

**SAN FRANCISCO BAY AREA  
WATER EMERGENCY TRANSPORTATION  
AUTHORITY**

**CONSTRUCTION MANAGEMENT SERVICES  
PIER 9 BERTHING FACILITY**

**ADDENDUM NO. 1**

March 3, 2010

Contact information for Project Manager  
Pre-Proposal Conference attendees  
Q&As

**SCOPE**

This Addendum No. 1 consists of 3 pages (including attachment). It does the following:

1. Changes Project Manager contact information to provide correct phone number.
2. Provides a list of the attendees to the Pre-Proposal conference held on February 18, 2010.
3. Provides a list of questions and answers asked to date.

**CONTACT INFORMATION**

The contact number for John Sindzinski noted in the RFQ was incorrect. The correct number for Mr. Sindzinski is **(415) 384-3182**.

**ATTENDEE LIST**

Pre-Proposal Conference Attendee List, February 19, 2010:

<b>Name</b>	<b>Company</b>	<b>Email</b>
Saji Muanza	MSE Group	<a href="mailto:smuanza@msegrp.com">smuanza@msegrp.com</a>
Bill Davis	Ghirardelli Associates	<a href="mailto:bdavis@ghirardelliassoc.com">bdavis@ghirardelliassoc.com</a>
David Adelberg	APSI Construction Mgmt.	<a href="mailto:david.adelberg@apsicm.com">david.adelberg@apsicm.com</a>
Charlie Walther	Walther Engineering Services	<a href="mailto:charwalther@aol.com">charwalther@aol.com</a>
Don Lim	Aerotek	<a href="mailto:dlim@aerotek.com">dlim@aerotek.com</a>
Ben Hafner	Aerotek	<a href="mailto:bhafner@aerotek.com">bhafner@aerotek.com</a>

**QUESTIONS AND ANSWERS**

Q1: Will office space be provided?

- A1: Yes, office space will be provided for a maximum of two CMs at WETA's Administrative Office on Pier 9 during the period that construction is taking place.
- Q2: Will computer access be provided?  
A2: WETA will provide Internet access; the CM is expected to supply any computer hardware, software, and accessories necessary for this work.
- Q3: What is the anticipated duration of the contract?  
A3: Construction management services will be required over an expected course of 4-7 months.
- Q4: Will the floats be constructed of steel or concrete?  
A4: Steel.
- Q5: Where will the custom components of this project be fabricated?  
A5: The fabrication site will be known once a construction contractor has been selected for this project.
- Q6: Will the CM be required to monitor fabrication on-site?  
A6: Yes, the CM will be required to perform periodic quality control checks at the fabrication site(s). Proposals should take into account that the amount of travel required for this work will depend on where the fabrication site(s) are located.
- Q7: Will the CM be responsible for securing a building permit from the Port of San Francisco?  
A7: Yes.
- Q8: What utilities will be provided as part of this project?  
A8: Power, water, and sewage.
- Q9: What construction mitigations are required for this project?  
A9: See Mitigation Monitoring Program in Attachment 1.
- Q10: Will the float be used for passenger boarding?  
A10: No.
- Q11: Will copies of the design specifications be available or posted on-line?  
A11: Design plans will only be available for review at the WETA Administrative Offices on Pier 9. The plans will **not** be posted on-line.

**ISSUED BY:**

  
\_\_\_\_\_  
John Sindzinski  
Manager, Planning and Development

3/3/10  
\_\_\_\_\_  
Date

**ATTACHMENT 1  
MITIGATION MONITORING PROGRAM  
PIER 9 LAYOVER FERRY BERTH FACILITY**

Potentially Significant Impact	Mitigation Measure	Implementing Action	Timing of Verification	Responsible Department/Agency	Compliance Verification
<p><b>Construction-Related Air Emissions:</b> During the period of construction diesel emissions would be generated by diesel powered pile-driving equipment. This would result in the temporary release of diesel exhaust, fumes and odors.</p>	<p><b>Mitigation Measure 3-1:</b> The WETA shall require the Project contractor(s) to maintain and operate pile-driving equipment so as to minimize exhaust emissions or particulates and other pollutants. The construction contractor shall, to the extent possible, be required to implement feasible measures to reduce diesel particulate matter in construction equipment and vehicle exhaust, such as use of late model or retrofitted equipment, and/or use of particulate traps on diesel engines. Without limitation, the contractor shall be required to maintain properly tuned equipment and to prohibit idling motors/engines when equipment is not in use.</p>	<p>WETA and Construction Contractor</p>	<p>Prior to Initiating Project Construction at Pier 9</p>	<p>WETA</p>	
<p><b>Construction Noise:</b> Pile driving and installation of the gangways would temporarily increase noise in the Project vicinity. .</p>	<p><b>Mitigation Measure 11-1:</b> To reduce pile driving noise, "vibratory" pile driving should be used wherever feasible. The vibratory pile driving technique, despite its name, does not generate vibration levels higher than the standard pile driving technique. It does, however, generate lower, less-intrusive noise levels.</p>	<p>WETA and Construction Contractor</p>	<p>Prior to Initiating Project Construction at Pier 9</p>	<p>WETA</p>	