ALBANY PORT DISTRICT COMMISSION
106 Smith Boulevard, New York 12202
www.portofalbany.us

Addendum #3: November 20, 2026

#2026-14 Construction of Marine Facilities

NOTICE TO ALL PLAN HOLDERS

Please insert this Addendum into your copy of the Contract Documents.

The following changes and/or additions to the Contract Documents for the Marine Facilities on the Port of Albany Expansion are issued by the Engineer and shall have the same force and effect as though part of the original issue.

REVISIONS TO THE INVITATION TO BID

None

REVISIONS TO THE BID FORM

Amend the Bid Form by deleting the Bid Form (pages 1 of 4 through 4 of 4, inclusive) and replacing with the attached revised Bid Form (four (4) pages). The Port of Albany Procurement Forms and Information are not revised and shall remain if full effect.

REVISIONS TO THE AGREEMENT

None

REVISIONS TO THE GENERAL CONDITIONS

None

REVISIONS TO THE PLANS

None

REVISIONS TO THE TECHNICAL SPECIFICATIONS

SECTION 01 31 13 - PROJECT COORDINATION & SCHEDULE

Amend paragraph 1.6 NOTICE TO PROCEED by striking in its entirety sub-paragraph 1.6.C that reads:

C. ~~It is anticipated that the Owner will issue a notice to proceed for this contract within approximately six (6) weeks of Invitation to Bid. Owner's failure to provide notice within this timeframe shall not give rise to increase in Contract Sum or Contract Time.~~

SECTION 01 45 00.00 10 - QUALITY CONTROL

Amend paragraph 3.2 CONTRACTOR QUALITY CONTROL (CQC) PLAN by striking in its entirety sub-paragraph 3.2.D.3 that reads:

3. ~~Implement the DQC Plan by a Design Quality Control Manager who has the responsibility of being cognizant of and assuring that all documents on the project have been coordinated. This individual shall be a person who has verifiable engineering design experience and is a registered Professional Engineer in the State of New Jersey. Notify the Engineer, in writing, of the name of the individual, and the name of an alternate person assigned to the position.~~

and replacing it with the following:

3. Implement the DQC Plan by a Design Quality Control Manager who has the responsibility of being cognizant of and assuring that all documents on the project have been coordinated. This individual shall be a person who has verifiable engineering design experience and is a registered Professional Engineer in the State of New York. Notify the Engineer, in writing, of the name of the individual, and the name of an alternate person assigned to the position.

SECTION 31 41 16 – STEEL SHEET PILING

Amend paragraph 4.1 MEASUREMENT by striking in its entirety sub-paragraph 4.1.A that reads:

~~A. Furnishing, fabrication, and installation of Steel Sheet Piling, including the high modulus bulkhead and outboard return wall, shall be measured by the total length (LF) of acceptable sheet piling system actually installed.~~

and replacing it with the following:

A. Unless otherwise specified, furnishing, fabrication, and installation of Steel Sheet Piling, including the high modulus bulkhead and outboard return wall, shall be measured by the total length (LF) of acceptable sheet piling system actually installed.

Amend paragraph 4.1 MEASUREMENT by adding the following sub-paragraph immediately after sub-paragraph 4.1.A:

B. Additional length of H-piling required beyond the estimated bid length quantity indicated on the plans will be measured in accordance with Section 31.62.16.16 – STEEL H-PILES.

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Amend paragraph 4.2 PAYMENT by striking in its entirety the second sentence of sub-paragraph 4.2.A that reads:

~~Payment will be at the contract unit price per linear foot (LF) including all master (pipe) piles, z-shaped intermediate and outboard return wall sheet piling, H-piling, interlocks, special fabrications, driving shoes and points, and welding, cast-in-place concrete pile plugs, and all other associated work actually installed.~~

And replacing it with the following:
Payment will be at the contract unit price per linear foot (LF) including all master (pipe) piles, z-shaped intermediate and outboard return wall sheet piling, H-piling estimated bid length quantity indicated on the plans, interlocks, special fabrications, driving shoes and points, and welding, cast-in-place concrete pile plugs, and all other associated work actually installed.

Amend paragraph 4.2 PAYMENT by adding the following sub-paragraph immediately after sub-paragraph 4.2.B:

C. Additional length of H-piling required beyond the estimated bid length quantity indicated on the plans will be paid for in accordance with Section 31.62.16.16 – STEEL H-PILES.

SECTION 31 62 16.16 – STEEL H-PILING

Amend paragraph 4.1 MEASUREMENT by striking in its entirety sub-paragraph 4.1.A that reads:

~~A. Steel H-Piles shall not be measured.~~

and replacing it with the following:

A. Steel H-piles associated with estimated bid length quantity indicated on the plans will not be measured.

Amend paragraph 4.1 MEASUREMENT by adding the following sub-paragraphs immediately after sub-paragraph 4.1. A:

B. Additional length of H-piling required beyond the estimated bid length quantity indicated on the plans will be measured per Linear Foot (LF) of piling actually installed.

C. Additional pile splices and additional H-pile handing and driving beyond those included in the estimated bid length quantity indicated on the plans will be measured per each (EA).

Amend paragraph 4.2 PAYMENT by striking in its entirety sub-paragraph 4.2.A that reads:

~~A. No separate payment shall be made for Steel H-Piles associated with the high modulus steel sheet pile cut-off wall, which will be considered incidental to and~~

~~included in the cost per linear foot (LF) of Steel Sheet Piling covered by the Unit Price Bid under Item No. 19 on the Bid Form.~~

and replacing it with the following:

A. No separate payment shall be made for the estimated bid length quantity indicated on the plans for Steel H-Piles associated with the high modulus steel sheet pile cut-off wall, which will be considered incidental to and included in the cost per linear foot (LF) of Steel Sheet Piling covered by the Unit Price Bid under Item No. 19 on the Bid Form.

Amend paragraph 4.2 PAYMENT by adding the following sub-paragraphs immediately after sub-paragraph 4.2.A:

B. Payment for "Furnishing Additional Bulkhead Battered HP 16 x 101," complete, shall be taken to be included in and covered by the Unit Price Bid under Item No. 50 on the Bid Form.

C. Payment for "Additional HP 16 x 101 Pile Splices, Handling, and Driving," complete, shall be taken to be included in and covered by the Unit Price Bid under Item No. 51 on the Bid Form.

SECTION 35 20 23 - DREDGING AND DREDGED MATERIAL MANAGEMENT

Amend paragraph 1.7 SUBMITTALS by striking in its entirety sub-paragraph 1.7.B.4 that reads:

4. ~~Schedule, indicating in-river dredging activities will take place within the time period for from September 1 through October 31.~~

and replacing it with the following:

4. Schedule, indicating in-river dredging activities will take place within the time period for from September 1 through December 31.

Amend paragraph 1.8 NOTICES by striking in its entirety sub-paragraph 1.8.C that reads:

C. ~~No dredging shall occur from November 1 to August 31 of any year or as otherwise required by all applicable permits.~~

and replacing it with the following:

C. No dredging shall occur from January 1 to August 31 of any year or as otherwise required by all applicable permits.

Refer to paragraph 1.7 SUBMITTALS, sub-paragraph 1.7.H that reads:

H. Independent Dredging Inspector: The Contractor shall employ the services of an independent dredging inspector to monitor dredging activities at least twice per week for a minimum of 8

hours each day. The Contractor shall submit the resume of the dredging inspector to the Engineer for review and receive written approval prior to the initiation of dredging. The independent dredging inspector shall perform inspections of the dredging contract a minimum of twice per week using the attached WQC Field Inspector form. The Contractor shall submit the completed inspection forms to the Engineer for submission to the NYSDEC on at least a weekly basis.

The referenced WQC Field Inspector form is provided as an attachment to this amendment, and must be inserted into the specifications immediately after SECTION 35 20 23 - DREDGING AND DREDGED MATERIAL MANAGEMENT.

Amend paragraph 3.5 MANAGEMENT AND HANDLING OF DREDGED MATERIAL by striking in its sub-paragraph 3.5.A.2 that reads:

~~2. Inspection of the approved dredged material processing facility prior to the Contractor's submission of bids shall be coordinated with the Owner and the facility.~~

and replace with the following:

2. Inspect the approved dredged material processing facility prior to submission of bids. The bidder/contractor is responsible for coordinating inspection with the facility.

REVISIONS TO THE APPENDICES

None

All other requirements stipulated in the Contract Documents, Plans, and Specifications shall remain in effect.

The receipt of Addendum No. 3 shall be acknowledged at the designated location in the bidding documents.

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RFI Responses

1. Q: Sheet G-003 Note 1 states all work shall be in accordance with NYSDOT standard specifications yet there is a full set of technical specifications included in the bid documents. Clarify which controls.

1. A: Sheet G-003 Note 1 states "All work shall be in accordance with the New York State Department of Transportation (NYSDOT) Office of Engineering Standard Specifications, latest edition, except as amended by the Plans, General Notes, Specifications, and Special Provisions." This note must be interpreted to mean that the Technical Specifications developed for the Marine Facilities project, Divisions 01 through 35, take precedence over and supplant NYSDOT Standard Specifications.

   To further clarify, NYSDOT Standard Specifications would apply only to work requirements not otherwise addressed in the project Technical Specifications; if or when these circumstances exist, NYSDOT Standard Specifications would be considered the minimum acceptable requirements for that work.

2.Q: S-602 high mast light pole drilled shaft table says to see S-523 for shaft cut-off elevation. Shaft cut-off elevation is not found on S-523. S-522 provides a cut-off elevation 4ft above 'for grad site/civil'. Please provide the top of shaft elevations.

2.A: S-301 (Section – Typical) shows proposed finished grade at the landward edge of wharf as EL +14.59; HML's are aligned with the back edge of the wharf. For bidding purposes, assume top of shafts for HML's are 14.59 + 4.0 = (say) EL +18.6.

3.Q: General Note 1 and G-003 states that all work shall be in accordance with NYSDOT standard specification. Concrete and reinforcing steel note 1 on S-002 further reiterates NYSDOT specification. However, there is a full CIP concrete technical specification. Further, NYSDOT specification now requires the use of Performance Engineered Mixtures which we have experienced to be significantly more expensive material and testing cost than what is described in the technical specification. Please clarify if the NYSDOT specifications including PEM requirements controls or if the technical specifications provided in the documents are to control.

3.A: Please see the response provided to 1.Q.

4.Q: The Combi Pipe-Sheeting wall is laid out with NZ-19 Steel Sheet Piling. In order to add some competition for this wall can we have new plans drawn with other sheeting sections of course meeting strength requirements and close in overall dimensions to what you have with the NZ-19 sheets?

4.A: Use information depicted on the plans as the basis for bidding. Design alternatives will not be prepared for bidding purposes. Alternate bulkhead / sheet piling systems may be proposed after Contract award; however, acceptance of such alternates, including but not limited to

Value Engineering proposals, or-equal proposals, and/or alternate designs are not guaranteed to receive acceptance.

5.Q.1: On the Combi Pipe-Sheeting it is not clear how many 2" holes are required on the HP 16 x 101 piles for circulation and how many are required for shear lugs. There is a note mentioning and showing N-S studs. There is mention of E-W studs, but these are not shown. I would like to see how on the E-W stud avoid collision as the H Pile is driven thru the Pipe Pile?

5.A.1: Refer to details and shear lug fabrication notes on S-505 for shear lug spacing, circulation hole spacing, assumptions to be made for bidding. Please clarify question regarding "E-W studs" and where this is described on the plans.

5.Q.2: Can we have a detail of a complete upper pile showing all required air holes, lugs, and studs?

5.A.2: Refer to details and shear lug fabrication notes on S-505 for shear lug spacing, circulation hole spacing, assumptions to be made for bidding.

5.Q.3: Can these holes for circulation and studs be torch cut and ground smooth verses mag drilling recognizing that this work will be done in an outdoor steel yard.

5.A.3: No. Flame cutting to create holes for bolting materials is prohibited. While the circulation holes are not intended for bolting, extensive flame cutting can cause metallurgical issues in a critical location at the pile head, and therefore flame cutting is prohibited for circulation holes, too.

6.Q: The Combi Wall specification requires painting of all components except the HP 16 x 101 piles, and this includes both the NZ-22 sheet piling interlocks and the E-22 interlock connectors. Subject interlocks are a tight, and confined space and not very accessible with a sprayer not capable of producing 100% uniform coverage in this situation. This writer has even seen the epoxy catch fire when the interior interlocks turn red from excessive driving. I would like the specification to not require painting on the interior of the interlock, but with overspray allowed in the interior of the lock.

6.A: Note that the plans indicate NZ-19 rather than NZ-22 sheet piling. Regarding interlock and connector coating, coating is required for both but can be provided to a lesser DFT than specified for other surfaces. In lieu of full coating thickness, provide the inside portion of the interlock claw and the interlock ball a single coat that will yield a dry film thickness of 2 to 5 mils. Build up and puddling of the coating in these areas will not be permitted.

7.Q: Addendum # 1 adds a Critical Project Milestone for placing an order for Cutoff-Wall (combi-wall) materials by the end of January 2027. With this in mind will Rock Probing begin by January 2, 2027? If so this ought to provide new data for pile length determination and avoiding the waste of piles ordered too long or the overall project delays introduced by having the piles too short?

7.A: Rock probing performed under the Deep Foundation Test Program (work by others) is expected to be compete on or before November 20, 2026. Findings of that exploratory program will be shared with plan holders under a future addendum. Rock probes performed as Additive Bid Item 2 for the Marine Facilities contract would be completed upon authorization of the Owner. The timing for the completion of those additional rock probes, if performed, is unknown.

8.Q: Pre-Bid Meeting - we understand that current test pile and technique shaft program results may not be ready to share before bids are submitted. We request that you please share any submittal information submitted by the Contractor performing test program. The submittal information will be useful in determining our proposed means and methods.

8.A: The Owner and the Engineer are committed to providing to the bidders any available information obtained during completion of the work being performed for the Deep Foundation Test Program; as it is received, it will be shared with plan holders under one or more future addenda.

9.Q: Specification 01 50 00, 3.5 Contractor is to provide Owner with an office and indicated in 3.5. Will the utility consumption costs be borne by the Owner or the Contractor for this office?

9.A: An additional field office outside of the contractor's need and or use is not necessary or required.

10.Q: Specification 03 30 00, 1.5G Mass Concrete is defined as any element with a section thickness of 3ft or greater. Does this apply to drilled shaft concrete?

10.A: Yes. Specification Section 03 03 00, para. 1.5.G Mass Concrete states that: “Mass Concrete is any concrete system that approaches a maximum temperature of 158 degrees F within the first 72 hours of placement. In addition, it includes all concrete elements with a section thickness of 3 feet or more regardless of temperature.“ Both specified requirements apply to drilled shaft concrete as “Mass Concrete.”

