ADDENDUM NO. 5

TO PROSPECTIVE BIDDERS ON CONTRACT GWB-244.112 – GEORGE WASHINGTON BRIDGE – REHABILITATION OF STRUCTURAL STEEL, REMOVAL OF LEAD BASED PAINT AND REPAINTING THE UNDERSIDE OF LOWER LEVEL

The following changes are hereby made in the Contract Documents for the subject Contract.

This communication should be physically annexed to back cover of the book and initialed by each bidder before submitting his bid.

In case any bidder fails to conform to these instructions, his Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

CHANGES IN THE CONTRACT BOOKLET

Pages 778 through 781 Delete these pages in their entireties and substitute therefor new pages 778 through 781 (4 pages) which are attached hereto and made a part hereof.

Pages 782 through 786 Delete pages 782 through 786 and substitute therefor the attached page labeled "Not Used".

Pages 824 through 836 Delete these pages in their entireties and substitute therefor new pages 824 through 836B (15 pages) which are attached hereto and made a part hereof.
REVISED CONTRACT DRAWINGS


THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

James Starace, P.E.
Chief Engineer/Director

INITIALLED BY THE BIDDER:
Mr. Marc Helman  
Supervisor, Permits & Governmental Approvals  
Port Authority NY & NJ  
4 World Trade Center, 150 Greenwich Street, 20th Floor  
New York, NY 10007

Dear Mr. Helman:

This is in response to your letter dated May 2, 2019 regarding lower level rehabilitation and replacement of traveler system (Contact No. GWB-244.112) at the George Washington Bridge, mile 11.0 across Hudson River between New York and New Jersey.

A formal Coast Guard bridge permit will not be required as long as the rehabilitation and the replacement of traveler system do not result in change to the horizontal or vertical clearances of the bridge.

To facilitate your planning and preparations, I have included the most common stipulations for this type of work. These stipulations are based on the facts presently before us and additional requirements may be imposed if the contractor submits an approach or action not anticipated by this office. Upon receipt and review of plans submitted pursuant paragraph (4) of enclosure (1), approval and authorization to work over the waterway will be issued by this office.

If you have any questions, please contact me at the above number.

Sincerely,

Judy Leung-Yee
J. Leung-Yee  
Bridge Management Specialist  
U. S. Coast Guard  
By direction

E-Copy: Commander – Sector New York (WWM)

Enclosure (1): General Construction Requirements
U.S. Coast Guard Bridge Administration

GENERAL CONSTRUCTION REQUIREMENTS

1. All bridge closures, or bridge operating schedule changes, must be requested in writing, 90-
days in advance, from the First Coast Guard District Bridge Branch Office. No channel
restrictions, or vertical clearance reductions may be made without written approval from the
above office.

2. Waterway closures/restrictions, barge placement or safety zones must also be requested a
minimum of 90-days in advance. Please contact USCG Sector New York, 212 Coast Guard
Drive, Staten Island, NY 10305-5005. Ph: (718) 354-4195/2353.

3. All submissions to the Coast Guard for review and approval must first be approved by the
owner of the bridge or their authorized agent. All submission of plans, scope of work, and
schedules of operation must be sent to the First Coast Guard District, Bridge Branch Office.

4. At least 30-days prior to commencement of any work, we must have for our review and
approval, a copy of the construction plans, contractor schedule, preferably depicted in a time
line graphic format, and the contractor’s daily hours of operation. The construction plan
package must show the following: (1) a plan of the entire waterway area in the vicinity of
the project. (2) The location of work barges during working and off-hours. (3) In addition, a
drawing must be included, if applicable, depicting any scaffolding or containment used
indicating the location and the total vertical or horizontal channel reduction. All vertical
clearance reductions below low steel or concrete under the bridge as a result of the use of
scaffolding must be clearly detailed on the drawings shown in total feet. (4) Emergency 24-
hour telephone numbers for all responsible individuals for this project must be submitted to
this office before any phase of construction begins in case of an emergency situation during
off-hours.

5. Scaffolding used under ANY span of the bridge must be lighted with constant burning red
lights every 50 feet and on all corners. The placement of scaffolding must not interfere with
the ability of a moveable bridge to open for vessel traffic. Moveable bridges must continue
to operate according to their normal schedule unless special drawbridge operation regulation
changes have been requested. Warning signs must be posted on both sides of the bridge,
visible for a 1-mile range, to warn mariners of the vertical clearance reduction. The signs
shall face upstream and downstream so as to draw the mariner's attention to the fact that the
clearance has been reduced.

