**2021 Marina Pilings Repair & Maintenance; Project# 03-21-30004**

*Questions Received & Answers (As of 10/6/21)*

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| ***Questions*** | ***Answers*** |
| What exactly are the interzone 954 repairs – it sounds like it may be major pile coating repairs, but the drawings do not seem to designate where the coating repairs are to take place, just anodes repairs. Could you shed any light on that particular scope of work? | The scope described Installation of Piling intertidal surface cleaning & coating:  To clarify, this would entail a complete cleaning and a complete coating for the entire intertidal zone of each pile identified in Exhibit A, essentially from 6’ above mean high tide for Sinclair Inlet (approx. +19.0’) to 6’ below mean low tide (approx. -9.0). |
| What is the port calling the “anode wire”? Is this the core that gets welded to the pile/bolted to the chain? | Some of the existing anodes were attached to a bolt on the pile by a wire connecting the anode, identified as an “anode wire”.  That is an option for replacement of the anode to the pile.  The other option would be to weld the new anode directly to the pile with no “wire” attachment.  In the case of the anodes attached to the breakwater mooring chains, those are individually bolted to the chains as described in Exhibit A. |
| Will details be provided on the bridles 11 and 35 at the Port Orchard marina to quote for in-kind replacement? | The mooring chain Bridles for #11 and #35 consist of additional shackles attaching ½” galvanized bridal chain to the ½ “ galvanized breakwater mooring chain. It would be beneficial for the bid include the cost of the shackles for the project |
| Note 2 under general notes on sheet G-2 shows a total of 55 (EA) A100 anodes, but the tables on C-1 and C-2 show totals of 20 and 40 anodes respectively, for a total of 60 anodes. Can you clarify the actual number of A100 anodes? | Please consider Note 2 under the general notes on sheet G-2 indicating 55 A100 anodes as a typo by the Engineer.  The scope of work and the schedules on sheets G-3 & G-4 all depict a total of 20 A100 anodes for the Port Orchard marina and 40 A100 anodes for the Bremerton marina for a total of 60 A100 anodes. |
| Is the city looking for resumes and past CP installation project references as part of the bid submittal or would that be after award? Is the Port looking for anything else besides the proposal form? | The Port of Bremerton is the organization conducting the bid and the owner of the facilities.  Resumes and project references or any additional information that may supplement the bid documentation and respond to the items in determining "lowest responsible proposal”, such as the ability, capacity, and skill of the proposer to perform the contract or provide the service required;  The character, integrity, reputation, judgment, experience, and efficiency of the proposer; the quality of performance of previous contracts; The previous and existing public works contract law compliance; the convenience and availability of service; or such other information the Port may secure which has a bearing on the decision to award the contract would be welcome.  Again, please reference bid documentation at <https://www.portofbremerton.org/2021-marina-pilings-repair-maintenance> |
| Having spoken with Trenton (the manufacturer) they do not recommend installing TEMCOAT 3000 underwater and don’t have any performance data for the product for this specific use. Does the Port intend for the contractor to remove the 4 existing mooring chains and coat them with TEMCOAT 3000 in the dry? If so, can the Port provide direction on how many mooring chains can be removed at one time to complete this work? | No, the chains are to remain underwater, and the application is to be applied while submerged, per the Art Anderson Engineers response. If chains are proposed to be removed, no more than one chain would be removed at any given time. |
| Does the port intend to use just the TEMCOAT 3000 wax on the mooring chains, or the wax and the tape? If the tape is going to be used as well, does the port intend to use anything to secure the tape to the length of the chain? | The response from the Port engineer is that the Temcoat 3000 wax would be utilized without the tape.  Please see a response from the Port engineer regarding the use of the Temcoat 3000.  (below).  The engineer may be contacted directly if there are specific questions.  The Temcoat 3000 has advantages we wanted on a flexible moving structure:  Grease like properties for filling voids and crevices  Goes on easily by hand  No primer required  No waiting for drying or curing  Nonhazardous, no VOCs  Minimal surface preparation  Can be applied to wet metal  It is marketed for use underground, but not specifically submerged marine.  Note input above.  I watched it go onto the anchor chains and shackles for the buoy systems we installed around Alcatraz Island as I was engineer in charge of the dive operation.  It went on easily as Stuart indicates.  It is not soluble at all in water, and does exactly what I indicated in my previous email.  I agree that it is not a permanent solution for this type of application – it is not intended to be permanent, any more than an anode is permanent.  I do know that it is still working at Alcatraz after ten years.  Before we applied it, two of the buoy shackles failed within one year, and two other buoy shackles were badly worn, which we replaced and coated with the TEMCOAT 3000.  This application does work.  By the way, Ballard Marine Construction was the company that I worked with to repair the Alcatraz buoy system.  They should talk to their folks in Oakland.  There divers had no problem applying this product.  Your email mentions the use of a primer (or perhaps the seller was calling TEMCOAT 3000 a primer.)  It is not a primer, nor does it need a primer.  I did not indicate that we should use TEMCOAT 3000 on piles. “ |
