STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

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February 13, 2013

ADDENDUM NUMBER THREE

RFQ # 7459230

TITLE: SOUTH BULKHEAD REPLACEMENT & SITE IMPROVEMENTS, PHASE I, DEM

Closing Date and Time: 2/19/13 at 1:45 PM

Per the issuance of this <u>ADDENDUM #3</u>
(8 pages, including this cover sheet)

[X] **Specification Change /Addition / Clarification**

SEE ATTACHED

Addendum No. 3

1. All piles to be supplied for the project, including fender piles, corner pile clusters, and the two new bearing piles shall be Greenheart piles. No southern yellow pine piles will be used.

Response to Specialty Diving Questions dated January 16, 2013 (Response is in bold italics)

1. In the instruction to bidders section of the specifications page 6, #14 Time of Completion. The work must be completed within 6 months of the NTP and no work is allowed in the months June – September. If the NTP is issued in Feb 2013 or March 2013 this does not allow sufficient time for completion of the work prior to June 2013 nor will it allow work after September as that will be the 6th month of the project duration. Please advise if the NTP will be issued in September of 2013 to achieve your desired completion schedule?

   Refer to Addendum No. 1 for clarification on project schedule

2. Under the contract agreement included in the bid package, Article 3 Contract Time, Paragraph 3.2 states the following; " the work will be substantially completed within one hundred and twenty 6 months from the date when the Contract Time commences to run as provided in the General Conditions, ..." Please confirm the what the contract performance period is as this is direct conflict with our question #1 listed above.

   Refer to Addendum No. 1 for clarification on project schedule.

3. Also the further this point in Section 1015 Contractors Use of Premises, Section 1.5 Public Access to the Piers & Facilities, Para. G. States; "The contractor will be able to work on site between and including the months of October to May (8 months of the year). No work will be allowed between and including June to September...." Please review this as well in conjunction with the 2 questions identified above.

   Refer to Addendum No. 1 for clarification on project schedule.

4. Specified under the Erosion & Sedimentation Section 2130 Controls a turbidity curtain is specified for use. However the location indicated for its installation (sheet 5 of 18) is not in the current contract scope of work. It is also referenced as a permit requirement in the applicable permits. As the items of work which reference the turbidity curtain, dewatering, hay bales, etc. are not in the current scope of work please clarify what Erosion & Sediment Controls are required for the current scope of work?

   No erosion and sedimentation controls are required for this project as there will be no excavation performed.

5. Is a State building permit required for this project as it is referenced the in permit Section as being reviewed by the state building commission, however the determination of permit requirement is not identified.

   Yes, the selected contractor will be required to obtain the Building Permit from the R.I. Building Code Commission and to pay the associated fee (0.005 x Project Valuation).

6. As per Section 1500 Temporary Facilities & Controls, Item #1.8, A Project Sign, D Construction Field Office are referenced. Are these requirements still applicable as the project scope for this Phase seems not to warrant this expense? Please confirm. If applicable please indicate where on site this trailer is to be placed.

   The project sign shall be provided, however the field office will not be required for this contract.

7. In Section 800 Article 12 Insurance, Item 11.3 Property Insurance, Item 11.3.1 Please confirm the Owners desire to have the Contractor provide this "All Risk" Insurance requirement and if this is required for this portion of the project a value must be assigned to this coverage which will determine the premium. Please provide the scheduled value the Owner desires this value to be so it can be disclosed to the potential bidders.

   The All-Risk insurance shall be required; coverage shall be for one million dollars ($1,000,000).

8. Dwg Sheet 2 of 18 General notes; #4 Preconstruction Surveys. Under the scope of work in this RFQ is this requirement still applicable? Please advise.

   Preconstruction surveys will not be required for this contract

9. Dwg Sheet 2 of 18 Construction Sequence; Please revise this to represent the applicable work in this RFP

   The construction sequence included in the notes is not applicable to this contract. Due to the limited amount of work for this phase, a written sequence is not considered necessary.

10. DWG Sheet 2 of 18 Pier 3 Fire Suppression Improvements. Are the items referenced for supply in Note #7 under this section the same items as which are specified in Item #1 of this section? Specifically the 5' pipes.

    The items in Note 7 are to be supplied for storage in the cabinet; the specified applicators will replace the 5-foot long cellar pipes referenced in Note 1. Note 1 shall be revised to read "....and the provision of a steel storage box with revolving nozzles and applicators at the landward end of the pier".

11. When the deck of Pier #3 gets replaced who is responsible for the "southland booth" relocation? Also what will be the procedures for the Electrical Pedestals, Cleat beams, etc. as they remain while the deck is replaced? Should the contractor butt the new deck up to these areas?

    Interstate Navigation will remove the ticket booth and barriers. The electrical pedestals and cleat beams are to remain, new decking shall butt against these.

12. Please provide the cut off elevation of the top of the dolphin piles as well as the new fender piles as that is not indicated on the drawings.

    Fender piles and corner clusters shall be cut off 6 feet above the deck. There are no dolphins to be installed under this contract.