Please note also the requirements of Specification Section 31 63 29. “Drilled Shafts,” particularly para. 1.5.A and 1.5.I. It is our experience that concrete mix designs with total cementitious materials less than 700 pcy often perform well for both peak temperature and core-to-edge differential temperature for the shaft sizes required for this project; regardless, contractor-furnished mix designs must account for temperature effects. Also, refer to Specification Section 31 63 29. “Drilled Shafts,” para. 1.7.B.3.a.1, which stipulates submittal requirements for the proposed Concreting Plan, including temperature control.

11.Q: Specification 35 20 23, 1.8C Specification says no dredging shall occur from November 1 to August 31 of any year. In the pre-bid meeting, it was said that the Dredge Window is from September 1 through December 31 of any given year. Please clarify the correct window.

11.A: Clarification of the permitted window for dredging is provided in Addendum 3.

12.Q: Drawing S001 Note 7B under Vertical Design loads describes a surcharging sequence with dimensions provided. What is the duration the surcharge must be left in place prior to removal?

12.A: This is being evaluated and a response will be provided at a later date

13.Q: Drawing S001 - we noticed a Berm of stone there at the pre-bid site visit. What is the elevation of this Berm and is it in the vicinity of the proposed surcharge?

13.A: An aerial (drone) surface elevation survey was performed in 2024, which reportedly represents the berm as it was observed during the pre-bid meeting. A figure depicting this survey information will be provided as a reference document.

14.Q: Wharf Contour.pdf Wharf Contour drawing in the Supplemental Info-Permits folder does not have many elevations noted on it. Please provide an updated version that shows more contour elevations specifically in the area around the proposed wharf and the berm of stone that was observed during the pre-bid.

14.A: An aerial (drone) surface elevation survey was performed in 2024, which reportedly represents the berm as it was observed during the pre-bid meeting. A figure depicting this survey information will be provided as a reference document.

15.Q: Drawing S-003 Drawing S-003 outlines a detailed sequence of work. There is no mention of the surcharge requirements noted in drawing S001 in this sequence, when to install, when to remove, etc. Please provide more clarification regarding the sequencing of the surcharge and how it fits into the sequencing of the other work mentioned in S-003.

15.A: This is being evaluated and a response will be provided at a later date

16.Q: Drawing D-301 Refer to Station 1+50.00 as an example. What is classified as Class A, B & C sediments and what is classified as "Landside Excavation" will likely be excavated at the same time. Is the excavation work on the right (or landside) of the "Face of Wharf" below waterline subject to the same time of year constraints as the dredging?

16.A: Generally, Class B & C sediments could exist riverward of the existing MHW line. Class A sediments are riverward of that same location. Landside excavation is considered all areas inland of the existing MHW line, intended for the creation of the revetment slope. Time of year constraints are being confirmed with the permit issuing authorities and a response will be provided at a future date.

17.Q: "NYSDEC Permit NYSDEC Permit - Construction Requirements Clause 24 states the following:

" 24. Seasonal Time of Year Restriction for Sturgeon To minimize the risk for impacts to Atlantic and shortnose sturgeon, in-water work is only authorized from September 1 through

December 31, or until river ice-in, whichever end date is earlier for any year in which this permit is in effect. In-water work is only authorized between the hours of 6 a.m. to 6 p.m."

Please Clarify: We understand the dredging scope would occur in the Window between September 1, 2027 and December 31, 2027 per the Pre-Bid Meeting. It appears this window is applicable for all in-water work. Is this correct? Please clarify if the Waterside Drilled Shaft installation and Rip Rap Placement is also subject to this same Window."

17.A: Restrictions are being confirmed with permit issuing agencies and a response will be provided at a later time.

18.Q: NYSDEC Permit; Drawing S-003 Based on Drawing S-003, the proposed sequence is as follows:

1. Construct the Bulkhead
2. Perform the excavation and dredging scope (September 1, 2027 through December 31, 2027)
3. Install the waterside cased drilled shafts
4. Place the Rip Rap slope protection.

If all of these activities are restricted to the September 1 through December 31 window, is it the Owner's intension that all four of these work scopes is to take place between September 1, 2027 through December 31, 2027. If all four of these steps are not completed by December 31, 2027 it is our understanding that we would need to wait until September 1, 2028 to resume these activities and complete the balance of the wharf by February 1, 2029. Is our understanding correct?

18.A: : Restrictions are being confirmed with permit issuing agencies and a response will be provided at a later time.

19.Q: Drawing S-003, D-301 Note 2 of the Proposed sequence states: "ALL WORK-IN-THE-WATER, BEYOND AND RIVERWARD OF THE MHHW ELEVATION, SHALL BE PERFORMED WITHIN THE DATE PERIODS (WORK WINDOWS) AS STIPULATED BY PROJECT PERMITTING. SEE PROJECT PERMITS FOR ADDITIONAL REQUIREMENTS.
Our understanding of this is that once we excavate below MHHW for the ""landside excavation"" material that is waterside of the proposed bulkhead, this becomes in-water work once we break the MHHW waterline and any follow on work in this area, below the waterline is considered in-water work. Is this a correct assumption?

19.A: : Restrictions are being confirmed with permit issuing agencies and a response will be provided at a later time.

20.Q: Upon review of specification section 35 20 23 Dredging and Dredged Material Management, section 1.7 H states that the independent dredging inspector use the attached WQC Field

Inspector form. I do not see this form attached in the bid documents. Can you provide this form for review?

20.A: The WQC Field Inspector form is provided with Addendum 3.

21.Q: RFP – Standards of Service – No. 3 – Limits work hours to 8 hours per day and 5 days per week. This is unreasonable for a project of this scale with the limited time as set forth in the permits. Overtime and potentially 24 / 7 work will be required at times due to permit conditions and the aggressive contract schedule. Will the Port of Albany waive this limitation?

21.A: Restrictions are being confirmed with permit issuing agencies and a response will be provided at a later time.

22.Q: Pre-Bid Agenda – No. 5, 6th Bullet – The APDC mentioned the project may not be awarded on lowest bid but on best value basis. Please share the specific criteria or weighted system that will be utilized to define "best value" compared to the lowest responsive bidder?

22.A: The Port will evaluate bids with the following criteria and weight:

Cost: 55 points max
Qualifications/Capabilities/Similar Work Experience: 15 points max
Bidder Responsibility (NY Vendor Responsibility Questionnaire): 5 points max
Demonstrated History of Expedited Construction: 5 points max
Compliance with NYSERDA Grant Terms and Conditions: 5 points max
Innovation: 5 points max

Total 100 points

23.Q: The Bid Form calls out (2) Technique Drilled Shafts. The APDC appears to have currently contracted this work out to one of the bidding contractors. It was also noted at the Pre-bid that there may not be information to share from the Test Drilled Shafts to all interested bidders. This could create an unfair advantage for the contractor doing the Test Drilled Shafts and a disadvantage for all other bidders. To eliminate this potential, should the bid be delayed to share the results of the Test Drill Program with all bidders? Can the contractor's work plan / submittal be shared for what will be performed during the Test Drill Shaft work? Or alternatively, should the actual test pile program be delayed until the bids are submitted to eliminate the potential for an unfair bidding scenario.

23.A: Rock probes, PDA pile testing for 24", 30", and HP 16 steel piling, and two (2) technique shafts are all part of the Deep Foundation Test Program, being performed under separate contract for the APDC. To date, rock probes are underway, see response to 7.Q. No submittals (work plan) have been received to date for the PDA pile testing, and that work is not expected to be performed until January 2027. No submittals (work plan) have been received to date for the technique shafts, and that work is not expected to be performed until

March 2027. As such, there appears to be no unfair advantage for the firm performing the Deep Foundation Test program, since it is unknown if their work plans will be accepted, and if accepted it's also unknown if said work plans when executed will result in performance of installed foundations that achieve specified requirements. The contracted work has not yet been performed, and the firm engaged to perform that work formulated their bid for that work based on the same general information and criteria established for the APDC Marine Facilities project. Hence, there is no apparent unfairness, and no need to delay the project bidding process. Bid Adds 2-5 will not be evaluated in the cost criteria.

24.Q: Does the APDC have a specific form for the Bid Bond, Performance Bond, and the Labor and Materials Bond to be utilized for this project. If so, please provide.

24.A: The APDC does not have a standardized form.

25.Q: Can an existing survey of the work area and existing bathymetric survey including shoreline be provided? Can Autocad files be provided, specifically for existing sediment, shoreline, and upland surfaces as well as proposed surfaces for sediment, shoreline, and upland surfaces.

25.A: An aerial drone survey of the existing work area has been obtained from the site designer, as produced by the Construction Manager for the initial site development. A pdf of the new site plan will be provided under addendum. CADD files will not be provided during the bidding phase; CADD and design files can be shared with the successful bidder, subject to terms and conditions for their use.

26.Q: What is the capacity of the new bridge into the site?

26.A: The new bridge was designed to NYSDOT standards. It was designed for high capacity, heavy load and any material and equipment typically transported on highway is permissible.

27.Q: Based on previous submitted bids, can the APDC provide their anticipated schedule for specific work elements that demonstrates the work can be completed in the 2 year time frame with the limited permit driven in-water work windows?

27.A: No. The bidder is responsible for developing their own schedules for the work.

28.Q: Would the APDC consider extending the period of performance by 1 year to Spring 2030 due to the limitation established with in-water work and current lead time of materials?

28.A: This is being evaluated. Answer will be provided in a future Addendum.

29.Q: Drawing G-003 Note 3 indicates "both dredging and wharf construction shall be completed within the confines of a weighted turbidity curtain." This indicates a single curtain. Department of Army Permit stated the use of a double-walled silt curtain. Does this imply an inner and outer silt curtain are to be used? Have river flows, depths, currents, and water

velocities been analyzed in this area to verify the use of silt curtains will be effective or even feasible?

29.A: Refer to Drawing G-003, Note 3.E, "See specifications and permit stipulations for additional requirements." The Contractor must comply with all permit requirements; however, it is also expected that site conditions would be considered when selecting materials and equipment to fulfill the intent of the environmental protection requirements. Considering the nature of the work, it is expected that a permeable (silt-type) barrier would not achieve the implied intent of the permit requirements to segregate sediment-laden water in the work area from the river. Rather, a double wall turbidity curtain would achieve the implied intent of the permits.

A double wall turbidity curtain (both Type 3, Heavy Duty) was used for the APDC Wharf Reconstruction (APDC Berth 6, Grain Terminal) project, and successfully performed under environmental conditions to which is was exposed.

30.Q: Will double wall (inner and outer) silt curtain be required for Revetment Excavation as well as Dredging work since it falls below the High Water Mark.

30.A: A double wall turbidity curtain is required to segregate all work-in-the-water activities from the river.

31.Q: Dredging requires the use of turbidity curtain. Who will be responsible for hourly turbidity monitoring requirements? If turbidity is observed, full water column sampling is required and analysis for TSS and PCBs. Who is responsible for this water quality sampling?

31.A. It is anticipated that the WQC Field Inspector would perform turbidity monitoring. Environmental sampling and testing must be provided by the Contractor.

32.Q: Can the 48" Diam Drilled shafts outboard of the combi-wall be installed outside of the September through December in water permitted work window?

32.A: Clarification on the September 1 to December 31 work-in-the-water window is currently being pursued by APDC and their permitting consultant. This issue will be addressed as necessary in a future addendum.

33.Q: Revetment Excavation and Off-Site Disposal – there are 54,600 CY of this material requiring offsite disposal. There was contaminated ash mentioned at the prebid meeting. Is there specific analytical results for the 54,600 CY of revetment excavation spoils? If there is not analytical testing on this material can the owner provide documentation that demonstrates the material is clean and meets NYSDEC reuse criteria. Or, is this material to be assumed contaminated requiring offsite disposal at a landfill?

33.A: The 54,600 CY of material attributed to revetment excavation to be disposed offsite is generally considered to occur from the existing shoreline (+/-) to the top of the revetment

slope. As stated during the per-bid meeting, previous site evaluations identified no coal ash in the area of wharf construction. The site investigation and remediation reports are available online under the Port of Albany Procurement and Bid Opportunities page, Appendix B Dropbox link.

34.Q: Will the APDC provide a potable water source onsite?

34.A: There will be access to potable water at the site.

35.Q: Please provide a figure showing the structure including timber decking and concrete slab elements as described in Section 01 -11 -00 1.1 – K.

35.A: There are no known plans or figures available for the existing shore structures. Descriptions of those structures are based on the following:

Description of shoreline (i.e., bulkhead, revetments)

Records of the Office of the Chief of Engineers, War Department, dated 1892, provide historical context of the existing shoreline configuration, with bracketed annotation as follows:

River improvement by the State authorities antedates the present [19th] century, but the part taken in it by the General [Federal] Government dates only from 1834. The plan of improvement originally followed by the State, providing for the application of groins or jetties for contracting the channel to induce scour, was modified in 1834 to conform to the plans adopted at that date by the General [Federal] Government, which contemplated the construction of longitudinal dikes, to contract channels, and the use of dredgers to remove bars. These plans mentioned no specific depth of water to be secured.

The works of improvement begun by the Government in 1835 and completed in 1839, consisted of a revetment dike from Port Schuyler, 1 mile below Troy, to Breakers Island; the revetment of the island shore, and likewise the revetment of Hillhouse and Hanks Island; a revetment dike in front of Upper Patroon Island, and dams connecting it with the island and the island with the west shore; and a dike below Albany from Bogart Island to Beacon Island, and thence to Van Wies Point. The shores of these islands, and of Papscannee Island, directly opposite, were revetted, and dams were constructed between Beacon Island [project site] and the west shore, between Bogart and Westerloo islands, and between Westerloo Island and the west shore.

Revetments designed to protect banks against erosion were, in general, built of a single row of piles driven in juxtaposition, with a penetration of 10 feet, along the water's edge, firmly united and braced, behind which was laid compacted earth and gravel, paved with stone. When the object was to close secondary channels, piles in double rows, from 12 feet to 15 feet apart, were similarly driven and braced, and the intervening space filled with broken stone, gravel, and sand. The crests in both cases were placed about 2 feet above tidal high water [currently about 2 feet below high tide].

Hence, the existing shoreline at the project site appears to consist of a timber revetment constructed with a single row of timber piles joined by horizontal timber cribbing, and backed by compacted earth, gravel, and stone. Based on other historical documentation, it appears that portions of the revetment may have undergone periodic repairs or improvements, including placement of concrete slabs in lieu of stone surfacing; however, the exact locations and extents of such repair measures cannot be ascertained.

Q.36: Please specify "the permitted Dredged Material Placement Facility" noted in Section 01 -11 - 00 1.1 – M.3.

A.36: Refer to project permits for the permitted "Dredged Material Placement Facility."

Q.37: A fire hydrant was observed near the site trailer. Is this operational or will it be operational for the project? Will the APDC provide a potable water source onsite?

A.37: There will be potable water access at the site.

