

ATTACH TO CONTRACT DOCUMENTS

THE CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DIVISION OF BRIDGES
BRIDGE ENGINEERING

Rehabilitation of Broadway Bridge Over
The Harlem River

NYCDOT P.I.N. 84118MNBR160

Contract No. HBM1147

NYSDOT P.I.N. No. X757.53

Fed. Aid Project No. X757533

B.I.N.: 2-24013-7

TOGETHER WITH ALL WORK INCIDENTAL THERETO
BOROUGH OF MANHATTAN

ADDENDUM NO. 2

March 27, 2018

NOTE:

Attached please find Addendum No. 2 (Pages AB-1 to AB-61)

1. NOTICE TO BIDDERS (Pages AB-1 to AB-5)
2. Response to Contractor's questions (Pages AB-6 to AB-20)
3. Contract Specification Book 1 of 3 - Revised pages 000001, 000005 (Page AB-21 to AB-22)
4. Contract Specification Book 2 of 3 - Revised pages 000455, 000535, 000851, 000866 (AB-23 to AB-26)
5. Contract Specification Book 3 of 3 - Revised pages 001169, 001639, 001679, 001686 to 001688 (Pages AB-27 to AB-32)
6. Pre-bid Conference Attendance sheet (AB-33 to AB-38)
7. Revised (23) Contract drawings (Pages AB-39 to AB-61) (Separate Package)
Sheets No. 31 (C-4), 36 (C-9), 39 (WZTC-3), 40 (WZTC-4), 41 (WZTC-5), 47 (S-1), 49 (S-3), 59 (S-13), 65 9S-19), 66 (S-20), 67 (S-21), 68 (S-22), 69 9S-23), 70 (S-24), 71 (S-25), 74 (S-28), 82 (36), 103 (S57), 144 (A-1), 181 (M-8), 199 (M-26)

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ADDENDUM NO. 2

March 27, 2018

THIS ADDENDUM IS HEREBY MADE A PART OF THE CONTRACT DOCUMENTS

NOTICE TO BIDDERS:

1. **Except as otherwise stated below and by any previous and subsequent Addenda, the above referenced Invitation for Bids (“IFB”), remains unchanged. Furthermore, this Addendum is hereby made part of the contract documents.**
2. Clarifications in response to questions from Prospective Bidders.
3. In Contract Specification Book 1 of 3 pages 000001 and 000005 were revised
4. In Contract Specification Book 2 of 3 pages 000455, 000535, 000851 and 000866 were revised.
5. In Contract Specification Book 3 of 3 pages 001169, 001639, 001679, 001686 and 001688 were revised
6. Twenty-three (23) Contract Drawings were revised and included in this addendum.

These drawings (AB-39 to AB-61) will not be available online. Separate package must be picked up at the ACCO’s Contract Unit, Bid Window, Ground Floor, and 55 Water Street, New York, NY 10041 between 9:00 AM and 3:00 PM Monday to Friday, excluding holidays, starting from 03/28/18 by 10:00 AM.

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1. **Question:** Drawing S-28 Detail “Type 8”, there is no 3S30/3540 at 3F4. Please clarify.

Response: Refer to revised Dwg. No. S-23R (Sheet No. 69R). “3540” has been replaced with “3S40”.

2. **Question:** Please provide existing shop drawings of the bridge deck area.

Response: Shop Drawings will be provided at award of contract.

B. REFER TO CONTRACT SPECIFICATION BOOK 1 OF 3

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|----|------------|---------------------------------------|
| 1. | REFER | To Sheet 000001 (Page 1) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 000001R (Page 1R) |
| 2. | REFER | To Sheet 000005 (Page 5) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 000005R (Page 5R) |

C. REFER TO CONTRACT SPECIFICATION BOOK 2 OF 3

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| 3. | REFER | To Sheet 000455 (Page 455) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 000455R (Page 455R) |
| 4. | REFER | To Sheet 000535 (Page 535) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 000535R (Page 535R) |
| 5. | REFER | To Sheet 000851 (Page 851) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 000851R (Page 851R) |
| 6. | REFER | To Sheet 000866 (Page 866) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 000866R (Page 866R) |

D. REFER TO CONTRACT SPECIFICATION BOOK 3 OF 3

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| 7. | REFER | To Sheet 001169 (Page 1169) |
| | DELETE | The referenced sheet in its entirety |
| | SUBSTITUTE | with ATTACHED Sheet 001169R (Page 1169R) |
| 8. | REFER | To Sheet 001639 (Page 1639) |

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| | DELETE
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| 9. | REFER
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| 10. | REFER
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| 11. | REFER
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| 12. | REFER
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E. REFER TO CONTRACT DRAWINGS

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| 13. | REFER
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| 14. | REFER
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| 15. | REFER
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| 16. | REFER
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| 17. | REFER
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ATTACHED Drawing No. WZTC-5R (Sheet 41R) |
| 18. | REFER
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| | INSERT | ATTACHED Drawing No. S-1R (Sheet 47R) |
| 19. | REFER
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| 20. | REFER
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| 21. | REFER
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| 27. | REFER
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| 28. | REFER
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| | INSERT | ATTACHED Drawing No. S-28R (Sheet 74R) |
| 29. | REFER
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| 30. | REFER
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| 32. | REFER
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| 33. | REFER
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| 34. | REFER
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ATTACHED Drawing No. M-8R (Sheet 181R) |
| 35. | REFER
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A. CLARIFICATIONS IN RESPONSE TO QUESTIONS FROM PROSPECTIVE BIDDERS

3. **Question:** Reference is made to Drawing S-19 (sheet No. 65). This drawing shows “EXIST MEDIAN TO BE REMOVED – ITEM 587.01”. There is no Item 587.01 on the bid form. Please advise which bid item to use.

Response: Refer to revised Dwg. Nos. S-3R (Sheet No. 49R), and S-19R through S-25R (Sheet Nos. 65R through 71R). Pay Items have been revised.

4. **Question:** On drawing S-82, Section A-A please provide the elevation of “Top of Existing Transformer Pad to be Removed”

Response: As-built drawings of the concrete transformer pad are not available and information on Dwg. No. S-82 was developed based on limited available material and field measurements. An elevation is not available.

5. **Question:** On S-82, the callout states to “Remove and Dispose of Exist. Stone and subfill to elev. 13.65. On drawing S-83, Section A-A the callout shows top of existing subfill at 13.65
- a. Should “existing” be labeled as propose on drawing S-83, section A-A?
 - b. Please provide top of existing subfill elevation.

Response: Per the as-built drawings for the concrete slab, the top of the existing sub fill is at elevation 13.65 +/- as shown in section A-A on Dwg. No. S-83. There is existing broken stone and gravel from elevation 13.65 +/- to elevation 14.4 +/- which is to be removed and replaced.

6. **Question:** In Special Provisions, page S-71, Item 78. Protective Shields over “No Drop Areas” 2nd para. states, The Contractor will be required to provide, maintain and remove protective shields in all zones designated as a “No Drop Area”. Please provide drawings showing the “No Drop Area”.

