

Project: **Battery Park City 2014 Pile
Remediation - Construction
Management Services & Diving
Inspections**

Date: **February 24 th , 2014**

Architect: **N/A**

RE: **Addenda 3
1 of 1
Pages**

The following revisions and/or clarifications are to be made to the proposal documents for "**North Cove Marina Assessment**"

Clarification :

Can you share the sign-in sheet of potential bidders?

To be provided on addendum

Are there any existing plans, as-built, or previous inspection or survey reports available for review at this time?

Provided on addendum

Do you require the removal of the existing asphalt pavers, asphalt bed, and steel plates for the entire length of the N&S utility troughs or just a portion thereof?

We are expecting a less invasive approach to this investigative work. Qualification of the condition of these utilities should be attainable by testing as opposed to visual inspection of the troughs.

Do you know the extents of, and the approximate dimensions or details of the troughs, and overlay material thicknesses?

The troughs are approximately 4 feet wide by 18 inches deep. They are plated over with metal plates and there is a setting bed with asphalt pavers on top of the plates. We are not sure if the pavers are 2 or 3 inches thick.

The RFP requests a separate cost proposal for designing a ready-access replacement for accessing the troughs. In the event the ready-access design is not implemented, do you wish to salvage the existing materials removed (in order to access/inspect troughs) and reinstall these materials after inspection is performed? Will there be space on the site for storing salvaged material? Does BPCA possess surplus material (pavers, plates) that could be used should the materials removed not be salvageable for reinstall? How do you envision the utility troughs, once opened for inspection purpose, will be temporarily covered until such time that repair (either a new ready-access system, or reinstalling salvaged materials) get's constructed? Will removal/inspection/cover work need to be phased to support the ongoing/active use of the facility?

We are expecting a less invasive approach to this investigative work. If it is decided to go forward with this access work, it will be done as a separate project.

Please confirm the utilities included are water, sanitary and electrical only, with the point of termination (end of inspection) being the access hatches situated along the lower quays. Please also confirm/locate the opposite end of the utilities. For electrical I imagine this is the Con Edison vaults, where are these located? What about for the water and sanitary utilities where shall the inspection begin/terminate? Perhaps water at the site connection to an RPZ (reduced pressure zone device)? Perhaps sanitary stops at the pumps??

The utilities that feed the berths are water, sanitary, and electric. This investigation covers these utilities from the 20 berths (10 along the north and 10 along the south) to the service vaults located adjacent to the marina. The electric will be from the berths to the Con Ed feed. The plumbing will be to the meters. Both of these utilities share a vault on either side of the marina. The sewage ejector systems are located in separate vaults from the other utilities, also one on either side of the marina. This inspection will be from the berths to the ejector pumps that pump the waste to the city system. All vaults are outside the footprint of the marina.

Do you wish that our inspection report on NYCBC code compliancy issues discovered with the electric and plumbing systems?

Yes

Please confirm the gangways leading to floats and their anchorages on the quays are not included scope.

The gangways leading to the floats and anchorage is not included in this scope.

The below questions are from today's QA session with current Marina Operator

Does Marina Have an Internal Security System?

The marina currently does not have a security system.

Utility trench Access need to be Asphalt Paver?

It does not need to be asphalt paver but it needs to be ascetically in line with the rest of the area

Access to Marina water is to be through current operator (Michael)

Contact with the marina operator will be facilitated through BPCA.

Miscellaneous information gained at 5/6 meeting

Lights at Breakwater are fed through conduit in breakwater concrete.

Fendering system is rubber Which is not a desirable material, wood is preferred
 Wood does not absorb impact, original design was for mega yacht impact

Switch gear replacing-Cabling was not replaced-
 There was insignificant water migration into cabling after sandy electrical has been performing well.

Does Marina have Maintenance contractor who does regular maintenance?
 There is no contractor who conducts regular Maintenance

By signing the line below, I am acknowledging that all pages of the addenda has been received reviewed and understood, and will be incorporated into the bid price submitted. This document must be attached to the proposal for consideration.

_____	_____	_____
Print Name	Signature	Date
Number of pages received: _____<fill in>		

Distributed to: All present and all prospective Proposers