

Project No.: 719147

June 14, 2013

The following changes to the tender documents are effective immediately and will form part of the contract documents:

ATT3 - CLARIFICATIONS: Questions and Answers

Item	Question:	Answer:
1	When visiting the site we have noticed that some of the ramps that will be removed and salvaged are not currently attached to the wharf. When re installing these ramps are we expected to design and manufacture a connection?	Reinstall ramps as per current installation
2	What is the size and the weight of the temporary floating docks that have to be hauled?	<p>There are 5 – 1.219 x 6.096 m floats. The weight for these floats is approximately 730 kgs each</p> <p>There are 7 – 1.829 x 6.706 m floats. The weight of these floats is approximately 990 kgs each</p> <p>There are 7 – 2.438 x 6.706 m floats. The weight of these floats is approximately 1250 kgs each.</p>
3	The steel cap for steel piling is at 8' span, are we gonna weld them together (site weld)? How are we going to weld the steel cap to the steel piling, full weld or stitch?	Not sure what you mean by 8' span – please clarify. The steel caps do not have to be butt welded together. Regarding welding the steel cap to the steel piling, see Detail 2 on Drawing G-2 for fastening details.
4	One side of steel cap sits on the side of open water, Is the welding of steel cap required on both side? If yes, we will require JEDS to provide safe supports or flat form.	The welding is only required on the one side (inside of wharf) of each steel cap channel.
5	I believe this is a marine project, do you require rust converter and primer?	Refer to STEEL NOTES on Drawing G-2, item 4 for steel coating. Also refer to specification section 05 50 00.
6	Is GC responsible for setting up and installation of steel cap and Specialloy will do the welding and retouching of primer?	This work is part of the contract. Suggest you talk to GC to see who is responsible for which work.