6. All barges placed in the waterway must be lighted with constant burning white lights on all
four corners of the barge. The contractor is required to comply with all provisions of the
Navigation Rules International-Inland, regarding the use of work barges or floating
equipment in the waterway. www.navcen.uscg.gov

7. Placement of construction barges in the navigable channel shall be done so as to provide a
minimum horizontal clearance reduction. Only one navigation channel of a swing bridge
may be blocked by work equipment at anytime. Barges must be moved out of the navigable
channel after working hours unless approved in writing by the USCG.

ENCLOSURE (1)
8. Barges held in place by anchor lines must be marked by anchor buoys, which should be lighted.

9. The vertical and horizontal clearances through the navigable channel of the completed structure (as-built clearances) shall be certified in writing to this office by a responsible official of the permittee, a licensed surveyor or a registered professional engineer upon completion of bridge work. As built clearances consist of: vertical clearance in the navigational channel measured from mean high and mean low water to the lowest point of the superstructure; horizontal clearance through the navigational channel between piers or fenders measured normal to the axis of the channel. Documentation shall state the horizontal and vertical datum (e.g., NAVD88) used for all measurements. Please contact this office if there are questions regarding the required clearance data for specific bridge types, i.e. fixed or movable.

10. The on-scene contractor must have a VHF-FM marine radio set to the bridge communication channels 16/13 or the designated channel for the bridge. Additional marine radios monitoring the above channels must also be maintained at the main control of any floating equipment or barges on station.

11. Preventive measures must be taken to prevent any hot work, debris, or construction material from entering the waterway. This includes sandblasting material, paint, and any concrete work by-products. Welding and burning must cease upon approach of a vessel and shall not start again until the vessel has passed the bridge.

12. The project manager must contact the Coast Guard Sector New York-VTS via marine radio before commencement of any and after completion of any Hot Work. A cell phone back-up may be used to contact the above Coast Guard Unit at (718) 354-4088.

13. If permanent bridge navigational lighting cannot be maintained operational during any phase of this project, temporary battery/power lights must be installed at the same locations. These temporary lights must be visible for a distance of 2,000 yards on 90% of the nights of the year. Generally, a lamp of (50 candela) will meet these requirements. Plans for temporary lighting shall be submitted to this office for written approval. Deviations from the approved temporary lighting shall be permitted only upon written authorization from this office.

14. All newly constructed bridge piers, or those in the process of demolition, must be lighted with either red or white flashing (60 flashes per minute) lights. All cofferdams used during construction must also be lighted with red or white flashing (60 flashes per minute) on all four corners.

15. Bridge protective fenders shall not be constructed or rebuilt with any metal surfaces on the rubbing face of the fender system. All bolts, spikes, or other metal fastening devices must be countersunk. Metal splicing plates, if used, shall be mounted on back of outer wales.

16. All piles including those previously damaged or broken that are not being used in the new or repaired fender shall be extracted rather than cut off at the mud line. Upon completion of all fender repairs a bottom sweep is required to determine if any piles or debris are present in the waterway. A wire-drag sweep or side-scan sonar is the preferred method.

17. It is the owners' responsibility to ensure that channel depths are not affected by this work.
NY & NJ

Any material, machinery or equipment lost, dumped, thrown into, or otherwise entering the waterway must be removed immediately. If immediate removal is impractical and the object entering the waterway could possibly obstruct or hazard navigation, the object must be marked immediately to protect navigation and the Coast Guard shall be notified as soon as possible. Such notification shall give the location and type of obstruction and the navigational markings installed.

18. Spillage of oil and hazardous substances is specifically prohibited by Section 311 of the Clean Water Act, as amended. Measures including properly maintaining construction equipment, designating fuel/hazardous substances handling areas to allow spills to be contained before reaching the waterway, instructing personnel not to dispose of oil/hazardous substances into drains or into the waterway directly, and other necessary procedures should be implemented to prevent spillage. If oil/hazardous substances are spilled into the waterway in spite of such planning, the U.S. Coast Guard is to be notified immediately at 800-424-8802. An adequate supply of absorbent material should be readily accessible to soak up any possible spillage pending Coast Guard arrival. The use of chemical dispersing agents and emulsifiers is not authorized without prior, specific, federal approval.

