

TG03 - Buttress, Shoring, Excavation - Issued for Bid

Questions are numbered in the order received. Question numbers missing in the sequence either have been answered or are still under review and will be published in future responses.

Question No.	Submission Date	Question	Response
TG0300-0123	8.25.2010	<p>Reference specification 31 55 00.</p> <p>In Spec Section 31 55 00 on Page 5 Sub-Section 1.5.B.3. it says that we are to include incidental loads defined by the Contractor (Webcor/Ob??). Can you Please define these loads now during the Bidding Process?</p> <p>In Spec Section 31 55 00 on Page 6 Sub-Section 1.5.I. it says that we are to coordinate clearances with the Contractor (Webcor/Ob???). Can you Please define the required clearances now during the Bidding Process?</p> <p>In Spec Section 31 55 00 on page 8 Sub-Section 1.7.D. it says that the Contractor (Webcor/Ob???) shall retain a Special Inspector. Does "shall retain" mean that the Contractor (Webcor/Ob???) will also pay for the Special Inspector services and their testing(s)?</p> <p>In Spec Section 31 55 00 on page 8 Sub-Section 1.8.B. there is reference made to Section 33 55 00 1.4.B.7.. This Section 33 55 00 does not exist in the documents, but should be a reference to 31 55 00 1.4.B.7., The 33 should be a 31. Can we get this confirmed and changed?</p>	<p>1. Incidental Loads: See response TG0300-0107, posted 8/31/10.</p> <p>2. Clearance: Refer to response to TG0300-0005 (posted 8/23/10) for comment on clearances.</p> <p>3. Special Inspector: For Section 31 55 00, Page 8 paragraph 1.7.D - Inspections of temporary works are the responsibility of the Trade Subcontractor.</p> <p>4. Reference to Section 33 55 00 paragraph 1.4.B.7: Yes, confirmed that reference to 33 55 00 should be 31 55 00.</p>
TG0300-0159	9.3.2010	<p>Schedule A on S1-3201 identifies top of structure elevations. When these elevations are cross referenced against the elevations of the cross streets the temporary bridges that tie into it will be several feet above grade, unless there is a provision for a concrete "leave out" Drawing A 5206 shows First Street Elevation at 14.94. The top of structure at this zone is from 12.79' to 13.47', this allows less than 2' for the temporary bridge installation. Depending on the final Temp. bridge design and clearance necessary to construct box structure below the bridge deck may be as much as 6' above the city street. Is it the owners intent to ramp up on the city street to the temp bridge elevation? If so what is the max grade allowed for the approach ramp?</p> <p>Also, please comment on the intent for side sloping, access for business, support of fill, etc. This condition applies to Beale street as well .</p>	<p>S1-3201 shows general top of structural elevations at the Ground Floor Slab. The schedule is not intended to show all top of structural elevations.</p> <p>Utility corridors are to be provided at the cross streets of Beale, Fremont, and First. Where required, the temporary bridges are provided over the area of the utility corridors, which are lower than the adjacent slabs. See architectural drawings A1-6000, A1-6118, and A1-6231 provided for reference.</p> <p>Note that drawing A-5206 referred to in the information request was not included in the BSE package.</p> <p>The temporary bridges will be set to tie into existing street grades without significant changes in elevation. This approach will avoid</p>

