

City of Portsmouth

Department of Public Works

Bid#55-15 Harborwalk Park Pier

Addendum #1

Date Issued: March 30, 2015

This Addendum forms part of the original document marked: BID#55-15 Harborwalk Park Pier.

The following questions have been asked and answered:

1. Q: *Some of the piles on this project will be in the dry and some will be in the wet; does this mean the pile that are in the wet must be driven between Nov. 8 and April 9? If so, does this mean the project must be delayed until November in order to drive the wet pile and be complete by 120 days?*

A: The Contractor is responsible for complying with the permits, including the Army Corps permit which includes special conditions regarding underwater noise generation and equipment used. Pile installation shall comply with the Army Corps of Engineers permit including Special Condition 1, either "a", "c" or "d". Piles may be installed with a vibratory hammer, however support piles shall be proven to capacity with an impact hammer in accordance with "a" or "d". Piles in Bents 6 and 6B may be driven "in the dry" at low tide. Support piles in the water at low tide impact driven after April 9 shall conform to condition "d" and the contractor shall provide its own under water noise monitoring and compliance, considered part of the piling cost. A clarification of hammer weight was requested and Mr. Kristoff verbally indicated this refers to the falling mass/ram. The Army Corps has indicated that a contractor with suitable hydrophone equipment may self-monitor and no report is required to be submitted to them, however the Owner is requiring the contractor to maintain the underwater noise records showing compliance for at least one year after construction with the ability to provide those records if requested by regulatory agencies. Any Corps permit clarification requests should be referred to Mr. Kristoff at (978)318-8157 as listed in the permit. The project will not be delayed.

2. Q: *What noise monitoring is required for pile driven in the water? Please clarify sub paragraph d in reference to the installation methods and noise levels.*

A: See Answer 1

3. Q: *What compensation does the contractor receive if obstructions are encountered below the surface?*

A: The proposed subsurface investigation by test piles at this location was not allowed by NOAA and the only available subsurface information was for the adjacent Memorial Bridge. Pile stubs at this location and piles at the adjacent Harbour Place wharf indicate timber pile installation is feasible. The Contractor is expected to make reasonable efforts to install the piles as indicated with normal pile driving equipment (see 02461, para. 3.1), including 3.1 (G). If additional timber piles are required to span over an obstruction, the extra piles will be considered extra work at the bid piling unit price. If use of a steel

spud is necessary to progress past buried obstructions the additional driving time will be considered as extra work in accordance with the contract terms, however the spud is considered normal driving equipment and payment for project shut down to mobilize/purchase a spud will not be considered. If predrilling is required, this would be considered extra work subject to negotiation per the contract terms, including mobilization of such equipment.

4. Q: *Is it the engineers' intent to only accept pile that are driven with a ram? If a vibro is used; are the piles to be "proofed" with a drop or impact hammer?*

A: Yes. See 02461.

5. Q: *Is the contractor responsible to provide saltmarsh restoration as stated in the Wetlands and Non-Site Specific Requirements Permit? If so, please provide plans.*

A: No.

6. Q: *Proposal Form Alternate 4 & 5 items each reference the 'Buy America' specification. Please provide 'Buy America' specification.*

A: See page 116 of the PD

7. Q: *WF-5 shows the ranger as being made up of (2)6X12's but WF-6 shows a Ranger detail which looks like a pile cap detail, made up of (2)3X12 and (2)4x12's. Are the Rangers made up of (2)6X12's or (2)3X12 and (2)4X12's?*

A: Disregard the "Double 6x12 Ranger" labels on the WF-5 cross sections. The ranger configuration was changed as detailed to avoid long 6x12's and complications in making the splices occur at pile caps with the unusual geometry. The staggered splices in the rangers as detailed on WF-6 do not need to align with pile caps.

8. Q: *The Harborwalk Park Pier project indicate both support and fender piles to be Southern Yellow Pine CCA 2.5 pressure treated. Would you consider Greenheart piles as an option? As an exceptionally strong, highly resistant to marine organisms natural hardwood requiring no treatment, it is very environmentally safe.*

A: Untreated Greenheart piles will not be considered equivalent piles as they can be attacked by marine borers, can develop head rot and may not meet straightness specifications.

All else remains unchanged from original bid document.

Please acknowledge this addendum within your proposal, failure to do so may subject a bidder to disqualification.

END OF ADDENDUM #1