RFI RESPONSE #1

FOR

EAST PARCEL VIADUCT REMOVAL PROJECT

SLEEPY HOLLOW LOCAL DEVELOPMENT CORPORATION
SLEEPY HOLLOW, NY

CONTRACT #: 10-2021-01

Prepared By

Sleepy Hollow LDC
28 Beekman Avenue
Sleepy Hollow, New York 10591

November 5, 2021
Q1. Please confirm the allowable work hours for this project including any required track outages?

A1. Work hours are subject to MNRs review of contractors means and methods. Based on preliminary discussion with MNR it is anticipated that the areas immediately adjacent and over the railroad will require flaggers and possible track outages during overnight hours. Specific hours to be coordinated with MNR. Metro North has indicated that when the appropriate protective measures are in place, work that is not over or immediately adjacent to the tracks, may be conducted during normal, daytime hours.

Q2. Can the Village set up another Site tour the week of November 1th so additional bidders can review the site?

A2. Individual tours of the site can be arranged by contacting Daniel Briar of the LDC at Dan.Briar@sleepyhollowldc.org up to Wednesday Nov 10th.

Q3. Is the $140,000 Metro North Allowance to be added into and included as part of our Total Lump Sum Bid? As the form is currently shown it does not add the $140,000 to the bid price.?

A3. The $140,000 should not be included as part of the Total Lump Sum Bid.

Q4. Advise if Notice to Proceed Construction starts after the approval of the Demolition Plan? The Demolition Plan could take two or three months to produce and have approved.?

A4. Notice to Proceed (Construction) will follow an approved demolition plan and executed entry permit.

Q5. Confirm the overall contract completion time will be longer than 90 days plus 30 days for final payment. Clarify when Liquidated Damages would start.

A5. Article 5 of the Agreement provides that the project work will be substantially complete no later than 90 calendar days from the date the Owner issues a notice to proceed. Substantial completion is defined in Section 14.5 of the General Conditions. The additional 30 days referenced in Article 5 of the Agreement refers to the time period when final payment will be made pursuant to Sections 14.7 and 14.8 of the General Conditions. Liquidated damages begin the day after the date of Substantial Completion if the work is not substantially complete as defined by the contract documents.

Q6. Is the contractor allowed daily access to the work site from Continental Street through the East Parcel Property?

A6. Contractor will have daily access through both the east parcel (60 Continental St.) and 193 Beekman Ave. (adjacent property behind viaduct).
Q7. Is the contractor allowed to use the entire lower/on grade ramp as a staging area? Only a small portion is shown as a staging area.

A7. Yes, the entire northern approach ramp may be used as a staging area.

Q8. Does Note 6 on Drawing G-005 preclude the contractor from performing any work in or from the 15' minimum limit shown?

A8. The 15’ min limit from the concrete crib wall is the safe distance for performing any work without adding additional load on the wall. The 15’ min. offset can be modified if the contractor submits calculations signed and stamped by the NYS Professional Engineer and which considers the existing condition of the concrete crib wall.

Q9. Does the contractor have exclusive use of the driveway at 193 Beekman Avenue from Beekman Avenue to the upper staging area?

A9. Yes.

Q10. Drawing G-005 is outdated. There is highway railing and an ornamental fence blocking access from Beekman Avenue. Is any work allowed to be performed from Beekman Avenue?

A10. The contractor is not precluded from accessing the viaduct or staging operations from Beekman Avenue, should appropriate MPT measures be put in place during the work. However, any modifications or damage to existing appurtenances must be repaired at no additional expense to the Village/LDC. Additionally, all proposed workplans are subject to approval from both MNR and the Village Building Dept.

Q11. The Conceptual Demolition Procedure on Drawing G-008 suggests saw cutting and removing the concrete deck in blocks. GN-19 requires the concrete to be broken and separated from the rebar. Is the rebar required to be segregated on-site?

A11. No.

Q12. Special Note 2 of the specifications makes the contractor liable for damages to properties outside the Right-of-Way. Is all work shown within the Right-of-Way/Property Line of the LDC? Can the Right-of-Way/Property Line be provided?

A12. Property lines are referenced on drawing G-005, all work show is within property limits owned by the LDC, with the exception of the portion of viaduct decking that cantilevers over MNR Hudson Line tracks.
Q13. Confirm The LDC is the Sponsor in connection with Metro North’s requirements.

A13. Yes.

Q14. Can you confirm which portion of the work must be performed at night and which can be performed during the day? Has Metro North indicated which portion of the work is required to be performed at night only? It would appear that MNR will make the decision and will decide what work will or could potentially impact the railroad.


Q15. Provide any and all as-built drawings of the existing viaduct.

A15. There are no known as-builts for the existing viaduct, refer to Appendix D for Survey of existing structure from 2015. For information only, an additional topographic survey of this area has been included.

Q16. Do the existing beams have shear studs or coils welded for the concrete deck?

A16. This information is not available. For bidding purposes, it should be assumed that the existing beams have shear studs.

Q17. Can you provide the thickness of the existing concrete deck and any overlays?

