NY ROUTE 347
(TERRY RD. TO GIBBS POND RD.)

DESIGN-BUILD PROJECT

PIN 0054.18, Contract D900033

Request for Proposals

Addendum #2

February 1, 2016
Modification to the Request for Proposals

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(TERRY RD. TO GIBBS POND RD.)
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Note to Proposers

Differences between the deleted pages and the revised pages have been identified as follows:

- Brackets have been inserted on the left-hand margin of the pages to indicate where changes have been made to the documents; and

- Text additions have been shown in underlined red font and text deletions have been shown in crossed out red font.

General Instructions

Delete Page A-3 of the Instructions to Proposers, Appendix A, Project Information, and substitute the attached revised Page A-3.

Delete Pages 63, 68, 70, 72, 73 and 74 of the DB Contract Documents, Part 3, Project Requirements, and substitute the attached revised Pages 63, 68, 70 72, 73 and 74.

No other provision of the solicitation is otherwise changed or modified.
A5.0 PROCUREMENT SCHEDULE

A5.1 ANTICIPATED PROCUREMENT SCHEDULE

The Department anticipates the following procurement schedule for the Contract:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft RFP Informational Meeting</td>
<td>December 2, 2015</td>
</tr>
<tr>
<td>Final RFP to Shortlisted Firms</td>
<td>December 16, 2015</td>
</tr>
<tr>
<td>Date Proposers may start submitting ATCs for review</td>
<td>December 17, 2015</td>
</tr>
<tr>
<td>Proposal period one-on-one meetings with all Proposers.</td>
<td>December 18, 2015 to January 14, 2016</td>
</tr>
<tr>
<td>Final date for requests for changes to Proposer’s organization and personnel</td>
<td>January 18, 2016</td>
</tr>
<tr>
<td>Final date for Proposers to submit ATC’s for review</td>
<td>January 15, 2016</td>
</tr>
<tr>
<td>Final date for Department’s responses to ATCs submitted for review</td>
<td>January 20, 2016</td>
</tr>
<tr>
<td>Final date for Proposers to respond to conditional approval of ATC’s</td>
<td>February 3, 2016</td>
</tr>
<tr>
<td>Final date for receipt of Proposer questions</td>
<td>February 315, 2016</td>
</tr>
<tr>
<td>Issue Date for Final Addendum and/or answers to Proposer questions</td>
<td>February 523, 2016</td>
</tr>
<tr>
<td>Proposal Due</td>
<td>February 17, March 8, 2016</td>
</tr>
<tr>
<td>Post Proposal meetings (if required)</td>
<td>TBD</td>
</tr>
<tr>
<td>Selection of Best Value</td>
<td>Mid March Early April 2016</td>
</tr>
<tr>
<td>Limited Negotiations (if required)</td>
<td>TBD</td>
</tr>
<tr>
<td>Contract Award</td>
<td>Mid Late May 2016</td>
</tr>
<tr>
<td>Notice to Proceed</td>
<td>June 46, 2016</td>
</tr>
</tbody>
</table>

This is a tentative schedule. All dates set forth in the preceding table and in this RFP are subject to change, in the Department’s sole discretion. To the extent that dates are changed, the Department shall notify the Proposers by Addendum.

A5.2 PROPOSAL DUE DATE

The completed Proposal shall be delivered to the Department’s Designated Representative at the address specified in Section A8.0, no later than 12:00 P.M. (midday) (Eastern Time), on the date specified in Section A5.1 (the “Proposal Due Date”).
Construction activities using temporary lane closures shall be suspended to minimize travel
delays associated with road work for major holidays as follows:

- Friday, Saturday, Sunday and Monday Holidays – Beginning 6:00 a.m. the business day
  before the holiday and ending 6:00 a.m. the business day following the holiday
- Tuesday Holidays – Beginning 6:00 AM the Friday before the holiday and ending 6:00
  AM the next business day.
- Wednesday Holidays – Beginning 6:00 AM the Tuesday before the holiday and ending
  6:00 AM the next business day.
- Thursday Holidays – Beginning 6:00 AM the Wednesday before the holiday and ending
  6:00 AM the following Monday.

15.3.3 Access to Commercial Properties and Driveways
The Design-Builder shall provide uninterrupted access to all commercial properties and
driveways within the Project Limits at all times. However, minimization of impeded access is
important in this highly commercialized area. See Form SCD for additional conditions.

15.3.4 Closure Restrictions
The following lane time closure restrictions apply for Route 347:

A) NY 347, Four Lane Sections (2 EB and 2 WB lanes):
   a. Westbound: No lane closures permitted between the hours of 6 AM – 10 PM;
   b. Eastbound: No lane closures permitted between the hours of 11 AM – 10 PM.