Response: “No Drop Areas” are not depicted on the plans. The second paragraph, last sentence in S-71 (SP78), states “The construction of the protective shields will be such as to prevent any dust, debris, concrete, form work, paint or tools from falling on the publicly traveled roadway, the waterway and property below and adjacent to the structure.” Placement and design of the protective shielding shall be in accordance with this requirement and in locations including the transit structure as directed and approved by the Engineer.

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7. **Question:** Please refer to Sheet 177 (Drwg. M-4), Work Item 12, second sentence, “Replace missing cap bolt including heavy hex nuts and washer on SW sheave bearing”. There are four (4) SW sheave bearings. Does each of these four (4) SW sheave bearings require the replacement of one (1) cap bolt and associated nuts and washers?

Response: No. Missing cap bolt is only at one (1) SW sheave bearing location. Only one (1) cap bolt with nuts and washer to be replaced.

8. **Question:** Please refer to Sheet 177 (Drwg. M-4), Work Item 13, “Clean and lubricate existing main counterweight wire rope assemblies”. Please provide detailed drawings of the wire rope assemblies. Do the wire ropes need to be cleaned and lubricated?

Response: Refer to Dwg. No. M-15 (Sheet No. 188) for main counterweight wire rope assembly details. As part of the assembly, existing wire ropes to remain are to be cleaned and lubricated as specified under Item 690.11290029 “Operating Machinery”.

9. **Question:** Please refer to Sheet 181 (Drwg. M-8), Note 4, which pay item are the steel closure plates paid under?

Response: Refer to revised Dwg. No. M-8R (Sheet No. 181R) Note 5. All closure plate detail work to be paid under Item 690.11290029 “Operating Machinery”.

10. **Question:** Sheet 43 & 45 shows the existing median to be removed in stage 1 section on tower span and lift span. However, there is no section or detail shown on the existing median connection to the existing bridge. Please provide as built drawing showing the connection of existing median to be removed.

Response: Refer to revised Dwg. No. S-23R (Sheet No. 69R) that shows connection of existing median.

11. **Question:** Please refer to WZTC-3 (sheet 39) to WZTC-5 (sheet 41). The precast concrete barrier adjacent to the work zone is called out as TEMPORARY CONCRETE BARRIER WITH WARNING LIGHT (TYP.) ITEM 619.1702. This is the unpinned item. Should the concrete barrier adjacent to deck panels being replaced be pinned?

Response: Refer to revised Dwg. No. WZTC-3R (Sheet No. 39R). Item No. corrected.

12. **Question:** Please refer to sheet 57 as this shows existing framing plan for the Lift Span. Please provide the connection detail between the sidewalk structure (which will remain)

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and the Stringer that supports the sidewalk and roadway. Please provide the same detail for South Tower Span as well as the North Tower Span.

Response: Refer to revised Dwg. No. S-57R (Sheet No. 103R) which includes the connection detail. Pay Items have been provided for work associated with the stringer connection detail.

13. **Question:** Please clarify the appropriate spec for the Engineer's Field Office. The Bid Sheet shows item 637.14 (Type 4), but there is not a spec included.

Response: Item 637.14 is a NYSDOT Standard Pay Item. See instructions on Attachment 3j in Book 3 of 3 (Page 001171) on where current specification can be obtained.

14. **Question:** Please reference drawing S-16 and S-17. Repair type 7 is listed as pack rust removal and caulking. No details are provided in the plans for this repair type. Please provide repair details.

Response: The description of the required work is self-explanatory and does not require a detail. For bidding purposes, assume 6 L.F. per location.

15. **Question:** Drawing S-29 has a suggested repair procedure for the type 10 steel repairs. Step 1 is to install steel column without live load. There doesn't appear to be a steel column to be installed. Please clarify.

Response: The column is temporary and is to be designed, installed and removed by the Contractor.

16. **Question:** Normally field drilled holes on NYCDOT projects are bid under item 586.10. The spec for this item requires the contractor to remove paint around field drilled holes (both sides) prior to drilling hole. Will the contractor be required to remove paint from around field drilled holes through existing steel on this project?

Response: Yes. Contractor will be required to remove paint from around field drilled holes.

17. **Question:** Please refer to note 8 on drawing S-37. There are 3 of these repairs to do. A similar note exists on Drawing S-39, for which there is only 1 of these repairs to make. The note says that the repair shall be a continuous operation. Does this mean this work must occur 24/7 until its complete? Is the contractor allowed to work on more than 1 of these at a time?

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Response: The repair removing and replacing the gusset plate should start and finish during the same work day. The repair does not include the time for the installation and removal of any temporary work required to perform this work. The Contractor is not allowed to work on more than one location at a time.

18. **Question:** Please refer to Drawing S-40. These 4 span guide brackets are in a difficult to access location at the top of the lift span. There are 104 rivets to remove and replace on each one. Are there sufficient hand holes in the existing bracket to allow the contractor to actually install the bolts shown?

Response: Yes. Handholes are located on the underside of span guide bracket.

19. **Question:** The project calls for 12ea wire ropes to be removed and replaced. This will require the contractor to cut holes in the roof of the tower enclosure per the rope removal notes on drawing M-1. There are 8ea sheaves. Will the contractor be required to remove a rope at each sheave, or can you identify the specific sheaves that the ropes will be removed from?

Response: As per Dwg. No. M-4 (Sheet No. 177) work item 10 callout, at least 2 wire ropes to be replaced on the southwest interior sheave. Up to 10 additional wire ropes may be replaced as determined by the Engineer at any sheave location based on the cleaning and wire rope condition documented by the contractor under Item 690.11290029 – Operating Machinery.

The removal and replacement procedure presented on Dwg. No. M-1 (Sheet No. 174) is only a suggestion and any modifications to the machinery house enclosure, if required, is subject to contractor's means and methods and should be included in the bid item.

20. **Question:** The specifications for the 1-1/4" sidewalk deck, bid item 596.12010129 says the grating will be attached to the superstructure as detailed on the contract plans. Drawing S-58 does not show the attachment detail, rather note 4 on the same drawing says all grating must be fastened in place, fastening methods are to be submitted for approval. Please provide a detail for all bidders to base their bid upon for securing this grating.

Response: The fastener for the sidewalk grating shall be McNichols Type CB saddle galvanized or approved equal.

21. **Question:** Drawings S-26 through S-28 provide the various types of connections

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between the new stringers and the existing floor beams. It appears that these types of connections are designed to account for the change in elevation of the stringers to provide a cross slope to the roadway, and the fact that there are different details for the existing floorbeams. The framing plans for the tower spans are on drawings S-10 and S-13. There is no way to tell what type of connection (type 1 through type 9) is at each existing floorbeam/new stringer intersection. Please provide a table or otherwise indicate where each type of connection from drawings S-26 through S-28 is used.

Response: The Connection Types shown on Dwg. Nos. S-26 through S-28 (Sheet Nos. 72 through 74) are for the specific locations shown - the remaining locations have similar connections. A table has been added to clarify connection type locations. Refer to revised Dwg. No. S-36R (Sheet No. 82R).