A17. No as-built plan is available. Based on the limited field inspection, the deck thickness is approximately 10”, and approximately 2” of asphalt overlay.

Q18. Has NYSDOL registered this project as prevailing wage?

A18. No.

Q19. Confirm the project is NYS prevailing wage and that certified payrolls are required monthly with each payment requisition.

A19. Contractor shall comply with prevailing wage rates as issued by the State of New York Department of Labor for the location and duration of this project and shall submit certified payroll records as required by NYS Labor Law.

Q20. Provide prevailing wage rate sheets for labor classifications?

A20. Prevailing Wage Rates will be provided as Addendum 2 when received from the NYSDOL.
Q21. Confirm that the 90-day completion time allows for MNR flag support as needed during the contract period? If MNR does not provide the required flag support will an extension of time be granted?

A21. 90 day completion time assumes reasonable flagging support by MNR, following request from the contractor, per entry permit procedures. Should MNR not be able to provide flagmen support, any delays should be documented and submitted for consideration of an extension of time in accordance with Article 12.2 of the General conditions for to time lost due to delays beyond the control of Contractor.

Q22. Regarding Clearing and Grubbing; there are no notes regarding the actual work required, so we are to reference the NYSDOT Standard Specifications.

a) Advise if the entire area shown on Sheet G-005 to be Cleared and Grubbed will require all trees (28 shown) to be completely removed and the stumps grubbed?

b) If existing stumps/roots extend into or under the crib wall, sheeting wall, retaining walls, etc., will they be required to be removed?

c) Can trees outside the Clearing and Grubbing Limits be trimmed as needed by the contractor?

d) The note on Sheet G-005 points out "Clear and Grub as Necessary". Clarify this note in relation to the notes above.

e) Assuming access from Continental Street will be allowed, will the contractor be allowed to perform tree trimming from the bottom of the viaduct to the beginning abutment as needed for access?

f) Confirm there is no Clearing and Grubbing required below the existing viaduct. There is nothing highlight in the footprint of the viaduct, only outside the footprint.

A22.

a) No, this is not required. Clearing and grubbing to be provided as necessary to support the contractor’s means and methods of demolition.

b) No. Stumps/roots shall not be removed when they extend into or under the existing walls.

c) Yes. The contractor shall submit, as part of their work plan, trees proposed to be trimmed/removed.

d) See response to part a of this question.

e) Yes. See response to part c of this question.

f) The area under the existing viaduct shall be cleared as necessary to support the contractor’s means and methods.

Q23. Confirm that Builders Risk Insurance is NOT required by The LDC or Metro North in so much as the work is for demolition only.

A23. No Builders Risk Insurance is not a contract requirement.
Q24. At the prebid meeting it was mentioned there may be pictures that can be made available. Please provide any pictures of the existing viaduct that you can.

A24. Additional photographs have been included in appendix D.

Q25. Are there any drawings of the existing ground elevations, below the viaduct, that can be provided?

A25. An additional topographic survey of the area has been provided for information only in appendix D.

Q26. General Note 8 on Sheet G-003 requires an inspection of MNR structures. The description implies MNR buildings by referencing interior and exterior examination. Can you advise what structures are being referred and to what limits the inspection is to take place.

A26. This note will be revised to the following: “Before the start of any work, the Contractor shall make an examination, in the presence of the Engineer, of the existing conditions of the project area. Particular focus should be made on the Metro North Property, the existing retaining walls, and areas adjacent to the residential properties. The Contractor shall take all photographs as may be necessary or ordered to indicate the existing conditions of the adjacent structures and property. The photographs, in electronic format, shall be submitted to the Engineer prior to the start of demolition.”

Q27. General Note 2 on Sheet G-003 - Advise what an Insurance Emergency Action Plan is? We are not familiar with the term.

A27. An Insurance Emergency Action Plan will not be required.

Q28. Has any soil testing been performed specifically identifying the presence of lead?

A28. No soil testing has been performed to identify presence of lead. Refer to the hazardous material notes on G-004.

Q29. Can we make additional trips to the site?

A29. Follow-up tours of the site can be arranged by contacting Daniel Briar of the LDC at Dan.Briar@sleepyhollowlcf.org up to Wednesday Nov 10th.

Q30. On Sheet G-002 you state the shielding is 12,000 sf, yet when we do the takeoff on Sheet G-006 comes out to about 5,100 sf. Can you provide the calculations for how the 12,000 sf was arrived?

A30. Refer to note 4 on G-003 which states that the railroad shall be protected by using protective shielding. The 12,200 SF provided on the sheet G-002 also includes the vertical protective shielding along the MNR
railroad in addition to the underdeck protective shielding on the bridge. The vertical shielding has been calculated along the vertical height of the bridge for an approximately 295-ft length of the bridge adjacent to the MNR railroad.

**Q31.** I understand that the insurance requirements were mentioned during our walk thru and I found the attached Section H schedule of Insurance. Are there are other insurance requirements that I should be looking at?

**A31.** Please also see Appendix B – MNR Requirements for additional insurance requirements.