: The Level 1 and 2 Bridge Rating chart, on specification page 1533, summarizes the results of the biennial bridge inspection plan. As stated, seven of the nine bridges on the project have been load rated, and of those structures, only the North Ramp is non-compliant with the HS-20 rating. But it is the design team's responsibility to verify that the ratings levels still satisfy HS-20 loading. How do we bid?

A2: Exhibit B - Technical Specifications in Book 2: Volume 2 (Page 1533) states that "it is the Company's responsibility to verify that the rating levels still satisfy HS-20 Loading in their rehabilitated condition". In other words, if there is no change in the dead load from its existing condition to its rehabilitated condition, there would be no need to perform load ratings. If there is a change in the loading condition (e.g. the addition of barriers, sidewalks, etc.), only those member impacted by these additional loads would have to be re-rated.

It is not anticipated that every member on every structure would require load ratings.

Q3: 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 details on the size, location and accessibility of these areas.

A3: Storage containers and equipment may be stored adjacent to the construction trailers. Other areas may also be available in the North Municipal Lot. During the execution of the contract, the Company shall arrange to meet with the entities having jurisdiction over the additional areas that may be available to work out the details of such areas, that is, size, location, access, etc. No areas, other than those specified in the RFP, shall be used without written authorization from the entities having jurisdiction over them.

Q4: Please provide any cad files that exist of the jobsite. These will be required for us to develop a functional MPT and staging plan.

A4: All the CAD files were provided in Addendum No. 2.

Q5: Do the top flanges of existing steel members, which will be exposed during deck removal, contain lead paint?

A5: Typically, steel that is to be in contact with concrete is not painted; but if the steel was originally primed in the shop during fabrication, then there may be a coat of red lead paint. Since the top flange was not accessible for sampling during the lead paint survey, it is not possible to state with any certainty whether lead is present or not. For bidding purposes, proposers are to assume that

lead paint is present on the top flanges and will need to be removed as part of the surface preparation procedures described in A6 below.

Q6: What are the surface preparation requirements for existing steel members which will be in contact with newly placed deck concrete?

A6: Given the age and condition of the bridges in this project, it is likely that the top flanges, once exposed, will exhibit a thick layer of rust. This layer of rust, regardless of whether it contains lead paint or not, must be removed prior to installing / replacing shear connectors and pouring the new concrete deck. Proposers are to assume that the required cleaning methods will be abrasive blasting meeting the SSPC Standards for SP 10 – Near White Blast Cleaning. Unless a rigorous sampling and testing program is undertaken at each bridge to prove that lead paint is not present, the proposers shall assume that abrasive blast cleaning of the top surface of the flanges (e.g. flanges to be in contact with the new deck) must be performed inside a Class 1A Containment System.

Once the top surface has been cleaned to a near white blast, a thin layer of zinc paint shall be applied to preserve the surface from rusting during formwork and installation of shear studs.

Q7: 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 Contactor to enter upon and perform work for a 6 hour (day & night) and for a 55 hour Diversion.

A7: When Track 1 is taking out of service in the tunnel, Tracks 1 through 5 within the Station, and Platforms 1 and 2 and half of Platform 3 (adjacent to Track 5) will be available to the Contractor. Similarly, when Track 2 is taking out of service in the tunnel, Tracks 6 through 10 within the Station, and Platforms 4 and 5 and half of Platform 3 (adjacent to Track 6) will be available to the Contractor.

Q8: 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 one Diversion count as one of the 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?

A8: One diversion counts as the sum of all tracks within the Interlock taken out of service due to a single track outage in the tunnel.

Q9: 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?

A9: Initial set-up takes 15 minutes and tracks activation will be done after the Contractor clears the tracks. The Contractor must clear up the tracks no later than the end of the permissible hours of work specified in Exhibit G.

Q10: 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?

A10: Provided the protective shielding meets the criteria of Special Provision 61 in Exhibit H of Book 2: Volume 2 and does not infringe on the clearance limits given in Section 2.11 of Exhibit G in Book 2: Volume 2 (Page 1708 and 1709) and worker / equipment access to the shielding is not via SIRTOA ROW, then work hours will not be restricted. However, if the work being performed above the shielding includes picking equipment and/or material over tracks/platforms (e.g. lifting beams in and out, removing large portions of slabs, etc), then track diversions and flaggers will be required. Work of this nature must be performed within the permissible hours stated in Section 1.2.4 of Exhibit G in Book 2: Volume 2 (Page 1695 and 1696).

Q11: How will Contractor access be provided to all of the existing train platforms from within the Ferry Terminal Building? Are there any restrictive hours? If so, what are they?

