

ADDENDUM NO. 4

CITY OF CORONADO

**GLORIETTA BAY DOCK C (CONTRACT NO. 17-CO-ES-621)
&
BOAT LAUNCH RAMP RECONSTRUCTION (CONTRACT NO. 17-CO-ES-622)**

September 6, 2016

This addendum is issued to all plan holders for Contract Nos. 16-CO-ES-621 and 16-CO-ES-622. There are 7 pages to this addendum, including this cover sheet, and 1 attachment sheet.

The bid opening date is unchanged by this addendum and remains not later than 2:00 p.m. on Wednesday, September 14, 2016.

Note: You must acknowledge this addendum in your bid documents. Failure to do so will render your bid nonresponsive.

Ed Walton
Ed Walton
City Engineer

September 6, 2016
Date

Acknowledge receipt of Addendum:

Authorized signature

Date

THIS ADDENDUM IS ISSUED TO INFORM THE BIDDERS OF REVISIONS TO THE BID DOCUMENTS.

Prepared by:

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NOTE: This addendum consists of 7 pages and 1 attachment sheet.

The following changes, additions, deletions or corrections shall become a part of the Contract Documents for the Glorietta Bay Dock C & Boat Launch Ramp Reconstruction project and all other conditions shall remain the same. The bidders shall be responsible for transmitting this information to all affected subcontractors and suppliers prior to the closing of bids.

On the Bid Form you must acknowledge receipt of this addendum; failure to do so will render your bid nonresponsive.

CONTRACTOR QUESTIONS & RESPONSES

1. Question: Reference is made to Boat Launch Ramp Contract Drawing Sheet 11 of 17 – PUBLIC DOCK AND GANGWAY PLAN – Detail 1 / 11 – PUBLIC DOCK PLAN and to the note thereon – “ASSISTED KAYAK LAUNCH.” Please clarify if the “apparatus” shown within this detail is to represent a manlift for accessing the kayak launch. If so, please provide a detail.

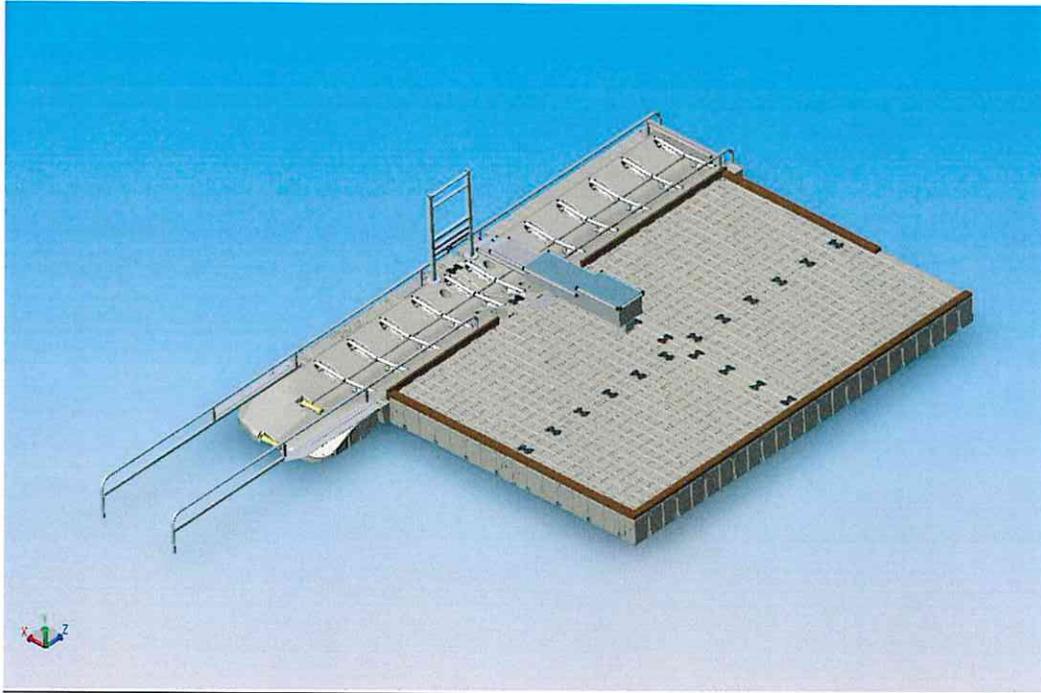
Response: There are commercially available products from AccuDock (as shown below), EZ-Dock (as shown below), and GatorDock (not shown). None of the options listed are motorized. In order to not limit the low-freeboard dock material options, the Contractor has the option to select these or another commercially available product that is ADA-compliant, or the Contractor may elect to prepare shop drawings and fabricate their own product conforming to the Contract Specifications in Section 35 51 13 – 2.11. The product shall have a transfer platform, transfer steps, and a grab bar.