B) NY 347, WB 347 east of Terry Road (3 lane section):
   a. A single lane closure will be allowed between 10 AM - 3 PM, and 10 PM - 6 AM.

No permanent (24/7) lane closure will be permitted.

15.3.5 Full Mainline Closure and Detour
No full closure with detour is permitted

15.3.6 Local Street Closure Restrictions
The following lane time closure restrictions apply to local streets within the Project:

No lane closures permitted between the hours of 6 AM - 10 AM and 3 PM - 7 PM. A minimum of
one lane for two-way traffic shall be maintained at all times.

15.3.7 Opening of New Lanes or Shared Use Path
Any new travel lanes, turn lanes, shared use path or other feature shall not be open to traffic
prior to installation of all associated permanent or temporary signs and striping.
The Design-Builder shall use steel edging to create a non-degrading, well defined pavement edge in locations where the asphalt path pavement is placed adjacent to turf or other soft edge areas. The steel edge material may be dark green or other dark color that will blend with the natural area.

16.3.7 Utility Trench Restoration
Outside areas of full depth reconstruction, pavements in trench restoration areas shall match the adjacent pavement section.

16.3.8 Buffer Strip
The Design-Builder shall provide a minimum 4 foot wide colored and imprinted buffer strip along the back of the eastbound curbline for the entire length of the project. The buffer strip concrete surface pattern shall match a London Cobble texture in a running bond pattern. The buffer strip color shall be integral and have dark grey highlights. The integral color shall match Cool Grey matching Federal Color Standard 595 #26493 with a Dark Grey antiquing release matching Federal Color Standard 595 #26132.

16.3.9 Median Bullnose
The Design-Builder shall provide a colored and imprinted bullnose at median end sections. The bullnose concrete surface pattern shall match a London Cobble pattern. The bullnose color shall be integral and have dark grey highlights. The integral color shall match Cool Grey matching Federal Color Standard 595 #26493 with a Dark Grey antiquing release matching Federal Color Standard 595 #26132.

16.3.10 Bus Stop Pad
The Design-Builder shall provide a colored and imprinted concrete bus pad at all bus stops. The bus stop pad concrete surface pattern shall match a Random Ashlar Slate pattern with a single imprinted soldier course border. The bus stop pad concrete color shall be integral and Warm Grey matching Federal Color Standard 595 #36306. The single imprinted soldier course border color shall be integral and Charcoal Grey matching Federal Color Standard 595 #36176.

16.3.11 Greenway Stop Decorative Pavers
The Design-Builder shall provide a decorative soldier course of concrete brick pavers set in polymetric sand with a concrete row lock edge along the perimeter of path pavement edges within the proposed greenway stop and under the information kiosk at the proposed greenway stop. The concrete paver colors shall be Golden/Onyx matching Federal Color Standard 595 #33275/33303. The color of the polymetric sand shall match the pavers.

16.3.12 Sidewalks
All new sidewalks within the Project limits shall be concrete. The existing sidewalks on the local streets impacted by the Project should be replaced with 5 foot wide concrete sidewalks to the side road reconstruction limit, transitioning back to the existing sidewalks that continue along the local street. If ROW allows, grass strips should be constructed between the back of the curb and sidewalk. However, grass strips less than 3 ft. will not be allowed.
The Drainage Report shall document the design criteria used, final design basis, and all supporting calculations and computer model output.

### 17.3.2 Connections to Existing Systems

The Design-Builder shall develop Design Plans and Project Specifications for any connections to existing storm systems. The Design-Builder shall be responsible for calculations performed to ensure there is sufficient capacity to accommodate any increase in flow due to changes in drainage catchment area and/or to land use. This paragraph shall not be construed to relieve the Design-Builder of the obligation to treat runoff water that requires treatment.

The Design-Builder shall assume that the drainage system designed for Contract D900014 will accommodate the existing run-off from the Contract D900014 eastern terminus to the existing roadway high point located in proximity of the Route 347 intersection with Southern Boulevard. The Design-Builder should use this as the limiting capacity of Contract D900033 proposed discharge into Contract D900014 proposed drainage system unless additional measures are incorporated in the proposed drainage solution of D900033.

### 17.3.3 Spill Management

Spill prevention and response measures shall be described in the SWPPP.

### 17.4 DELIVERABLES

Deliverables shall be as stated elsewhere in the RFP documents.
18.3.2 Design Requirements

Design requirements for the reconstruction of NY 347 and local streets shall be as specified below.

