



**RFP #2025-05 Wharf Infrastructure Upgrades**

**ADDENDUM #2 September 23, 2025**

**I. Amendments:**

1. Bid Due Date has been extended to Thursday October 30, 2025
2. Page 18 SDVOB goal states 6%. SDVOB goal should be 0% There is no SDVOB goal on contract, but good faith efforts should still be applied. SDVOB goal 0%
3. Appendix C- REVISED.
4. Revised MWBE/SDVOB Goals for project: 30% combined MWBE goal 0% SDVOB goal
5. Page( 8) #17 of Service Standards should state "A performance bond for the full contract amount will be required at the time of contract execution."
6. Page (8) Service Standards- Add #19 Retainage will be applied to progress Payments.

**II. Questions and Responses:**

NUMBER	QUESTION	RESPONSE
1	What is the official project start date, substantial completion date, and final completion date?	See Addendum #1
2	Are there any in-water restrictions, or below MHW restrictions for work performed?	See Addendum #1
3	Can you please provide a copy of the DEC permit or any other permits that will become a part of the contract documents?	See provided USACE Response Email and USACE Permit Review Letter
4	What inspection hold points and third-party testing requirements are mandatory?	Concrete testing and Reinforcing Inspections will be performed by Owner and inadequacies could create "hold points". Contractor is also directed to Drawing S-002 Field Mock Up Notes: Approvals of sample repairs and overlays (by Engineer) are required prior to full scale production.
5	Are there active utilities under the wharf that require relocation or protection?	There is an active 48 inch RCP storm sewer under the wharf between Bents No. 48 and 49. No work is required on this sewer, however, this sewer is to remain and be protected from any damage.

6	Is there any dive inspection video that can be supplied?	No dive inspection video is available. No work below MHW on caissons or piles is required.
7	What are the limits of demolition and sequencing requirements?	See Addendum # 1, Other Information, second bullet.
8	Are deck panels precast or cast-in-place, and what's the design live load?	All concrete indicated on the plans is to be cast-in-place. Loads are as indicated on the plans.
9	It was mentioned at the pre-bid meeting that there is a restricted period on when pile installation for the fender system can occur, what are the begin and end dates for this work to occur? Are there any other requirements for working in the water during this period?	Timber fender pile installation and lower fender system installation (in-water work) should follow general upper Hudson River restrictions to avoid such working during the period from November 1st to June 30th. Other requirements are on the plans, including Drawing S-304, Section A, bottom note.
10	Can more information be provided regarding the required staging /sequencing of the work needed as to not interfere with Port operations (this is in regard to the Ports comments about needing access to portion of the wharf/tracks throughout construction)? Limit access to the entire site can increase both the duration and cost of the work for this project significantly. If detailed information isn't known yet, can the port please provide information as to what contractors are to assume?	See Addendum # 1, Other Information, second bullet.
11	Given that a substantial completion date was provided in addendum #1, do contractors need to provide an expected project completion date as per the bid form?	Yes, still provide expected project completion date.

12	For items 18 (Epoxy crack injection repairs) and item 19 (concrete crack & spall repairs (under wharf)) there isn't any accurate ways for contactors to quantify this work based on the drawings. Can the engineer either provide assumed quantities for this work (i.e. X LF of crack repair and Y SF of Spall Repairs), assumed quantities for repair material that will be needed (X Gal of crack injection material and Y bags of repair material) or change it to unit price items with quantities so that contractors can price it accurately and keep everyone on a level playing field for bidding purposes?	Drawings S-310 to S-314 indicate best approximation of specific required under wharf spall and crack repairs and provide notes for repairs. Note 4 on S-310 provides additional information on crack injection repairs. Reference Drawings R-101 to R-103 graphically indicate cracks at unused rail slots, as a best available approximation. Following coordination with the Port, Contractors may be permitted to perform additional low water level inspections to view conditions that are otherwise depicted on the plans.
13	Please confirm as per the pre-bid meeting that item 22 (Port Security Charges) is going to be removed from the contract.	Confirmed by Addendum # 1.
14	Regarding the MWBE and SDVO requirements for this contract, please confirm what forms/information is required to be submitted with the bid? Please clarify if the contractor's good faith efforts towards the goals are included with the submission at bid time or if they will be required to be submitted by the apparent low bidder post-bid?	Forms have been revised and attached to this addendum.  Please See Revised Appendix C for direction  Yes, the following forms should be included in bid packet:  EO Policy Statement  EEO-100 Form (Staffing Plan)  BDC 329 List of Subcontractors/Suppliers  BDC 328 MWBE Utilization Plan  BDC328S- SDVOB Utilization Form ( with 0% goal) (Applicable only if SDVOB vendors will be subcontracted)  All Good Faith Efforts and/or Waiver Requests
15	Once the formwork is stripped at the top of the pile cap to inspect the grout – how will the repairs be paid – time and materials?	No T&M for this item. Include repairs with Lump Sum bid item #6. Assume average similar conditions beneath old formwork for grout gaps as are indicated on the photographs and available information for other pile caps that are readily visible and do not have old timber formwork to block viewing.