22. **Question:** Type 6 stringer connection on drawing S-27 is shown for stringers 3S10/3S20 at floorbeam 3F2. Type 9 stringer connection on drawing S-28 is also shown for stringer S10 at floorbeam 3F2. The details are not the same, yet they indicate that this is the connection for stringer 3S10 at 3F2. Please clarify.

Response: Refer to revised Dwg. No. S-28R (Sheet No. 74R), the reference “(S10 AT 3F2 SIMILAR)” at the Type 9 connection detail has been deleted.

23. **Question:** Please reference the Suggested Construction Schedule on drawing C-9. The construction task on line 1 of the schedule is ‘Falcon No Work Period’ that extends from December through July. Please provide information on the limitations placed on the work during this period.

Response: Refer to revised Dwg. No. C-9R (Sheet No. 36R), the period of “Falcon No Work Period” is from February 1st through July 31st. There are no limitations to work inside the nest tower assuming the following conditions are met:

- **No unusually loud noises inside the tower during February 1 thru July 31.**
- **No open hatches or workers on top of the tower during February 1 thru July 31.**
- **Avoid working on the top of the opposite bridge tower during February 1 thru July 31 to avoid aggressive falcons and falcon disturbance.**
- **Minimize all outside activities from the elevator to the tower room during February 1 thru July 31.**

Once project is awarded, contact and coordination with DEP/DEC will be required for any questions and concerns with nesting falcons throughout construction.

24. **Question:** Please reference the Suggested Construction Schedule on drawing C-9. The construction task on line 2 of the schedule is ‘Water No Work Period’ that extends from March through June. Please provide information on the limitations placed on the work during this period.

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Response: There is no Water No Work Period. Refer to revised Dwg. No. C-9R (Sheet No. 36R).

25. **Question:** Please reference the Suggested Construction Schedule on drawing C-9. The schedule shows Stage 1 work beginning three months after NTP. Are there any restraints on setting up the WZTC for Stage 1? For instance does the new steel and grating to be installed in Stage 1 need to be fabricated and inspected prior to setting up the WZTC for Stage 1?

Response: No. There are no restrictions so long as contractor documents and permits are in place prior.

26. **Question:** Please reference note 6 on drawing M-5 – ‘Touch up paint in all areas where paint is missing or damaged’. Please define the limits of “all areas”.

Response: Refer to revised Dwg. No. M-5R (Sheet No. 178R), note 6 has been revised.

27. **Question:** Please refence the Histoplasmosis section of Spec 831, Special Provisions 59 and 64. There are heavy deposits of pigeon droppings on the Broadway Bridge. We are assuming wash water from cleaning areas of pigeon waste does not need to be contained and can be discharged directly onto the ground and river below the bridge. Please confirm.

Response: No. Collection and containment will be required to ensure no contamination of surrounding property as required under 3.02 of 831. Local areas to be cleaned for the installation of the Bird Control Systems will be included under that pay item 690.11510029.

28. **Question:** Please reference specifications 690.11410029 – Temporary Operating System and 690.11350029 & .11360029 – Span Operation and Maintenance. Within the Span Operation and Maintenance Specs the time limit of lift span operation green light to greenlight is limited to either 20 or 30 minutes depending on where you are in the spec. The Temporary Operating System spec states the air motors will require 27 minutes to either raise or lower the lift span. We are assuming while the span is being operated on the temporary system a green light to green light lift span operation of over 60 minutes will be acceptable. Please confirm.

Response: Refer to revised Page 001679R stating when temporary operating system is permitted to be used.

Refer to revised Page 001639R, the time limit of lift span operation green light to green light is limited to 20 minutes.

While the span is being operated on the temporary system a green light to green light

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lift span operation of under 60 minutes is anticipated with air motors limited to approximately 27 minutes to either raise or lower the lift span under normal travel limits.

29. **Question:** Please reference specifications 690.11410029 - Temporary Operating System, Construction Details Note 1. Contrary to what is contained in this note we are assuming the temporary operating system on the Broadway Bridge will be installed after the existing main and emergency span operating equipment has been removed. There will be a time of approximately 3 months where the lift span will be unable to be raised. Please confirm.

Response: Refer to Dwg. No. C-9R (Sheet No. 36R) Suggested Construction Schedule where there is a three (3) month shutdown to marine traffic under Mechanical Work ‘Shutdown Bridge to Marine Traffic’ where lift span operation is to be suspended.

30. **Question:** Please reference specifications 690.11410029 - Temporary Operating System. Setting and releasing the lift span brakes is not included in the sequence of operation of raising and lowering the lift span with temporary operating system. Please confirm the lift span brakes do not need to operational while the bridge is being operated with the proposed temporary operating system.

Response: Refer to Item 690.11410029 - Temporary Operating System, Construction Details, Temporary Operating System subsection 4 (Page 001687) where machinery and motor brake operation requirements are specified under the temporary operating system.

31. **Question:** Please refer to drawing S-51. Please provide spacing of shear studs for this joint. Please clarify if the butt joints of the ½” and ¾” plates need to be field welded along the stage lines. In addition, it seems that the ½” vertical plate welded to the end of the new tower span stringers must be field welded. Please confirm.

Response: The spacing for the shear studs is as follows: top and bottom row shall be spaced at 24 inches, alternate centers each row. The center row shall be spaced at 12 inches, alternate with top and bottom rows. The ½” and ¾” plates will need to be field welded with a full penetration weld along the construction stage line. The top weld at the wearing surface shall be ground smooth. The ½” vertical plate will be field welded at the end of the tower span stringers.

32. **Question:** Please reference special provisions S-71 - Background Checking of Contractor’s Employees for Work in any Facility or Structure Located Under, In, On or Adjacent to Waters Subject to US Jurisdiction. Is there any cost to the Contractor associated with the background checks or is all that is required of the Contractor to provide the US Coast Guard with name and date of birth of any prospective employees on this project?

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Response: Contractor to provide name and date of birth to US Coast Guard. US Coast Guard will determine if there are additional requirements.

33. **Question:** Please reference special provisions S-72 – Work Force Background Check and Monitoring Requirements. Note 3 requires the Contractor to submit employee information for background checks at least a month in advance of the employee’s anticipated start date. A significant portion of the work on this project is in non public areas. However, the nature of this project, the locations of the work, the durations of the work activities, the staging of the work along with the union work rules, will make managing this requirement expensive and possibly create some unsafe work environments for the employees. Please consider changing the time requirement from a month to a day, and/or develop a temporary work permit system.

Response: Time requirement will not change.

34. **Question:** Please reference the Suggested Construction Schedule on drawing C-9. The first activity Mechanical Work Activity is ‘Shutdown Bridge to Marine Traffic’ with a 3 month duration from March through May of 2020. Also, reference spec 690.11310029 – Wire Rope Replacement, in the Construction Detail Section in the General Notes it says ‘The time duration to close the lift span bridge to navigational marine traffic is limited. The Contractor shall coordinate and schedule this work in accordance with the provisions of the USCG requirements.’ The USCG requirements contained in Appendix C of the specifications does not provide any specific information on either the duration of time the lift span capacity of the bridge can be out of service or the duration of time the river channel can be closed to marine traffic. Please provide these durations and any time of year stipulations.