- Design speed: NY 347, 60 mph; Local streets, 35 mph;
- Lane Widths: Three 11 foot wide Eastbound lanes; three 11 foot wide Westbound lanes;
- Turning Lane Width: 11 foot at all turning lane locations;
- Shoulder Widths: A 6 foot wide right shoulder and a 2 foot wide left shoulder in the Eastbound and Westbound directions, except at right turn lane locations. A 4 foot wide right shoulder and a 2 foot wide left shoulder at right turn lane locations; A 2 foot wide right shoulder and 2 foot wide left should shall be provided at local streets.
- Shared Use Path Width: A minimum 12 foot wide shared use path on the Eastbound side;
- Sidewalk Width: A minimum 5 foot wide walkway on the Westbound side.

**Taper Lengths and Turning Bay Lengths** shall be in accordance with Table 18-1. The Design-Builder shall determine turning bay lengths, taper and number of turn lanes required, for NY 347 and the side roads, to achieve a minimum overall intersection Level of Service (LOS) ‘C’ at Southern Blvd, a minimum overall intersection LOS ‘B’ at Lake Avenue, and a minimum overall intersection LOS ‘B’ at Gibbs Pond Road. Level of Service shall be based on a 2035 design year. The Design-Builder shall add an appropriate factor of safety to the turning bay lengths by assuming non-uniform arrivals. Permissive lefts across three lanes of traffic are not permitted.

**Table 18-1 – Table of Taper and Turning Bay Lengths**

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>DIRECTION/MOVEMENT</th>
<th>APPROXIMATE TAPER LENGTH IN FT</th>
<th>APPROXIMATE TURN BAY LENGTH IN FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>NY ROUTE 347 AT SOUTHERN BLVD.</td>
<td>NB LEFT TURN</td>
<td>60</td>
<td>250</td>
</tr>
<tr>
<td></td>
<td>SB RIGHT TURN</td>
<td>100</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>SB LEFT TURN</td>
<td>100</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>EB RIGHT TURN</td>
<td>85</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td>EB LEFT TURN</td>
<td>350</td>
<td>430</td>
</tr>
<tr>
<td></td>
<td>WB RIGHT TURN</td>
<td>100</td>
<td>270</td>
</tr>
<tr>
<td></td>
<td>WB LEFT TURN</td>
<td>175</td>
<td>500</td>
</tr>
<tr>
<td>NY ROUTE 347 AT LAKE AVENUE</td>
<td>NB RIGHT/TTHRU</td>
<td>100</td>
<td>325</td>
</tr>
<tr>
<td></td>
<td>NB LEFT TURN</td>
<td>100</td>
<td>325</td>
</tr>
<tr>
<td></td>
<td>SB RIGHT TURN</td>
<td>90</td>
<td>225</td>
</tr>
<tr>
<td></td>
<td>SB LEFT TURN</td>
<td>90</td>
<td>225</td>
</tr>
<tr>
<td></td>
<td>EB RIGHT TURN</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td>EB LEFT TURN</td>
<td>175</td>
<td>500</td>
</tr>
<tr>
<td></td>
<td>WB RIGHT TURN</td>
<td>100</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td>WB LEFT TURN</td>
<td>170</td>
<td>480</td>
</tr>
<tr>
<td>NY ROUTE 347 AT GIBBS POND ROAD</td>
<td>NB RIGHT TURN</td>
<td>90</td>
<td>125</td>
</tr>
<tr>
<td></td>
<td>NB LEFT TURN</td>
<td>90</td>
<td>125</td>
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<tr>
<td></td>
<td>SB LEFT TURN</td>
<td>90</td>
<td>275</td>
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<td></td>
<td>EB RIGHT TURN</td>
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<td></td>
<td>EB LEFT TURN</td>
<td>170</td>
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<td></td>
<td>WB RIGHT TURN</td>
<td>100</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td>WB LEFT TURN</td>
<td>150</td>
<td>300</td>
</tr>
</tbody>
</table>
In addition to the above requirements for sidewalk and shared use paths along the Eastbound and Westbound sides of NY 347, the Design-Builder shall reconstruct any portions of the existing sidewalk and shared use path which are impacted by the Project Work.

18.3.3 Curbs
Curbs along NY 347 shall be M150 mountable concrete curb, with a 4 foot imprinted concrete shelf between the curb and shared use path or sidewalk for the entire length of the project. Curbs along cross streets shall be VF150 vertical faced concrete curb. At intersections with cross streets, curbing shall extend into the cross street as follows:
- For cross streets with existing curb, new curbing shall extend to the limits of widening or full-depth reconstruction on the cross street, or to five feet beyond the Rt. 347 sidewalk or shared use path, whichever is greater, and tied to the existing cross street curbing.
- For cross streets without existing curb, curbing shall extend to five feet beyond the Rt. 347 sidewalk or shared use path then transitioned to a flush curb and terminated.