| Does the port intend for the mooring chains to be coated underwater or in the dry? If they are to be coated in the dry, how many chains may be removed at one time? | The mooring Chains are to be coated underwater and remain in place. If chains are proposed to be removed, no more than one chain would be removed at any given time. |
| Will the port consider extending the bid deadline until the 12th? The bid could drastically change due to answers given to above questions | No bid extensions are anticipated, and bidders are encouraged to submit their bids accordingly with the advertised timelines. |
| What is the size of the pile that need to be coated with INTERZONE 954 and are they all steel? Both steel and concrete pile are referenced in the dive report | All Galvanized Steel. Pile diameter sizes range from 12.75” to 42” and are as follows:  Two(2) – 12.75” diameter piles  Sixteen(16) – 16” diameter piles  Six(6) – 20” diameter piles  fourteen(14) – 24” diameter piles  eleven(11) – 30” diameter piles  six(6) – 36” diameter piles  five(5) – 42” diameter piles |
| It appears the pile that the steel pile that need to be surface prepped and coated are galvanized, can the port confirm that is the case? | Yes, Galvanized Steel for all pilings. |
| If Ballard were to use a grit-blasting system for surface prep, would the grit need to be contained?  Does the old coating being removed from the pile need to be captured? | High pressure hydro blasting would be the preferred system for surface preparation. Capture was not specified in previous years piling maintenance. |
| Can the port provide any permits that have been obtained for this work? | Port of Bremerton has secured maintenance permits for this work and would be responsible for any additional permitting that may arise. |
| Will the contractor be required to obtain any permits for this work? | Port of Bremerton has secured maintenance permits for this work and would be responsible for any additional permitting that may arise. |
| Please provide drawings/specs of the mooring chain bridles to be replaced ASAP to quote materials – material pricing is currently very volatile | The mooring chain Bridles for #11 and #35 consist of additional shackles attaching ½” galvanized bridal chain to the ½ “ galvanized breakwater mooring chain. It would be beneficial for the bid include the cost of the shackles for the project |
| The u-bolts for connecting the anodes to the 2-1/4” chain and cable are specified at 2” inner width – please confirm that this is the desired inner width of the u-bolts and that they will fit the 2-1/4” cable and chain | Ubolts should be evaluated on site and may need to vary slightly between the Port Orchard chain and the Bremerton Chain, or with the various anode replacements that have occurred over time. Existing bolts may be reused, reconditioned, and or replaced as needed. |
| Will contractors be able to provide exclusions and assumptions with the bid form? | Bidder supplied information/expected assumptions/or anticipated exclusions related to the bids are welcome as additional information to supplement the bid. |
| In response to the email from Art Anderson, Ballard did use TEMCOAT 3000 in 2013 on smaller chains that were coated in the dry and installed by divers. If the intent is to coat in the water, Ballard would like to bring to the Port’s attention that it will not be possible to achieve 100% coating in between the links where they rub together, where it is most critical to install the coating. This is due to the size and weight of the chain – a diver will not be able to lift the chain to expose the surfaces where the links contact eachother. It is Ballard’s assumption that, based off the drawings, that the chain is 2-1/4” stud-link chain. | Comment Noted. Bids are to include separate amounts for the Bremerton Marina work, Port Orchard Marina work, and USS Turner Joy work. Any additional information or assumptions, exclusions, or proposed alternations/substitutions should be specified in the bid materials provided for evaluation. |
| The contractor has had correspondence from Trenton (temcoat manufacturer) that a few samples of other coating systems have been sent to the Port/Art Anderson for consideration for this project – will the port extend the bid due date to accommodate this, or shall the contractors move forward pricing the current system? | Comment Noted: No bid extensions are anticipated, and bidders are encouraged to submit their bids accordingly with the advertised timelines. |