Link and Photos of AccuDock: <https://www.accudock.com/ada-compliant-docks/>



Link and Photo of EZ-Dock:

<http://www.ez-dock.com/product/ez-launch-one-way-with-large-dock-and-barrier/>



Installation of GatorDock product in Virginia:

<http://www.pwcgov.org/news/pages/universal-access-boat-launch-open.aspx>

2. Question: Within Addendum No. 2 – regarding the placement of the dredge material, the Response to Question 6 – the statement is made: “*The City’s Marine Biologist will identify the final placement location as part of the pre-construction eelgrass survey.*” Please advise as to who the City’s Marine Biologist is – are they City Personnel, or is it a consulting firm, and if so, what firm?

Response: *City’s Marina Biologist is Merkel and Associates.*

3. Question: Reference is made to the Response to Question 7 within Addendum 2 regarding the criteria for the placement of the dredge material. This response is very vague – without a specific criteria upon which to predicate our bid, it is impossible to determine the cost of this work. Accordingly, it is again requested that we be provided with criteria upon which to establish our bid – this is the only way to eliminate a misunderstanding with regard to the performance of this work.

Response: *A sketch showing the limits of eelgrass from a 2013 survey, the boundary and location of the eelgrass restoration site, and the proposed area of deposition within the eelgrass restoration site is provided as an attachment to this Addendum.*

4. Question: The response to Addendum 2 Question 10 indicates that the City has yet to complete the fire service data sheet that is required by California American Water to establish their fees associated with this work. Without the California American Water fees for their connection, it is not possible to establish a cost for the installation of the fire service. If this information cannot be provided, it is suggested that the City establish an allowance for these costs, or remove them from the Contractor's responsibilities and have the City pay these costs directly to California American Water.

Response: The City will be responsible for the connection fee. Do not include the fee in the bid. The Contractor is only responsible for the work from the property line and is not responsible for the connection to the Cal-Am main.

5. Question: Boat Launch Ramp: 1 mat of epoxy coated steel centered in the panels. At 42'-6" these panels will develop cracks, in my opinion significant, when stripping from forms, yarding and shipping to the site. Will these cracks be acceptable or will they be a cause for rejection? 3" clear leaves 3 ½" of rebar space in the center of the panel, no room for a double mat.

Response: Cracks greater than 3/32 inch in width shall be epoxy injected using a two-component epoxy which complies with the requirements of ASTM C 881, Types IV and V. Applicators shall be certified by the epoxy manufacturer.

6. Question: Boat Launch Ramp: Is the reinforcing clearance required at the 1 ½" x 3 ½" recesses in the bottom of the panel? Cracking at these recesses is almost guaranteed.

Response: Shear key notches on bottom of panels shall be substituted with minimum 3/8" roughened bottom surface to provide necessary shear resistance. The shear keys are eliminated from the design, and the response to Question 72 in Addendum No. 2 is hereby superseded.

7. Question: Boat Launch Ramp: The pile notes have a conflict, W 4 spiral or W 11 spiral?

Response: Spiral shall be W11.

8. Question: Boat Launch Ramp: Will a corrosion inhibitor (DCI) be an acceptable alternative to epoxy coating reinforcing in the precast concrete [piles]? The use of DCI would have significant cost savings.

Response: Use of a corrosion inhibitor in lieu of epoxy coating of reinforcing in the precast concrete piles only is acceptable. Corrosion inhibitor admixture shall have a minimum 30% calcium nitrite solution and comply with the requirements of ASTM C 1582 and/or ASTM C 494 Type C. Corrosion inhibitor admixtures shall be DCIS by W. R. Grace, MasterLife CI 222 (formerly Master Builders Rheocrete 222+) by BASF, Eucon BCN by Euclid Chemical, or approved equal. Corrosion Inhibitor admixture shall be applied in accordance with manufacturer's recommendations. Additional admixtures, such as air-entraining admixture, may be required. All admixtures used shall be free of

added chlorides. Product data shall be provided for all admixtures used as part of the cast-in-place concrete, precast concrete, and concrete pile submittals.

9. Question: Boat Launch Ramp: Will a horizontal layout of the panels be an acceptable alternate to the vertical layout shown? The horizontal layout utilizes gravity to close the gaps between the panels. Vertical joints will require some sort of post tensioning system to close and maintain gap spacing.

Response: Per the response to Question 28 in Addendum No. 2, the Department of Boating & Waterways has approved the design using the concrete panel design shown on the Plans. Modifying the design to use concrete planks (transverse panels) at this point in the approval process will be problematic and will likely result in significant cost and time delays to the project schedule. No changes will be made. However, the Bidder is welcome to value engineer the launch ramp including all design, calculations, drafting, and permitting at no additional cost to the City.

10. Question: Dock C: The pile notes have a conflict, W 4 spiral of W 11 spiral?

Response: See response to Question 7 herein.

11. Question: Dock C: Will a corrosion inhibitor (DCI) be an acceptable alternative to epoxy coating reinforcing in the precast concrete? The use of DCI would have significant cost savings.