16	If electing to mill the deck versus hydro demolition, is the contractor required to sand blast and pressure wash the deck in preparation for the overlay?	Contractor to assure that means and methods used to prepare the deck surface will sufficiently clear loose and deteriorated concrete and prepare existing concrete to remain for adhesion to new repair and overlay material. If electing to scarify and mill / jack-hammer / mechanically remove deteriorated concrete, the deck must be finally cleaned of any accumulated or remaining loose particles, with compressed air or pressure washed for example, before final overlay application - but not needing to be sand blasted at that point.
17	Is there a specification on the type of debris boom needed for the work area? Will this be required to cover the entire work site?	The Contractor is directed to the Demolition and Removals Specification. Contractor must provide means and methods and protections as necessary to prevent demolition or other debris from entering the river and preclude the possibility of materials being dropped or spilled into the river (provide debris control nettings and booms as needed for this). Means and methods used in various sections of the project, at various times, can vary considering areas where active and current work may produce falling debris (and adjacent areas where debris may travel), versus other inactive areas or completed work areas, for example. Demolition and Protection Plan submittal should include submission of the above means and methods for review. Separately, Contractor is directed to Sheet S-402 for required local silt and turbidity barrier for fender pile removals and installations areas.
18	For the rail clip that is shown on the plans would you accept a domestic alternative.	Required rail affixation system is as indicated in the Trackwork Specification.
19	Can you provide any information for contents of the timber pile (i.e. creosote?) for the proper disposal? Also any additional materials being disposed off of site.	The Contractor is directed to the Demolition and Removals Specification.

20	Can you confirm that there will be no vessels will be using this stretch of the wharf during the project? How will that work with the fender replacements? Can the port provide a phased layout for bidders to sequence?	APDC will coordinate with Contractor and work very closely with their Stevedores to block out work zones for the wharf fender system, as is typically done on Port waterside projects. As schedule is established, coordination will become easier, and Port will plan to block out sections for fender reconstruction, as best possible, within normal port operations.
21	Can you please issue a two-week bid extension?	Please see Amendment #1 above. The Bid due date has been extended to no later than 12:00 noon on October 30, 2025
22	<p>Can the bid form be revised to reflect unit pricing which can be used for any repairs along the wharf, this would help with any additional repairs needed or, for example, an area that may be noted as a crack repair on the plans becomes a spall repair in reality:</p> <ul style="list-style-type: none"> <li>• Bid Item #6: Concrete Pile Cap repairs/Each</li> <li>• Bid Item #7 Caisson Cap Beam Repairs/Each</li> <li>• Bid Item #8 Expansion Joint Repairs/Linear Foot</li> <li>• Bid Item #14 Timber Curb/LF</li> <li>• Bid Item #18: Epoxy Crack Injection Repairs/LF</li> </ul> <p>Bid Item #19: Concrete Crack &amp; Spall Repairs/SF</p>	Bid form is as indicated, excepting for Port Security charge item deletion

23	Are there any specialty subcontractors or scopes of work that are not or could not be considered a part the M/WBE/SDVOB goals?	<p>Contract indicates the following for qualifications requirements for any contractor / subcontractor to be used on the project:</p> <p>“Vendors are required to prepare their proposals per the outline below:”</p> <p>“Provide the minimum of three references. Including references for work similar to the work being proposed in this solicitation.”</p> <p>(Thus specialty subcontractors for any of the scopes of work should also provide references for the successful completion of prior projects of the scope and scale of those required for this project, for both Contractor and APDC review).</p> <p>Further, the Contract includes the following under heading “SERVICE STANDARDS”:</p> <p>“The APDC seeks to hire a qualified professional contracting company that is able to provide the best quality work in the most cost-efficient manner. The contracting company shall be qualified and experienced in each of the trades necessary to perform this work.</p> <p>(By extension, specialty or other subcontractors shall also be so qualified and experienced)</p> <p>“It is the intent that this be a completed project as far as the contract documents set forth. It is not the intent that different phases of work on this project be delegated to various trades and subcontractors by the contract documents. Contractors must make their own contracts with various subcontractors, setting forth the work these subcontractors will be held responsible for. The contractor alone will be held responsible to APDC for the completion of this project”</p>

