

August 19, 2010




CONTRACT NO. 2011-FT-3
LARKSPUR FERRY TERMINAL UTILITY REHABILITATION

To All Prospective Bidders:

The Golden Gate Bridge, Highway and Transportation District (District) herewith issues the attached document entitled, "**QUESTIONS AND RESPONSES FROM POTENTIAL BIDDERS,**" which is in response to written inquiries submitted by potential bidders to the District.

Should you have any questions regarding the foregoing, contact the Project Manager, Wilson Lau, Senior Civil Engineer, at (415) 923-2369.


Janet S. Tarantino
Secretary of the District

Attachment: Questions and Responses from Potential Bidders

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QUESTIONS AND RESPONSES FROM POTENTIAL BIDDERS

Question 1: In the Special Provisions, S4.06, the Guaranty is stated as being in general a minimum of 2 years. All of the Technical Specifications call out a 5 year warranty. What on the project has only a 2 year guaranty, or are the 5 year guaranties incorrect?

Response 1: All work shall have a minimum of 2-year Guaranty. Specific work items shall have 5-year warranties if called out in the Technical Specifications.

Question 2: Is the Bridge District going to empty the existing bilge tank and temporary tank prior to contractor removal

Response 2: Contractor is responsible for removing and disposing the stored liquid in the tanks as indicated in Payment Item No. 5, Replace Bilge Tanks.

Question 3: On Sheet 3 Note #5, there is mention of an Inspection Building, but it is not found on the plans. Where is the Inspection Building?

Response 3: The Inspection Building is located on the concrete deck next to existing Bilge Tanks. It will be clarified in Addendum 1 to be issued.

Question 4: Note 3 on Sheet 3 indicates to remove and replace all Electric Supports under concrete deck. Is this for the entire facility (including the Service Building and boarding area for Berth 3 and 4) or just for beneath the Terminal Building?

Response 4: The removal and replacement of Electrical Supports shall include the entire facility, including the Service Building and boarding area for Berths 3 and 4. The supports for electrical conduits to the Inspection Building, which were recently installed, shall remain. This will be clarified in Addendum 1.

Question 5: All unistrut supports are shown with U-bolt attachments. U-bolts are not readily compatible with unistrut, should the U-bolts be replaced with unistrut clamps?

Response 5: Use Unistrut "Cush-A-Clamp Assembly U-Bolt Series" with Type 316SS U-bolts. This will be clarified in Addendum 1.

Question 6: Cast Iron Soil Pipe is not the proper material for pressure sewer application. The Soil Pipe Institute warns not to exceed 6 psi when testing Soil Pipe. Flanged Valves cannot be connected to Soil Pipe. Is there a more appropriate material to be used?

Response 6: The existing pressure sewer system has both galvanized steel pipe and cast iron soil pipe. The new system shall use schedule 80 galvanized steel pipe with flanged fittings with exterior painting same as bilge and compressed air pipes. This will be revised in Addendum 1.

Question 7: Sheet 16, Longitudinal Section indicates a 2" camlock discharge hose. Detail 1, Sheet 15 indicates rigid piping with a flex connector. Please clarify the extent and configuration of the suction piping at the bilge pumps.

Response 7: The pump discharge shall have rigid piping with a flex connector. The extent and configuration of pump suction piping are shown in Drawing Nos. 6, 7, 8 and 9. Drawing No. 16 will be revised in Addendum.

Question 8: Are the existing bilge tanks considered hazardous waste?

Response 8: The stored liquid in the existing bilge tanks is considered hazardous waste. The tank itself is not considered a hazardous waste.

Question 9: There is no double containment indicated for either the temporary bilge tank or the new bilge tanks. Is this correct?

Response 9: The existing concrete pit is a secondary containment for the new bilge tanks. Contractor is responsible to provide secondary containment for the temporary bilge tank. This will be clarified in Addendum 1.

Question 10: Is a suction dip tube required in the new 4000 gallon tank?

Response 10: A suction dip pipe is not required for the new 4000-gallon overflow bilge tank.

Question 11: The UL 142 tank specified interior coating is not appropriate for oil/water interior tank service I have been told by the tank supplier, they are suggesting a two component epoxy as recommended by the paint mfg, would that be acceptable?. They will not offer a 5 year warranty on the coating, but only a one year, can the 5 year warranty be reduced to one year?

Response 11: According to Ameron International publications Amerlock 400 high-solids epoxy coating is suitable for oil tanks and salt water application. Substitution will be considered during submittal process per Contract specifications. A 5-year warranty is required for the Bilge Storage Tanks. Additional clarification of tank coating requirements will be included in Addendum 1.

Question 12: The specified test pressure of 50 psi will result in deformation of the tank, the tank mfg suggests that if that is the desired test pressure an asme pressure vessel be specified, or drop the pressure to 2.5 psi. Can the test pressure be reduced to 2.5 psi?

Response 12: The tank testing will be changed to 5 psi for 4 hours in Addendum 1. The bilge tanks shall be designed for the testing pressure. Any tank deformation will be rejected by the District.

Question 13: Is the public prohibited from access beneath the ferry terminal building? We would like to view certain areas beneath the terminal.

Response 13: The public is prohibited from access to beneath the ferry terminal building. Site visits may be arranged by contacting Wilson Lau, the Project Engineer.

Question 14: Note 11, Drawing 6 states that (2) 1 in. diameter ca pipes are required, I only count (1) line on the drawing, where is the other line indicated?

Response 14: As indicated in note 11, the two (2) CA pipe couplings and valves at each berth shall be located as directed by the Engineer during construction.

Question 15: The drawings indicate U-bolts are to be used at the unistrut supports, U-bolts cannot be used easily on unistrut as shown on the drawings, can the standard Stainless steel clamps as recommended by the strut mfg, be substituted for the U-bolts shown?

Response 15: See response to question 5 above.

Question 16: Reference Drawing 5, note 2. After consulting the hose representative, it is of their opinion that the 6 in. hose specified will be too stiff to allow it to be compressed into an "s" shape in the approximately 6 ft of run shown on the drawings.

Response 16: Contractor shall provide adequate hose length to form the flex loop. The hose length shown in drawing is schematic only. This will be clarified in Addendum 1.

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Question 17: Ref: Drawing 15, detail 5. Does detail 5 apply to the sewer hoses, or only to the bilge and ca lines?

Response 17: The detail is applicable for bilge and CA lines. Sewer flex hoses will require flanged fittings and different configurations.