Response: As per Appendix C, all bridge closures, or bridge operating schedule changes, must be requested in writing 90 days in advance, from the Coast Guard District Bridge Branch Office. Dwg. No. C-9R is a suggested sequence, but may be altered. Contractor schedule will determine this closure.

35. **Question:** Portions of the work on this project occur at the same level as, above and below the NYCT tracks. Work such as surveying, working on the operator house, working on the gatemens house, work on the machinery houses, installing the elevators, installing the ladders and platforms, steel repairs, replacing wire ropes, installation of droop cables and other electrical work, cleaning and painting, bird deterrent installation and so on; What are the NYCT restrictions placed upon this work, the times to perform it and the equipment used to perform it?

Response: Nearly all work is outside the foul area of NYC Transit tracks. As with the roadway, sidewalks and adjacent properties, the contractor shall protect NYC Transit facilities. The NYC Transit requirements are listed in the General notes (See sheet G-14 and G-15) as well as Appendix K of the Proposal.

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36. **Question:** Portions of the work on this project occur at the same level as and above the Metro North RR tracks. Work such as surveying, concrete deck and steel sidewalk removal and replacement, structural steel removal and replacement, structural concrete repairs and so on. Will a horizontal protective shield be required above the Metro North RR? How far beyond the limits of the bridge sidewalks will it need to extend horizontally? What is the minimum vertical clearance envelope between the tracks and bottom of the protective shield? Does a vertical protective barrier need to be installed between MN Track 1 and North abutment to allow concrete repairs to be performed? How far from the near rail of Track 1 does it need to be installed? What are the work hours for shield/barrier installation and removal?

Response: Metro-North Railroad requirements are included in Appendix J of the Proposal. Refer to Temporary Structures on Page 001136.

37. **Question:** Drawing S-20 existing section B-B shows the connection angles in the South Tower Span to be removed and paid for under item 589.010001. No similar note exists on drawing S-19 for the North Tower span. Item 589.010001 is for removal and disposal of existing steel. Drawings S-26 through S-28 show the reuse of the existing connection angles in both spans. It seems that the removal and reinstallation of these angles are incidental to item 586.05 and 564.0508. Please clarify.

Response: The cost of removal and reinstallation of the existing angles shall be included in the price bid for Item 564.0508. See revised Dwg. No. S-20R (Sheet No. 66R) Existing Section B-B, delete Item 589.010001 and replace with Item 564.0508.

38. **Question:** Drawings S-26 through S-28 depict the various tower span stringer-floor beam connections. Section B-B on S-26 and section C-C on S-27 indicate that the existing stiffener angles remain, and that the connection angles are removed and reinstalled with the new stringers. None of the other details on these drawings depict the need to remove the connecting angle and reuse it. Please confirm that for all connection types on drawings S-26 through S-28 the connection angles are to be removed and reused.

Response: All existing connection angles shall be removed and reused.

39. **Question:** Please reference drawing G-11, the Concrete Repair General Notes. Is the Contractor responsible for surveying the existing concrete surfaces both above and below water to determine the location, extent and types of concrete repairs? Are repairs below the water level limited to above the mud line? Is there an underwater survey of the existing concrete structure that can be included in an addendum?

Response: Concrete repairs to areas above the waterline only for the river piers.

40. **Question:** Please reference drawing A-15, note 4 'Clean exposed interior steel structure

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including but not limited to WF, I Beams, T-Shapes and Battens, Re-Paint all. Refer to finish schedule on on drawing A-30. Also, reference drawing A-17, section 3. We are assuming the cleaning and painting extends to the steel members labeled as 'existing structural members', the existing interior ceiling surface above them and the interior wall/ceiling surface to the left of the interior wall marked as a partition type 1, both in the machine room and in the sheave rooms. Please confirm.

Response: The scope of work stated above is correct.

41. **Question:** Please refer to DWG S-29 (Sheet 75), SUGGESTED COLUMN REPAIR SEQUENCE. Step 1 says to install steel column without live load, however, detail 3 shows no new steel column. Please provide us with the new steel column size on detail 3.

Response: The column is temporary and is to be designed, installed and removed by the Contractor.

42. **Question:** Please refer to DWG S-29 (Sheet 75), SUGGESTED COLUMN REPAIR SEQUENCE. Step 5 says to remove shims.
- a. Is this referring to existing temporary timber shims as shown in detail 3 and detail C-C?
 - b. If not, when do we set these temporary timber shims?

Response: Yes. In order to get access to add the bottom plate, the temporary shims need to be removed.

43. **Question:** Please refer to DWG S-29 (Sheet 75), SUGGESTED COLUMN REPAIR SEQUENCE. Step 3 says we have to temporarily jack column to align bolts as required.
- a. Would the contractor be allowed to drill and bolt a temporary jacking frame on an existing IRT column?
 - b. What will be the maximum jacking load?

Response: No drilling on the existing IRT column will be allowed.

44. **Question:** Please confirm that the Lead Paint removal costs for the bridge work should be included in Item 832.40 – Treatment and Disposal of Paint Removal Waste.

Response: Yes. To be included in Item 832.40

45. **Question:** Please confirm that the Lead Paint removal and disposal costs for the Control House work should be included in Item 690.11240029 – Control House.

Response: No. Paid for under Item 832.40.

46. **Question:** Please confirm that the Lead Paint removal and disposal costs for the

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Machinery Houses work should be included in Item 690.11270029 – North & South Tower Machinery Houses.

Response: No. Paid for under Item 832.40

47. **Question:** In reference to Appendix J, Metro-North Railroad Requirements;
- a. Should the Contractor assume all costs for MNRR Protective Personnel is by NYCDOT?
 - b. Should the Contractor assume the following work is restricted to the Work Hours of 2:30am to 5am listed on sheet 1132 (page S-65) or 2:00am to 4:45 am on sheet 1129 (page S-672) for the following Track Use:
 - i. North Abutment crack repairs
 - ii. North Abutment concrete spall repairs Type A and Type D
 - iii. Shield installation over the MNRR for the North Tower Span
 - iv. All structural demolition and removal work for the North Tower Span
 - v. All new structural steel and concrete work for the North Tower Span

Response: a. MNR costs are covered by NYCDOT.

b. Work hours are to begin at 2:00 am as per sheet 1132, but track closures will occur at 2:30 am.

48. **Question:** In reference to Appendix K, New York City Transit Requirements and NYC Transit – General Notes, drawings G-14 and G-15
- a. Should the Contractor assume all costs for Protective Personnel and Work Trains is by NYCDOT
 - b. Please provide a Track Diversion or Outage schedule for the project
 - c. Please provide the NYCT Work Restrictions spec

Response: a. NYCT costs are covered by NYCDOT.

b. Contractor schedule will determine outage schedule

c. Work restrictions are listed in the General Notes (See sheet G-14 and G-15) and Appendix K of the Proposal.

