



NEW YORK CITY DEPARTMENT OF
DESIGN + CONSTRUCTION

DAVID J. BURNEY, FAIA
Commissioner

CAROL DIAGOSTINO
Agency Chief
Contracting Officer

July 23, 2012

ADDENDUM NO. 1

PROJECT: S216-415A, Construction Management Services for the Renovation and Rehabilitation of the West 59th Street Marine Transfer Station, Borough of Manhattan

PIN: 8502012TR0006P

THE ADDENDUM IS ISSUED FOR THE PURPOSE OF AMENDING THE REQUIREMENTS OF THE REQUEST FOR PROPOSALS AND IS HEREBY MADE A PART OF SAID REQUEST FOR PROPOSALS TO THE SAME EXTENT AS THOUGH IT WERE ORIGINALLY THEREIN.

REQUEST FOR PROPOSALS

The Request for Proposals is amended as set forth below:

1. Section II, Item C, RFP-4 – The estimated cost of construction work for Project Phase I has changed. Please remove RFP-4 and replace with the revised RFP-4 attached to this Addendum.

Contact: Carlo Di Fava, difavac@ddc.nyc.gov
Phone No.: 718-391-1541

By signing in the space provided below, the Proposer acknowledges receipt of this Addendum.

THIS ADDENDUM MUST BE SIGNED BY THE PROPOSER FOR THE CONTRACT AND ATTACHED TO THE TECHNICAL PROPOSAL.

Veronica Nwabugwu for CP
Carol DiAgostino
Agency Chief Contracting Officer

Name of Proposer

By _____

Title _____



Project 1 Scope

Structural repair of the inshore platform located east of the pier at the intersection of West 59th Street and Marginal Street; site work and intersection safety improvements including work in both the Hudson River Park (HRP) and Riverside Park South; replacement of the existing single truck scale with separate new inbound and outbound truck scales, installation of a new truck ramp ventilation system; removal of the existing control booths and installation of a new control booth at the top of the ramp to house the scale computer equipment and monitoring work stations; marine dredging south of the north pier, including the barge slip.

Project 2 Scope

Refurbishment of the existing 50,600 square foot pier building including: construction of new emergency generator, electric, mechanical fire pump and fire valve rooms; new exit passageway construction and existing exit passageway refurbishment; re-arrangement and refurbishment of the Operations Building interiors; fire suppression system replacement throughout the entire pier structure; mechanical, electrical and plumbing system upgrades; refurbishment and recoating the existing pier structure's exterior cladding systems including metal wall and roof panel systems and translucent panel wall cladding system.

B. Joint Ventures and Other Consultant Relationships:

There is no minimum requirement for the proportion of work to be performed by either of the two joint venture partners. Joint ventures must carry the required insurance, either as policies written specifically for the joint venture entity, or by using their existing single entity policies with endorsements written for the joint venture activity.

DDC does not recognize the corporate configuration wherein one company is "in association with" another. Relationships between two or more firms shall be either as joint venture partners or as prime consultant and subconsultant. In the event that a proposal is received wherein two or more firms are described as being "in association with" each other, DDC will treat the relationship as one of prime consultant and subconsultant(s). The RFP evaluation will be handled accordingly, and if the proposer is selected, the contract documents will show only the prime firm on the signature page, and all other firms will be listed as subconsultants in Exhibit A.

C. Cost Estimate / Term of Contract:

The estimated cost of the required construction work for the Project Phase 1 is **\$23.71** million and for Project Phase 2 is \$31.99 million.

The term of the Contract shall commence as of the date of registration by the Comptroller and shall remain in effect until Final Acceptance of all required construction work for the Project and completion of all required CM services for the Project. The term shall be based on the detailed Project Schedule submitted by the proposer as part of its Technical Proposal. The anticipated time frame for construction final acceptance of all required work is:

1. For Project 1: 365 consecutive calendar days, commencement of construction beginning approximately December 2012 with substantial completion anticipated in December 2013. Final acceptance is anticipated 3 months later in March 2014.