

RFP #2025-05 Wharf Infrastructure Upgrades**ADDENDUM #3 October 21, 2025**

- I. A potential discrepancy in the plans was brought to APDC attention with a request for extension. Please see the Engineer Response Below.

Drawing Clarifications as Follows:

Plan Bent Dwg S-102: Leader line for 9' dimension should align over existing 30" Dia. Caisson

Plan Bent Dwg S-104: Dimension between existing 30" Dia Caisson and Pipe Piles should read "Varies" (instead of fixed dimension)

Wharf Sections Drawing S-200: Depictions of locations of existing caissons, pipe piles, beams and timber platform (items below wharf and to remain) are only graphical and approximate (see Plan Bent Drawings for best approximate dimensional information). Section A approximate dimension from face of wharf to center of pipe pile should read 11' plus/minus (not 11' – ½"). S-200 provides best approximate dimensional information, for reference, for existing topside features, such as rail slots, which are to remain in same locations.

Underside access below wharf will likely be required for temporary staging and supports for setting of concrete formwork, repairs below wharf and related work. Means and methods for erecting temporary supports are up to contractor, but may include hangers from above, support from existing adjacent structures below or other varied means as devised by Contractor. Contractor designs or details to achieve such temporary access and supports should provide for safe access, as required.

Per earlier Addendum 12, Contractors still may be permitted along the waterside to view existing conditions (available height clearances and spaces, access from Bent to Bent, etc) and make field verifications and take measurements of dimensions to become better informed on available access, prior to the bid, following coordination with the Port. Photographs already provided with bid documents can provide additional information.

Also, for access below wharf considerations, the existing fender system, south of Bent 27, is to largely remain in place, and this would affect available access. However, it could be permissible, upon request (with Port approval), to temporarily remove and replace portions of this for better access. North of Bent 27, the existing fender system is to be replaced, and early removals of portions of the old fender systems can provide for enhanced access (with Port approval).

- II. The APDC is unable to extend the bid proposal due date. The due date remains the same October 30, 2025 by 12:00 noon.
- III. It was also brought to APDC attention that testing was in question. Please refer to 2025-05 Addendum #2 Question #4. The APDC will contract for testing separate from this contract.