49. **Question:** Item no. 564.5101 is the type 1 repair, lattice bar replacement. This type 1 repair is shown on sheet 61 (4 locations), sheet 62 (9 locations), sheet 63 (6 locations), and sheet 64 (1 location). The total number of type 1 repairs are 20 locations. At each location, is there only one set (2 ea.) of lacing bars that we have to replace?

Response: The number of lacing bars varies per location. For bidding purposes, assume two sets (4 each) of lacing bars need to be replaced at each location.

50. **Question:** Please refer to DWG S-16 & DWG S-17 (Sheets 62 & 63). Repair/Replacement Type 7 – PACK RUST REMOVAL AND CAULKING. This repair type is called out in three different locations. As this is a lump sum item, please advise us

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of the length of each repair location.

Response: For bidding purposes, assume 6 L.F. per location.

51. **Question:** Please refer to Spec Page 001588, Item 690.11320029 – Stabilizing Component Rehabilitation, General. Please provide the amount, locations, drawings, details and specifications for the adjusting, cleaning and lubrication of the Centering Device Assemblies.

Response: Refer to Item 690.11320029 – Stabilizing Component Rehabilitation, CONSTRUCTION DETAILS for cleaning and lubrication specifications. Refer to revised Dwg. No. M-26R (Sheet No. 199R) for additional information.

52. **Question:** Please refer to Spec Page 001588, Item 690.11320029 – Stabilizing Component Rehabilitation, General. Please provide the amount, locations, drawings, details and specifications for the cleaning and lubricating of the Span Guides and Rails (Fixed & Expansion End).

Response: Refer to Item 690.11320029 – Stabilizing Component Rehabilitation, CONSTRUCTION DETAILS for cleaning and lubrication specifications. Refer to revised Dwg. No. M-3R (Sheet No. 176R) for additional information.

53. **Question:** Please refer to Spec Page 001588, Item 690.11320029 – Stabilizing Component Rehabilitation, General. Please provide the amount, locations, drawings, details and specifications for the cleaning and lubricating of the Main and Auxiliary Counterweight Guides and Rails (North and South).

Response: Refer to Item 690.11320029 – Stabilizing Component Rehabilitation, CONSTRUCTION DETAILS for cleaning and lubrication specifications. Refer to revised Dwg. No. M-3R (Sheet No. 176R) for additional information.

54. **Question:** Please refer to DWG M-26 (Sheet 199). How many male shim packs are required per centering device?

Response: Refer to revised Dwg. No. M-26R (Sheet No. 199R) Notes 2 and 3 as shim packs are not required if any one side of the centering device is in hard contact.

55. **Question:** Please refer to DWG M-26 (Sheet 199). Please provide the location of the male shim pack(s) on the centering devices.

Response: Refer to revised Dwg. No. M-26R (Sheet No. 199R) Centering Device Section A-A indicating location of proposed male shim packs. Please refer to Notes 2 and 3 as shim packs are not required if any one side of the centering device is in hard contact.

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56. **Question:** Please refer to DWG M-26 (Sheet 199). How many centering devices are there?

Response: Refer to Spec Page 001588, Item 690.11320029 – Stabilizing Component Rehabilitation, General indicating (2) centering device assemblies. Also, refer to revised Dwg. No. M-26R (Sheet No. 199R) – Key Plan.

57. **Question:** Please refer to DWG M-26 (Sheet 199). Please provide the location of the centering devices.

Response: Refer to revised Dwg. No. M-26R (Sheet No. 199R) for Key Plan indicating general location of centering devices.

58. **Question:** Please refer to DWG S-52 (sheet 98). Please confirm the drilling and grouting for the J Hook, 5/8” dia. at 1’0” O.C., is paid under Item 586.0201 – Drilling and Grouting Bolts or Reinforcement Bars.

Response: On Dwg. No. S-52 (Sheet No. 98), drilling and grouting of the J-Hook 5/8” dia. at 1’-0” o.c. is paid under Item 586.0201 – Drilling and Grouting Bolts or Reinforcement Bars.

59. **Question:** The Legend on Drawing A-6 (sheet A-51) references DWG. A-51 for details on the partition types, however no such drawing exists. Please provide necessary details for the various types of partitions.

Response: Partition Types are on Dwg. No. A-26 (Sheet No. 169).

60. **Question:** Drawing S-10, S-11 & S-13 show lateral bracing being removed; however the type is not listed. Please provide the type of steel that is being taken out as the (typ.) lateral bracing.

Response: The lateral bracing consists of 6” X 6” X 3/8” angles.

61. **Question:** Drawing S-13 notes 6 states that for a section at barrier gate wheel support see drawing No. S-69, however, there is no section on page S-13 nor S-69 that coincides with the barrier gate. Please provide the details necessary.

Response: On Dwg. No. S-13R (Sheet No. 59R), Note 5 refers to Dwg. No. S-69 (Sheet No. 115) for the section at the barrier gate pivot support. Dwg. No. S-69 includes a detail entitled “SECTION AT BARRIER GATE PIVOT FRAMING”. On Dwg. No. S-13R, Note 6 refers to Dwg. No. S-8 (Sheet No. 54) for the barrier gate wheel

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support. Dwg. No. S-8 includes a SECTION L-L (referenced on Dwg. Nos. S-41 and S-43) which is the section at the barrier gate wheel support.

62. **Question:** Drawing S-13 proposed framing plan shows one C15x33.9 channel on 3S10 stringer. Please clarify if this is only C15 channel on the proposed framing.

Response: Refer to revised Dwg. No. S-13R (Sheet No. 59R), all channels are C12x25.

63. **Question:** Drawing S-16 and S-17 shows pack rust removal and caulking (item 7) in the legend for steel repair/replacement; however neither details nor pay item is indicated.

Response: The description of the required work is self-explanatory and does not require a detail. The pay item is provided in the Notes.

64. **Question:** Please provide detail for structural steel repair type 7 item 564.0507. This appears in both drawings S-16 and S-17, however it's not called out in the drawings nor is a detail included.

Response: The description of the required work is self-explanatory and does not require a detail. Locations for Repair Type 7 are indicated on the plan views shown on both drawings.

65. **Question:** Detail 5 on S-39 does not provide a thickness for the gusset plate. Please provide a thickness for the gusset plate replacement.

Response: Dwg. No. S-39 (Sheet No. 85), Detail 5 states "PROPOSED GUSSET PLATE TO MATCH EXISTING". The as-built drawings indicate that this plate is 3/8" thick.

66. **Question:** Drawing S-18 shows floorbeam 3F5 repair towards the CL of the east truss on the north tower span, however the detail shown in drawing S29 shows this repair occurring in the centerline of the bridge and existing IRT column. Please clarify which detail should apply towards the east truss of the north tower span. Clarify what item detail 2 on S-29 will be paid under.

Response: Dwg. No. S-18 (Sheet No. 64) shows Repair 9 close to the CL of the East Truss and Detail 10 at the CL of Bridge. The details are shown on Dwg. No. S-29 (Sheet No. 75) - Detail 2 is for Repair Type 9 and will be paid under Item 564.0509 and Detail 3 is for Repair Type 10 and will be paid under Item 564.0510.