			the need for side sloping, or other grading for access.
TG0300-0173	9.23.2010	<p>Reference Exhibit A, Section IV.C.14 (p. 10).</p> <p>Exhibit A states: "Existing temporary shoring wall installed by Existing Terminal and Ramps Demolition Contractor at the eastside of Fremont Street shall be removed and disposed in accordance with the Contract Documents."</p> <p>However, the Terminal Demolition Plans include notes stating that ". . . Contractor to furnish and install shoring and bracing as necessary to ensure no adverse impacts to adjacent roadways and building." These notes seem to apply to the entire perimeter of the existing building and not just to the eastside of Fremont St.</p> <p>Please clarify if the TG03 Contract includes removal of the previously installed shoring and bracing along the eastside of Fremont Street only, or also around the entire perimeter of the existing terminal structure.</p>	<p>Note 10 on D-0001 (and similar notes on others drawing sheets) requires Contractor to provide means for temporary ground support as required and as necessary to protect adjacent ground when excavation demands such protection. One example of this requirement is the pre-trenching activities prior to installing CDSM wall as required per note 11 on GT 2101 (and similar notes on other sheets). The temporary shoring walls installed for excavation by this Work will need to be removed by this trade contract as part of underground structure demolition and clearing per the same note 10 on D-0001.</p>
TG0300-0231	9.15.2010	<p>Reference specifications 00 07 00, 8.02, 31 23 19, 1.7.C, 00 08 13/APD-1 and QBD TG0300-0019.</p> <p>We request a copy of the NPDES Discharge Permit applicable to this project.</p> <p>If the analytical testing performed by TJPA representative requires wastewater treatment prior to discharge (by TJPA), who assumes the risk of delay to the project if the dewatering is interrupted by executing this treatment process?</p>	<p>Should analytical testing find treatment to be required prior to discharging wastewater and it results in delay to the project, this shall be processed in accordance with Section 00 07 00, article 7.02.</p>
TG0300-0252	9.21.2010	<p>Reference Q&A TG0300-0022</p> <p>We request a Bid date postponement of an additional three (3) weeks to November 2, 2010</p>	<p>An extension of Bid date to November 9, 2010, at 2:00 PM was posted on the TJPA website on September 27, 2010. Bid questions will not be accepted after 2:00 PM on October 8, 2010.</p>
TG0300-0262	9.21.2010	<p>Reference Specification 03 30 01 Cast-In-Place Concrete Part 2.2.E</p> <p>Design compressive strength range for Type A (Primary Shaft) concrete will require some very defined strength gain between 7 and 28 days (from 500 to 2,000 psi) with a maximum cap of 3,000 psi after 28 days. It is understood that the strength gain of the Primary shafts will greatly influence the ability to cut the Secondary shafts. Shaft C9 will most likely be cut into C8 after more than 35 days due to the required interface coring schema of TJPA. Any concrete strength higher than 2,000 psi will make the drilling/cutting of shaft C9 very difficult. Since the buttress structure will most likely not be activated' within 28 days after the shaft was poured, can the 2,000 psi requirement be extended to 56 or even 90 days? It would also help, If the maximum limit would be higher than 3,000 psi at 28 days to have more flexibility in designing these mixes...</p>	<p>The rate of strength gain can be reduced so that the design strength is reached after 28 days but less than 91 days. The coring of shaft interfaces will be similarly delayed as the interface strength tests must be conducted on concrete which has reached the design strength. The Contractor's schedule shall allow for slower drilling at secondary shafts along rows 9 and 10.5 since the number of primary shafts at rows 8 and 9.5, which will have been placed by the time rows 9 and 10.5 are drilled, will be greater.</p> <p>Increasing the maximum strength of the concrete is not acceptable.</p> <p>Note: The shafts which will be cored to check</p>