19. The bridge owner/contractor shall provide any and all necessary equipment and personnel to determine the presence of any “suspected” obstructions in the waterway at any time either during or following the completion of bridge construction or demolition operations.

20. The owner or registered professional engineer shall certify that the waterway depths have not been impaired and that the waterway is clear of materials or debris resulting from bridge construction or demolition.

21. This approval may be revoked and/or civil penalties imposed for failure to ensure that the above listed stipulations are adhered to or if work is determined to hazard or impair navigation.

22. This bridge work authorization does not relieve the project proponent of the responsibility to comply with applicable state, local or other federal requirements for this project.
PAGES 782 THROUGH 786
NOT USED

Addendum No. 5
July 11, 2019

Re: F-2019-0695 (FA)
U.S. Army Corps of Engineers/ NY District
U.S. Coast Guard
Port Authority of New York & New Jersey (PANYNJ)
NYSDEC# 2-6201-00027/00007-00009
George Washington Bridge Rehabilitation
I-95 over Hudson River,
Manhattan, County of New York, NY; Hudson River

Rehabilitation of lower level deck of the George Washington Bridge – Replacement of movable platforms, repair of steel and concrete, removal of lead-based paints and asbestos and repainting of the lower level under deck framing; seismic, wind, and service capacity upgrades.

General Concurrence

Dear Mr. Helman:

The Department of State (DOS) received your Federal Consistency Assessment Form and consistency certification and supporting information for this proposal and has completed its review. The Department of State has determined that this proposal meets the Department’s general consistency concurrence criteria. Therefore, further review of the proposed activity by the Department of State and the Department’s concurrence with an individual consistency certification for the proposed activity are not required.

This determination is without prejudice to and does not obviate the need to obtain all other applicable licenses, permits, and other forms of authorizations or approvals which may be required pursuant to existing New York State statutes. When communicating with us regarding this matter, please contact us at (518) 474-6000 and refer to our file # F-2019-0695.

Sincerely,

Matthew P. Maraglio
Supervisor, Consistency Review Unit
Office of Planning, Development, and Community Infrastructure

MM/TS
Ecc: USACE – NY District – Steve Ryba
NYSDEC – Region 2 – Steve Watts
July 8, 2019

EnTech Engineering
17 State St
36th Fl
New York, NY 10004

RE: File No. 19-0794

Dear Sir/Madam:

STATE OF NEW YORK
DEPARTMENT OF LABOR
DIVISION OF SAFETY AND HEALTH

The attached is a copy of Decision, dated, 7/3/2019, which I have compared with the original filed in this office and which I DO HEREBY CERTIFY to be a correct transcript of the text of the said original.

If you are aggrieved by this decision you may appeal within 60 days from its issuance to the Industrial Board of Appeals as provided by Section 101 of the Labor Law. Your appeal should be addressed to the Industrial Board of Appeals, State Office Building Campus, Building 12, Room 116, Albany, New York, 12240 as prescribed by its Rules and Procedure, a copy of which may be obtained upon request.

WITNESS my hand and the seal of the NYS Department of Labor, at the City of Albany, on this day of 7/3/2019.

Edward A. Smith, P.E.
Professional Engineer 2 (Industrial)
The Petitioner, pursuant to Section 30 of the Labor Law, having filed Petition No. 19-0794 on June 18, 2019 with the Commissioner of Labor for a variance from the provisions of Industrial Code Rule 56 as hereinafter cited on the grounds that there are practical difficulties or unnecessary hardship in carrying out the provisions of said Rule; and the Commissioner of Labor having reviewed the submission of the petitioner dated June 10, 2019; and

Upon considering the merits of the alleged practical difficulties or unnecessary hardship and upon the record herein, the Commissioner of Labor does hereby take the following actions:

Case No. 1
Case No. 2

ICR 56-3.6
ICR 56-4.9(a)(d)
VARIANCE GRANTED. The Petitioner's proposal for removal and cleanup of non-friable ACM painted steel under the Interstate 95 Bridge (George Washington Bridge) running over the Hudson River, in quantities as noted in the petitioner's proposal in accordance with the attached 10-page stamped copy of the Petitioner's submittal is accepted; subject to the Conditions noted below:

THE CONDITIONS

1. All applicable provisions of ICR 56-11.6 and BV-14 shall be followed for the cleanup of the non-friable ACM painted steel and contaminated debris, except as modified by the petitioner's proposal and the following conditions.

