

Addendum 3: Request for Proposals for the Incline Railway Upper Station Modifications and Repairs

Please see below in response to questions and requests from potential proposers:

1. In looking at the product spec sheet for the Quikrete Fastset DOT Mix, it does not mention that it is suitable for vertical or suspended applications. Is it suitable for this type of application? The product is specifically made for structural concrete repair, repairing bridge decks, parking decks, and other similar applications. You are welcome to submit alternative products for review.
2. Note 1 on drawing sheet 2 of 6 calls for designed temporary shoring. It appears we're just removing edge and surface spalling based on the drawings and photos. Are we misunderstanding the intent and is there a need for shoring? There should not be a need for designed shoring.
3. Section A-A on drawing sheet 2 of 6 has a note to remove concrete to a minimum depth of 4" but the section itself only shows removing the concrete 3/4" behind the reinforcing steel. Please clarify. Yes, it says to remove to a depth of 4" and minimum of 3/4" behind bars. Both requirements need to be met.
4. Note 3 on drawing sheet 2 of 6 state that reinforcing steel "to be replaced are to be determined by the engineer during demolition." She we assume a certain quantity that will need to be replaced, or will that be addressed by change order on an as-needed basis? Price of reinforcing steel should be included in the concrete repair.
5. Note 4 on drawing sheet 2 of 6 references a "Qualified Products List 3, Section B6." I do not see products other than the single page concrete specification that was attached with the bid package. Disregard the note referencing Section B6.
6. Under the Scope of Work section on sheet 2 of 6, it references "Machine Room Floor – Concrete Repairs as Specified in Plan." I do not see any notes or photos referencing the Machin Room Floor. Please clarify. Sheet 2 has a Concrete Repair Key. Repair no. 10 notes that the column is damaged at the floor.
7. Regarding the restroom addition, is it the design intent to remove the existing slab-on-grade and pour back per the structural drawings? Yes
8. The existing storefront that is currently installed on the site has a tube steel header across the top to support. There is no mention of this in our drawing package for the new storefront. Please confirm type/size required. Contractor may utilize a header if needed for strength of storefront system. This is not a structural building item.
9. The existing storefront that is currently installed on the site also has a wood handrail/guardrail. Is this required at the new storefront location? If so, please confirm size. Not required.
10. Can you clarify how far away the sanitary and water tie-ins are from the restroom? It is our understanding that they are at the front of the adjacent building. Contractor to confirm.
11. There is an existing masonry wall along the back currently. Is it being removed as well and being rebuilt? Yes.
12. Are there any guidelines as to how long we can shut the Incline down or when that would need to take place? This would need to be scheduled with Matthew Higgins, Director of the Incline Railway. Throughout the summer months, CARTA does not intend to shut the Incline Railway. If possible, contractor could work before or after hours for any work that requires the shutdown of the Incline Railway.

13. CARTA is not including liquidated damages at this time.

Annie Powell

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