Q.38: Please provide the Compression, Tension and Lateral loads for each individual 48-in diameter shaft with permanent casing, 48-in diameter shaft without permanent casing and 36-in diameter shaft without permanent casing.

A.38: Design files will not be provided during the bidding phase; design files can be shared with the successful bidder, subject to terms and conditions for their use.

Q.39: In the "Marginal Wharf and Relieving Platform and Drilled Shafts" table the permanent casing tip elevation is -80 and the top of competent rock elevation is -98. Why is there an 18-ft gap between the bottom of casing and top of rock? Are there concerns about drilling the rock socket with a portion of the borehole not cased.

A.39: The project Geotechnical Engineer established anticipated permanent steel casing tip elevations for the boring information available at the time of design. One of the considerations for casing tip elevation was to provide a tip elevation below the soft clays / weaker sands that may run. It was also anticipated that due to stratigraphy casing installation into the bearing layer may become difficult. It is anticipated that the Contractor could use alternative means and methods to construct the waterside shafts, including permanent casing, temporary casing, controlled slurry methods, possibly others, and combinations thereof, subject to review and approval of the Engineer.

40.Q: What is the assumed design shear strength between the rock socket and the concrete.

40.A: The assumed average unit side resistance (q_s) is 138 psi. This value is to be confirmed based on the technique shaft test program.

41.Q: Given how volatile the current steel market is and the large amount of steel required for this project, how are steel escalations from bid time to award going to be handled?

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42.Q: Steel Sheet Piling: With the Combination wall item being priced as per LF and not broken down into VLF per each pile and per SF for the sheets, how are contractors going to be compensated if depth are deeper than what is anticipated in the tables provided?

42.A: Combi-wall pipe piles and z-shaped sheet pile are expected to be provided to the minimum tip elevations indicated on the plans, and variations in quantities are not expected for these components of the steel sheet piling. Additional length for the HP 16 x 101 battered pile will be compensated on a per foot installed length of plain piling (on batter) under Additive Bid Item 5. The Bid Form and Section 31 41 16 will be modified under Addendum to reflect these measurement and payment provisions for additional length of battered H-piling.

43.Q: Item 47: Additional clarification is needed as to what is required for this work. What is the additional PDA testing for and how many additional tests are required?

43.A: Item 47 captures specified PDA testing of production pile locations indicated on the plans. The Deep Foundation Test Program includes PDA pile testing of piles in non-production (sacrificial) pile locations. Should the Contractors proposed equipment, means and methods, and other relevant aspects of pile production installation vary substantially from those used for the Deep Foundation Test Program, as determined by the Engineer, then Owner will authorize the provision of additional PDA Pile Testing (in production pile locations) under Additive Bid Item 3. See specifications for additional requirements.

44.Q: Is there going to be a PLA on this project?

44.A: The APDC does not have and active PLA in place on this project. The NYS grant funding agreement encourages the use of PLA, therefore the APDC encourages the awarded bidder to ensure timely completion of work and avoid labor strife.

45.Q: Please confirm the Notice to Proceed date of 12/31/26.

45.A: No, with the bid due date extension to 12/18/26 the APDC would anticipate that a bid will be awarded within 45 days of bid opening and a contract execution and notice to proceed to occur in the month of January 2027.

46.Q: Section 31 62 17-11 says to avoid field splices piles for length under 80ft. Typical pile lengths before getting into special delivery costs are 50-55', given the length of the piles on this project and the unknown subsurface conditions, are contractors going to be held to the 80' requirement?

46.A: Contractors will be required to conform with specified requirements.

47.Q: Please confirm if selected, the alternate #1 (dolphins) work would be awarded at the same time as the base contract. It would be difficult to hold steel prices if the award of this work were to happen at a later date.

48.A: Additive Bid Item 1 (Dolphins), if selected by the Owner, would be awarded at the same time as the base contract.

49.Q: Can record drawings or additional information be provided for existing timber revetment called out in the demolition item? If no plans are available, can an assumption be provided to ensure all bidders are on a level standing.

49.A: Refer to the response to Q.35.

50.Q: Special Inspections and Testing: What are the requirements for shop welded and shop coated pile products? Are contractors required to have shop inspection for precast manufacturing? Conventional testing (soil compaction, concrete, weld inspection) and drilled shaft testing is assumed, but please confirm if rebar inspections and other periodic visual inspections will be by the contractor's 3rd party inspector or if the ports onsite inspector?

50.A: See Section 05 05 23.16 for weld inspection requirements. See Section 09 97 13 for coating inspection requirements. Quality assurance for precast prestressed concrete must be in accordance with Section 01 45 35 and Section 03 45 33. Rebar and other inspections must be in accordance with Section 01 45 35. All specialty inspections and testing must be provided by the Contractor's independent 3rd party inspection firm(s). The Port reserves the right to perform periodic inspections, but the responsibility for the Contractor Quality Control program, Specialty Inspections and Testing, and day-to-day quality control requirements must be provided by the Contractor.

51.Q: Please confirm if a 3rd party special inspector will be required to be onsite full time during sheeting, pile and drilled shaft installation? Can the inspection of this work be handled by the contractor with a 3rd party coming in to perform the testing requirements?

51.A: See Section 01 45 35 and tables contained therein for continuous (full time) and periodic inspection requirements. All specialty inspections and testing must be performed by the independent 3rd party inspection and testing firm(s).

52.Q: The plans say drilled shafts need to be braced prior to riprap installation, is there any requirement for excavation? What are the required loads the bracing is supposed to be designed for?

52.A: The intent for the shaft bracing is to prevent excessive deflection and/or the imparting of deflection-based loads to the shafts that could be "locked in" to the foundation elements prior to the completion of the structure. The suggested construction sequence indicated on the plans demonstrates one possible method for achieving that intent. Loads that may need to be considered include but are not limited to active earth pressure, reduced passive earth pressure, wind, wave, current, ice (floe), and others that may be applicable based on proposed means and methods, sequence of construction, and schedule considerations.

53.Q: Can clarification as to what is required for section 31 63 29 regarding Work Platforms and Guide Templates be provided. What is the engineer's expectation for the work platform? Typically, this is open to the contractors means and methods so long as the required tolerances are achieved.

53.A: Refer to Section 31 63 29, para. 3.2.B for requirements associated with Work Platform and Guide Template. It is expected that the design(s) of such systems will account for required tolerances and associated means and methods.

54.Q: The plans show estimated lengths for permanent casing for the drilled shaft work, if subsurface conditions dictate additional casing is needed, how is the contractor compensated for this?

54.A: No separate measurement and payment (or reduction in compensation) will be made for variations in length of permanent steel casing. See Section 31 63 29 para. 4.1.

55.Q: Will the owner rep need a field office for this project, or will they utilize the offices currently onsite?

55.A: See response to 9.Q.

56.Q: 01 50 00-7 - Is temporary safety fencing going to be required around the contractors work area?

56.A: The overall site is fenced but is not access controlled. In addition, there may be multiple contractors working on the site at any given time. Safety/security fencing to protect the area of work is recommended but is not mandatory.

57.Q: What is the required thickness for the stone revetment?

57.A: See Plan D-301, Section 3+50 for heavy stone slope protection thickness. (3 feet).

58.Q: Mobilization: The payment schedule says for projects exceeding (4) months in duration, that the 50% balance of mobilization will be paid out of the last (2) monthly payment. Given the size, complexity and the substantial amount of upfront costs contractors will be burdened with, can the balance be paid out either incrementally over the duration of the contract or can the upfront percentages be increased to 75%?

58.A: No.

59.Q: On sheet S-522, the section view of the High Mast Light Pole Shaft shows 16 - 11# Vertical Headed Bars, and the elevation view of the High Mast Light Pole Shaft shows 11 - #8 Vertical Bars. Please confirm that the 11 - #8 Vertical Bars are only for the shaft cap and the 16 - 11# Vertical Headed Bars make up the rest of the shaft.

59.A: In B1, the call-out for the 11 - #8 Vertical Bars with std. 180 degree hooks is erroneous and will be deleted from the plans. Full height 16 - #11 bars (headed) is the required vertical reinforcing for the shafts LP-1 and LP-2.

60.Q: The HP 16 x 101 ASTM A572 Grade 60 is very hard to confirm a scheduled rolling due to it not being a common product for rolling at this grade. Would an alternative HP at Grade 60 be acceptable for this project?

60.A: Generic requests for material substitutions cannot be given approval during the bidding phase. Requests for substitution can be made by the Contractor after project award, and would be evaluated for suitability on a case-by-case basis.

61.Q: Spec Section 31 62 16.16 - Steel H-Piles, section 3.1 Pile Driving Equipment states that vibratory hammers for installation, given that vibratory hammers are allowed for pipe piles, can this note be removed to allow it for H-Piles as well?

61.A: The use of vibratory hammers for the initial installation of steel H-piles will be allowed; final installation (last approximately 10 to 20 feet of installation) to specified capacity must be performed using an impact hammer. This clarification will be addressed in Addendum 3.

62.Q: USACE Permit NAN-2021-00948-UDA states that decanted scows will be shipped by tug to the Clean Earth Clermont Dredged Processing Facility (Facility I.D. 215.734.1400), One Linden Avenue East, Jersey City, New Jersey, for amendment and trucking to an upland disposal site. Please confirm that this permitted off-site facility is the required location to which all bidders must plan to transport the dredged material. If additional facilities are allowed to be utilized, please provide an approved list.

62.A: Confirmed. The current permit requires that scows be transported to the Clean Earth facility for processing. An alternative facility may be proposed but it must be approved by the USACE regulatory division.

63.Q: Will contractors be able to utilize the adjacent area next to the new wharf to offload class A dredged materials and load into trucks to haul away?

63.A: No.

64.Q: Does the Owner's NYSDEC permit for the project authorize the Contractor to construct a temporary bulkhead at the Beacon Island site? If this work is not covered under the current permit, Alternatively, can arrangements be made for the Contractor to use the existing Port facilities to perform this work?

64.A: Project permits apply only to permanent structures. Temporary structures are often covered by Nationwide Permits (NWP) to accommodate Contractor means and methods needed to construct permanent structures. Alternative structures and/or major temporary works (e.g., bulkheads, cofferdams) would likely require either a major permit modification or a new

permit, both of which would be expected to unacceptably delay the project. The contractor must coordinate with the permitting agencies and is responsible for either obtaining authorization for temporary structures under an existing NWP, or obtaining any other permits required by those agencies. Clarification is needed on the request for use of existing Port property to perform this work (e.g., what Port location(s), how much property, for what specific purposes?)

65.Q: NYSDEC Permit Condition 24 limits "in-water work" to September 1 through December 31 (or ice-in) between 6 a.m. and 6 p.m. USACE Special Condition (B) applies this window to dredging only. Construction Sequence Note 2 on Sheet 3 of 3 of the Structural Design Criteria and Notes applies it to all work riverward of MHHW. Please confirm whether the in-water work window and hour restrictions apply only to dredging and not the installation of the combi-wall, the riverside drilled shaft casings, riprap, and the timber wharf demolition

65.A: APDC confirming restrictions with permitting agency. A response will be provided at a future date.

66.Q: Please confirm only dredging and riprap placed in the existing channel is subject to the seasonal restriction and any excavation/riprap placed within the area of revetment excavation (item 28 and shown on the cross sections as landside excavation) is not subject to any such restrictions.

66.A: APDC confirming restrictions with permitting agency. A response will be provided at a future date.

67.Q: Is there a construction joint layout for the wharf deck slabs?

67.A: No. Wharf deck construction joint locations are generally at the Contractor's discretion. Locate to least impair strength, submit proposed locations for review and approval.

68.Q: Do the bollards and fender system fall under the buy America domestic product requirements for this project? If BABA requirements are required, does it follow the 65% rule where at least 65% of the pricing of the system must be of USA origin to be considered a domestic product?

68.A: Bollards would fall under Buy America, since they are entirely cast steel. Consult with approved fender manufacturers regarding domestic content.

69.Q: Bid Form Item No. 30 Marine Fender System has a quantity of 17ea on the bid form. We only count 16EA in the drawings. Please clarify.

69.A: Acknowledged. A revised Bid Form will be issued under an Addendum to resolve the discrepancy.

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70.Q: Notice to Bidders, Standards of Service 12 Notice to Bidders, Standards of Service 12. requires the Contractor to maintain insurance policies and protect their subcontractors from any and all claims. If the Contractor is required to protect their Subcontractor's, it would facilitate the need to purchase a project-specific Contractor Controlled Insurance Program (CCIP). The size and scope of this project would make the additional premium cost of CCIP poor value for money and potentially cost prohibitive. Further given, the marine nature of the work a CIP may not be commercially available. Please amend: Contractor shall maintain such insurance policies as will protect themselves, their subcontractors and, unless specified otherwise , and the APDC (the owner), including their agents, servants and employees, from any and all claims for Bodily Injuries, Death or Property Damage which may arise from operations under this contract whether such operations be by himself/herself or by any subcontractor or anyone employed by him/her directly or indirectly, or any other party who may be injured, claim injuries or die.

70.A: APDC confirming with insurance company. A response will be provided at a future date.

71.Q: Notice to Bidders, Insurance, 9 Notice to Bidders, Insurance, 9. requires the umbrella coverage to be primary coverage before the insurance of the additional insureds, other than the insurance coverage maintained by the Subcontractor. As this the insurance requirements pertain to Contractor, please amend: Umbrella coverage must include as insureds all entities that are additional insureds on the CGL. Umbrella coverage for such additional insureds shall apply before any other insurance or self-insurance, including any deductible, maintained by, or provided to, the additional insured other than the CGL, Auto Liability and Employers Liability coverage maintained by the Subcontractor Contractor . Umbrella must be in Excess of General Liability, Marine General Liability, Automobile Liability, USL&H and Protection & Indemnity Liability including Crew Coverage.

71.A: APDC confirming with insurance company. A response will be provided at a future date.

72.Q: Bid Form/Drawing S-001 Please specify which Bid Item the Surcharge Program reference on Drawing S-001 should be included in.

72.A: This is being evaluated and a response will be provided at a later date.

73.Q: Drawing S-001 How long must the surcharge be left in place before removal?

73.A: This is being evaluated and a response will be provided at a later date.

74.Q: Drawing S-001 If the toe of the surcharge slope is to be 18LF from the bulkhead line, please specify how far inland the surcharge needs to be placed. Please provide cross sectional dimensions of the entire surcharge pile so that it is clear to all bidders.

74.A This is being evaluated and a response will be provided at a later date.

75.Q: Bid Form Base Bid Item 19 - Please confirm this item is to also include the Driven Pipe Piles and Battered H-Piles that make up the combiwall.

75.A: Confirmed. However, an addendum is provided that allows for measurement and payment for additional length of H-piles (furnished, spliced, handled, installed) beyond the base bid quantity (i.e., estimated bid length quantity indicated on the plans).

76.Q: Clarification RFI Response #7 Addendum 1 Please clarify APDC's response that "if the bidder is submitting more than one bid package, each bid package must include all required documents." What documents are required in each separate additive/alternate bid package beside the pricing for each additive/alternate scope?"