18.3.4 Posted Speed
The proposed posted speed on NY 347 shall be 45 mph; all other posted speeds shall remain.

18.3.5 Railings
If bicycle and pedestrian railing is needed based on the proposed design, the railing design materials and color should blend with the aesthetics of the overall roadway proposed elements. The color of fencing or railing shall be either black or dark brown.

18.3.6 Barrier Systems and Impact Attenuators
The Design-Builder shall remove and dispose of all existing barrier systems within the Project limits, and replace with new barrier systems to current NYSDOT Standards. All existing unsignalized openings in the median barriers shall be eliminated.

The limits of work for new roadside and new median barrier outside of the project limits shall be the lesser of the following:
1) The point where barrier is no longer warranted; or
2) A point where the proposed barrier can be transitioned to an existing barrier system which conforms to current standards.

All existing barrier systems that are removed shall become property of the Design-Builder. The proposed concrete median barrier shall have a, non-repeating, New England Dry Stack texture with a maximum texture depth of 1.38 inches and shall have a simulated smooth top coping integrated into the top of the barrier, there shall be minimal visible vertical joints and have non-visible continuity plates. The median barrier shall be integrally colored concrete matching the Westwood Brown, Federal Color Chart 595 – Color 30227. Any visible joint filler material shall also match the color of the barrier. The median barrier shall have a clear, non-glossy, non-sacrificial anti-graffiti coating applied to the surface. The median barrier end sections shall have a crash attenuator that uses an integrated attachment design that does not protrude beyond the barrier surface.

18.3.7 Greenway Stop
The Design-Builder is required to identify a location within the State’s proposed right-of-way to fit the baseline features of the Greenway Stop. The baseline features of the Greenway Stop are to include: a shared-use path connection to and from the Greenway Stop, decorative pavement specified in section 16, benches and seat wall, bicycle racks, an information kiosk, interpretive signs, decorative LED solar lighting (as described in Section 13), a shade structure, and planting.

18.3.8 Bus Stops and Shelters
Bus stops shall be constructed in the same location as existing bus stops. Bus shelters shall be located at each bus stop and shall look identical to the bus shelters constructed in Contract...
D261357, including style, material and color. The Design-Builder should be aware that solar LED lighting shall also be included in the bus shelter. The solar panel and related battery box alignment should maximize solar energy use and fit with the aesthetics of the shelter.

18.3.9 Bike Racks
Bike racks shall be installed at bus stop(s) accommodating 2 bikes minimum, and at greenway stop(s) accommodating 4 bikes minimum. The bike rack alignment shall be similar in style, material, and color to the existing bike racks located at the bus stop(s) and greenway stop constructed in Contract D261357. Any proposed bike racks shall include the custom NY Route 347 “Parks to Ports” powder coated graphic. Graphic cut-out file will be supplied by the Department.

18.3.10 Benches
At least two (2) 6 foot long metal frame and recycled lumber benches shall be securely installed at the greenway stop. The bench shall be a Victor Stanley, Model C-10. Benches shall be secured at the location to prevent theft and shall use tamper resistant hardware. Benches shall also be placed along the shared-use path in areas where pedestrians or bicyclists may wait or rest, i.e., near intersections, commercial areas, or recreational areas. Alternatively, decorative seat wall structures with similar seating accommodation may also be provided matching the concrete seat wall in contract D261357.

18.3.11 Information Kiosk
The Design-Builder shall fabricate and install one (1) information kiosk at the greenway stop location in a similar proximity to the proposed shared-use path as designed at greenway stops in previously constructed sections of NY Route 347 between the NY347/454 split and Terry Road.

The content of the information kiosk will be provided by the Department.

18.3.12 Shade Structure
The Design-Builder shall include one decorative shade structure at the proposed greenway stop location. The shade structure style, size, scale, materials, and color should be similar to the shade structure constructed at the greenway stops in previously constructed sections of NY Route 347 between the NY347/454 split and Terry Road.

18.3.13 Interpretive Panels
The Design-Builder shall fabricate and install two (2) interpretive panels for installation at the greenway stop location. The panel format, text styles, and display art layout should closely match the layout of the interpretive signs from the initial project phase and greenway stop.

The content of the panels will be provided by the Department. The themes of these plaques will be related to Long Island Regional Environment, Environmental Sustainability, and / or Transportation, i.e., Ecology, Ecosystems, Wildlife, Geology of Long Island, Retention and Detention Systems.

Panel materials shall conform to the requirement of Special Specification 645.92_11.

18.3.14 Clear zone
The Design–Builder shall document clear zone on the final record plans. The minimum clear zone shall be 13 feet.

18.4 DESIGN EXCEPTIONS AND NON-STANDARD FEATURES
It is the responsibility of the Design-Builder, in coordination with the Department, to obtain acceptance of any non-standard features included in the final design.