

**Pier 40 Structural Restoration IFBs:
C4873 – Phase 3 & C4874 – Phase 4
Questions & Answers
January 9, 2018**

- 1. Q: Will the contractor be allowed to cut holes in deck of the pier and run the slickline across the playing field in order to shorten the length of the concrete pours?**

A: All concrete pumping associated with Pier 40 Phase 3 project shall take place from the south edge of the pier.
- 2. Q: The Type 4 concrete repairs are not quantified on the repair schedule. Can we be given the repair dimensions for the Type 4 repairs?**

A: A revised drawing(s) shall be issued in Addendum 1 to clarify all discrepancies associated with under deck repair dimensions.
- 3. Q: Is Addendum No.1 for Phase 3 and 4 implying that all type 4 spall repairs are being removed from the scope?**

A: Type 4 concrete repairs are counted as “each”, and are not based on the repair area measurement. Each one pertains to a pile capital, which are all approximately the same size.
- 4. Q: There was a large amount of concrete and other obstructions encountered while excavating for the pile repairs on rows A, B and C on the Phase 1 Project. If these obstructions are present in Phase 4, how will the contractor be compensated?**

A: Please review a note on Sheet G200 referencing the described condition. Contractor is expected to examine the work site prior to bid and make his/her own determinations regarding the extent and consequences of possible obstructions. After that, all stipulations of Section 1700 – Execution Requirements shall apply.
- 5. Pile Repairs**

 - a. Q: Prior to installation of FRP jackets, does each pile need to be inspected or can the contractor proceed with work regardless of the inspector’s routine inspection schedule?**

A: Pile cleaning and re-bar installation will be inspected prior to installation of the jacket.
 - b. Q: What is the prescribed inspection frequency for pile encasement inspections?**

A: Pile cleaning and re-bar installation will be inspected prior to installation of the jacket. Therefore, inspection frequency will be based on the contractor informing the Construction manager when he/she is ready for the cleaning and rebar work to be inspected.

- c. **Q: Based on our experience working at Pier 40, there is a lot of debris such as steel h-piles, timber piles, timbers and concrete below the mudline. The bid documents also identify potential obstructions from an old pier structure. Will there be an allowance payable to the contractor for removal of obstructions, or does the bidder assume all responsibilities for obstructions removed from below the mudline?**

A: Please review Section 01700 – Execution Requirements, Sub-section 1.5 – Project/Site Conditions.

- d. **Q: Will HPRT provide designated parking for crew members? Will HRPT offer parking passes for the crew members?**

A: Please review Section 01140 – Work Restrictions.

- e. **Q: Will fuel trucks be allowed on the pier for refueling of contractor's equipment, or does this have to be done via the water?**

A: Please review Section 01140 – Work Restrictions.

- f. **Q: Can reinforcing cages be installed as two separate pieces for a single pile repair? If so, will relief be given on the 3" min. cover between cage and jacket due to the lapping of these two pieces?**

A: A 3" cover must be maintained on all pile encasement reinforcing, regardless of the means and methods used to install it.

- g. **Q: C4873 and C4874 Logistics Plan. For C4873 there is a note to relocate the existing floating dock and guide piles 240' to the east. Please confirm if the relocation work has already been performed on an earlier contract? Can the platform remain in place without being relocated?**

A: An earlier contract removed a different dock from the one in need of relocation now. C4873 dock/platform is located in the C4873 work area and needs to move.

- h. **Q: C4873 and C4874 Logistics Plan. Please confirm that staging on the "Loading Platform" surrounding the playing field will be allowed near access panel points.**

A: No staging within the Pier 40 courtyard will be allowed. Please review the Logistics Plan.

- i. **Q:** Pile repairs call for 3,000 PSI cleaning to remove any loose debris. Based on our experience, power washing at this pressure does not remove the splashzone that exists from previous repairs thus requiring a pneumatic chipper to clean the pile. In some cases, the pile is so deteriorated that this method will take a layer of steel off with the splash zone. Will it be acceptable to clean loose materials only to protect the pile and minimize sectional loss?

A: Please review Section 03364 – Installation of Concrete Encasements, Sub-section 3.1 – Preparation.

- j. **Q:** In reference to the 2" hand pack at the top of the pile repairs, can the contractor extend the pile jacket all the way to the underside of the pile cap and pour the concrete all the way to the top of the jacket and complete the installation by hand packing any voids left over after the pour? This will require less labor per pile as the hand pack will be minimal as well as reduce the waste material inherent with utilizing the required amount of grout shown on the drawings.

A: In preparing their bids, contractors are advised to utilize the detailing shown in the construction documents. Following the contract award, all proposed changes to the design documents will have to follow an RFI/Substitution Request procedures outlined in the project manual.

6. Shotcrete Repairs

- a. **Q:** Please confirm how the Type 3 concrete repairs are measured for payment. Typically, this is by the surface area, which includes, in part the sides of the beam. If the repairs are not measured by the surface area (including the sides) please provide a detail showing how the corners will be measured for payment.

A: Type 3 repair (a corner spall) is measured along the horizontal face only. The vertical height of the spall is treated as the spall's depth.

- b. **Q:** Replacing corroded stirrups are very costly. To prevent figuring "the worst-case scenario" (which would be replacing every stirrup) please provide the number of stirrups to be repaired per location for the Type 3 repairs. An equitable solution would be to have a separate pay item for each replaced stirrup.

A: Replacing all corroded stirrups is a conservative approach. Contractor will have an opportunity, on a case by case basis, to prove to the engineer of record that not all stirrups need to be replaced. Engineer of record will review and approve or disapprove the proposed change in Type 3 repair detailing.

- c. **Q:** Please validate the given depths from the concrete repair schedule. (Contract drawings, page #S502, Phase 3 & 4). The repair schedules show numerous repairs with a 1" depth. Based on our

prior experienced from Phase 2, the depths on the schedule are totally inaccurate and misleading. For example, on the Phase 2 repair schedule (page S502), repair #225 shows a depth of 1". After removal of minimal unsound concrete and removal for reinforcement undercutting, the repair was measured with a recorded depth of 12".

A: The concrete repair details and quantities shown on the drawings should be treated as the basis of bid for C4873 and C4874 contracts.

d. **Q: Please confirm acceptable finish for Phase 3 and Phase 4 shotcrete repairs.**

A: A gun finish will be acceptable for all shotcrete repairs.

e. **Q: Under the concrete repair schedule - NOTES, (Phase 3 & 4) please clarify "Remove steel section to accommodate repair" and "remove hanger and steel beam."**

A: There are several locations under the pier where a steel beam with hangers encircle a pier girder. (See Fig. 1 below). Contractor will remove hangers and beam in locations where they interfere with concrete repairs.

