

Project: S216-404A, Construction Management Services for the New Gansevoort Marine Transfer Station, Borough of Manhattan

Pin: 8502015TR0005P

Date: July 7, 2015

Time: 10:00AM

To: Attendees

From: Paul Eng

MINUTES OF JULY 7, 2015 PRE-PROPOSAL CONFERENCE

Agency Attendees:

Belkis Palacios: Contract Manager, Professional Contracts, DDC
John Ziedonis, AIA: Deputy Program Director, Public Buildings, Sanitation Program Unit, DDC
Paul Eng: Senior Project Manager, Public Buildings, Sanitation Program Unit, DDC

Additional Attendees:

Attendance Sheet Attached

General

The purpose of this meeting was to present an overview of the New Gansevoort Marine Transfer Station project to prospective construction management firms and provide an opportunity to address any questions related to the Request for Proposal (RFP).

Belkis Palacios discussed the following with regard to the RFP:

- This RFP is a Two Stage submission process. The First Stage submission is to include a portfolio and *Doing Business Data Form*.
- Firms shortlisted in Stage One will be required to provide a more detailed Stage Two submission.
- Stage One and Stage Two proposal requirements are outlined on Page 10, Item E of the RFP.
- The deadline for Stage One submissions is July 21, 2015 by 4:00 pm.
- RFP-8, Section IV, Format and Content Of The Proposal:
 - Paragraph 8, Acknowledgement of Addenda. If any addendum is issued, please be sure to check off the appropriate part in Attachment 6.
 - Paragraph E, Proposal Package contents (“Checklist”). List all required materials for the proposed package submission.

- RFP-12, Section V, Proposal Evaluation and Contract Award Procedures:
 - Paragraph A, Stage One Selection Process. Firms will be evaluated in 3 criteria:
 1. Fit, finish and construction quality;
 2. Timeliness of completion; and
 3. The quality of the cost management.
 - Paragraph B, Stage Two Selection Process (Applicable to Stage One Short-Listed Proposers Only).
Proposal criteria evaluations:
 1. Experience of the Firms & Subconsultants;
 2. Staffing Plan;
 3. Management Strategy; and
 4. Project Schedule.
- RFP-14, Section VI, General Information To Proposers. Firms are encouraged to review the general information to proposers.
- RFP-32, Attachment 11: Subcontracting Compliance. Vendors and subcontractors are encouraged to register and create an account in the Payee Information Portal (PIP), www.nyc.gov/pip.
Beneficial usage are:
 1. Manage City account information;
 2. View financial transactions;
 3. Print duplicate 1099 Forms;
 4. Research City contracts and purchase orders; and
 5. Subcontractor approvals.
- RFP-8, Paragraph C, Stage Two Proposal Requirements (Applicable to Stage One Short-Listed Proposers Only).
 1. The Technical Proposal shall contain all information listed in this Subsection C, plus completed Standard Forms 254 and 255 or 330 for Proposer and its subconsultants (if any).

Belkis Palacios discussed the following with regards to the Subcontractor M/WBE Utilization Plan:

- A copy of the Subcontractor MWBE Utilization Plan was distributed to attendees:
 - Submission of the required documentation does not apply to Stage One submissions. Shortlisted firms are required to submit the appropriate forms as part of their Stage Two submission.
 - This solicitation is subject to NYC Local Law 1 of 2013, effective July 1, 2013. Only short-listed proposers are required to submit such form. The new MWBE mandate eliminates the \$1 million cap.
 - The MWBE Utilization Plan/Schedule B, provided in the RFP package, is required in Stage Two submission.
 - MWBE minimum goals established for this project are 15%.
 - What To Watch For:

1. Changing Circumstances:
 - a) Availability of MWBE participation may change during the contract.
2. Solutions:
 - a) Find suitable alternate subcontracting work.
 - b) Find an alternate certified work.
3. Liquidated Damages for Failure to meet MWBE Goals:
 - a) Ten percent of shortfall between amount required to be met and the amount actually paid to certified firms.
 - b) Liquidated Damages will be assessed against amount still due. If none due, the contractor is liable for payment.

John Ziedonis presented an overview of the project:

- The new Gansevoort Marine Transfer Station (MTS) is part of New York City Department of Sanitation's (DSNY) Solid Waste Management Program. The building is intended to handle recyclable materials for Manhattan.
- The site is located on Manhattan's West Side, in the Meatpacking District, on the Hudson River. The site is located beyond the west edge of Gansevoort Peninsula, which is located west of the West Side Highway and Hudson River Park (HRP).
- The DSNY facilities that occupy the Gansevoort Peninsula are to be demolished including: the Destructor Plant; existing Gansevoort MTS and ramp; Salt Shed and Manhattan 5 Garage. As part of the demolition activities, across most of the peninsula, approximately five feet of soil will be removed and replaced with Hudson River Park Trust (HRPT) specified clean fill.
- HRPT is planning to develop the peninsula into parkland, but a specific design is not available at this time. The new MTS, elevated roadway and access ramp design will need to be sensitive to the site and HRPT's park planning.
- The location of the MTS, the elevated roadway and access ramp are outlined in the NY State Legislature's 2008 Amendment to the 1998 Hudson River Park Act; the documents are available on the internet. The existing MTS will be taken down to the piles; the New MTS will be constructed in the footprint of the existing MTS, and is permitted to extend ten feet beyond the steel structure of the existing MTS.
- The New MTS layout will be similar to the existing MTS, with barge slips located at pier level at the north and south sides of the structure. A new access road will connect NYS Route 9A to the New MTS. Trucks will enter the building at the Tipping Level, above the Pier Level, and dump recyclables from trucks into the barges below. Roadway and access ramp have not been designed, yet. The New MTS roadway and access ramp will require coordination with FDNY vehicular circulation needs, as well as HRPT park design.
- FDNY maintains the Marine 1 pier at the northwest corner of the site. This facility requires uninterrupted 24/7 access. FDNY access will need to be maintained during all new MTS construction activities.