			the concrete interface strength were changed in Addendum 3 from C/4 through C/8 to C/2 through C/6. This change was made to avoid having to cut through the additional ~55 feet of concrete at row 8 after the interface tests have been conducted.
TG0300-0264	9.21.2010	Reference Specification 31 56 13 - 11/3.11 B.6.a "The Testing Agency shall obtain six discrete wet samples...". How are wet samples to be obtained? Is sampling from the panel reflow sufficient, or are they to be obtained with a grab from within the panel? If the latter is the case, at what elevation will they be pulled from?	Wet samples shall be pulled from a depth of 70 feet (+/- 5 feet) below the original ground surface by the Contractor using an apparatus which is suitable to the Contractor's drilling and mixing system. The Testing Agency shall obtain these samples from the Contractor and cast the cylinders. Sampling of the reflow is not acceptable.
TG0300-0266	9.21.2010	Reference Specification 03 30 01 - Part 2.2.2 Type "A" concrete strength of 3,000 psi at 28 days is required. Since final excavation of this concrete will most likely take place later than 28 days after the shaft construction, would it be acceptable when this maximum strength is achieved at 56 or 90 days? Slow setting concrete would be preferred for the primary Shafts.	See response TG0300-0262.
TG0300-0272	9.21.2010	Reference Q&A TG0300-0096 As per response to the question TG0300-0096 (see Q&A dated 8/20/2010), "Temporary tiebacks are acceptable on wall segment XI-I. The embedded length of the tieback shall not exceed 50 feet". Based on the available information regarding onsite geotechnical conditions and in accordance with expected size of failure plane for the approximately 60 feet deep excavation, it was estimated that unbounded length of the upper level tiebacks will be approximately 30 feet or more. If not more than 50 ft tiebacks will be used, corresponding bonded length of the tiebacks will not exceed 20 feet. That appears not to be enough bonded length to achieve required tension capacity of the tieback. A. Considering the fact that the bonded end of the tiebacks is anticipated to be more than 22 feet below the ground level, can tiebacks be extended beyond the 50 feet limit? B. Please clarify which load diagram presented on the drawing GT-IIIIO is applicable for the wall segment X1-1. C. Due to the fact that the wall segment X1-1 is "independent" of the opposite side (north) wall, could the soil pressure diagram be modified 1 developed for this specific wall (segment X1-1).	The revised shoring wall and train box layout eliminates the option to use tiebacks at wall segment X1-1. Tiebacks are not acceptable at wall segment X1-1.
TG0300-0276	9.21.2010	In addition to CSL testing to be performed at 301 Mission Street Buttress Shafts C/4 to C/8 (as indicated on Bid Drawing GT-2201, Installation Sequence Note 3), what is the frequency required for CSL testing at the 301 Mission Street Buttress Piles to verify the continuity of overlap between Primary and Secondary Shafts?	The purpose of the cores described in Installation Sequence note 3 on GT-2201 is to test the shaft-to-shaft interface strength. Cored holes are required for sonic testing. Refer to article 3.9 D in Section 31 63 29. Also refer to response TG 0300-0269, posted 9/27/10.
TG0300-	9.21.2010	Per Bid Drawing GT-2201, Installation Sequence Notes 3 & 4, CSL is to be	Only cored holes and/or steel tubes will be

0277		performed in cored holes at 301 Mission Street Buttress Shafts C/4 to C/8. The Buttress Shaft Specifications (Section 31 63 29, Part 3.8.12) indicates that drilled holes or steel tubes are to be used to perform CSL testing. Per the ARUP Prototype Test Program & Monitoring During Construction of Drilled Shafts Final Report, drilled holes for CSL testing could not be constructed. Please confirm that only cored holes and/or steel tubes are to be used for CSL testing.	used for CSL testing. Refer to article 3.9 D in Section 31 63 29. Note that the purpose of the cores described in Notes 3 and 4 is to test the shaft-to-shaft interface strength. These holes may also be used for CSL testing.
TG0300-0281	9.22.2010	Due to the many issues having been raised by several subcontractors and not having definitive responses to those questions from Webcor/Obayashi, with the complexity of the support-of-excavation and trestle design continuing and the serious nature of addressing risks associated with this challenging project, we urge a minimum four week postponement to the current bid date. A willingness to postpone the bid date and for how long will determine our efforts to continue with the estimating process including the design of the project elements as well as continuing to address and resolve contractual issues.	Refer to response TG0300-0252.
TG0300-0282	9.22.2010	Reference drawing sheets D-2200 & D-2210. Properties at 77&83 Natoma require demolition of wall and below grade footing in order to allow construction of the shoring wall. We have not been able to find information for the existing walls and footings for these buildings. Please provide.	For bidding purposes, it should be assumed that these existing buildings have unreinforced masonry walls, slab on grade, and shallow footers (<3' deep) at exterior walls and interior columns.
TG0300-0283	9.22.2010	Reference specification 02 41 19, paragraph 1.6.A. The above reference specification require that the company specializing in performing the removal of timber & concrete piling have a documented minimum of 5 years experience in removing existing piles. Please provide names and contact numbers of firms known by you that have the required experience.	Bidder is responsible for identifying appropriately experienced companies.
TG0300-0284	9.23.2010	Reference drawing sheet GT-2101. The response to QBD 177 indicates the shoring wall line will be adjusted prior to installation. We assume the shoring lines at walls X1-1 & R2-1 will be adjusted to match the structural walls. Please provide revised drawings ASAP. So bidders do not continue to develop & price plans that are to be changed.	Bid should be based on current design. Any future change will be post-contract award.