67. **Question:** Drawing S-19 "existing median to be removed Item 587.01" and "Existing Fence to be removed Item 587.01" does not exist in the estimate of quantities. Please clarify if this item is required and if so what the quantity is.

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Response: The existing median and fence are to be removed under Item 202.120001. Refer to revised Dwg. No. S-19R (Sheet No. 65R)

68. **Question:** Drawing S-19 has a detail circled on the proposed section only for the floorbeam connection at the south end bent, however, no indication as to what this is depicting nor what it actually entails. Please clarify.

Response: Refer to Dwg. No. S-19R (Sheet No. 65R), Proposed Section A-A, the detail circle at the lower left corner has been deleted. Also, the text “ONLY FOR FLOORBEAM CONNECTION AT SOUTH END BENT” that is associated with this detail circle has been deleted.

69. **Question:** Drawing S-19 has a call out for east sidewalk bracket repair however there is no indication of how many locations this is required in. Please clarify the extent of repair required. Also please clarify what item this will be paid under.

Response: The bracket repair is only required at Floorbeam 1F1. It shall be paid for under Item 564.0503.

70. **Question:** Drawing S-20 Existing section B-B shows “Connection angle to be removed (Typ) Item 589.010001”, however there are no details showing what type of angles are being removed. Please provide details.

Response: Angle dimensions are provided on Dwg. Nos. S-26, S-27 and S-28 (Sheet Nos. 72 through 74)

71. **Question:** Drawing S-23 Existing section E-E shows connection angle to be removed (Typ) see note 5, however note 5 pertains to barrier details. Please provide the correct note and details for what is being removed.

Response: Refer to revised Dwg. No. S-23R (Sheet No. 69R). The reference has been corrected to read “See Note 4.”

72. **Question:** Drawing S-28 Detail “Type 7”, there is no 3S20/3530 at 3F3. Please clarify.

Response: Refer to revised Dwg. No. S-23R (Sheet No. 69R). “3530” has been replaced with “3S30”.

73. **Question:** Drawing S-28 Detail “Type 9” there is no S1 at 3F2 or S10 at 3F2. Please clarify.

Response: Refer to revised Dwg. No. S-23R (Sheet No. 69R). “(S10 AT 3F2 SIMILAR)” has been removed.

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Book/Receipt No.: 1 of 3



**THE CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
("NYCDOT")**

THE DIVISION OF BRIDGES

**POLLY TROTTENBERG
COMMISSIONER**

**PROPOSAL
FOR BIDS, BID, DETAIL SPECIFICATIONS AND
STANDARD CONSTRUCTION CONTRACT**

FOR

Contract No. HBM1147

**REHABILITATION OF BROADWAY BRIDGE
OVER THE HARLEM RIVER**

B.I.N 2-24013-7

Together With All Work Incidental Thereto

BOROUGH OF MANHATTAN

**NYSDOT.P.I.N. NO. X757.53
Fed. Aid Project No. X757533**

Bid Opening: 11:00 A.M. on April 26, 2018 2
Location: 55 Water Street, Ground Floor

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A.5. Time and Location for Receipt of Bids 2

Date: April 26, 2018 Time: 11:00 AM (the "Bid Opening")

Location: NYCDOT Bid Room, 55 Water Street, Ground Floor, New York, New York 10041 (the "Bid Location"). The entrance to the Bid Location is located on the Southeast corner of the 55 Water Street building and it faces the Vietnam Veterans Memorial. Bidders will not be permitted to enter the Bid Location without proper government issued identification (driver's license, passport, etc.).

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PIN: 84118MNBR160
E-PIN: 84118B0013
Book/Receipt No.: 2 of 3



**THE CITY OF NEW YORK
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**PROPOSAL
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**REHABILITATION OF BROADWAY BRIDGE
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**NYSDOT.P.I.N. NO. X757.53
Fed. Aid Project No. X757533**

Bid Opening: 11:00 A.M. on April 26, 2018

Location: 55 Water Street, Ground Floor

SUPPLEMENTAL INFORMATION AVAILABLE TO BIDDERS

The following information is available at NYCDOT, as identified in the advertisement for bids, for inspection and review prior to the letting date. The documents may be picked up by appointment at NYCDOT, 59 Maiden Lane, 35th Floor, New York, NY 10038. Appointments may be arranged by contacting Mr. Bhaskar Gusani, P.E. at 212-839-4150 or by e-mail at bgusani@dot.nyc.gov.

The bidder's signature on this proposal certifies that they have made themselves aware of the availability, for their inspection and review prior to the letting date, of the information indicated below.

INFORMATION/DOCUMENTS	Digital
Biennial Inspection Report Dated December 2015	X
Broadway Bridge Original Contract Drawings, 1957 (Partial set, not complete)	X
Partial set of American Bridge Machinery Shop Drawings Dated 1961	X
1995 Rehabilitation of Mechanical and Electrical Systems and Traffic Control Devices for Waterway Bridges (Partial set, Broadway Bridge only)	X
1998 Replacement of Elevators and Rehabilitation of Main and Auxiliary Counterweight Ropes for Three (3) Vertical Lift Bridges (Partial set, Broadway Bridge only)	X
2004 Component Rehabilitation/Replacement of Seven Bridges (Partial set, Broadway Bridge only)	X
Additional Broadway Bridge Original Contract Drawings, 1957	X

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Recommended Lead Removal Item Numbers

NYCDOT ITEM NO.	DESCRIPTION	UNIT
832.10	Worker Protection	Lump Sum
832.20	Environmental Protection and Project Clean-up	Lump Sum (for each structure)
832.30NNNN	Containment System(s) (for each designated type)	Lump Sum
832.40	Treatment and Disposal of Paint Removal Waste and Wastewater	Lump Sum

Recommended Universal Waste and Miscellaneous Hazardous Waste Removal Item Numbers

NYSDOT ITEM NO.	DESCRIPTION	UNIT
202.02100163	Contaminated and Hazardous Material Disposal (Solids <500 Pounds)	Pounds
202.02200263	Contaminated and Hazardous Material Disposal (Liquids 101-500 gallons)	Gallons

Recommended PCB Caulk Removal Item Numbers

NYCDOT ITEM NO.	DESCRIPTION	UNIT
210.34110129	Removal and Disposal of PCB Caulk	Linear Foot

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PCB CONTAINING MATERIAL REMOVAL:

1. PCB Caulk removal and disposal shall be performed under the approved NYCDOT Special Specification (Removal and Disposal of PCB Caulk) and the following Item Number:

Item 210.34110129 2 Removal and Disposal of PCB Caulk 2 Linear Foot 2

Summary of Regulated PCB Containing Caulks at the Broadway Bridge over Harlem River Project		
Material Description	Material Location	Approximate Quantity Linear Feet (LF)
SOUTH GATEMAN'S SHELTER		
Exterior Door Frame Caulk (white, top layer)	Exterior Door Frame	17
Exterior Door Frame Caulk (grey, bottom layer) (The grey, bottom layer caulk is also asbestos containing)		
White Caulk	Between outside wall panels and around exterior window frames	368
NORTH GATEMAN'S SHELTER		
White Caulk	Between outside wall panels, around exterior window frames, and around exterior door frame	385
TOTAL PCB CAULK		770 LF