24	Can you please re-issue the bid form without the Port Security Charge Bid Item? Can you please confirm there are no Port Security charges?	Confirmed by Addendum #1  Bid form is as indicated, excepting for Port Security charge item deletion
25	Section "MWBE/SDVOB Participation Goals" (Page 18 of 46) lists the contract goals as MBE – 10%, WBE – 15%, and SDVOB – 6%. However, it also states that “the APDC conducted a comprehensive search and determined that the Contract does not offer sufficient opportunities to set specific goals for SDVOB participation.” Please clarify whether the 6% SDVOB goal is applicable.	See Amendment #2 above. There is a 0% SDVOB goal on contract, but good faith efforts should still be applied. Bidders are encouraged to subcontract with certified SDVOB companies where applicable.
26	Sections 8, 9, and 11 of the Proposal Response Instructions (Page 6 of 43) reference providing Good Faith Effort documentation, subcontractor information, and a utilization plan for MWBEs, but does not mention SDVOBs. Similarly, Appendix C includes no requirements or forms for an SDVOB utilization plan or waiver request. Please clarify.	SDVOB goal is 0%  SDVOB proof of Good Faith Effort should still be provided.  SDVOB utilization forms have been attached to this addendum.
27	Appendix C (Page 1) lists the goals as MBE – 10%, WBE – 15%, and SDVOB – 6%, while also stating an overall 30% MWBE participation goal and a separate 6% SDVOB goal. Please clarify the applicable contract goals for this project.	See Amendment #4 of this addendum Goals for project: 30% combined MWBE goal SDVOB goal 0%
28	Can the utilization plan and waiver request forms be revised? The formatting appears distorted, with inconsistent fonts, symbols, and misaligned grids.	Yes, revised, see attachments

29	<p>Section 17 of the Service Standards (Page 8) states, “A 5% performance bond will be required at the time of contract execution. Retainage will be applied.” Please clarify whether this refers to 5% retainage on progress payments. Additionally, our bonding company has noted that performance and payment bonds are typically issued at 100% of the contract value, not 5%. Can you confirm the intended bond requirements?</p>	<p>See amendment #5 above</p> <p>Page( 8) #17 of Service Standards should state “A performance bond for the full contract amount will be required at the time of contract execution.”</p> <p>See amddendment #6 above</p> <p>Page (8) Service Standards- Add #19 Retainage will be applied to progress payments.</p>
30	<p>Exhibit K - Workers' Compensation Insurance Certification is required with the bid, but the submission requirements are unclear. We have been told that our insurance company is only allowed to complete forms approved by the Dept. of Financial Services, so they are unable to complete Page 42. It states that it is a sample C105.2, but it is not. Should our C105.2 form be submitted in lieu of Page 42?a. Additionally, our insurer is unfamiliar with the application on Page 41. Since we already haveWorkers' Compensation coverage, this application does not apply. Should we mark Page 41 as “Not Applicable” and include it with our submission?</p>	<p>Exhibit K states the requirements for Workers' Compensation. The last page is a certification that the bidder holds this coverage. Page 41 is non applicable if coverage is already provided. Upon execution of contract the successful bidder will need to provide to the Port a C105.2 form with the Albany Port District Commission listed as an additional insured.</p>
31	<p>Under the Additional Insurance Requirements on Page 23, Protective Public Liability Insurance is required. Does this requirement fall under Owners Contractors Protective Liability Insurance (OCP)?Please clarify.</p>	<p>Yes</p>
32	<p>We respectfully request a 2-week extension to the question deadline to allow time for preparing a more accurate bid and to ensure meaningful participation from MWBE and SDVOB firms who may need additional time to review the documents.</p>	<p>There is not an extension of written inquiry deadline.</p>



33	<p>Note 2 on drawing sheet S-521 states, “Concrete work shown on this partial plan is applicable from bent 33 to bent 42.”</p> <p>However, the plan sheet title says it’s for bent 33 to bent 49. Is pile cap encapsulation and all related rail beam scope(s) required beyond bent 42?</p>	<p>All individual pile caps between caisson supported bents require encapsulation (46 in total), from south limits of project up to and including the most northern pile cap, between bents 46 and 47 .</p> <p>The replacement rail extends upland and heads off of the wharf near bent 47, with rail on slab scope terminating as indicated on sheet S-104. S-521 should read “Concrete work shown on this partial plan is applicable from Bent 33 to Bent 49.”</p>
34	<p>Will the Port be shutting down Wharf Area Loading “during upgrades”? If not, what type of phasing/stating should the Contractor figure on to base their bid?</p>	<p>APDC will coordinate with Contractor and work very closely with their Stevedores to block out work zones for the wharf fender system, as is typically done on Port waterside projects. As schedule is established, coordination will become easier, and Port will plan to block out sections for fender reconstruction, as best possible, within normal port operations.</p>