2. The restricted areas, regulated abatement work areas, decontamination units, airlocks, and dumpster areas shall be cordoned off at a distance of twenty-five feet (25') where possible and shall remain vacated except for certified workers until satisfactory clearance air monitoring results have been achieved or the abatement project is complete. For areas where 25-feet aren't possible, the areas shall be cordoned off as practical, and a daily abatement air sample shall be included at the barrier. These areas shall have Signage posted in accordance with Subpart 56-8.1(b) of this Code Rule.

3. Remote personal decontamination system may be used in accordance with ICR 56-7.5(d).

4. The Remote Personal Decontamination Unit must be located as close to the abatement area as practicable. The walkway from the regulated abatement work area to the decontamination system shall have a cleared pathway. This walkway will be delineated and separated from non-certified personnel access.

5. The restricted work areas and decontamination unit shall be cordoned off as proposed and shall remain vacated except for certified workers. These areas shall have Signage posted in accordance with Subpart 56-8.1(b) of this Code Rule.

6. All ACM painted steel and contaminated debris removed from site shall be disposed of by appropriate legal method.

7. Wastewater shall be confined within the regulated abatement work area. All wastewater shall be properly filtered to 5 microns, collected and directed into a
holding tank. Disposal of such wastewater shall be in accordance with applicable laws and regulations. Once wastewater from the holding tank is properly filtered to 5 microns, removed and properly disposed of, then the holding tank shall be scraped, and any residual asbestos contamination removed and disposed of as asbestos contaminated waste.

8. Usage of this variance is limited to those asbestos removals identified in this variance or as outlined in the Petitioner's proposal.

In addition to the conditions required by the above specific variances, the Petitioner shall also comply with the following general conditions:

**GENERAL CONDITIONS**

1. A copy of this DECISION and the Petitioner's proposals shall be conspicuously displayed at the entrance to the personal decontamination enclosure.

2. This DECISION shall apply only to the removal of asbestos-containing materials from the aforementioned areas of the subject premises.

3. The Petitioner shall comply with all other applicable provisions of Industrial Code Rule 56-1 through 56-12.

4. The NYS Department of Labor Engineering Service Unit retains full authority to interpret this variance for compliance herewith and for compliance with Labor Law Article 30. Any deviation to the conditions leading to this variance shall render this variance Null and Void pursuant to 12NYCRR 56-12.2. Any questions regarding the conditions supporting the need for this variance and/or regarding compliance hereto must be directed to the Engineering Services Unit for clarification.

5. This DECISION shall terminate on **July 31, 2020**.

Date: July 3, 2019

ROBERTA L. REARDON
COMMISSIONER OF LABOR

By

Edward A. Smith, P.E.
Professional Engineer 2 (Industrial)

PREPARED BY: Mark G. Wykes, P.E.
Professional Engineer 1 (Industrial)

REVIEWED BY: Edward A. Smith, P.E.
Professional Engineer 2 (Industrial)
Asbestos and Lead Abatement Plan
June 10, 2019

Department of Labor
W. Averell Harriman State Office Campus
Building 12, Room 154, Albany, NY 12240
www.labor.ny.gov
518-457-1536

RE: George Washington Bridge (GWB) Rehabilitation of Structural Steel, Removal of Lead Based Paint and Repainting the Underside of Lower Level Variance

Dear Sir/Madam:

The following is a petition for variance or other relief of the requirements per Industrial Code Rule 56 during asbestos abatement activities at the above referenced facility. Said Variance would not violate the spirit and purpose of any of the provisions of NYS Industrial Code Rule 56.