Response: See response to Question 8 herein.

12. Question: Dock C: Plastic corrugated dowel tubes? Typically galv. steel corrugated dowel tubes are utilized.

Response: Use of galvanized steel dowel tubes in lieu of plastic dowel tubes is acceptable with the application of a corrosion inhibitor.

13. Question: Sheet 8 of 24, note 4, says that all reinforcing in the piles shall be epoxy coated. Please advise that the epoxy coating does not include the prestressing strands as our pile manufacturer will not be able to do this.

Response: Epoxy coating does not include prestressing strands.

14. Question: On sheet 7 of 17, detail 3. Can the concrete curb extension be precast?

Response: Yes, curb extension shall be precast concrete comprised of 4-foot-long sections with 3 dowels per section at 12" on-center, staggered on either side of #4 horizontal bar. (Note: precast curb is a change from CIP curb shown on Contract Drawings.) Embed and grout dowels 9" into existing curb as originally shown on Contract Drawings. All rebar of new curb shall be epoxy-coated. Damaged curb as called out the Contract Drawings shall be repaired prior to installing curb. Splices shall

be per Code, and all new CIP concrete shall have corrosion inhibitor admixture.

15. Question: Specification 355113- Floating Piers, Para 2.10 Hardware, B. We request that ASTM A325 be substituted with A307 which are for standard bolts in dock systems. A325 are special high strength bolts that require special inspection and are not typically able to be retightened. This is consistent with the work conducted at Docks A & B.

Response: *Standard carbon steel bolts shall conform to ASTM A 307 and shall be galvanized in accordance with ASTM A 153.*

16. Question: Specification 355113- Floating Piers, Para 2.10 Hardware, C & Specification 355113.20- Floating Concrete Piers 2.08.E.2. We request that Type 316 be substituted with Type 304 which are for standard stainless steel hardware in dock systems. Type 316 is not available for typical inserts as occasionally needed. This is consistent with the work conducted at Docks A & B.

Response: *Contractor may substitute Type 304 hardware where Type 316 hardware is called out in the Contract Documents with the following restriction: Contractor shall provide documentation that effort was made to procure Type 316 hardware and necessary quantity was unavailable. Letter from supplier(s) is sufficient. All stainless steel piping and hardware for fire water risers shall be Type 316 stainless steel, no exceptions.*

17. Question: Sheet 12 of 24, Detail 1. We'd like to request that the 30' slips be allowed to utilize standard duty cleats rather than heavy duty cleats which is more standard for this size slip.

Response: *The Record Plans and Specifications for Docks A/B, the previously installed reference project, required heavy-duty cleats throughout. None of the available project information indicates that standard-duty cleats were substituted for slips 30 feet long and smaller. Therefore, bid heavy-duty cleats throughout as shown and specified in the Contract Documents.*

18. Question: Specification 355113- Floating Piers, Para 3.01 General, C. We request that welding be performed under the supervision of certified welders.

Response: *All welding shall be performed by a certified welder.*

19. Question: Specification 355113.20- Floating Concrete Piers, 2.02 H.3. & 2.03 D. We request that ASTM A934 be replaced with ASTM A775. This is consistent with the work conducted at Docks A & B.

Response: *Yes, all epoxy-coated reinforcing, straight and bent, for concrete floating dock construction only shall conform to ASTM A 775. Conformance to ASTM A 934 is not required for concrete floating dock construction. Use of ASTM A 934 for bent bars shall be used for abutment, platform, ramp panels and apron, and all other structural concrete*

structures not otherwise exempt from this requirement.

20. Question: Specification 355113.20- Floating Concrete Piers, 3.06 D. We request that the SureTreat requirement be removed. This is consistent with the work conducted at Docks A & B.

Response: *SureTreat treatment shall no longer be required.*

21. Question: Section 03200 Concrete Reinforcing- Can coating for all reinforcing by ASTM A775?

Response: *See response to Question #19 herein.*

22. Question: In Addendum #1, question 25, it is noted that the preference for dock C shall be concrete docks. The existing A/B docks are concrete and the proposed boat launch dock shall be of concrete construction as well. We assume the City will want a dock system that is similar in construction to maintain over the life of the marina. Shall the bidders propose concrete dock construction for C dock as part of their base bid?

Response: *Floating docks at Dock C shall be concrete. No other dock material including, but not limited to, timber and aluminum, shall be accepted. This response modifies/supersedes the response provided to Question 25 of Addendum No. 2.*

23. Question: For Boat Launch Ramp project, please refer to Low Freeboard Dock drawing 11 of 17. It appears that a "pool lift" is required to be included in our bid. There are over "pool lifts" online [sic]. Prices from \$900 to \$6,000. Some require electrical connection. Please specify what is required.

Response: *See response to Question 1 of this addendum.*

END OF ADDENDUM NO. 4