A11: Access from within the terminal building to the train platforms will be provided to the Contractor only via the service booth and during Authority approved work hours specified in Exhibit G, Book 2: Volume 2.

Q12: How will Contractor worker, vehicles and equipment access be provided into the Interlock area?

A12: The Contractor must use the North Municipal Lot gate marked as "Gate 5" to bring vehicles and equipment into the Interlock area. For Contractor workers, access will be provided via the service booth. See A11 above.

Q13: 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.

A13: This traffic stipulation is in effect 24 hours a day 7 days a week.

Q14: From the RFP we have not been able to determine the minimum vertical railroad clearance for the proposed North Ramp. Please provide the minimum vertical railroad clearance for the proposed North Ramp.

A14: The minimum vertical clearance is 16'-6" measured from the top of rail.

Q15: Engineering Requirement Item 14 p. 1540 Pigeon Deterrent System: The electrified Pigeon Deterrent System has a potential of becoming an extremely expensive item for the Project. The RFP notes the system be installed in areas over "pedestrian walkways, parking lots, station platforms and train storage areas". As one may construe any area where a train is parked to be a "train storage area" this could entail a significant area on the project. In addition, in as much as the superstructure beams are at skew angles with the tracks, if a "pedestrian walkway" is adjacent to a track the system would have to be installed along the beam on both sides until the beam is beyond the walkway. If the beam spans more than one track with each having an adjacent walkway, the system could be dis-continuous but the electrical wiring would still have to extend thru the un-needed area. As a result, the basic cost is still applicable. This work will most likely have to be done under GO outages with Local 3 Electricians, a gruesome and extremely expensive task. Can the limits of the Pigeon Deterrent system be better defined. In addition, would alternative non-electrical systems be considered.

A15: The Preliminary Quantities Estimate given in Section 4 of Exhibit E in Book 2: Volume 2 gives the SF area of where the pigeon deterrent system is required. Attached to this Addendum No. 4 is a plan view of the project site depicting the areas requiring the pigeon deterrent system. Only an electrified wire pigeon deterrent system will be acceptable to the NYC DOT.

Q16: Special Provision Item 62, p. 1758 provides NYCDOT requirements for protective shielding: 100 psf live loading over entire surface plus a concentrated live loading of 2000 lbs. Will this loading be sufficient to meet railroad approval?

A16: Refer to the additional requirements provided in this Addendum No. 4 for protective shielding when over the railroad's right-of-way.

Q17: Can we be provided a copy of the Agreement (or Draft) the NYCDOT has with the SIR/ Transit Authority.

A17: DOT-Legal Affairs is currently negotiating an agreement with the MTA. If an agreement is reached prior to the Price Proposal due date for this RFP, we will then provide a copy of the agreement.

Q18: Can we obtain the following excel spreadsheets that are included in RFP documents? (.pdf files furnished by NYCDOT are NOT excel):
- Preliminary Quantities file;
- Progress Payment Schedule file;
- Preliminary quantities for Lead removal & painting;
- Price Proposal Sheet

A18: NYC DOT does not provide Excel spreadsheets. It is the Company's responsibility to create its own spreadsheets.

Q19: Page 1666: "Preliminary Quantities – Summary Table" lists Item 1g: "Concrete Removal – Substructure" with zero quantity.
Was there intended to be any substructure concrete removal?

A19: Yes – there is substructure concrete removal associated with the demolition of the existing North Ramp. The quantity is shown in the Preliminary Quantity Estimate for the North Ramp on Page 1682 but was inadvertently left off the Summary Table. Page 1666 has been revised and is attached to this addendum # 4.

Q20: Page 1666: "Preliminary Quantities – Summary Table" lists Item 2a: "Steel Removal – Beams" with 745,000 LF as the quantity.
Is the unit of measurement correct on this item?

A20: The correct unit of measurement should be lbs as shown on the Preliminary Quantity Estimate Table for the North Ramp on Page 1682. Page 1666 has been revised and is attached to this addendum # 4.

Q21: Refer to the RFP page 6 which states, "The proposal package should consist of individually sealed components as listed in Section IV-B, Proposal Package Contents ('Checklist'), each bound in an 8 ½" x 11" plastic spiral binding." There are a number of different types of plastic spiral binders available. The type we selected is a hard plastic, locking style spiral binder, distributed by GBC, part number GBC 25-145-17 ProClick. Can we use this type for our proposal?

A21: NYC DOT has no objection to the use of this specific spiral binding type for this proposal.

THE CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES

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

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. 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. 4 dated December 21, 2007 for the Contract No. HBR1217 for which Technical Proposals will be received by 2:00 PM on January 23, 2008.