Incidental Variance Request:

George Washington Bridge
New York, NY 10033

Type and approximate quantities of materials scheduled for abatement and affected by variance request:

<table>
<thead>
<tr>
<th>Floor Beam Location/Material</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>3W to 4W - Paint</td>
<td>SF</td>
<td>15,365.00</td>
</tr>
<tr>
<td>5 ½W to 6 ½W - Paint</td>
<td>SF</td>
<td>15,365.00</td>
</tr>
<tr>
<td>18W to 19W - Paint</td>
<td>SF</td>
<td>15,365.00</td>
</tr>
<tr>
<td>30 ½W to 35W - Paint</td>
<td>SF</td>
<td>69,142.50</td>
</tr>
<tr>
<td>36 ½E to 35 ½E - Paint</td>
<td>SF</td>
<td>15,365.00</td>
</tr>
<tr>
<td>9 ½E to 8 ½E - Paint</td>
<td>SF</td>
<td>15,365.00</td>
</tr>
<tr>
<td>6 ½E to 5 ½E - Paint</td>
<td>SF</td>
<td>15,365.00</td>
</tr>
<tr>
<td>4 ½E to 2 ½E - Paint</td>
<td>SF</td>
<td>30,730.00</td>
</tr>
</tbody>
</table>

Grounds for variance (or other relief) setting forth difficulties and/or hardships involved in complying with the ICR 56 Requirements are listed below.

<table>
<thead>
<tr>
<th>ICR 56, Subpart 56-</th>
<th>Variance/Relief Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.6 – Notification of Residential and Business Occupants</td>
<td>As GWB does not have residential and business occupants, a notification of residential and business occupants would not be required.</td>
</tr>
<tr>
<td>4.9 (a) – Phase I B Background Pre-Abatement Air Samples 6 – Phase IB: Background Air Sampling</td>
<td>To minimize disruption to the GWB’s operation, background air sample would not be collected.</td>
</tr>
<tr>
<td>4.9 (d) – Phase II C Final Cleaning &amp; Clearance Air Samples</td>
<td>To minimize disruption to the GWB’s operation, the requirement for clearance air sampling would be modified.</td>
</tr>
<tr>
<td>ICR 56, Subpart 56-</td>
<td>Variance/Relief Requested</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>7.1 (c) (3) – Ambient Air Samples</td>
<td>Due to the operation of GWB and location of work areas, an ambient sample located outside the structure would be impractical.</td>
</tr>
<tr>
<td>7.5 (b) (8) – Clean Room</td>
<td>Due to space restrictions and/or constraints for working at the underside of GWB, the construction of a clean room facility with a minimum 32 SF/24 SF floor space would be impractical due to field conditions.</td>
</tr>
<tr>
<td>7.5 (d) (2), (6) – Remote Personal Decontamination System Enclosure</td>
<td>Due to space restrictions for working at the underside of GWB, the construction of a remote decontamination facility within 50 feet of the structure exit used for access by the asbestos abatement contractor personnel and cordoned off at a distance of 25 feet to separate it from public areas would pose an extreme hardship.</td>
</tr>
<tr>
<td>7.5 (d) (3) – Airlocks</td>
<td>Due to space restrictions for working at the underside of GWB, the attached airlock at the entrance to the containment or regulated abatement work area(s) and the 25 feet cordoned off requirement would pose an extreme hardship.</td>
</tr>
<tr>
<td>7.5 (d) (4) – Designated Pathway</td>
<td>In order to minimize disruption to the GWB operation or vessel navigation on the waterway, a regulatory relief is requested regarding the designated pathway requirement.</td>
</tr>
<tr>
<td>7.5 (f) (2) (i) – Washroom</td>
<td>Due to space restrictions for working at the underside of GWB, the construction of a washroom inside the regulated abatement work area, attached to the existing airlock would pose an extreme hardship.</td>
</tr>
<tr>
<td>7.8 – Engineering Controls</td>
<td>Engineering controls described in this section are not practical as they were not intended for a bridge structure.</td>
</tr>
<tr>
<td>7.11 – Regulated Abatement Work Area Enclosure</td>
<td>Due to work area configuration restrictions and/or space constraints at the underside of bridge structure, the regulated work area preparation requirements, e.g., installation of temporary hardwall barriers, could pose an extreme hardship.</td>
</tr>
<tr>
<td>8.2 (b) – Waiting Periods</td>
<td>Due to modified procedures and work area preparation, a pre-abatement waiting period will be impractical.</td>
</tr>
<tr>
<td>9.1 (f) – Waiting/Settling And Drying Times Requirements</td>
<td>Due to time restrictions and/or constraints and to minimize disruption to the GWB operation, the cleaning procedures, waiting/settling and drying times requirement will pose an extreme hardship.</td>
</tr>
<tr>
<td>11.6 (b)(1) – Establishment and Isolation of Regulated Abatement Work Area</td>
<td>Due to work area configuration restrictions at the underside of the GWB, the 25-feet extension from the perimeter of the immediate work area as asbestos project regulated abatement work area would pose an extreme hardship. - SEE VARIANCE CONDITION -</td>
</tr>
</tbody>
</table>

The following proposal for securing safety and health without literal compliance to the requirements of ICR 56 shall always apply during the abatement of any non-friable asbestos-containing coatings from GWB.

