

**Piers 98 to 99 Waterfront Structures IFB  
Project/Contract No. C4964  
Questions & Answers  
March 13, 2019**

1. **Q: G0002, General Note 6 provides vertical datum information. But it does not agree with information shown on the following pages. For example, Note 6 show MLW = -4.22' BPM, while sections C & D on Drawing W100 show MLW = -3.48'. Please clarify.**

**A:** Please refer to Addendum No. 1 issued on February 26, 2019.

2. **Q: Drawing W3300, Section B gives the approximate existing mudline elevation as -10.0'. Please clarify the water depth in the Project area.**

**A:** Please refer to Addendum No. 1 issued on February 26, 2019.

3. **Q: Please provide the latest bathymetry for the area between Piers 98 and 99.**

**A:** Please refer to Addendum No. 1 issued on February 26, 2019.

4. **Q: Addendum 1, Drawing W1000, section C & D - Information provided on Drawing W1000 in Addendum 1 does not appear to correlate to either the photo (A Elevation) or to my photo from February 26 taken approximately 11:20 am (almost 3 hours after low tide @ 8:37 am) when the observed tide at Battery Park was approximately 1.4' below the predicted tide elevation. Unexplainable is why the bottom of the seawall is exposed by several inches in both photos. Further, doubt remains on the bathymetry provided on the revised drawing and water depths at the platform - is bathymetry based on NAV88 or BPM datum? In addition, see W3300 where the clouded revisions together with the depicted mud line and bottom of seawall elevations are also inconsistent (Section B, versus Sections A and C). Please clarify water depths.**

**A:** The bathymetry shown in the construction documents is the best available information at the time of the bid. All bidders are advised to visit and examine the work site and work area prior to bid and make their own observations and conclusions regarding existing site conditions. Please review Section 1700 – Execution Requirements for the specific contractual obligations in regard to existing project/site conditions.

**5. Q: Specification 01140, Paragraphs 1.3.A.1.b and 1.3.A.2.b – The specification states, “Space ...is very limited and will be restricted.” Please provide information and /or drawings to indicate what space(s) will be made available, continuously and/or for limited durations during the work day.**

**A:** Please refer to Addendum No. 1 issued on February 26, 2019.

**6. Q: Specification 01140, paragraphs 1.3.A.1.b and 1.3.A.2.b – Reference is made to the “Staging and Mobilization (Site Logistics) Plan(s) included in the Contract Documents of the Project segment area, or segment phase.” Please provide the Site Logistics Plan for this segment.**

**A:** Please refer to Addendum No. 1 issued on February 26, 2019. In addition, the contract to be entered into with the Trust will require that Consolidated Edison, Inc. and Consolidated Edison Company of New York, Inc. be named as additional insured and as Indemnities.

**7. Q: Specification 01140, paragraph 1.4 – Please specific/clarify what owner/tenant occupancy and/or access will be required to be accommodated. What other contractors may be anticipated to be performing work that overlaps with this project? What marine traffic, if any, is anticipate in the area between Pier 98 and pier 99? Can/Will a marine exclusion zone be established for contractor’s exclusive use adjacent to the Limits of the Pier Platform?**

**A:** There are no current plans for owner occupancy of the work site during construction. However, some of the work will have to be coordinated with the pedestrian, bicycle, etc traffic on the adjacent bikeway/walkway. Additionally, the marine and land traffic and logistics will have to be coordinated with sanitation department’s marine and land traffic at pier 99 and Con Edison’s marine and land traffic at Pier 98.

**8. Q: Specification 01270, paragraph 3.1.A & B – Please confirm the Unit of Measurement in both cases applies to changes in quantity that occur before an initial purchase order and do not apply to field splicing for added length or field cutting before pile driving is completed.**

**A:** Section 01270 – Unit Prices is clear regarding the purpose and application of the unit prices.

**9. Q: Specification 02226; Drawing W1000, section C & D – It is not clear what the limits of demolition for the timber fender piles is. Are they to be fully extracted, removed down to the mudline, or only as needed for construction of the new concrete structure? Please clarify.**

**A:** All timber fender components attached to the existing seawall fascia are to be completely removed. The timber piles can be extracted or snapped at or near the mudline.

