

September 30, 2015

SUBJECT: REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL SERVICES FOR NEWARK LIBERTY INTERNATIONAL AIRPORT TERMINAL A REDEVELOPMENT PROGRAM – DESIGN OF TWO MULTIPLE-SPAN BRIDGE STRUCTURES (RFP #43730) – ADDENDUM #3

Dear Sir or Madam:

The Port Authority of New York and New Jersey hereby offers to amend the subject Request for Proposals (RFP), dated September 14, 2015, as follows:

Attachment A

1. On page 6, under Task F, paragraph 6, after the last sentence, insert “Coordinate with the Authority on construction staging with any relocation(s) within the area affected by the bridges N58 and N59, as necessary to minimize the impact to airport operations.”
2. On page 8, under Task F, paragraph 7.b., “Structural Engineering,” subparagraph 10., delete in its entirety and replace with, “Retaining wall foundation design shall include allowance of space for future NJDOT standard overhead sign structure foundation installation.”
3. On page 9, under Task F, paragraph 7.e, “Environmental”, subparagraph 2), starting from the second line, delete “NJDEP soil erosion permit and Stormwater Discharge permit.” Replace with “soil erosion sediment control plan certification and General NJPDES permit for stormwater discharges during construction.”

The following questions were received from RFP recipient(s). The questions and corresponding Authority answers are provided for your information and use, as appropriate:

1. *Is the Authority making arrangements outside of this contract to relocate existing businesses, storage areas or publicly accessible parking lots within the areas affected by these two bridges, or will this be the responsibility of the designee of this contract to design these temporary or relocated areas?*

Response: See amendments section above.

2. *Who will be responsible for the development of an overall Terminal ‘A’ signing plan, including the locations of overhead sign structures on or affecting these two structures?*

Response: The Authority will develop an overall Terminal 'A' signing plan. The design of overhead sign structure(s) and related overhead sign(s) is not a requirement in the subject RFP. (See amendments section above.)

3. *On page 1 of the RFP letter, under I. Proposer Requirements, Item B., is the "Principal Engineer" the partner or principal of the firm defined on page 3 of the sample agreement, and to whom the billing rate applies? If not, please clarify.*

Response: The principal referred to on page 3 of the sample agreement is a principal-in-charge, partner or principal of the firm. A direct billing rate is the method of compensation for the firm principal(s) approved by the Authority to provide services under this Agreement. If a "Principal Engineer" is not a principal/partner of the firm, then their services are compensated at a direct hourly billing rate, times an Authority approved multiplier.

4. *Please clarify Item 2 under Task F.7.e. Environmental, on Page 9 of Attachment A, with respect to "NJDEP soil erosion permit". The NJDEP does not issue soil erosion permits. To date, what environmental documents and permits have been prepared for the proposed Terminal A complex?*

Response: There are no environmental documents and permits for the proposed Terminal A complex. NJDEP Flood Hazard Area (FHA) permit and Freshwater wetland permit for the two multiple-span bridge structures (N58 and N59) shall be obtained by others. (See amendments section above.)

5. *Please clarify Item 3 under Task F.7.e. Environmental, on Page 9 of Attachment A, with respect to mitigation. The impacts associated with bridges N58 and N59 would appear to be much less than 10 acres?*

Response: The information of wetland disturbance "approximately 10 acres" was included to provide a conceptual idea of the maximum extent of the wetland impact.

If you have any questions, please contact Ms. Mary Lou Rivera, Solicitation Manager, at mlrivera@panynj.gov.

Sincerely,

David Gutiérrez, CPPO
Manager, Construction Procurements
Procurement Department