76.A: Please refer to pg. 7 of RFP #13. All alternative pricing or services that differ from a contractor's bid must be submitted as a complete and independent bid package with all information and submittals included. They will be considered and evaluated as separate bids. Bid packets with multiple bid forms will be rejected. If a bidder is considering bid additives there is a place indicated to provide prices included in the bid form. The APDC will award one bidder to the entirety of the project. Bid additive prices for bid add 1 will be considered for cost evaluation criteria, bid additives 2-5 will not be included in cost evaluation criteria.Bid additives will not be evaluated as separate bids and are included in the Bid Form issued. As stated in RFP document page 3 #19 The APDC has full discretion to award any combination of Bid Adds to the base bid contract including the possibility of awarding no bid adds.

77.Q: Exhibit A Bid Proposal Response Form Exhibit A, Bid Proposal Response Form includes a single form that incorporates additive pricing but does not clearly separate the additive pricing into individual forms. Should bidders separate the tables within Exhibit A so that each additive/alternate price can stand alone and be submitted under four separate covers? Or may bidders submit one completed Exhibit A containing all four additive prices as part of the four required copies of the original bid, without submitting each additive as a separate bid under a separate cover?

77.A: The bid form has been revised and attached to this addendum and should be completed with all bid additive quotes. There is no need for separate bid packets in this instance. . The APDC will award one bidder to the entirety of the project. Bid additive prices for bid add 1 will be considered for cost evaluation criteria, bid additives 2-5 will not be included in cost evaluation criteria. Bid additives will not be evaluated as separate bids and are included in the Bid Form issued. As stated in RFP document page 3 #19 The APDC has full discretion to award any combination of Bid Adds to the base bid contract including the possibility of awarding no bid adds.

78.Q: Appendix C NYS MWBE/SDVOB Goal Reporting Procedures and Regulations EEO Staffing Plan Regarding Appendix C, NYS MWBE/SDVOB Goal Reporting Procedures and Regulations – Equal Employment Opportunity Staffing Plan, would APDC permit the form to be submitted

after award, or instead, solely based on the Contractor's and Subcontractors' overall workforces, rather than the workforce anticipated for this contract? The individuals who will perform the work have not yet been identified, so their race, ethnicity, and gender cannot be confirmed at the proposal stage. Any project-specific figures provided with the proposal would therefore be estimates and may not accurately represent the workforce ultimately assigned to the contract.

78.A: The requirements stated in APPENDIX C are NYS requirements. EEO forms, staffing plans, and subcontracting goal forms with good faith efforts are all required at the time of bid. The APDC understands the necessity sometimes of revisions to these forms pending award and contract execution. Monthly Payment forms should be submitted by awarded bidder with pay applications

79.Q: Appendix C NYS MWBE/SDVOB Goal Reporting Procedures Please confirm that the MWBE and SDVOB Contractor's Monthly Payment Report included within Appendix C NYS MWBE/SDVOB Goal Reporting Procedures and Regulations is not required with the proposal and is instead due after contract award.

79.A: The requirements stated in APPENDIX C are NYS requirements. EEO forms, staffing plans, and subcontracting goal forms with good faith efforts are all required at the time of bid. The APDC understands the necessity sometimes of revisions to these forms pending award and contract execution. Monthly Payment forms should be submitted by awarded bidder with pay applications

80.Q: NYSDEC Permit NYSDEC Permit - Construction Requirements Clause 24 states the following: Seasonal Time of Year Restriction for Sturgeon To minimize the risk for impacts to Atlantic and shortnose sturgeon, in-water work is only authorized from September 1 through December 31, or until river ice-in, whichever end date is earlier for any year in which this permit is in effect. In-water work is only authorized between the hours of 6 a.m. to 6 p.m. Are there any measures that can be implemented during the moratorium such as Turbidity Curtains, Bubble Curtains, etc. that can be used to extend the in-water work allowable period?

80.A: Permit Restrictions are being confirmed with the permitting agency. A response will be provided at a future time.

81.Q: Section 31 63 29 Drilled Shafts, Paragraph 1.5.D.1 Section 31 63 29 Drilled Shafts, Paragraph 1.5.D.1 says slump of the underwater concrete, as delivered to the point of placement, ""shall be within the limits of 10 to 11 inches,"" tested per ASTM C143. Please confirm that the maximum allowable slump at the point of placement is 11 inches. If it isn't, please give the maximum slump the Owner will accept.

81.A: Confirmed that the maximum slump for concrete slated for underwater placement is 11 inches.

82.Q: Section 31 63 29 Drilled Shafts, Paragraphs 3.4.A.6 Section 31 63 29 Drilled Shafts, Paragraphs 3.4.A.6 states: ""The maximum depth of debris at any place on the bottom of the shaft shall not exceed 0.25-inch at the time of concrete placement."" Industry references based on FHWA GEC 10 (Drilled Shafts manual, FHWA-NHI-18-024) state that drilled shafts designed for end-bearing on bedrock require that accumulated loose sediment or slough on the base must not exceed 0.5 inches over at least 50% of the base area immediately prior to concrete placement. Can you confirm that 0.5 inch will be acceptable?

82.A: Confirmed, debris at the bottom of the drilled shaft must not exceed 0.5” over at least 50% of the base area.

83.Q: Section 31 62 17, paragraph 3.1.B.1 Section 31 62 17, paragraph 3.1.B.1 says to ""provide steam, air, or diesel-powered impact pile hammers of the single-acting, double-acting, or differential-acting type."" Hydraulic impact hammers aren't listed. Please confirm that hydraulic impact hammers (single-acting or double-acting/accelerated) may be used to drive the piles.

83.A: Confirmed, hydraulic type impact hammers are acceptable.

84.Q: Sheet G-101 directs the Contractor to the Civil / Site Package for upland development; however, the referenced package does not appear to be included with the Contract Drawings provided. Please provide the referenced Civil / Site Package and the current existing-conditions survey/civil plan for this planned project area, including existing grades, utilities, drainage, structures, and other physical site features required for bidding and construction planning.

84.A: The original design completed in 2022 had assumed that the Marine Facilities work would be completed prior to the completion of the Civil/Site package. Due to project funding considerations, a portion of the Civil/Site development has been performed in advance of the Marine Facilities project. Plans for other portions of the work either completed or ongoing at the site will be provided by APDC online under the Port of Albany Procurement and Bid Opportunities page, Appendix B Dropbox link.

85.Q: The Contract Documents indicate that Technique Shafts are being installed under the Deep Foundation Test Program as Work by Others. Specification Section 31 63 29 states that the Contractor may be required to install additional Technique Shafts if its proposed equipment, means and methods, or drilled shaft construction procedures differ significantly from those utilized for the Deep Foundation Test Program Technique Shafts. Please provide the currently planned means and methods, equipment, and installation procedures to be utilized for construction of the Deep Foundation Test Program Technique Shafts. This information is requested so bidders can evaluate whether their proposed production drilled-shaft

equipment and installation methods will differ significantly from those planned for the Deep Foundation Test Program.

85.A: PDA pile testing for 24", 30", and HP 16 steel piling, and two (2) technique shafts are all part of the Deep Foundation Test Program, being performed under separate contract for the APDC. To date, rock probes are underway. No submittals (work plan) have been received to date for the PDA pile testing, and that work is not expected to be performed until January 2027. No submittals (work plan) have been received to date for the technique shafts, and that work is not expected to be performed until March 2027. Hence, none of the requested information has been submitted for review, and therefore is not available to provide to the bidders.

86.Q: Specification Section 31 63 29 indicates that if the Contractor's proposed equipment, means and methods, or drilled shaft construction procedures differ significantly from those utilized for the Deep Foundation Test Program Technique Shafts, as determined by the Engineer, the Contractor may be required to provide additional Technique Shafts. The Contract Documents identify supplemental Technique Shaft work as an Additive Bid Item. Please confirm that if the Engineer determines that the Contractor's proposed production drilled-shaft equipment, means and methods, or installation procedures differ significantly from those utilized for the Deep Foundation Test Program and requires additional Technique Shafts and/or associated shaft testing, all such additional Technique Shaft work and required testing will be compensated under Additive Bid Item 4 and is not to be included in the Contractor's Base Bid.

86.A: Confirmed.

87.Q: Please confirm that, as an acceptable alternative to the permanent casing tip elevations indicated in the Contract Drawings, the Contractor may extend the 48-inch diameter permanent steel casing to the actual top of competent rock encountered at each WS-1 waterside drilled shaft location, with the 42-inch diameter rock socket commencing below the permanent casing.

87.A: It is acceptable to extend the permanent casings to the top of competent rock rather than the estimated casing tip elevation in the Contract Drawings. Note that this may result in longer steel casings. All such work must be included in the unit price bid for the WS-1 shafts.

88.Q: Please confirm if the permanent casing is part of the structural design of the waterside drilled shafts.

88.A: The permanent steel casings are not included in the structural capacity calculations of the waterside drilled shafts, though they do contribute to the intended design life of the structure.

89.Q: Specification Section 31 63 29 - Drilled Shafts, paragraph 2.5.A.1 states "CSL access tubes shall be Schedule 40 steel pipes of the diameter and lengths as shown on the contract

drawings and conform to ASTM A53/A53M, Grade A or B, Type S, steel pipes." Please advise if "Sonitec" CSL access tubes are an acceptable alternative. Product data can be found here: https://www.foundationtechnologies.com/products/csl-crosshole-sonic-logging-test-tubes/

89.A: Steel Sonitec CSL tubes would be considered an acceptable substitution for the Schedule 40 steel tube in the specification.

100.Q: Please advise if Thermal Integrity Profiling (TIP) with thermal wires would be an acceptable alternative to performing Cross-hole Sonic Logging (CSL) on all drilled shaft foundations.

100.A: No, CSL must be provided on all shafts. The contractor may propose the use of supplemental testing techniques in addition to CSL. Such supplemental testing may be considered by the Engineer to evaluate conditions such as the presence of suspected anomalies detected by the CSL testing.

101.Q: Specification "Section 31 62 17 - Steel Pipe Piles and Shaft Casings", paragraph 2.1.D.3. states "Inspect welds in accordance with Section 05 05 23.13 10, 'Ultrasonic Testing of Weldments.'" This is an unusual requirement for drilled shaft permanent casing and will increase the lead time and add significant cost to the project. Please confirm visual inspection by a CWI is acceptable for shop and field welds and UT testing is not required.

101.A: Confirmed, visual inspection by a CWI is acceptable for shop and field welds for drilled shaft permanent steel casing only. Weld inspection of all other steel foundation elements must conform with Section 05 05 23.13 10.

102.Q: Please provide the required shaft cut-off/top-of-drilled-shaft elevations for the LP-1 and LP-2 high mast light pole drilled shaft foundations.

102.A: S-301 (Section – Typical) shows proposed finished grade at the landward edge of wharf as EL +14.59; HML's are aligned with the back edge of the wharf. For bidding purposes, assume top of shafts for HML's are 14.59 + 4.0 = (say) EL +18.6.

103.Q: Specification Section 31 63 29 - Drilled Shafts, paragraph 3.1.D states "Concrete Placement and Drilling Operations: Drilling operations in the vicinity of a newly constructed drilled shaft shall not occur within 20 feet of the centerline of the concrete shaft, until the concrete has attained a minimum compressive strength of 1,500 psi. Pile driving/casing installation shall not occur within 50 feet of newly placed concrete, until that concrete has achieved a compressive strength of 3500 psi." Industry standard typically follows no work to be performed within (3) diameters of a newly constructed drilled shaft until after initial set (typically within 24-hours). Please consider revising the specification requirement as the spacing requirements currently outlined in the specification would add significant time, cost and logistical complications to drilled shaft installation.

103.A: It is acceptable to reduce the minimum offsets from 20 and 50 feet center to center spacing, to three (3) pile diameters clear offset between shafts. However, the minimum concrete

compressive strength requirements of 1500 psi and 3500 psi, for drilling and pile driving respectively, must be confirmed with concrete cylinder breaks before adjacent drilled shaft work may proceed.

104.Q: Exhibit B, Paragraph 1.31 identifies regular project work hours as 7:00 AM to 3:30 PM, Monday through Friday, with other working hours subject to prior approval by the Construction Manager. Specification Section 01 40 00, Paragraph 1.7.A identifies allowable working hours as 7:30 AM to 5:30 PM, Monday through Friday, with work on Saturdays, Sundays, and national and state holidays subject to written approval by the Owner's Representative. Please clarify the allowable regular project work hours.

104.A: Work hours will be determined by Town of Bethlehem regulations, permitting restrictions, NYS Dept of Labor regulations and contractor's policies.

105.Q: Specification Section 31 63 29 - Drilled Shafts, paragraph 3.4.A.6 states "Cleanliness at Bottom of the Drilled Shaft: The maximum depth of debris at any place on the bottom of the shaft shall not exceed 0.25-inch at the time of concrete placement." This is an extremely aggressive requirement and in our opinion is likely not achievable given the subsurface materials present on-site. Industry standard bottom cleanliness typically follows the FHWA "Drilled Shafts: Construction Procedures and Design Methods" which states that that "no more than three inches of sediment or loose or disturbed material may be present just prior to concrete placement to avoid concrete contamination, and that 50 percent or more of the shaft area should have no more than 1/2 inch where base resistance in rock or strong material is considered for design. Some agencies limit the maximum thickness to 1-1/2 inches for drilled shafts that rely on base resistance for a large portion of the required axial resistance." Please consider altering the drilled shaft specification language regarding bottom cleanliness to align with the FHWA language referenced above.

105.A: FHWA requirements will be in effect, debris at the bottom of the drilled shaft must not exceed 0.5" over at least 50% of the base area.

106.Q: Please confirm that coating of the WS-1 permanent steel drilled shaft casings is required only from the upper exposed/cut-off portion of the casing to a point 10 feet below the mudline in the casing's final installed position, and that the portion of permanent casing below this elevation does not require coating.

106.A: Confirmed. Portions of pilings and casings embedded more than 10 feet below the mudline need not be coated. No coating is required for the fully embedded mooring dolphin pipe piles and H-piles.

107.Q: Please confirm splicing requirements for drilled shaft reinforcing steel. Item 14 under the "Concrete and Reinforcing Steel" section on drawing S-002 states "All reinforcing bar splices shall be class "B" tension lap splices in accordance with ACI 318, Chapter 25, unless otherwise indicated but Section 3.6, Sub-section A, Paragraph 3 of specification Section 31

63 29 states "Unless otherwise approved by the Engineer, the vertical reinforcing steel bars in a reinforcing cage shall be spliced with mechanical couplers or welding." If lap splicing of drilled shaft reinforcing steel vertical bars is permitted, please provide the minimum lap splice lengths for #11 bars as they are not currently included in the lap splice chart on drawing S-002.