**10.Q: Drawing W1000, Detail 1/W100 and D/W1000 in reference to the pipe and associated hardware shown for removal:**

- a. What is the size and material of the pipe?**
- b. What did it originally contain?**
- c. Has it been emptied, clean and made safe?**
- d. Please confirm that removal limits are the face of the existing bulkhead and the inboard side of the first 45- degree elbow or do they match the extent of the timber fender removal along the edge of Pier 99?**
- e. How are the remaining pipe ends to be treated, e.g. capped, concrete plugged, or something else?**

**A:** After further review and additional discussions with the Pier 99 tenant and their construction manager, it was determined that the demolition and removal of the pipe in question is deleted from the scope of this contract. The pipe will be demolished and removed at a later date by the Pier 99 tenant's renovation contractor.

**11.Q: Drawing W100, Detail 3/W100 – please confirm this detail applies to all exposed anchor bolts, hardware, etc., to include mooring hardware anchors. Nothing is simply cut flush with existing concrete. Further, assuming the minimum depth of the patch is 3", please define the minimum size of the patch (diameter greater than anchor size).**

**A:** Detail 3 on Sheet W1000 applies to all anchors in the bulkhead's vertical fascia. Mooring hardware anchors at the top of the bulkhead are to be cut flush with the concrete surface and left as is.

**12.Q: We are experiencing a strong difficulty getting the prices needed for this bid from our suppliers due probably to a very busy season. For this reason we ask for a time extension of two weeks.**

**A:** The bids are due on March 22, 2019 @ 1 PM, as per Addendum No. 2 issued on March 12, 2019.

**13.Q: Please clarify the width of the edge beam. On W3300 it is shown as 2'-0", while on W3503 it is shown as 1'-6".**

**A:** The width of the edge beam is 2'-0" as shown on W3300 and on the cast-in-place concrete detail page on W3504 / Section C. The edge beam width shown on Section B of W3503 is incorrect and will be modified in the updated drawing.

**14.Q: Specification 02452, paragraph 3.2 (Dynamic Pile Testing) – This paragraph reads like a test pile is needed only for testing, instead of using a production pile to perform the test. On the other hand, Summary section, point 1.2.A.2. is written that "Testing shall be performed by the Contractor on piles driven by Contractor and selected by the Architect leads us to understand the testing is to be performed in a production pile. Also reading the spec 2455 - Steel Pipe Piles – it is clear the test is to be performed using production piles. Please clarify how many test piles have to be performed only for test purposes (if one or more), or if production piles can be used for that purpose instead.**

**A.** The number and locations of PDA piles are shown on the project drawings. Production piles can be used for PDA testing purpose.

**15.Q: W3501, Amendment 1, Note 3 reads "Pile to elevation indicated, shall be filled with 5000 psi shrinkage compensating Type K tremie concrete." Note on Section 1, Steel Pipe Pile Detail shows pile to be filled from tip of socket to pile cut-off with tremie conc. However, Spec. Section 02367.3.7.B reads "use an approved pressure grouting system to place grout within the annulus between stinger and pipe pile and the annulus between rock socket and pipe pile to the elevation indicated on the drawings." Is the rock socket to be pressured grouted (in lieu of use of tremie concrete), and if so to what elevation?**

**A:** Pressure grouting is NOT required. Pile shall be filled with tremie concrete from tip of rock socket to pile cut-off.

**16.Q: Is the CIP concrete within pipe piles considered 'Marine Concrete' and therefore require CNI? Does CIP concrete to infill precast pile caps get 3.0 or 5.4 gal CNI/CY?**

**A:** Corrosion inhibiting admixture is NOT required for tremie concrete for the rock socket and pile plug, but is required for the pile block out and all other concrete that are exposed to the marine environment. CIP concrete for pile block outs shall be 5.4 gallons per cubic yard to be consistent with the precast portions of the pile caps.

**17.Q: Is there a testing requirement for the W3100 Note 3.B “Tension allowable Design Load = 125 Kips (375 UL Kips)”?**

**A:** There is NO testing requirement for the tension load. But it is imperative that all loose material is removed prior to installing the rock socket. In reference to Note 1 on Sheet W3501, a bottom clean-out procedure shall be submitted for review and acceptance.