13. Also on DWG 18 Typical Pier 3 Cross Section. Can the tide elevations be incorporated on the drawing to allow the bidders to determine if this work is only accessible at low tide, and as per the lumber specification it will determine the lumber treatment required. Please clarify

    Elevations were added under Addendum No.1

14. DWG 18 Typical Pier 3 Cross Section, Spiked end grid connectors are referenced to be installed on the pile to x brace connections, please confirm it is the intent of the Owner to install these on all the X brace to pile connections for the R&R of the cross bracing?

    Yes, spiked end grid connectors are to be installed on all cross brace to pile connections.

15. There are several references in the specification to allow and maintain access to the piers during the rehabilitation contract. Will this be the case for Pier #3 and if so how will this be accomplished? As it seems to lend itself to a sequenced approach for the repairs due to the number of users? Also no indication is referenced in the specification for percentage of allowable use by others during repair. To continue on this point is it safe for the contractor to assume that he will have the sole access to pier deck due to the repair window scheduled?

    Access to the piers was addressed under Addendum No. 1.

16. Please confirm no timber chock or wale repairs are required on the South, West sides where fender piles are to be removed and replaced as a portion of the base bid.

    Chock and wale repairs are not required

17. Please confirm the 7 pile dolphin cluster between Pier #3 & Timber Pier K is removed and not required to be replaced as per markups on sheet 5 of 18 and sheet 17 of 18.

    The dolphin is to be removed, but will not be replaced under this contract.

18. Will the contractor be allowed to access the Ferry berth on the North Side of Pier #3 for barge placement and construction support during the specified contract performance period?

    Access was addressed in Addendum No. 1. Interstate Navigation will continue to berth the Block Island Ferry on the north side, access will be limited to the times when the ferry is not present.

19. Sheet 18 of 18 Typical Pier # 3 Cross Section regarding the proposed fender piles, the attachment detail which is referenced on Detail Sheet 12 of 18 which is not included in the current bid documents. Please provide this detail or sheet 12 of 18.

    The detail is attached with this addendum as drawing SK-2

20. Sheet 18 of 18 Pier #3 Improvement plan indicates that existing timber pilings are to be cut off in the area where the steel ramp is to be removed, however on sheet 17 or 18 these piles are identified as to be extracted. Please clarify.

    None of the existing pier bearing piles are to be extracted or cut off. There are two existing piles that are currently cut off at the horizontal bracing level, adjacent to the two new bearing piles to be installed. Per Addendum No. 1, these two piles will be posted up and bolted to the new bearing piles to support the pile cap to be installed over the ramp opening.

21. Sheet both sheets 17 & 18 which identify the replacement of the pier section post steel ramp removal do not identify how the new 6x10 stringers are to be fastened to the pile caps. Please provide direction or detail identifying this fastening requirement.

    Provide two ½-inch diameter by 15.5-inch long spiral dowels at each stringer to pile cap connection. The timbers shall be predrilled for the dowels.

22. Fire Hatch Details sheet 18 of 18. Please provide the thickness of the SS diamond plate hatch and grade of ss required?

    The plate shall be minimum ¼ - inch thick, and may need additional thickness or reinforcement to achieve the HS-20 wheel load rating. The contractor shall provide a submittal demonstrating that the fabrication of the hatch is adequate for HS-20 wheel load. Stainless steel shall be Grade 316.

23. Does the typical cross section of pier #3 on sheet 18 of 18 represent the as-built condition as well with regard to the cross bracing?

    Yes, this detail indicates both the typical existing and proposed condition

24. What is the elevation of the 24 locations required to remove & replace the longitudinal bracing shown on sheet 18 of 18 Pier #3 Improvement Plan? Also we are assuming this cross bracing to be replaced currently exists on the pier please confirm this is an as-built condition.

    Elevations have been added to the drawings; the top of the lower horizontal braces are approximately elevation 0.0' MLW.

25. Sheet 18 of 18 Detail New Deck Layout & Nailing Plan, after discussions with lumber suppliers it is not possible to obtain the 3x12 in lengths of 25' or greater to achieve the requirement to limit the number of splices to 2 ea. In a 50' deck width per plank. Pls. advise what will be acceptable in lieu of this or the name of the material supplier who is capable of providing timbers of this dimension in this length?

    The minimum length required for two joints in a 50-foot deck width is 16'-8" not 25'.

26. Sheet 18 of 18 Detail 3E Ship Lap @ Curbing; We understand that 2 fasteners are required at each shiplap joint, however are 2 fasteners required at each spacer block as well or will a single fastener be sufficient at the spacers?

    Only one bolt is required at each spacer block

<u>Response to Reagan Const. Corp Questions dated February 8, 2013 (Response is in bold italics)</u>

1. Sheet 18 of 18 detail shows x-bracing on longitudinal section as two transverse bracing at each pile line. Are there two lower braces on each pile line or just in the four areas where longitudinal braces are?

   There are two lower horizontal braces at each pile bent, not just at the longitudinal brace locations

2. Sheet 18 of 18 Detail H of fire hatch calls for a diamond plate 10"x10" hatch cover. What thickness is the diamond plate?