107.A: Lap lengths for #11 bars and the possible congestion they can cause can restrict concrete flow and cause bar shadowing during tremie placement. As such welded splices or Type 2 mechanical couplers are required for the drilled shafts, as specified.

108.Q: Given the continued review of the Contract Documents and the potential for responses to the initial RFIs and subsequent addenda to generate additional clarification questions, please confirm that a second round of bidder questions will be opened and provide the applicable deadline for submitting those questions.

108.A: A second RFI period will be open from up to December 1st at 4p.m. Questions should only be and will only be responded to if they are inquiries for clarification to the answers provided in this addendum. Responses will be issued no later than December 9th at 4PM.

109.Q: Sediment Characterization – ATL Report dated July 15, 2019 collected 5 sediment samples down to a depth of approximately 10' below mudline. ATL Report dated in September of 2020 collected 10 additional sediment cores and corresponding chemical analysis but only to a depth of approximately 15' below mudline. The drawings indicate that material from 15' below mudline to the bottom of the dredge cut (-35) is to be handled as Class A sediment. Please provide analytical results demonstrating this material meets Class A sediment. If documentation is not available to demonstrate the lower sediment (below 15') meets Class A Sediment, should the disposition of this material be assumed to be with the Class B and Class C sediment and disposed at a landfill permitted to accept this waste.

109.A: This is being evaluated and a response will be provided at a later date

110.Q: Payment Items 25, 26, 27, and 28 are all volume based and by the CY. Based on the information provided it is likely these materials will be disposed of at a Landfill due to the absence of analytical data demonstrating that the materials can be presumed to be clean. Can additional Bid Items be provided for the offsite transportation and disposal of these items that are paid for by the ton instead of by the CY.

110.A: No. All dredge/disposal work will be measured based on pre-and post-dredge hydrographic surveys and compensated by CY at the unit price bid.

111.Q: S-001, Design Criteria, Note 3 The berthing criteria state that approach velocity is "XX FPS." Please provide the design approach velocity used for each design vessel and confirm whether the stated minimum fender energy of 348 kip-ft and maximum reaction of 352 kips govern procurement of the marine fender system.

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111.A: The berthing velocity can be taken as 0.12 m/s for the purpose of velocity correction factors.

112.Q: S-002, Deep Foundation Test Program, Note 9; S-100A Please provide the complete bidding documents for the separate Deep Foundation Test Program, including specifications, approved equipment, anticipated installation procedures, test pile and shaft details, and current schedule. Confirm the date by which final test reports will be issued to the contractor.

112.A: The Deep Foundation Test Program procurement/bidding documents are available online under the Port of Albany Procurement and Bid Opportunities page, Appendix B Dropbox link. For the Deep Foundation Test Program, only the Rock Probes have been performed, but results of that work have not yet been submitted. Proposed equipment has not been submitted, and therefore has not been approved. Installation procedures have not been submitted. Test pile and shaft details are provided in the bidding/IFC documents. Current schedule is that driven pile PDA testing will be performed in January 2027, and Technique Shafts will be installed and tested in March 2027. Final test reports will be provided to the Marine Facilities Contractor when they are submitted in draft form, and as final (approved) submittals.

113.Q: S-002, Note 9D-E; S-101 through S-103 Define the objective criteria the Engineer will use to determine whether the production contractor's equipment, means and methods, and installation procedures are "substantially similar" to the Deep Foundation Test Program. Identify the specific differences that would trigger supplemental PDA piles or additional technique shafts.

113.A: This is being evaluated and a response will be provided at a later date

114.Q: S-002, Note 9E-G; S-601 Notes Confirm that all supplemental testing required solely because the contractor proposes different equipment or procedures will be paid under the applicable additive bid items. Please provide bid quantities, unit of measurement, and payment limits for supplemental PDA testing and sacrificial technique shafts.

114.A: Supplemental testing will be authorized by the Owner if, in the opinion of the Engineer, it is required based on comparisons between work performed under the Deep Foundation Test Program and the proposed equipment and means and methods for the Marine Facilities work. Bid quantities are stipulated in the Bid Form. Work requirements, measurement, and payment provisions are identified in the plans and specifications.

115.Q: S-100A; S-101 through S-103 Confirm the as-built location, cutoff elevation, and abandonment condition of all test foundations to be installed by others. If any test foundation conflicts with access, temporary works, production foundations, dredging, or excavation, confirm that relocation or removal will be performed by others at no cost or schedule impact to the contractor.

115.A: The Deep Foundation test Program has not been completed, so as-built locations and conditions cannot be confirmed. Plans for that project indicate that test foundation locations are to be provided in locations that do not interfere with the Marine Facilities work.

116.Q: S-601/S-602; S-501/S-502 Confirm whether payment for drilled shafts, permanent casing, rock excavation, and rock sockets will be based on actual installed quantities or scheduled estimated lengths. Please identify how changed rock elevation, casing tip, obstructions, lost circulation, overbreak, additional concrete, and differing site conditions will be measured and compensated.

116.A: Refer to Section 31 63 29 for measurement and payment provisions for drilled shafts. No separate measurement and payment will be made for any condition that can be reasonably foreseen given the nature of the work. Unforeseen conditions, such as manmade obstructions, will be handled in accordance with the General Conditions of the contract.

117.Q: S-002, Foundation Note 8; S-601/S-602 The coating limit for permanent shaft casings is defined as 10 feet below installed mudline, while order lengths are based on estimated casing tip and cutoff elevations. Please provide the coating limits or coating length for each casing for bidding and confirm the adjustment procedure if the as-built mudline or casing elevation differs from the plans.

117.A: Provide extent of coating as specified. Casing lengths indicated on the plans are estimated lengths for bidding purposes only. Contractor must develop actual order lengths based on proposed means and methods for shaft installation, and adjust extent of coating accordingly.

118.Q: S-505, Shear Lug Fabrication Notes The shear-lug limits are to be based on estimated HP tip elevations determined by the independent PDA consultant, but bidding assumes 12 feet 6 inches of staggered shear lugs and vents. Confirm when final tip criteria will be available and how additional prefabrication, field modification, or rework beyond the bid assumption will be compensated.

118.A: Final tip criteria will be available upon completion of the Deep Foundation Test Program driven pile PDA testing, or upon competition of the supplemental PDA pile testing completed under the Marine Facilities contract. Additive Bid Item 5 (Furnishing Additional Bulkhead Battered HP 16 x 101 and Additional HP 16 x 101 Pile Splices, Handling, and Driving) have been added via addendum to account for variations in H-pile lengths.

119.Q: S-003, Construction Sequence, Steps 7-12; S-504 Clarify the requirement that the bulkhead wall be completed before dredging or excavation within 100 feet of the wall. Confirm whether construction may proceed in sequential completed segments and define the minimum accepted segment length, bracing condition, and Engineer approval required before adjacent dredging begins.

119.A: Offset on limits of dredging that can be undertaken prior to completion of the bulkhead is confirmed. No evaluations have been performed for phased construction involving longitudinal extents of completed bulkhead and dredging extents. Proposed sequences such as these would require engineering evaluation to be submitted for review and approval.

120.Q: Confirm whether temporary crane pads, pile-driving equipment, concrete trucks, and material storage may be supported on engineered mats or temporary works subject to delegated-design approval.

120.A: The Contractor must provide all permanent and temporary bracing, shoring, anchoring, sheeting, equipment supports, etc., that the nature of the work may require, in order to make the construction stable and secure, even where such items are not specifically called for.

121.Q: Confirm the required sequencing among dredging, waterside drilled shafts, temporary shaft bracing, and riprap placement. Identify the design criteria, environmental restrictions, and acceptance requirements for temporary bracing and for placing riprap around completed shafts.

121.A: The intent for the shaft bracing is to prevent excessive deflection and/or the imparting of deflection-based loads to the shafts that could be "locked in" to the foundation elements prior to the completion of the structure. The suggested construction sequence indicated on the plans demonstrates one possible method for achieving that intent. Loads that may need to be considered include but are not limited to active earth pressure, reduced passive earth pressure, wind, wave, current, ice (floe), and others that may be applicable based on proposed means and methods, sequence of construction, and schedule considerations.

122.Q: The drawing set is labeled "Issued for Bid" and "Not to Be Used for Construction." Confirm the anticipated IFC issuance date and identify whether bidders should include escalation, remobilization, redesign, or schedule contingency for changes between the bid and IFC documents.

122.A: It is expected that "Issued for Construction" (IFC) documents will be available at Notice to Proceed. It is also anticipated that IFC documents will be a "conformed" set that fully incorporates revisions made by way of addenda. Other changes are not expected at this time, but if they do occur then they would be handled in conformance with the General Conditions of the contract.

123.Q: Please provide the schedule for the SAV remediation/relocation contract and any impact or restrictions which will be placed on the work to accommodate SAV.

123.A: The SAV remediation/relocation contract is anticipated to be complete prior to September 1, 2027.

124.Q: Request for Bid Due Date 2nd Extension to New Year.

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124.A: There will not be a second bid extension due date.

125.Q: Addendum 1 lists Substantial Completion by 2/28/2029 and the Term of Contract through 04/30/2029 as required. Please confirm that February 28, 2029 is the substantial completion date that will be written into the Agreement under 01 31 13 par. 1.7.B. Is final completion due 30 days after substantial completion (01 31 13 par. 1.7.C), or on April 30, 2029? What date should bidders enter in the 'Estimated Completion Date' field on Exhibit A (Bid Form page 1)?

125.A: Final Completion is 30 days after substantial completion.
The contract end date is April 30, 2029. The bidder should place the estimated final completion date in the bid form.

126.Q: If the dredging experience belongs to a subcontractor named on the bidder's team (RFP Proposal Response Instructions item 1), will APDC accept it as meeting the experience requirement in 01 40 00 par. 1.20.A?

126.A: Yes. Team experience must include not only dredging, but other experience requirements stipulated.

127.Q: Exhibit A item 3 says the Contract Sum Analysis form is attached. RFP p.7 item 14 calls for a detailed breakdown of direct costs, overhead and profit in the Cost Proposal Form. Neither form is in the RFP, the Exhibits and Appendices or the other documents posted for RFP 2026-14. Please issue the form or forms, and state whether the Contract Sum Analysis form and the Cost Proposal Form are the same document.

127.A: Please see revised bid form attached to this addendum.

128.Q: When does APDC expect to award the contract, sign it and issue the Notice to Proceed? Bids are due December 18, 2026 (Addendum 2), and award is within 45 calendar days of the opening (RFP p.4), so award could be as late as February 1, 2027.

128.A: The bid will be awarded within 45 days of the bid opening. The APDC anticipates contract execution and Notice to Proceed in the month of January 2027.

129.Q: What is the amount of liquidated damages per calendar day under 01 31 13 par. 1.7.B? If no amount will be set, please confirm that the Owner's recovery for late completion is limited to the actual documented direct costs described in General Conditions 8.4.

129.A: There is no set liquidated damage amount for this contract, but the APDC reserves the right to pursue them pursuant to the General Conditions document.

130.Q: General Conditions 9.6.9 sets retainage at ten percent (10%) of each progress payment until Substantial Completion. It then says the Owner 'may continue to hold five percent (10%)'. Which percentage applies after Substantial Completion: five percent or ten percent?

130.A: Retainage is 10%

131.Q: Please issue the form of Agreement and any Supplementary Conditions that will be part of the Contract. Section 01 40 00 par. 1.8.A refers to the Supplementary Conditions. Neither the Agreement nor any Supplementary Conditions has been posted for RFP 2026-14.

131.A: There are no additional supplementary conditions.

132.Q: Which other contracts (civil/site, substation, wastewater treatment plant and outfall, fire pump house) will be working on the site during 2027 and 2028? In which areas, and when?

132.A: The Waste Water Treatment Plant and Fire Pump House through 8/11/27 and the Substation through 6/1/27 and the Wharf Test Program through 4/30/27 In the areas witnessed at the pre bid conference.

133.Q: Does Addendum 2 item 3 require every iron and steel product in the Work to be made in the United States? That would replace the 'reasonable efforts' standard in RFP p.4 Additional Requirements item 3. Please list the products covered. Are reinforcing steel, prestressing strand, anchor bolts, the cast steel bollards, the fender system steel and chains, and the sheet pile interlock connectors included? If a covered product is not made in the United States, how does a bidder request a waiver?

133.A Addendum 2 Item 3 does not replace the requirements of General Conditions paragraph 3.4.4. The products covered are all iron and steel products, including those listed. Please refer to the NYS grant funding agreement.

134.Q: Please issue Section 01 29 00 'Payment Procedures', which 01 33 00 par. 1.4.B refers to, or state where the schedule of values requirements are specified.

134.A: Please refer to the RFP document and General Conditions for payment procedures.

135.Q: Please list the national and state holidays on which work is not allowed under 01 40 00 par. 1.7.A without the Owner's written approval.

135.A: Work hours and days are determined by the Town of Bethlehem regulations, permit restrictions, NYS Dept of Labor regulations, and the Contractors policies.

136.Q: Please provide the Manufacturer's Certification of US Iron and Steel form called for in RFP p.4 Additional Requirements item 3. The appendix reference in that item is blank.

136.A: This was provided in the grant funding agreement Exhibits.

137.Q: When are the insurance certificates required by RFP p.9 and p.10 due: with the bid, as the cover page of the Exhibits and Appendices indicates, or before work starts, as RFP p.10 states?

137.A: With Bid Proposal

138.Q: RFP p.9 item 12 and p.10 require APDC to be named as an additional insured on all policies. Please confirm that this applies to the liability policies (commercial general liability, marine general liability, automobile, protection and indemnity, riggers and umbrella) and not to the workers' compensation, disability, crime, employment practices and cyber policies.

138.A: Confirmed.

139.Q: RFP p.9 item 6 requires a performance bond. General Conditions 9.6.7 refers to a payment bond in the full penal sum of the Contract Sum. Is a labor and material payment bond required? If so, in what amount and on what form?

139.A: This is being evaluated. An answer will be provided in future Addendum.

140.Q: If a unit price and its extended amount on the Bid Form do not agree, which one controls?

140.A: Generally, if there is a contradiction between unit price and extended amount, the unit price is adopted and total amount is corrected.

141.Q: How will APDC credit NYS-certified MWBE and SDVOB suppliers toward the 30 percent and 6 percent goals: at 100 percent of the value of the materials supplied, or at a lower percentage?

141.A: NYSDMWBE requires that the 30% and 6% be for the total value of the contract.

142.Q: Which in-water work period applies to this Contract? The specifications and the Implementation Agreement give September 1 to October 31 (35 20 23 par. 1.8.C and 3.2.Q.1; Implementation Agreement sec. 3.0). The permits and Addendum 1 give September 1 to December 31 or river ice-in, whichever is earlier (NYSDEC permit condition 24; USACE permit special condition B for dredging; the Addendum 1 dredging milestone). Who decides the date of river ice-in?