**18.Q: Drawing. W3502 calls for “1/4” thick bearing pad, typ.” Please confirm material type/grade for these bearing pads.**

**A:** Bearing pads to be asphalt impregnated felt per ASTM D1751 as specified on Sheet G002 Concrete and Reinforcing Steel Note 4.C.

**19.Q: Specification 03311 3.8 B.4 discusses taking cores for concrete testing, please confirm (if applicable) these cores and subsequent testing are performed by Owner’s Testing Agency/Laboratory.**

**A:** Contractor shall assist the Construction Manager and Owner’s Testing Agency/Laboratory to perform all sampling and testing during construction by providing incidental labor to collect and store samples

**20.Q: Note 3 on W3501 requires the use of ‘Type K Tremie Concrete’. Local CIP concrete vendors do not supply Type K concrete (Type K Cement); will concrete and/or grout mix designs that satisfy ASTM-C1107 suffice in lieu of use of specifically Type K concrete.**

**A:** An approved equal concrete mix design that includes a shrinkage reducing admixture per ASTM C1107 and anti-washout per USACE CRD-C661 can be submitted for review.

**21.Q: Specification 03311 1.5.C.2 calls for Product Data for “Fiber reinforcement material (for topping slab only)”. Is fiber reinforcement required for topping slab? If so please provide a material specification.**

**A:** Fiber reinforcement material will not be required for the topping slab.

**22.Q: Specification 02367, Drawing W3501, detail 2 - We request approval to use fiberglass reinforced plastic (FRP) jackets with 3/16" wall thickness, in lieu of HDPE sleeves, for the permanent pile protection. The fiberglass jackets are more conventional material for this application. If the fiberglass jacket substitution is unacceptable,**

**please provide list of a few acceptable HDPE sleeve product names and manufacturers.**

**A:** The HDPE sleeve is 0.738" thick and UV stabilized. A 3/16" thick FRP sheet or any other thickness that will need to be ratchet strapped or require some other means of mechanical fastening is not approved. Some of the manufacturers of this product are as follows:

1. Infra Pipe Solutions (6507 Mississauga Road, Mississauga, ON L5N 1A6 - (866) 594-7473)
2. Fabco Plastics (2175-A Teston Road, Maple ON L6A 1T3 - (905) 832-0600)

**23.Q: Specification 03311, paragraph 2.2.F.10.a & b, Drawing W3501, detail 1 - Is shrinkage reducing admixture required for tremie concrete for entire lengths of piles and rock sockets? CONCRETE NOTE 10 on Drawing G0002 states that the topping slab concrete mix shall include a shrinkage reducing admixture per the specifications, but does not mention tremie concrete for piles and rock sockets. If a shrinkage reducing admixture is required for the tremie concrete, are the manufacturers listed in Paragraph 2.2.F.9.b approved for this mix as well?**

**A:** As specified in Note 3 of Sheet W3501, shrinkage compensating Type K tremie concrete is required. Contractor shall confirm whether the manufacturers list in the specification provide the proper admixture.

**24.Q: Specification 03311, paragraph 2.2.F.9, Drawing W3501, detail 1 - Is corrosion inhibiting admixture required for the for tremie concrete for entire lengths of piles and rock sockets?**

**A:** Corrosion inhibiting admixture is not required for tremie concrete for the rock socket and pile plug, but is required for the pile block out and all other concrete that are exposed to the marine environment.

**25.Q: Specification 09967, Drawing W3501, detail 1 - Please confirm that the shop applied coating length of 25' as shown in Detail 1/W3501. Is this length the top 25' of the 65' long order length piles specified in Note 1 on Drawing W3100, or should the Contractor coat the top 30' of the 65' piles to account for the potential 5' extra of pile lengths?**

**A:** Piles shall be coated for 25-ft from pile cutoff. It is advisable that the extra pile length be coated.

**26.Q: Drawing W1000 - Could the tops of the existing timber fender piles be cut below the concrete deck and/or pile cap level of the new platform, in lieu of removing these piles "by pulling" as indicated on Drawing W1000.**

**A:** See question 9.

**27.Q: Specification 09967, paragraph 2.1.A.1 - Would it be acceptable to use Caroguard 890 GF glass flake epoxy manufactured by Carboline to shop coat the steel pile piles.**

**A:** No. Please review Section 09967 – Coating of Steel Waterfront Structures for the steel pile coating material requirements.