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THE DIVISION OF BRIDGES

**POLLY TROTTENBERG
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**PROPOSAL
FOR BIDS, BID, DETAIL SPECIFICATIONS AND
STANDARD CONSTRUCTION CONTRACT**

FOR

Contract No. HBM1147

**REHABILITATION OF BROADWAY BRIDGE
OVER THE HARLEM RIVER**

B.I.N 2-24013-7

Together With All Work Incidental Thereto

BOROUGH OF MANHATTAN

**NYSDOT.P.I.N. NO. X757.53
Fed. Aid Project No. X757533**

**Bid Opening: 11:00 A.M. on 2 April 26, 2018
Location: 55 Water Street, Ground Floor**

ITEM 690.11350029 – SPAN OPERATION
ITEM 690.11360029 – SPAN MAINTENANCE

The Contractor shall submit the bridge operator's work schedule, as defined above, to the NYCDOT not less than two (2) weeks prior to implementing said schedule.

The duties of the Bridge Operator shall include, but not be limited to:

- 1) Inspection of the entire bridge twice each shift. The Operator shall inspect the draw span and all electrical and mechanical equipment upon arrival and just prior to departure.
- 2) Record the time of each inspection and indicate in the log book any defects and inform the Contractor of any problems observed.
- 3) Operate the bridge according to established rules and regulations.
- 4) Sand sidewalks when necessary, remove snow and debris from all bridge sidewalks under section 619.01 during assigned shift.

The Contractor shall also provide sufficient staff to assist the bridge operators during the openings to ensure that any temporary system in place can be removed or operates properly during the bridge operation.

Based on 2014 marine traffic counts, the number of bridge openings has been approximately 6 per year. The Contractor shall consider this as the minimum required openings per year during the course of the project for marine traffic.

The Contractor shall be given advance notice for requested bridge openings in accordance to the USCG regulations. The openings may occur any time within the twenty-four (24) hour day, seven (7) days a week. The Contractor may apply for a restricted opening schedule over the summer months with the USCG prior to the start of work.

The time of span operation shall not exceed 20 minutes from start to finish of the bridge operating sequence (green-light-to-green light including the time required for passage of marine vessel).

The Contractor shall coordinate all openings with NYCDOT Bridge Operations, NYCDOT Bridge Maintenance Division, NYCT and the USCG.

METHOD OF MEASUREMENT

The work under the Span Operation item shall be measured on a unit basis. Each span opening shall include the complete cycle of opening the bridge to allow marine traffic to pass and closing the span to allow vehicular and subway traffic to resume.

The work under the Span Maintenance item shall be measured on a monthly basis. Each month the bridge machinery and electrical system shall be maintained in accordance with the NYCDOT approved procedures.

ITEM 690.11410029 – TEMPORARY OPERATING SYSTEM

DESCRIPTION

General

Under this item, the Contractor shall furnish, install, test, and place in satisfactory operating condition a temporary bridge operating system for maintaining the NYCT permissive/interlock controls, raising and lowering the lift span, raising and lowering the warning gates and pedestrian gates (unless truck-mounted attenuator (TMA) trucks and flagmen are used), pulling and driving the span locks, and for controlling the bridge traffic lights, during the reconstruction of the Broadway Bridge, Operator House, Gateman House and Shelters.

The purpose of the temporary operating system is to provide the Contractor with the option of installing systems to maintain the NYCT permissive/interlocks during all phases of construction and for testing of the new and rehabilitated mechanical and electrical systems. Any testing that affects vehicular or NYCT traffic shall be performed at night to meet the stipulations of NYCDOT-Office of Construction, Mitigation and Coordination (OCMC) and NYCT operations. Operations utilizing air motors for span operation shall only be performed at night with a detour route and full bridge closure to vehicular and NYCT traffic. The Contractor shall obtain all permits required from OCMC, coordinate with NYCT operations, and provide the necessary personnel. Air motors shall not be used for normal bridge openings for marine traffic. Bridge openings for marine traffic shall be performed by the auxiliary two-speed motor and not exceed 20 minutes.

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When the Broadway Bridge lift span is being raised, and lowered, the skew of the span shall be monitored by the new skew indicator equipment called for in the Contract Drawings and the Bridge Electrical System. Therefore, these electromechanical components must be made operational prior to lift span operation. An alternate method of skew control may be submitted by the Contractor for review and approval by the Engineer. Lift span operation and skew control shall be controlled by two temporary air motor operators (one per tower) by adjusting the position of the four-way control valve. These air motor operators shall be in voice communication with each other and with personnel monitoring the position of the skew indicator. The air motor operators will require ear protectors with radio installed for use during temporary span operation. The maximum permissible skew is 18-inches in height difference. A visual height dial indicator shall also be installed at the main counterweight trunnion shaft so that the air motor operator has a visual indication of the lift span height at the tower he is positioned at.

The span locks and traffic signals shall be operational with either a temporary control system or permanent control system.

The existing barrier gates and warning gates are not operational. Flagmen and TMA trucks shall be used to effectively control and stop vehicular and pedestrian traffic. Contractor has the option to provide a temporary traffic control system to effectively control and stop vehicular and pedestrian traffic during span operation.

The existing designed lift span normal opening travel limit is 110.65-feet with additional 3-feet for overtravel.

Usage of air compressors to supply compressed air to the air motors when using the temporary operating system shall be paid for under this item. The temporary operating system shall be removed after bridge final

ITEM 690.11410029 – TEMPORARY OPERATING SYSTEM

The temporary operating system shall need to be an evolving system that changes as the reconstruction progresses. It may be necessary to re-route some of the temporary wires and cables, relocate some of the temporary equipment, etc. during some stages of construction. The Contractor shall be solely responsible for development and coordination of the temporary operating system changes with all other work involved in the reconstruction during all stages of construction where the temporary operating system is used.

The temporary operating system shall remain in place until adequate field tests, as described herein, of electrical and mechanical equipment are complete to the satisfaction of the Engineer. These field tests are independent of the testing requirements of Item "Bridge Electrical Testing."

At the completion of the project, the Contractor shall remove the temporary operating system and restore the bridge as per Contract Documents. The temporary structural supports must be removed and the supporting structure restored to final painted condition. Upon removal, the temporary operating system, with the exception of the air compressors, shall become the property of NYCDOT. The Contractor shall deliver the removed temporary operating system equipment to a storage facility specified by the NYCDOT.

A movable bridge project coordinator (MBPC) having adequate experience in the installation of movable bridge machinery, shall supervise the work. The MBPC shall meet all requirements outlined in Item "Movable Bridge Project Coordinator."