142.A: Section 35 20 23 sub-paragraph 1.7.B.4 and sub-paragraph 1.8.C have been revised by way of Addendum. In-river dredging activities must take place within the time period for from September 1 through December 31. No dredging shall occur from January 1 to August 31 of any year or as otherwise required by all applicable permits. It is anticipated that the regulatory agency that imposed the permit condition will decide when that condition is in effect.

143.Q: Which of the following are in-water work, limited to the seasonal window and the 6 a.m. to 6 p.m. hours in NYSDEC permit condition 24? (a) Removal of the existing revetment (Bid Form item 6); (b) the landside excavation (item 28) landward of the MHHW line, where it goes below river level; (c) installing the permanent steel casings of the riverside drilled shafts; (d) drilling, spoil removal and concreting inside a casing once it is installed; (e) placing riprap riverward of MHHW; (f) forming and casting the riverside bent caps and the lower fascia, and setting the precast deck panels, above the water. May any of this work go on outside

the window if it is inside the weighted turbidity curtain described in G-003 Environmental Protection note 3?

143.A: APDC confirming with permitting agencies. A future response will be provided.

144.Q: What disposal classification should bidders assume for upland fill removed under this Contract? This covers the item 28 landside excavation and the spoil from the landside drilled shafts. Please provide any characterization data for that material.

144.A: Previous site evaluations identified no coal ash in the area of wharf construction. The site investigation and remediation reports are available online under the Port of Albany Procurement and Bid Opportunities page, Appendix B Dropbox link. The Owner and the Engineer are not aware of any classification for the upland/landside excavation, that located landward of the MHW line. Hence, material could be considered unclassified excavation and disposal.

145.Q: Does the turbidity curtain have to be double-walled, weighted and full depth (Type II or III) only during dredging? Or is that also required for the other in-water work that G-003 Environmental Protection note 3 puts inside a curtain, such as revetment removal, shaft casing installation and riprap placement? Please state the curtain type required for in-water work other than dredging.

145.A: Based on stated permit conditions it is interpreted that all work-in-the-water construction activities (e.g., dredging, revetment excavation, shaft construction, revetment placement) would need to be segregated from the river using a double-wall turbidity barrier. This segregation may require a full-height, weighted, double-wall system. The Contractor is responsible for selecting the type of barrier suitable for site conditions under which it must perform.

146.Q: Do the Soil Management Plan and the Community Air Monitoring Plan posted with Addendum 1 apply to this Contractor's excavation, drilled shaft spoils, haul roads and staging on the upland? If so, who does the air monitoring, soil screening and sampling they call for? Must the Contractor restore the soil cover system wherever its work breaks through it?

146.A: Yes, the Soil Management Plan and the Community Air Monitoring Plan apply to any work associated with the upland area on the site. The contractor is responsible for all work, including but not limited to, air monitoring, soil screening and sampling those plans call for. Yes, the Contractor must restore the soil cover system wherever its work breaks through or otherwise disturbs it.

147.Q: Section 01 11 00 par. 1.1.I and 01 56 00 par. 1.1.B call for fish exclusion barriers, but no drawing shows one. G-003 Environmental Protection note 3 says the weighted turbidity curtain also serves as the fish exclusion barrier. Please confirm that the curtain described in

G-003 note 3 meets the fish exclusion barrier requirement and that no separate barrier is needed.

147.A: The full-height, weighted, double wall turbidity barrier is expected to perform the required function of the fish exclusion barrier.

148.Q: Has the Corps of Engineers approved the submerged aquatic vegetation mitigation plan, and has the 0.21 acre been transplanted? If not, who will do the transplant, and by what date will dredging be released under USACE permit special condition (N)?

148.A: The SAV remediation/relocation contract will be performed by others, and is anticipated to be complete prior to September 1, 2027.

149.Q: Is there a specific permitted Dredged Material Placement Facility for the Class A material (01 11 00 par. 1.1.M.3)? If so, please name it.

149.A. No. The Contractor is responsible for identifying a suitable permitted facility for the disposal of Class A dredge material.

150.Q: The USACE permit describes the dredged material going by scow to the Clean Earth facility at One Linden Avenue East, Jersey City, New Jersey. Is that the 'approved dredged material processing facility' in 35 20 23 par. 3.5.A.2? May the Contractor use a different permitted facility named under par. 3.5.A.1 without APDC having to modify the permit?

150.A: Yes, Class B and C dredged material are to be transported to the Clean Earth facility for processing. An alternative facility may be proposed but it must be approved by the USACE regulatory division.

151.Q: The documents give three sets of hours. NYSDEC permit condition 24 allows in-water work only between 6 a.m. and 6 p.m. Section 35 20 23 par. 1.8.B allows for dredging at night on advance notice. Section 01 40 00 par. 1.7.A limits work to 7:30 AM to 5:30 PM, Monday through Friday, unless the Owner approves otherwise in writing. For dredging and other in-water work during the window, may bidders assume work from 6 a.m. to 6 p.m. seven days a week, including holidays, on advance notice under par. 1.8.B? Please confirm that night dredging is not allowed.

151.A: Date and work hour requirements to be evaluated and clarified by APDC based on permit conditions.

152.Q: Section 35 20 23 par. 3.5.A.2 says the inspection of the approved dredged material processing facility, before bids are submitted, is to be coordinated with the Owner and the facility. How will APDC schedule this inspection for bidders, and by what date must it be done?

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152.A: Bidders are responsible for coordinating and scheduling inspection of the approved dredge material processing facility. This will be clarified via addendum. As specified, inspection must be provided prior to submission of bids.

153.Q: Will APDC make any berth or upland area at the Port available to the Contractor for off-loading or loading out dredged material?

153.A: No.

154.Q: Does 'offshore facility' in 01 11 00 par. 1.1.M.4 mean the off-site processing facility described in 35 20 23 par. 1.1.I? If so, is an upland processing facility reached by water or by road acceptable for amending the Class B and C material?

154.A: Yes, the referenced Section 01 11 00 and the Section 35 20 23 facilities are intended to refer to the permitted facility that receives dredged sediments for processing. It is anticipated that the permitted facility would be accessed via dredge scows. An alternate off-site processing may be proposed but it must be approved by the USACE regulatory division.

155.Q: Please provide the June 2020 bathymetric survey (G-003 note 5.C) in electronic form (CAD surface or XYZ points) as used for the dredging quantities.

155.A: Electronic survey, CADD, and design files will not be provided during the bidding phase; electronic survey, CADD, and design files can be shared with the successful bidder, subject to terms and conditions for their use.

156.Q: Are the elevation grids on Sections D-301 and D-302, labeled 'ELEVATION (MLW)', referenced to NAVD88 like the dredge elevations in D-301 note 2? G-101 and S-100 also label the dredge contour 'MLW'.

156.A: Project datum is NAVD88. Chart datum (for navigational clearances) is MLW. Refer to datum correlation table on G-003. Dredging is to be performed to the depths indicated.

157.Q: The USACE permit authorizes an 18-inch water intake pipe with screening in the Hudson River. Permit drawing sheet 9 of 19 shows an 18-inch fire system intake pipe crossing the wharf near its north end to a screen at invert -8.31, and a wastewater treatment plant outfall north of the wharf. Please show the alignment and elevations of the intake pipe and the outfall in relation to the bulkhead wall, the drilled shafts, the riprap and the dredge limits. Will they be installed before, during or after this Contract? Who provides the opening through the bulkhead wall?

157.A: Fire Pump House plans have been added to the supplemental info folder in the Dropbox link. The intake line scope has not been released to proceed but may be installed concurrent with or after dredging performance.

158.Q: May bidders assume that more than one dredge unit can work at the same time in the dredge area during the in-water work window (35 20 23 par. 1.5.A)? If the Owner or the agencies set a limit, what is it?

158.A: Yes, more than one dredge unit can be proposed. Although there is no set limit, it is expected that a reasonable number of dredge units would be allowed. Given the relatively small area where dredging will occur and the modest volumes of material to be dredged, it is anticipated that up to two (2) dredge units would be allowed..

159.Q: D-301 and D-302 show the dredge template stepping below the design dredge elevation (EL -33.00 NAVD88) under the riprap toe apron. Is this toe excavation required dredging, paid under the dredging bid items? What is its design bottom elevation?

159.A: Yes, the armor stone key at the toe of revetment slope must be dredged and is included in the quantities identified in the Bid Form. The bottom elevation is three (3) feet below adjacent dredge elevation to accommodate the 3-foot thick armor stone key.

160.Q: Section 35 20 23 par. 1.1.J requires at least 8 percent Portland cement in amended dredged material. Par. 3.6.A.2 gives an average target in the range of 8 percent by volume, or the rate in the permits of the selected receiving facility. Please confirm that the Portland cement rate for amending Class B and C sediment may be the rate the selected facility's permits require.

160.A: Confirmed.

161.Q: Is overflow into a dewatering barge, as allowed by 35 20 23 par. 3.2.C.3, allowed under NYSDEC permit condition 32.h? If not, please confirm that free water may be removed from the scows only by decanting under a plan approved by NYSDEC (conditions 34 to 37). If the final dewatering plan required by condition 35 has been approved, please provide it.

161.A: Conform with NYSDEC permit conditions. We are not aware of a dewatering plan that was submitted by the date indicated.

162.Q: USACE permit special condition (F) requires a hydrographic survey of the federal navigation channel next to the worksite when the work is complete. Is that survey part of this Contract? If so, which bid item pays for it, and what limits does it cover?

162.A: Yes. It is expected that work will be included in the post-dredge hydrographic survey(s).

163.Q: How far landward of the relieving platform may the Contractor use the upland for equipment, material staging and access during construction? Section 01 40 00 par. 1.14.A limits occupancy to the limits of the Contract, and S-301 puts the area beyond the wharf structure in the civil/site package.

163.A: The APDC will provide a reasonable extent of upland area for site access and staging and laydown. The exact locations and limits are to be coordinated with APDC. The original design

completed in 2022 had assumed that the Marine Facilities work would be completed prior to the completion of the Civil/Site package. Due to project funding considerations, a portion of the Civil/Site development has been performed in advance of the Marine Facilities project. The transition between Marine Facilities work and existing conditions will be addressed in a future Addendum.

164.Q: Where is the laydown area mentioned in 01 31 13 par. 1.3.A, how large is it, and what is its surface? No Contract Drawing shows it.

164.A: The APDC will provide a reasonable extent of upland area for site access and staging and laydown. The exact locations and limits are to be coordinated with APDC. The surface is the dense graded aggregate surface comparable to where the pre-bid meeting occurred.

165.Q: The NYSDEC and USACE permits posted with Addendum 1 describe the permanent work and the dredging. They do not mention temporary works riverward of MHHW. Do APDC's permits cover the Contractor's temporary mooring piles, a temporary barge landing, and the work platform and guide template for the waterside shafts (31 63 29 par. 3.2.B.1)? If temporary works need a permit modification or a new permit, will APDC obtain it, and how much review time should bidders allow?

165.A: Project permits apply only to permanent structures. Temporary structures are often covered by Nationwide Permits (NWP) to accommodate Contractor means and methods needed to construct permanent structures. Alternative structures and/or major temporary works (e.g., temporary bulkheads, cofferdams) would likely require either a major permit modification or a new permit, both of which would be expected to unacceptably delay the project. The contractor must coordinate with the permitting agencies and is responsible for either obtaining authorization for temporary structures under an existing NWP or obtaining any other permits required by those agencies.

166.Q: Which site entrance and route from River Road (Route 144) to the wharf work area must the Contractor use? Section 01 40 00 par. 1.14.B says the point of access is shown on the plans, but no sheet shows it.

166.A: The point of access is the main site access point, located at 340 River Road, Glenmont, NY 12077.

167.Q: What are the design or posted load limits of the site entrance road and of the road bridge over the Normans Kill (RFP p.2) for heavy equipment and precast deliveries?

167.A: There is no known posted load limit of River Road at the construction entrance. The new bridge over the Normans Kill is high capacity, commensurate with the intended use of the site development. Specific design loads, equipment, and axle/wheel criteria may be obtained from either APDC or the bridge designer, McFarland Johnson.

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168.Q: Where will the Owner provide the free electricity described in 01 50 00 par. 3.3.B.2, and what service is available there (voltage, phase and amperage)? No drawing shows it.

168.A: APDC will not provide free electricity, but utilities are available near site.

169.Q: Are there existing utilities within or next to the wharf work area? This includes the buried fire protection mains, water mains and electrical duct bank installed under the site projects listed on RFP p.2.

169.A: Existing or future utilities within or adjacent to the wharf would be identified in plans for other portions of the work. These are provided by APDC online under the Port of Albany Procurement and Bid Opportunities page, Appendix B Dropbox link.

170.Q: Please provide the Civil/Site package mentioned in G-101 note 2 and S-100 note 2, and the plans for the separate projects listed in 01 11 00 par. 1.1.D (high voltage substation, wastewater treatment plant and outfall, fire pump house and intake).

170.A: These are provided by APDC online under the Port of Albany Procurement and Bid Opportunities page, Appendix B Dropbox link.

171.Q: S-001 construction phase loading note C.1 limits the uniform live load to 500 psf at a minimum 5 LF inshore of the bulkhead centerline. How far inshore of the centerline does this limit apply to construction equipment working behind the completed bulkhead?

171.A – This is being evaluated and a response will be provided at a later date

172.Q: Where is the nearest existing water service the Contractor may connect to for construction water under 01 50 00 par. 3.3.D?

172.A: There will be potable water available at the site.

173.Q: At completion, may temporary stone haul roads and work surfaces on the upland stay in place where they serve the future civil/site work (01 11 00 par. 1.1.G.1.l)? Otherwise 01 50 00 par. 3.8.A requires them to be removed and the area restored.

173.A: No. All upland disturbance must be restored to its original condition.

174.Q: Section 02 41 00 par. 3.5.A does not allow removed materials to be stored on the project site. Par. 1.3.A allows materials that cannot be removed daily to be stored in areas specified by the Engineer. Please confirm that demolished revetment materials that cannot be removed the same day may be stored on site for a time in areas specified by the Engineer.

174.A: Long-term storage of removed materials will not be allowed. Materials that cannot be removed daily must be removed at the earliest opportunity, typically the next work day.

175.Q: Please provide a plan showing the groundwater monitoring wells installed along the Hudson River bank under NYSDEC permit condition 8, in relation to the wharf, the relieving platform and the landside excavation. Does this Contract include protecting, decommissioning or replacing any wells within the work area?

175.A: These documents have been added to the Dropbox link. This contract does not include protecting, decommissioning or replacing any wells at this time.

176.Q: Please provide the Proposed Deed Restricted Area Boundary Map (Colliers Engineering & Design, May 2, 2022), or show the three deed-restricted buffer areas on the Contract Drawings. Does any buffer area lie within or next to the limits of work, the end slopes, the mooring dolphins or the Contractor's access?

176.A: The Deed Restricted Area is outside of the work scope area.