- Project Construction Schedule will be very important. DDC anticipates that the demolition project will be completed on time, at which time new construction will begin. DSNY obligations require that schedules be maintained and the new MTS be completed on time.
 - DSNY is sensitive to the needs of the community. The proposal includes a required public relations component, to facilitate community involvement in the process.
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The following is a summation of questions and answers from the conference. The following should be considered the official responses to the questions.

Question: Who is the architect for the New Gansevoort MTS project?

Answer: Grimshaw Architects

Question: What is the new MTS square footage?

Answer: Square Footage Correction: The MTS structure's anticipated gross square footage, is approximately 76,000 SF. This includes MTS facilities on the pier level and tipping floor level, administrative offices, staff support spaces, mechanical spaces and an education center.

Question: Who is the general contractor for the demolition project?

Answer: Gramercy Group. The demolition project has a two-year duration and kicked off in March, 2015.

Question: Who is the current CM on the demolition project?

Answer: LiRo Program and Construction Management, PE PC

Question: What is the construction duration for the New MTS?

Answer: 1,185 CCDs. Refer to the project schedule outlined in the RFP document.

Question: What will be in-place when all demolition work is completed?

Answer: The peninsula will be cleared of all DSNY structures. The FDNY pier at the northwest corner will remain. A new bulkhead will replace the existing bulkhead at the peninsula's west edge. Approximately five feet of HRPT specified gravel mix will replace approximately five feet of soil within the site bounded by: HRPT's pedestrian path to the east; new bulkhead to the west; northern edge of Gansevoort Street to the south; and southern edge of Bloomfield Street to the north. The gravel-filled area will be enclosed by a fence. New lighting will be provided. A new temporary north/south access road will be constructed at the Peninsula's east edge, parallel to the pedestrian path, for FDNY ingress and egress.

Question: Are any project documents available at this time?

Answer: No.

Question: What does "construction system design" mean on page RFP-5 under BIM requirement?

Answer: This definition can be found in the DDC BIM Guidelines, please refer to that document, which can be found on DDC's website.

Question: Is river bathymetry available?

Answer: No.

Question: Have you started investigating disposal issues for excavated and dredged material?

Answer: No.

Question: When will pre-design schematics and studies be available? Will they be available for review by proposers to this RFP?

Answer: There are no studies or schematics available to the proposer for review

Question: Are the existing MTS piles wood? What is the existing condition of the piles?

Answer: The existing MTS is supported on concrete encased steel piles. The pier level pier is supported also by wood piles. The piles are anticipated to be over 150 feet deep. At the end of the demolition project the existing piles will remain, the new MTS design will need to consider which remaining piles will require removal.

Question: On RFP – 8 Section IV B. Stage 1 Proposal Requirements: for the portfolio of projects, the RFP asks for “b) a three dimensional image of the project “. Does this refer to a BIM image of the project? If not, can you please instruct us as to what is meant by a three dimensional image of the project?

Answer: For this requirement, provide either a photograph or rendering of the project.

Question: What does "construction system design" mean on page RFP-5 under BIM requirement?

Answer: This definition can be found in the DDC BIM Guidelines, please refer to that document, Exhibit G of the RFP document.

Question: Describe project BIM requirements.

Answer: The project will be designed using BIM. BIM will be utilized by the CM as described in the RFP. Refer to the DDC BIM Guidelines for DDC’s requirements.

Question: Does the project include design of the park?

Answer: The project access road and ramp will run through the park and will be coordinated with the park design. However, design of the park is not part of the scope of work for this project. Design and construction coordination will be required with site stakeholders: HRPT, FDNY.

Question: Timeframe for CM involvement?

Answer: The New MTS project has completed a Pre-Schematic programming phase, and anticipates beginning shortly a schematic phase including public outreach and involvement. The CM will be brought onto the project as soon as it is feasible.

Question: Will this project be a PLA?

Answer: DDC anticipates that this project will be bid as a PLA. Note: This is pending any future determinations or agreements made by the City.

Question: Who are the MEP and structural engineers for the new MTS project?

Answer: MEP: WSP. Structural Engineer: Thornton Tomasetti.

Question: Confirmation of vendex and compliance, does it need to be submitted with proposal?

Answer: It will be submitted upon written notification.

Question: Fee proposal?

Answer: Upon written notification from DDC, the proposer shall submit the fee proposal.

Question: Can project experience profiles be printed double-sided?

Answer: Yes.