   The plate shall be minimum ¼ - inch thick Grade 316, and may need additional thickness or reinforcement to achieve the HS-20 wheel load rating. The contractor shall provide a submittal demonstrating that the fabrication of the hatch is adequate for HS-20 wheel load.

3. Is a 6x12 curb to be installed on the west side of the pier?

   Yes, the curb is to be installed on the west side of the pier, as well as the north and south sides. Provide an 8-foot curb cut at the location of the new cleat to be installed.

4. Sheet 18 of 18 Detail 3E shows one 1-in. bolt at the splice, and the detail says there will be two staggered 1-in. bolts. How many bolts are required per splice on curb?

   Two bolts are required at each splice. One bolt may be used at the intermediate spacer block locations.

5. Sheet 17 of 18 shows a new cleat to be installed where the steel ramp is removed. What are the specifications for the cleat?

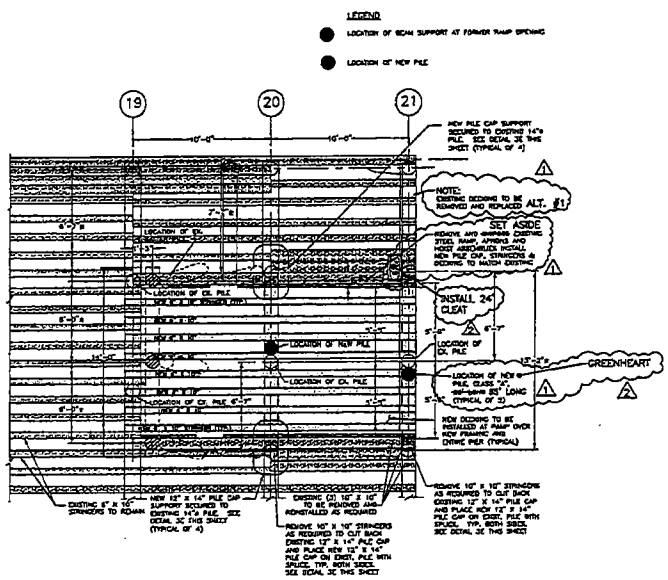
   Cleat shall be 24-inch steel, Schoellhorn –Albrecht model S1092 dock cleat, through-bolted to the existing 10"x10" ramp support framing beams, and shall include a ½" galvanized steel backer plate. Refer to the attached drawing SK-2 for location of cleat. Additionally, an 8-foot curb opening shall be provided at the cleat location.

6. Sheet 17 of 18 Detail 3F shows replacement of ramp framing 6x10 joist. How are they to be connected to beams below (drift pins, plates, and bolts)?

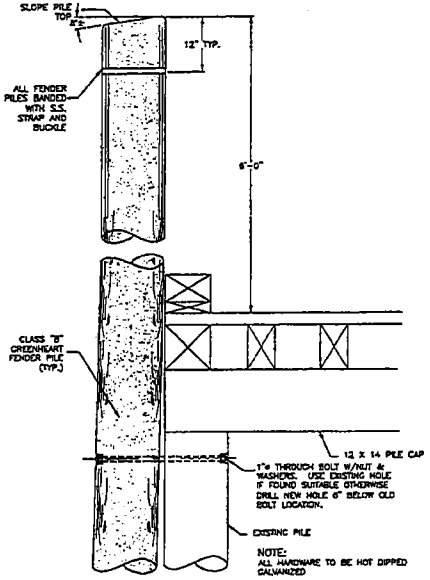
   6 x 10 stringers are to be connected to the pile caps with two ½-inch diameter by 15.5-inch long spiral dowels at each stringer to pile cap connection. The timbers shall be predrilled for the dowels.

7. Can the drawing be marked to show location of utilities to be removed and reinstalled?

   Per Addendum No. 1, the existing electrical service shall be removed to the electrical hand hole at the southwest corner of the pier. This equipment is to be replaced as part of a future contract, and will not be reinstalled in this contract. The posts for the service panels may remain. The existing pole mounted light fixture at the end of the pier is to be maintained during construction; however the power service shall be removed per #10 above. The existing water service is to be maintained during construction. The locations have not been added to the plans, contractor to field verify.



3F REPLACEMENT OF RAMP FRAMING & DECKING PLAN
SCALE: 1/4" = 1'-0"



DETAIL ELEVATION VIEW NEW FENDER PILE FOR STATE PIER 3
SCALE: 1" = 1'-0"

No.	Description	Date
1	ADDENDUM NO. 1	1/31/13
2	ADD 24" CLEAT\FENDER PILE DET. & GREENHEART PILES	2/12/13

REVISIONS:

STATE OF RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
DIVISION OF PLANNING AND DEVELOPMENT

GZA GeoEnvironmental, Inc.

RECONSTRUCTION OF
SOUTH BULKHEAD-PHASE I
PORT OF GALILEE
NARRAGANSETT, RHODE ISLAND

Design by:	WLL
Drawn by:	CR
Checked by:	RJN
Date:	JUNE 2012
Scale:	AS NOTED
Project No.:	33498.00

STATE PIER NO.3 DETAILS

SK-2

SHEET 2 OF 2