177.Q: S-001 construction phase loading note B gives limits for a temporary surcharge (ground improvement program) inside the relieving platform footprint. RFP p.2 lists 'selective surcharging to prepare building pad locations' among the completed site projects. Please confirm that the surcharge in note B is complete, and that no surcharge is placed or removed under this Contract.

177.A: Confirmed, the Marine Facilities work does not include any work associated with surcharge / ground improvement at building locations.

178.Q: Please issue a plan and section showing the limits and construction of the existing timber/slab/stone revetment to be removed under Bid Form item 6 (02 41 00 par. 1.6.A), with any record drawings, surveys or photographs of it. Appendix A-8 describes sheet pile and round pile dikes along this shore. Does item 6 include pulling the dike piles and sheeting? If so, to what depth or elevation? Is stone lying on the river bottom riverward of the revetment face removed under item 6 or under the dredging items?

178.A: There are no known plans or figures available for the existing shore structures. See response to 35.Q. Item 6 includes demolition and disposal of shore structures in their entirety. It is expected that materials encountered riverward of the face of proposed structure (approximate existing bulkhead location) would be paid for as dredging. Excepting demolition items, all materials encountered landward of the face of proposed structure (approximate existing bulkhead location) would be paid for as landside excavation.

179.Q: Have others already finished the clearing, grubbing and topsoil stripping within the landside footprint of the wharf (S-003 wharf sequence step 5)? Or is any remaining clearing and stripping part of this Contract?

179.A: Based on site observations made during the pre-bid meeting, it appears that the site preparation work as described has not yet been performed.

180.Q. It appears that Is any surcharge fill still in place inside the relieving platform footprint (S-001 construction phase loading notes B.2 and C.2)? If so, who removes it, and by what date?

180.A: It appears that the Civil/Site package may have provided some or all of the back-of-wharf surcharge program required by the Marine Facilities contract. An evaluation is being performed to assess what, if any, portion of the surcharge program still needs to be accomplished. This issue will be clarified in a future addendum.

181.Q: S-301 shows 'STRUCTURAL FILL AS REQUIRED' under the relieving platform. Between the relieving platform bent caps, is the space from the EL +4.00 working subgrade up to the underside of the precast panels filled with structural fill under Bid Item 8? If so, to what elevation?

181.A: The bottom elevation of the precast panels is EL +6.00.

182.Q: Section 35 31 19 par. 4.1.B.5 calls for a survey after the granular fill is placed, and par. 2.2.B refers to quarry run. D-301 and D-302 show only the 3-ft riprap layer, and no section specifies a granular fill or quarry run underlayer. Please confirm that no granular fill or quarry run underlayer is required under the riprap (item 29).

182.A: Confirmed that no granular fill or quarry run underlayer is required under the riprap.

183.Q: Please show the limits and thickness of the dense graded aggregate at the HML locations paid under Bid Form item 33.

183.A: Plan limits of DGA at each HML is approximately 14’ x 20’ with variable depth / thickness based on revetment slope.

184.Q: Section 31 00 00 par. 1.5.I defines select granular material three ways: GW, GP, SW or SP soil with not more than 20 percent finer than the No. 200 sieve (par. 1.5.I.1), ASTM C33 No. 57 or 67 stone (par. 1.5.I.2), and material meeting Section 32 11 23 (par. 1.5.I.3). Please confirm that material meeting any one of these three definitions is acceptable for the dolphin backfill in S-003 dolphin sequence step 5.

184.A: Confirmed.

185.Q: Section 31 00 00 par. 3.10.A requires earth embankments to be compacted to at least 95 percent of laboratory maximum density. Par. 3.11.B requires each layer of embankment outside paved areas to be compacted to at least 90 percent. Which percentage applies to embankment and backfill outside paved areas?

185.A Embankment and backfill outside paved areas to be compacted to at least 90 percent.

186.Q: Are cutting shoes required on the PP30 master piles of the combi-wall? Section 31 41 16 par. 2.2.B says the wall pipe piles need not have driving shoes. S-301 A1 and S-504 B4 call

for PP cutting shoes per the specifications, and 31 62 17 par. 2.1.B specifies ASTM A148 Grade 105-85 cutting shoes for piles.

186.A: Cutting shoes are required for shaft casings and dolphin piles. Cutting shoes are not required for combi-wall pipe piles. Driving shoes are not required for z-shaped sheet pile. Driving points are required for H-piles associated with the combi-wall bulkhead.

187.Q: Section 31 41 16 par. 2.1.C requires the combi-wall pipe, H-piling and sheets to be full-length sections. S-505 shear lug note 4 refers to the S-503 H-pile splice, and 31 62 17 par. 2.1.C allows one shop or yard splice and one field splice per pipe pile. May the combi-wall H-piles and master pipe piles be furnished in spliced lengths, using the S-503 splice and within the 31 62 17 par. 2.1.C limits?

187.A: Yes, but not exceeding the maximum number of splices as specified.

188.Q: Sections 31 62 17 par. 3.1.E and 3.2.F require a bubble curtain during all pile driving, and 01 11 00 par. 1.1.I lists bubble curtains for foundation installation. Neither permit posted with Addendum 1 mentions one. Is a bubble curtain required for (a) piles and sheets driven from land before dredging, where the pile is not in the water when it is driven, such as the bulkhead wall (S-003 wharf sequence steps 6 and 7) and the landside mooring dolphin piles? Is one required for (b) installing the permanent shaft casings in the water?

188.A: Bubble curtains are not required for landside pile driving. Bubble curtains are not currently stipulated by permit conditions for waterside pile (shaft casing) installations, and it is unknown if underwater noise attenuation requirements were inadvertently omitted from the permit conditions.

189.Q: The USACE permit describes the shaft casings and the sheet pile wall components as vibrated in, with an impact hammer used only to seat the casings in rock. Sections 31 62 17 par. 3.1.B.2 and 31 62 16 par. 3.1.B require the pipe piles and H-piles to be driven with impact hammers, and the dynamic pile testing in Section 31 08 13 depends on impact driving. Do the project permits allow impact driving of the bulkhead wall pipe piles and H-piles and of the dolphin pipe piles as specified? If not, what method of installing these piles and verifying their capacity should bidders price?

189.A. The USACE jurisdiction for permit conditions typically ends landward of the MHW line. Hence, any foundation installation above or beyond MHW is not subject to USACE conditions. All piling may use vibratory hammer for initial installation. Impact hammers must be used for final driving where piling is driven to a specified minimum capacity / blowcount requirement.

190.Q: Addendum 1 targets ordering the cut-off wall materials by the end of January 2027. That is before the Deep Foundation Test Program is complete (S-002 foundation note 9). Unless Additive Bid Item 2 is awarded, it is also before the rock probes that 31 41 16 par. 1.7.B

requires before ordering. (a) May the Contractor order the pipe piles, H-piles and sheet piling to the S-603 scheduled lengths? (b) If the Engineer later changes a pile length or tip elevation, will the change be paid under 31 41 16 par. 4.2.A? (c) Will APDC issue the Notice to Proceed, or a written authorization to order, in time for a January 2027 order? Will materials delivered and stored before installation be paid under General Conditions 9.3.6?

190.A: Pile lengths shown on the plans are for bidding purposes only. Production pile order lengths must be based on results of the PDA Test Pile Program as specified.

191.Q: Are restrikes and field splices of the dolphin pipe piles paid only under Bid Form items 41 and 42, at the unit prices bid? Section 31 62 17 par. 1.4.A.1 says to base bids on restriking 10 percent of the job piles. Please confirm that no restrikes or splices need to be included in items 39 and 40.

191.A Complete Bid Form for the quantities indicated. Splices and restrikes are captured in Items 41 and 42.

192.Q: Test piles BW-4T, BW-24T, BW-34T and BW-54T (S-100A) are inside the relieving platform footprint. Their tops are cut two feet below existing grade. If that leaves them above the EL +4.00 working subgrade (S-001 construction phase loading note C.2), will the test program contractor cut them lower, or is that work part of this Contract?

192.A: Test pile projections that interfere with working surface elevations for the Marine Facilities work will need to be addressed by the Marine Facilities contractor.

193.Q: May the vertical bars of the drilled shaft reinforcing cages be spliced with Class B tension lap splices per S-002 concrete note 14, or must they be spliced with mechanical couplers or welding per 31 63 29 par. 3.6.A.3?

193.A Comply with specified requirements.

194.Q: May bidders assume the Owner will approve work outside 7:30 AM to 5:30 PM Monday through Friday, or on Saturdays, for drilled shaft and pile installation under 01 40 00 par. 1.7.A and 01 31 13 par. 1.10.A?

194.A: Permit conditions, work hours to be addressed by APDC

195.Q: Is an anti-washout admixture required in the drilled shaft underwater concrete? Section 03 30 00 par. 2.4.E.4 calls for it in tremie concrete at approximately 0.5 gallons per cubic yard. Section 31 63 29 par. 1.5.D.2 treats it as optional (slump flow is measured differently if such an admixture is used).

195.A: Anti-washout admixture is required for the drilled shaft concrete. Section 31 63 29 para 1.5.D.2 addresses only the timing of the measurement of slump flow.

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196.Q: Please confirm that 31 63 29 par. 3.1.D applies to installing the permanent shaft casings (no pile driving or casing installation within 50 ft of newly placed concrete until it reaches 3,500 psi). Please also confirm that the 100-ft / 7-day limit in 31 62 17 par. 3.2.F (also 31 62 16 par. 3.2.F and 31 41 16 par. 3.2.B.2.h) applies only to driven piles and sheet piling.

196.A: It is acceptable to reduce the minimum offsets from 20 and 50 feet center to center spacing, to three (3) pile diameters clear offset between shafts. However, the minimum concrete compressive strength requirements of 1500 psi and 3500 psi, for drilling and pile driving respectively, must be confirmed with concrete cylinder breaks before adjacent drilled shaft work may proceed.

197.Q: Section 31 62 17 par. 3.2.D.2 allows the permanent casings to be out of plumb by up to 0.25 in. per foot. Section 31 63 29 par. 3.4.A.3 requires the reinforcing cage inside the casing to be plumb within 1/8 in. in 12 in. (1%). Which plumbness tolerance applies to the 48-in. permanent shaft casings?

197.A: For shafts, the more stringent tolerance (that stipulated in Section 31 63 29) applies.

198.Q: S-501 and S-502 show #4 spirals in the shaft cages. Section 31 63 29 par. 3.6.A.5 does not allow lap splices in hoop steel and requires 135-degree hooks. Are lap splices allowed in the #4 spirals?

198.A: Lap splices for spiral ties are acceptable.

199.Q: Where should the CSL access tubes end: at the shaft cut-off elevation, as the S-501 note says, or at an accessible location at the work platform above the river, as 31 63 29 par. 3.9.B.2 says?

199.A: Shaft cutoff elevation is the minimum height of the CSL tubes. Provide a greater height as necessary to provide for contractor access.

200.Q: Section 31 63 29 refers to a shear lug/beam, with shear studs and welds, in the drilled shafts (pars. 1.7.C.1, 3.4.B, 3.5.B.2, 3.6.A.8 and 3.6.A.12), but S-501 and S-502 show none. Are shear lugs or shear beams required in any drilled shaft?

200.A: No, the referenced paragraphs do not apply to this project.

201.Q: Section 31 63 29 pars. 3.9.A.5 and 3.9.H require the CSL access tubes and core holes to be filled with grout that meets the underwater grout requirements of Section 03 30 00. Section 03 30 00 defines only ASTM C1107 nonshrink grout (par. 2.4.D), and no underwater grout. What grout is required for filling the access tubes and core holes, and what is its minimum compressive strength?

201.A: Underwater grout may be SikaGrout®-500 Aqua, or approved equal.

202.Q: S-501 A1 sends the casing cutting shoe/tip reinforcing to the specifications, and 31 62 17 par. 1.5.A.2.b sends it back to the Contract Drawings. Neither gives its length or thickness. Please confirm that the Contractor selects the shoe dimensions and submits them for review, and that alternate tip reinforcing is allowed under 31 62 17 par. 2.1.B.

202.A: The type of cutting shoe required is specified in 1.5.A.2.b. Material requirements are specified in 2.1.B. The contractor to select shoe based on this criteria and submit for review and approval.

203.Q: S-501 shows #4 spirals. S-002 concrete note 13 requires spiral reinforcement to ASTM A82, which is a wire standard (03 30 00 par. 2.5.C.2 cites ASTM A1064 for wire). Please confirm that the shaft spirals are #4 deformed bars to ASTM A615 Grade 60 per 03 30 00 par. 2.5.A.

203.A: Spirals must be ASTM A615 Grade 60 #4 deformed bars.

204.Q: Section 31 63 29 par. 1.4.D.4.a.2 requires six CSL access tubes in the technique shafts 'as shown on the Contract Drawing'. No sheet shows a technique shaft cage, and S-501 shows four tubes for the production shafts. Please confirm that technique shafts TS-1 and TS-2 each get six equally spaced CSL access tubes.

204.A: Confirmed. Technique shafts must each be provided with six (6) CSL tubes.

205: Are F-shape parapet barriers (S-003 wharf sequence step 20, S-108 note 6) part of this Contract? If so, please issue their details, extent and bid item. S-519 shows only grab bar details.

205.A: Yes, F-type barriers are required the full length of the north and south ends of the wharf. Details will be provided under a future addendum.

206.Q: Section 03 30 00 par. 2.4.E.3 requires the shrinkage-reducing and compensating admixture for the deck concrete (Sika Control NS or approved equal) at 4 percent of cementitious material by weight. Please confirm the 4 percent dose by weight of cementitious material, or state the intended dose.

206.A. Provide dosage as specified. Actual dose (pounds/cubic yard) will be based on contractor-furnished mix design.

207.Q: Are the bent cap closure pours (S-506 Det. A1) paid as Cast-in-Place Concrete (Wharf Deck), item 16, or as Cast-in-Place Concrete (other than Deck Concrete), item 15?

207.A: Integral closure pours are typically considered part of the deck concrete work.

208.Q: Section 03 30 00 par. 2.3.A.1.a sets the cast-in-place concrete strength at 5,000 psi at 28 days, or at 90 days if pozzolan is used. S-002 concrete note 4 requires 5,000 psi at 28 days. Will cast-in-place concrete with pozzolan be accepted on its 90-day compressive strength?

208.A.: Yes, provided that it meets the specified compressive strength.

209.Q: Section 03 30 00 par. 3.6.D.1 expects tremie placement for pile plugs, and the S-505 note calls for a 3/8-in. pea gravel infill mix. Tremie mix requirements are given only for drilled shafts (03 30 00 par. 2.3.A.2 and 31 63 29 par. 1.5), and 03 30 00 par. 1.5.E excludes tremie concrete from cast-in-place concrete. Please state the mix requirements (strength, maximum water-cementitious ratio, slump and admixtures) for the tremie-placed pile plug and tandem infill concrete in the PP30 master piles.