1. Regulatory relief is requested from Subpart 3.6 as the GWB does not have residential and business occupants. Public notification shall be provided prior and during the asbestos abatement activities.

2. Background air sample results as per Subpart 4.9 (a) and 6, allows the clearance criteria of the work to be higher than 0.01 fibers per cubic centimeter. Since background air samples will not be
collected, all work areas will be cleared to the more stringent criteria of less than 0.01 fibers per cubic centimeter.

3. Based on the location of asbestos containing materials identified from previous sampling events, the asbestos abatement area will be divided into multiple work areas. In lieu of subpart 4.9 (d), clearance air monitoring of each work area will be conducted in accordance with the following modifications:

   a. Air samples will be collected inside the regulated abatement work area during Asbestos Abatement (Phase II B) activities until final visual inspection is acceptable. Five (5) air samples will be collected inside of each work area.

   b. The result of the last set of air samples collected during Asbestos Abatement activities will be used as the clearance air samples (Phase II C). Lockdown encapsulant shall be applied on non-removal surfaces.

   c. Upon satisfactory visual inspection and provided the airborne fiber concentrations are below 0.01 fibers per cubic centimeter (f/cc), the regulated work area can be dismantled in accordance to subpart 9.3.

   d. If results of the last set of inside regulated work area air samples are equal to or greater than 0.01 f/cc, the contractor will continue cleaning of the regulated work area using wet-cleaning methods. Air samples will be collected inside and outside the regulated abatement work area during the re-cleaning activities and used as the clearance air sampling criteria.

   e. If results of the last set of outside regulated work area air samples are equal to or greater than 0.01 f/cc, the contractor will clean-up the surfaces outside the regulated work area using HEPA-vacuums and wet-cleaning methods. Air samples will be collected outside the regulated abatement work area during the clean-up activities and used as the clearance air sampling criteria.

4. The number of air samples collected outside the work area shall be based on the amount of material to be removed for that particular work area. A regulatory relief is requested regarding the ambient air sample requirement for Subpart 7.1 (c)(3). Five (5) air samples will be collected outside of each work area. Common outside the work area air sample shall be collected if a single remote/mobile decontamination unit is utilized for simultaneous abatement of several adjacent regulated work areas.

5. All attempts will be made to size the clean room in accordance with Subpart 7.5 (b)(8) requirements where permitted by site conditions.

6. In lieu of Personal Decontamination System requirements of Subpart 7.5 (d)(2) and (6) a mobile system will be used if the site conditions do not allow an attached/remote decontamination system. The mobile decontamination system will be located as close to the work area as possible. Prior to removal from the job site at the end of each shift, the mobile system will be HEPA vacuumed, wet wiped completely and sealed.

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Addendum No. 5
7. In lieu of subpart 7.5 (d)(3) requirement of an airflow attached to the entrance to the regulated work areas, a remote airflow may be utilized where it is not logistically possible to attach it to the work area. It will be positioned in close proximity to the regulated work area. Curtained doorway with three layers of overlapping poly will be utilized at the entrance to each work area. The remote airflow will be cordoned off with asbestos warning tape and signs. Workers will HEPA vacuum and wet wipe themselves in the work area prior to moving towards the remote airflow.

8. In lieu of subpart 7.5 (d)(4) requirement of designated pathway, the walkway from the regulated abatement work area to the remote/mobile decontamination unit or next regulated abatement work area will be cordoned off or restricted by certified asbestos workers during use. During non-shift periods when abatement activities are not taking place, the designated pathway may be temporarily taken down.

9. The location of the washroom as required by subpart 7.5 (f)(2)(i), will be determined by the actual site conditions. The remote and/or mobile decontamination system’s shower may be used as an equipment decontamination washroom. In that circumstance, equipment shall be decontaminated only during times when the showers are not being used by personnel.

10. In lieu of Engineering Controls, requirements of subpart 7.8, localized engineering controls (HEPA Vacuum) will be utilized during abatement.