| Anode Quantity and Materials – The Drawings state there are 55 anodes and 1925 lf of anode wire to be installed.  The scope states there are 132 total anode of which none require anode wire.  Where does the anode wire come from and where is the spec or drawing for install requirements? | The Exhibit A drawings and tables on Page G3-G4 and the scope of work both indicate a total of 60 A100 anodes (20 A100 for Port Orchard and 40 A100 for Bremerton).  There was a typo in the notes of Exhibit A, page G2 that had 55 anodes.  Regarding the anode wire, please note that some of the existing anodes were attached to a bolt on the pile by an wire connecting the anode, identified as an “anode wire”.  That is an option for replacement of the anode to the pile.  The other option would be to weld the new anode directly to the pile with no “wire” attachment. |
| Coatings – As stated in a previous email the product that is sole sourced for the coatings is not meant for in water installation.  Additionally, where the chain links meet the constant rub will not allow for a coating due to constant motion.  This will in turn create an ineffective coating process and will not allow for the application to meet spec | Noted and the Port is working with the document preparation Engineering firm, Art Anderson regarding the bid document specifications.   Please indicate any propose alternative materials and their relative specification or any other additional information that may be informative related to the proposed materials and how that may impact the proposed bid. |
| Pile Wraps – Would an alternative bid item to install wraps instead of coatings be allowed.  It is not standard practice anymore in the marine environment to reapply coatings to piles.  There are multiple protective wrap options on the market (i.e. Denso, Five Star, Quake Wrap, etc.) that are consistently more effective than coatings and are a more appropriate installation method for this type of request. | Noted.  Please indicate any propose alternative materials and their relative specification or any other additional information that may be informative related to the proposed materials and how that may impact the proposed bid. |
| Interzone 954 – What is the tolerance for over coating on these piles?  The drawings spec states there is 11,600 sq ft of cleaning and coating but that doesn’t separate piles from chains/links/hardware/shackles.  Please help identify in order to accurately bid each item. | Please refer to the specifications identified in Exhibit A, related to the Interzone 954 on Page G2.  The selected piles identified in Exhibit A are all considered to require coating of the entirety of the intertidal surface cleaning & coating:  To clarify, this would entail a complete cleaning and a complete coating for the entire intertidal zone of each pile identified in Exhibit A, essentially from 6’ above mean high tide for Sinclair Inlet (approx. +19.0’) to 6’ below mean low tide (approx. -9.0). |
| The Interzone can be applied directly to the steel piles and do not require a primer or top coat. However, on the specs it lists 8 different primers and 8 different top coats. It sounds like after some trial and error, you figured out a system that worked so we don’t want to change a system that is not broken. Are we applying the interzone 954 only, or is there a combination of primer & top coat that worked for you last year and you would prefer to stick to? | The proposal is just for the Interzone, and to my knowledge, didn’t include primer or top coat for the previous year application. The scope described Installation of Piling intertidal surface cleaning & coating: To clarify, this would entail a complete cleaning and a complete coating for the entire intertidal zone of each pile identified in Exhibit A, essentially from 6’ above mean high tide for Sinclair Inlet (approx. +19.0’) to 6’ below mean low tide (approx. -9.0). |
| On the specs & scope of work, it lists the pile anodes as A-100 anodes. The drawings however have an A-30 anode listed to be welded directly to the pile. Are A-30 anodes being welded directly to the Pilings or should we consider that a typo? | The existing Pile Anodes were hung from a bolt with a wire connected to the anodes. The anodes were specified as A100, that could be either welded directly to the pile, or hung similar to the existing configuration, and is at the discretion of the contractor. The drawings show the A30 anodes as those bolted directly to the mooring chains. Please consider the welding comment for A-30 anodes as a typo by the engineer, as those were depicted in the Exhibit A Tables and drawings as bolted to the mooring chains. The scope of work and the schedules on sheets G-3 & G-4 all depict a total of 20 A100 anodes for the Port Orchard marina and 40 A100 anodes for the Bremerton marina for a total of 60 A100 anodes. |
| Listed on the Scope of Work Sheet, under the Port Orchard Marina it states:  " Replacement of mooring chain Bridle #11 and mooring chain bridle #35."  Will the Port of Bremerton be providing the mooring chain bridles? If not, we would like to know the bridle specifications, so that we can price them out for cost estimation purposes. | The mooring chain Bridles for #11 and #35 consist of additional shackles attaching ½” galvanized bridal chain to the ½ “ galvanized breakwater mooring chain. It would be beneficial for the bid include the cost of the shackles for the project. |
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