209.A: Concrete mix for combi-wall pile plugs is identical to other concrete placed using tremie methods, except pea gravel must be used for coarse aggregate.

210.Q: Does the roughening of construction joints and bonding interfaces to 1/4-in. minimum amplitude shown on S-506 note 5 (and on S-502, S-503, S-510 and S-521) replace the 1-1/2-in. deep keyways required by 03 30 00 par. 3.10.A.3, or are keyways also required in the wall and slab construction joints?

210.A: Keyways are not required.

211.Q: Section 03 30 00 par. 2.4.G specifies joint sealants, but no sheet shows a sealed joint. S-302 C1 and S-504 C1 show only 1/2-in. bituminous expansion board. Are joint sealants required? If so, at which joints?

211.A: Joints requiring sealants are unknown at this time. If the need for joint sealants is identified during construction then they must meet the specified requirements.

212.Q: As written, 03 30 00 pars. 2.4.A.1.b and 2.4.A.3 (repeated in 03 45 33 pars. 2.2.A.1.b and 2.2.A.3) require every mix to contain at least 20 percent fly ash and at least 40 percent slag. Section 03 30 00 par. 2.4.C.2 treats fly ash and slag as alternatives. Is a mix that uses only one of these materials, at its stated minimum, acceptable for the cast-in-place and precast concrete?

212.A: Conform with the requirements of Section 03 30 00 par. 2.4.C.2, including the specified requirement involving combinations of these materials.

213.Q: S-504 and S-506 show 1/4-in. thick bearing pads under the precast deck panels (6 in. wide continuous on the bent cap edges and 12 in. wide discrete above the closures) but do not name a material. Section 03 45 33 par. 2.2.I lists five pad types. Which pad type is required? Or is any type listed in par. 2.2.I acceptable?

213.A: Bearing pads are to be suitable for the intended purpose. Contractor may select from those listed, subject to review and approval.

214.Q: Section 05 51 10 par. 2.1.A.1 and S-515 note 1 call for Schoellhorn-Albrecht Model No. S1532 wharf bollards with a 90-ton safe working load. The manufacturer's published

product information for the S1532 does not show a 90-ton rating. Please confirm which wharf bollard model is intended for the 90-ton safe working load (item 18), or confirm that the S1532 is rated for 90 tons over the range in par. 2.1.A.1.

214.A: The 90-ton safe working load is required. Contractor shall be responsible for selecting an appropriate bollard to achieve this capacity.

215.Q: Bid Form item 30 lists 17 Marine Fender Systems. Sheets S-107 to S-109 tag 16 fender units (F-1 to F-16). How many marine fender units are required? If 17, where is the seventeenth?

215.A: A revised Bid Form is issued under an addendum to reflect the correct bollard quantity.

216.Q: Which minimum fender energy should be used to select the fender elements: 348 kip-ft (S-001 design criteria 3.A), or 369 kip-ft after correction factors and tolerances (35 59 13 par. 2.1.B.1)?

216.A: The value stated in Section 35 59 13 shall be used (369 kip-ft).

217.Q: Section 35 59 13 pars. 2.1.B.6 and 2.1.G.1.c require the fender system and its shear chains to resist a horizontal shear force of 30 percent of the rated reaction. S-001 design criteria 3.B gives a longitudinal reaction of 71 k (20 percent of the 352 k transverse reaction). Which shear force should the fender design and submittal use?

217.A: The value stated in Section 35 59 13 shall be used (30 percent of the rated reaction).

218.Q: Which material applies to the 1-1/4 in. threaded rod shear lugs on the bulkhead H-piles: ASTM F1554 Grade 55 (S-505 A1 and S-002 structural and miscellaneous steel note 8), ASTM A354 Grade BC for high strength anchor bolts (05 50 13 par. 2.1.A.2.a), or ASTM A722 150 ksi galvanized for anchor rods and threaded rods (05 50 13 par. 2.1.L)?

218.A: Shear lugs for the bulkhead H-piles are : ASTM F1554 Grade 55.

219.Q: Section 05 50 13 pars. 2.1.K and 2.3.B require mounting plates and plate washers of ASTM A514 Grade 100, galvanized. S-002 steel note 3 calls for plates of ASTM A36, A572 or A992. Which grade applies to the mounting plates and plate washers?

219.A: Mounting plates and plate washers must conform with ASTM A514 Grade 100.

220.Q: Section 05 50 13 par. 2.1.N.1.c.i requires acrylic adhesives when the base material is below 40 F. Par. 2.1.N.1 allows only the epoxy and encapsulated vinylester adhesive types it lists. Are acrylic adhesive anchors acceptable for installations below 40 F?

220.A: Yes.

221.Q: Is the required design life of the marine fender system 10 years (S-001 design criteria 7) or 20 years (35 59 13 par. 2.1.B.7)?

221.A: The value stated in Section 35 59 13 shall be used (20 years).

222.Q: S-001 design criteria note 3 prints the berthing approach velocity as 'XX FPS'. Please confirm that the design berthing velocity is 0.18 m/s, as stated in 35 59 13 par. 2.1.B.2.

222.A: The berthing velocity can be taken as 0.12 m/s for the purpose of velocity correction factors.

223.Q: Section 35 59 13 par. 2.1.D.1 requires a rubber-to-metal adhesion of at least 200 ppi (ASTM D429, Method B). Table 1 lists 480 lb/ft for the same test. Which adhesion value applies to the fender elements?

223.A: The Adhesion value in Table 1 (480 lb/ft) applies.

224.Q: Please confirm that welded studs are to meet AWS D1.1/D1.1M Section 7 and AWS D1.5/D1.5M (05 50 13 par. 2.1.J). S-002 steel note 11 cites ANSI B18.2.2 and ASTM A325, which are nut and structural bolt standards.

224.A: Welded studs must conform with AWS D1.1/D1.1M Section 7 and AWS D1.5/D1.5M

225.Q: S-518 D3 details 1-in. ladder rungs with a 0.025 to 0.035 in. deep diamond knurl. Section 05 50 13 par. 2.6.B.2 requires an aluminum oxide nonslip surface on each rung. Does the knurled rung shown on S-518 meet the nonslip requirement?

225.A: Both diamond knurl and aluminum oxide non-slip coating are acceptable.

226:Q: Section 35 59 16 par. 2.7.B calls for hardware to mount the laminated rubber fenders to the steel piling. S-524 shows the fenders on connection angles with 3/4-in. minimum bolts at 8-in. minimum embedment into the bollard foundation. Please confirm that the two laminated rubber fenders (item 31) are mounted to the concrete bollard foundation as detailed on S-524.

226.A : Confirmed. The laminated rubber fenders shall be mounted to the concrete as detailed on S-524.

227.Q: Section 35 59 16 par. 1.4.B asks for the performance chart of a solid 10-inch thick fender. Par. 2.2.A and S-524 give a fender thickness of 11 inches (+1 inch). Please confirm that the laminated rubber fenders are 11 inches thick.

227.A: Confirmed. Laminated fenders must be 11 inches thick, as indicated on S-524.

228.Q: Section 05 51 10 par. 2.1.A.1 requires the wharf bollards to carry a 90-ton safe working load from -15° to 75° from horizontal. S-001 Design Criteria note 4 applies the mooring line loads from horizontal up to a maximum of 45°. Please confirm that the wharf bollards (item 18) and their manufacturer-designed anchor bolts are to be rated for the full -15° to 75° range.

228.A: The vertical load range for the wharf bollards must follow Section 05 51 10 (-15° to 75° from horizontal).

229.Q: S-002 foundation note 8 requires coating on the permanent shaft casings and the bulkhead wall to 10 feet below mudline in their installed position. Section 09 97 13.26 par. 3.1.A requires coating to the limits indicated on the drawings. No sheet defines mudline. The sheets show the finished surface of the completed stone revetment (S-504 B4), a construction mudline toe at EL -11.00 (S-504 B4) and the design dredge elevation EL -33.00 (S-301 A1). Which surface or elevation defines mudline for the coating limits at each shaft row and at the bulkhead wall?

229.A: The mudline is the existing or new earthen surface that is created by dredging and/or excavation as indicated in the plans.

230.Q: Are the NZ19 return walls and the HML surround sheet piling (Bid Form item 32) to be coated under item 7? The coating schedule in S-002 note 8 lists only the shaft casings and the bulkhead wall.

230.A: Yes. The bulkhead return walls are part of the steel sheet piling, and the specifications require that they be coated.

231.Q: Should the bent plates (S-522 B1), the 10 x 1/2 plates and the L6x4x1/2 angle closures (S-523 C4, D4, D5) at the HML surrounds be hot-dip galvanized under S-002 steel note 12? Or should they be epoxy coated as ancillary fabrications of the wall under S-002 foundation note 8.B and 09 97 13.26 par. 1.1.B.1?

231.A: Fabrications that are part of the steel sheet piling must be coated in accordance with Section 09 97 13.26.

232.Q: For the steel fender frontal panels, which coating system is required: a two-coat self-priming epoxy from the 09 97 13.26 par. 2.1.C list, or the SSPC-Paint 42 epoxy polyamidoamine system with gray primer and intermediate coats and a black top coat in 35 59 13 par. 2.1.E.5.b?

232.A: The coating requirements for the steel fender frontal panels must be per Section 35 59 13 par. 2.1.E.5.

233.Q: Are conduits or sleeves cast into the HMLP-1 and HMLP-2 drilled shafts and pole bases (E-502, conduits not shown') furnished and installed under this Contract? If so, please show their number, size and routing.

233.A: The electrical design for the HML's has not yet been performed, so the number, size, and location of embedded conduits is currently unknown. This information will be provided at a later date.

234.Q: Will a specification section be issued for the high mast poles and luminaires (Bid Form item 34), or are E-001 notes 1 to 18 and Sheets E-101 to E-502 the complete product requirements?

234.A: The HML poles and luminaires are manufacturer designed. Consult with the manufacturer for additional information.

235.Q: What is the current schedule of the Deep Foundation Test Program (APDC RFP 2026-08; S-002 foundation note 9)? Which of its results (rock probes, PDA tests and load cell tests) will be issued to bidders before bids are due on December 18, 2026?

235.A: Rock probes reportedly complete, but not reports have been received. See response to 7.Q. No submittals (work plan) have been received to date for the PDA pile testing, and that work is expected to be performed in January 2027. No submittals (work plan) have been received to date for the technique shafts, and that work is expected to be performed in March 2027.

236.Q: Section 05 05 23.13 10 par. 3.5 names UT acceptance criteria only for the 24-in. and 30-in. pipe piles (AWS D1.1 Table 6.2) and the 48-in. casings (Table 6.3). Which AWS D1.1/D1.1M acceptance table applies to the CJP welds in the H-pile splices (S-503) and in any sheet pile splices?

236.A: UT is not required for drilled shaft permanent casings, provide CWI visual inspection for shaft casings. H-pile splices and sheet pile splices (if required) must conform with Table 6.2.

237.Q: Is a Professional Engineer registered in New York acceptable where 03 30 00 par. 1.8.H.1 (concrete mix proportioning) and 01 45 00.00 10 par. 3.2.D.3 (Design Quality Control Manager) require registration in New Jersey?

237.A: The requirement has been revised to Professional Engineer registered in New York via addendum.

238.Q: Section 31 62 16 par. 1.2.B cites AWS D1.1/D1.1M (2020). Sections 05 05 23.16, 05 05 23.13 10, 31 41 16 and 31 62 17 cite the 2025 edition. Please confirm that the 2025 edition applies to the H-pile welding.

238.A: Confirmed.

239.Q: Section 31 00 00 par. 1.5.D gives the degree of compaction as a percentage of ASTM D1557 maximum density. Par. 3.2.G and 3.9.B.3 call for 95 percent of ASTM D698 maximum density. Please confirm that ASTM D698 applies only to the backfill described in par. 3.2.G and 3.9.B.3, and that ASTM D1557 applies to all other earthwork.

239.A: Confirmed.

240.Q: The documents cite different code editions. Section 01 45 35 par. 1.2 lists IBC (2021), ACI 318 (2025) and ASCE 7 (2022). Sections 03 30 00 par. 1.3.B and 03 45 33 par. 1.3.C list ACI 318 (2022). S-001 lists IBC 2018, ACI 318-19 and ASCE/SEI 7-16 as the design codes. Which editions apply to construction, testing and special inspection?

240.A. The design for the Marine Facilities was completed in March 2022. The design was performed under the codes and standards in effect at that time. Where any discrepancy exists, defer back to the March 2022 standard.

241.Q: For the waterside drilled shaft casings, at what stage is 'the structure framing' in place, so that the temporary casing bracing may be removed? Is it (a) when the marginal wharf bent caps and the lower portion of the fascia have been cast (S-003 wharf sequence step 15), or (b) only after the precast panels, bent cap closures and composite topping slab are in place (S-003 wharf sequence steps 16 and 17)?

241.A. This inquiry cannot be answered at this time, since it involves consideration of several undefined conditions, including time of year, schedule, and environmental forces (e.g., wind, wave, current, ice (floe); stage of completion of other work (e.g., armor stone placement); equipment access and loads imparted by way of equipment platforms, and similar evaluations.

242.Q: The marginal wharf bent caps and the lower portion of the fascia are cast in S-003 wharf sequence step 15. Are they designed to carry the precast panels, the bent cap closures and composite topping slab, and the upper fascia wall (S-003 wharf sequence steps 16 to 18) as each is placed, without shoring or reshoring? If not, which elements must stay shored, and until what stage?

242.A: This inquiry cannot be answered at this time, insofar that the contractors forming and form removal plan and shoring plan are not provided.

243.Q. The Dredge Disposal is limited to 2 Items Type A and Type B & C combined. This creates an issue as the difference in price between Type B and C is significant. The Port will save money if this item is separated into two items, Type B and Type C.

243.A: There is not a significant differentiation to define limits between Type B & C that would provide a boundary between the two types. The two types must be combined as specified. The selected contractor may propose a value engineering approach to segregate the two types; however, the method for segregation and disposal methods that differ from those currently permitted would need to be approved by the regulatory authorities.

244.Q: Section 31 41 16, Paragraph 2.1.A.3. Could you please let us know whether the Owner and Engineer will accept cold-formed steel sheet piles made from ASTM A572 Grade 60 steel, provided the sections meet the required structural properties, dimensions, and performance requirements?

244.A: No. Cold-formed steel sheet piles will not be an acceptable substitution for the hot-rolled steel sheet piling specified.

PORT OF ALBANY

ALBANY PORT DISTRICT COMMISSION
106 Smith Boulevard, New York 12202
www.portofalbany.us

2026-14 Intended Bidders

Cashman Dredging and Marine Contracting

CD Perry

Coastal Marine

DA Collins

Harrison & Burrowes

LAND Remediation, Inc.

Michels Construction

Tully Construction

Veteran Materials Co.

Weeks Marine, Inc.

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Revised Bid Form Attached as separate document.