11. A temporary work platform will be installed under the lower level of the GWB for the full length of the structure. In lieu of Work Area Preparation requirements of subpart 7.11, the regulated asbestos abatement area would extend horizontally in each direction from the floor beams and extend vertically from the top of the work platform to the bottom of the lower level bridge decking. Enclosure and ventilation filtration of the work area shall conform with Class A Containment System For Paint Removal. An internal single layer of at least 10 mil impermeable polyethylene or similar sheeting, as determined by the project monitor, will also be provided on the walls and floor of the enclosure and sealed in accordance with 12 NYCRR 56, Subpart 7.11 (e). The area inside the enclosure with internal single layer will be considered to be the asbestos project regulated abatement work area. The work area shall be cordoned off with asbestos warning tapes to restrict access to unauthorized personnel.

12. Prior to any steel removal, renovation, repair or painting work, any observed loose asbestos coatings will be removed from the entire work area using either manual or mechanical methods. Mechanical removal methods shall include HEPA-filtered, vacuum-shrouded tools. Manual removal methods may also be facilitated by use of chemical strippers. Asbestos/lead coating removal methodology shall include thoroughly wetting the lead/asbestos paint surface, conducting abrasive blasting and containerizing the asbestos/lead waste. Prior to any mechanical removal, the asbestos/lead coating will be thoroughly wetted with a low-pressure mist of wetting agent (i.e. surfactant). Asbestos/lead coating removal methodology shall include use of wet blasting media. Percentages of water/blasting media will be adjusted accordingly in order to eliminate dry emissions inside the work area. All nozzle delivery technology shall be proposed by the contractor and approved by the facility owners Project Engineer. The contractor shall take all measures necessary to prevent the release of airborne asbestos fibers when wet blast cleaning and coating removal operations are being performed, which includes wetting the asbestos project regulated abatement work area as needed. It is anticipated with the implementation of preventative measures,
such as use of surfactant and constant wetting of the work area, the asbestos coatings will not become friable. Additional water shall be added as necessary to the waste bags/containers to ensure that all waste remains adequately wet within the bag/container.

13. In lieu of the pre-abatement waiting period requirement of Subpart 8.2 (b), the regulated work area(s) preparation will be continuously monitored to ensure that the prep remains intact and secure.

14. In lieu of final cleanup procedures requirement of Subpart 9.1, one stage of post-abatement cleaning of each work area’s wall and floor plastic sheeting will be performed at the conclusion of Phase II C activities. After the post-abatement cleaning is complete and a one hour settling/drying time has elapsed, a visual inspection by the project monitor and contractor supervisor will be performed to confirm that the scope of abatement work is complete, and the area is dry and free of visible debris/residue. If re-cleaning is required, an additional visual inspection shall be performed. Additional air sample will be collected during all re-cleaning activities and will be utilized as the clearance air sample criteria.

15. Regulatory relief is requested from Establishment and Isolation of Regulated Abatement Work Area requirement of Subpart 11.6 (b)(1). The asbestos project regulated abatement work area is defined as 11., above.

16. Waste water will be confined to within the asbestos regulated abatement work area. All waste water will be collected and directed into a holding tank or container. Excess water generated from the removal or cleaning process shall be disposed of as asbestos-containing waste or filtered through a 5-micron filtration system prior to discharge to a sanitary sewer.

17. All asbestos and lead-based coating waste will be removed from the enclosure utilizing PVC flex tubing directly to exterior enclosed containers by vacuum equipment equipped with HEPA filtration. All bulk waste material will be suctioned into an enclosed, lined container by vacuum methods. All other waste not able to be vacuumed up and contaminated tools/equipment will pass through the waste decontamination enclosure system. All asbestos/lead waste will be packaged, transported and disposed of in accordance with industry standards, PANYNJ requirements, and all other applicable federal, state, and local laws, codes, and regulations.

Please review the enclosed and kindly notify Port Authority of New York & New Jersey office or EnTech Engineering, P.C. office, as listed on the Petition for an Asbestos Variance Form, if you have any questions or need additional materials.

Sincerely,

[Signature]

NYSDOL Project Designer
EnTech Engineering, P.C.

Enclosures:
- NYSDOL Petition for an Asbestos Variance Form
- Figure 1. Asbestos and Lead Abatement Plans
NYSDOL Petition for an Asbestos Variance Form