3) Temporary Operating System Description

The temporary operating system per tower shall include, but not be limited to air motor, air compressor, filter and moisture separator, pressure regulator, lubricator, four way directional valves, air exhaust mufflers, air hoses, fittings, compressed air system appurtenances, operational skew indicator and visual height indicator mounted on the main counterweight sheave trunnions.

The air motor shall be installed at the emergency reducer and used for testing purposes at nighttime only. The auxiliary two-speed motor and clutch shall be installed on the primary reducer auxiliary input shaft and can be used for normal bridge operations for marine traffic if the main drive is not fully functional and tested. The auxiliary motor and clutch, span locks, traffic lights and NYCT permissive/interlock controls and devices shall be operational by temporary or permanent control.

TMA trucks and flagmen shall be used to effectively stop and control vehicular and pedestrian traffic. Contractor has the option to provide a temporary traffic control system as part of this work if approved by the Engineer.

All equipment shall be made for outdoor operation.

The temporary operating system shall physically consist of a combination of existing and new equipment as seen fit by the Contractor. Any permanent mechanical or electrical equipment used under the temporary operating system that has been abused in the opinion of the Engineer shall be replaced by the Contractor with the approval of the Engineer prior to NYCDOT bridge acceptance. Traffic signals, warning gates, auxiliary motors, auxiliary motor limit switches, and auxiliary motor disconnect switches may be reused, as allowed by the actual field conditions and construction

ITEM 690.11410029 – TEMPORARY OPERATING SYSTEM

schedule. The Engineer must specifically approve all equipment that the Contractor proposes to reuse.

4) Bridge operation under the temporary operating system

Any installed temporary operating system shall be capable of performing, at a minimum, the bridge operation tasks as described:

- a. Traffic light operation
- b. Manual or electrical warning gate operation (unless TMA trucks and flagmen are used)
- c. Manual or electrical barrier gate operation (unless TMA trucks and flagmen are used)
- d. Manual or electrical span lock operation
- e. Lift span operation
- f. Skew control
- g. Provision for seating torque
- h. Manual or electrical machinery and motor brake operation
- i. NYCTA subway permissive and interlock operation

5) Temporary Operating System Interlocking Requirements

The temporary operating system shall perform the various control operations interlocked such that they can be performed only in their proper sequence and that no damage can result from an incorrect operation. This interlocking shall be arranged as follows:

- a. When the lift span carries traffic, it cannot be operated unless all warning gates, the pedestrian gate, and the barrier gates are down or the sidewalks and roadways are effectively blocked from vehicular and pedestrian traffic and the span locks are pulled.
- b. The span locks cannot be operated electrically unless the lift span is fully seated.
- c. The lift span navigation lights cannot go green unless the lift span is fully open.

6) Sequence of Operation Under the Temporary Operating System

The Contractor shall submit a sequence of bridge operation, based on the following, to the Engineer, NYCDOT, OCMC, and the USCG for review and approval.

A minimum of two air motor operators, one span skew observer, two compressor operators, four flagmen, four (TMA) trucks with drivers, and two span lock operators shall be provided by the Contractor for temporary operation. Once the temporary operating system is finalized, the number and type of personnel shall be submitted to the Engineer for approval.

Sequence of Operation:

Raise Lift Span:

2

- a. For an opening, give the necessary signals with the air horns:



- 1. Three bursts of air horn signify a bridge opening in approximately 15 minutes.

ITEM 690.11410029 – TEMPORARY OPERATING SYSTEM

- ii. Bridge opening team disburse to perform/double check that all Bridge Operation Guidelines have been met and the lift span is safe to operate.
- iii. Operator assures all is safe and all "sign-offs" are complete, and radio contact is established with the spotters.
- iv. Five bursts of air horn signify the bridge opening sequence will begin, and a bridge opening is imminent.
- b. Turn the bridge control power switch to "On."
- c. Turn the traffic signals switch from "Go" to "Stop," which shall immediately turn off the green traffic lights and turn on the amber traffic lights. After an adjustable time-delay of five seconds, the amber lights shall be extinguished and the red traffic lights, gate warning lights and gongs tum on.
- d. Lower the warning gates for the oncoming traffic.
- e. When traffic has cleared the bridge, lower the warning gates for the off going traffic.
- f. Close the barrier gates.
- g. Pull the span locks. Gongs will shut off when the span locks are pulled.
- h. Operate lift span with auxiliary two-speed motor for normal marine traffic or with air motors with compressed air supplied by air compressors for test operations.

Lower Lift Span:

- a. For closing, sound the air horn and lower the lift span, bringing it to a full seat.
- b. When the fully seated light is illuminated.
- c. Drive the span locks. Gongs will begin ringing again.
- d. Open the barrier gates.
- e. Raise the warning gates.
- f. As soon as all traffic gates are raised, turn the traffic signals switch from "Stop" to "Go." Gongs will stop ringing, and the traffic signals will change to green.
- g. Tum bridge control switch to "Off."

7) Temporary Operating System Installation

The Contractor shall provide proper equipment for lifting or lowering the temporary bridge operating system components to the towers and control house. Proper care shall be exercised so as not to overstress, score, or damage the control panel, cabinets, terminal boxes, cables, wiring, compressed air system equipment, and air hoses.

8) Testing

- a. Factory Inspection and Testing
The temporary operating system control cabinets, control panel, and other apparatus fabricated or assembled by the control system vendor shall be subjected to shop inspection and test to demonstrate compliance with all specified requirements. The inspection is



Department of Transportation

POLLY TROTTENBERG, Commissioner

PRE-BID/PROPOSAL CONFERENCE ATTENDANCE SHEET

DATE: 02/16/2018

AGENCY PIN: 84118MNBR160:

PROJECT DESCRIPTION: Rehabilitation of Broadway Bridge over Harlem River, Borough of Manhattan

PLEASE PRINT CLEARLY

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M/WBE Officer / Designee Authorization

Rhonda Bruton

Director of DMWBE Program & Oversight

Rhonda Bruton

Name

Title

Signature

It is hereby certified that all attendees were provided with the following information relating to MWBE contract requirements for the resulting contract from this solicitation: an explanation of MWBE contract requirements; a review of how to properly complete Schedule B to ensure a responsive bid and request a waiver; the consequences for prime contractors that demonstrate non-compliance; an overview of the Online Directory; and the SBS Prime contractor resource sheets: 'Assistance Contacts for Primes' and 'Online Directory tips'.



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Rhonda Bruton Director of DMWBE Program & Oversight

Name

Signature

Rhonda Bruton

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Rhonda Bruton

Director of DMWBE Program & Oversight

Name

Title

Signature

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Rehabilitation of Broadway Bridge over Harlem River

B.I.N. 2-24013-7

NYSDOT P.I.N. NO. X757.53

Contract No. HBM 1147

DATE OF MEETING: February 16, 2018

TIME: 1:30 p.m.

LOCATION: Broadway Bridge over Harlem River

U.S. Route 9

Borough of Manhattan

SUBJECT OF MEETING: Pre-bid Meeting Site Visit

Page 1 of 3

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Rehabilitation of Broadway Bridge over Harlem River

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Page 3 of 3

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