PORT CORPUS CHRISTI

Project No. 11-027B

January 27, 2012

TO ALL POTENTIAL BIDDERS

Subject: Addendum No. 1 for Oil Dock No. 6 Fender Upgrades and Breasting/Mooring Structure Replacement

Ladies/Gentlemen:

This addendum is considered part of the Contract Documents and is issued to change, amplify, add to, delete from, or otherwise explain the Contract Documents. Where provisions of this addendum differ from those of the original Contract Documents, this addendum will take precedence and govern.

Bidders are hereby notified that they must incorporate this addendum into their bids, and it will be construed that the contractor's bid reflects with full knowledge all items, changes, and modifications to the Contract Documents herein specified. Bidders will acknowledge receipt of this addendum in the space provided on the Bid form.

SPECIAL CONDITIONS

Paragraph 1.05, SCHEDULING CONSTRAINTS. Delete this section and replace with the following:

"1.05 SCHEDULING CONSTRAINTS. Oil Dock 6 is an active public oil dock that is used frequently by barges. The dock will be closed intermittently to barge traffic during the proposed work. The Contractor will not interrupt operations of the PCCA and its users. The Contractor will generally stage barges, floats, boats, material, and equipment to minimize potential conflict with barge traffic at these docks and surrounding dock facilities. The Contractor may be required to move barges, floats, boats and/or materials and equipment as directed or as necessary for navigation and mooring of any vessels using these facilities.

Though barge schedules change continually, the PCCA will make every reasonable effort to keep the Contractor apprised of barge arrival and departure times. Generally the Contractor will be given the following week's schedule by 5:00 p.m. on the preceding Thursday so that crews can be informed of the projected following week's activities. However, there may be times when the Contractor may not be able to work. Typically, the Contractor will have three to five periods of consecutive workdays per month, with each period lasting about three to four days. Thursday's projected schedule will include whether or not the dock will be open to barge traffic after the Contractor's workday. For

the Contract, the Contractor will be guaranteed at least sixteen calendar days per month. Details and procedures for communicating this information will be established at the pre-construction conference. For the purpose of this contract, a workday will be any day of the month starting at 7:00 a.m. and ending at 5:00 p.m. The Contractor may be able to work past 5:00 p.m. with PCCA approval in advance of the work day, but for tracking workdays and stand-by days, the 7:00 a.m. – 5:00 p.m. period will constitute a workday.

Contractor shall schedule the work to ensure that when the dock opens to barge traffic at the end of a workday or dock closure period that no obstructions, including partially driven piles, extend beyond the face of the dock. Unless otherwise agreed or coordinated with the PCCA during the construction, the Contractor shall assume that the dock will be open to barge traffic from 6 p.m. to 6 a.m. each workday."

TECHNICAL SPECIFICATIONS

1. Section 05 10 00, "Structural Steel and Hardware." Paragraph 3.01 ERECTION. Add the paragraph to read as follows:

   "D. Provide temporary protection for and from the 2-pile and 3-pile steel structures under construction, by mounting 12" minimum dimension timber beams or rubber fenders or spacers on the north (breasting side) of the steel structures."

2. Section 09 91 10, "Coal Tar Epoxy Coating." This specification was inadvertently not included in the bid package. Insert the attached specification.

Sincerely,

David L. Krams, P.E.
Manger of Channel Development

DLK/mmm
Enclosures
cc: Greg Brubeck
Sarah Garza
David L. Michaelsen

SECTION 09 91 10

COAL TAR EPOXY COATING

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

This Section includes the coating of new steel fabrications with coal tar epoxy, and the touch-up of existing coal-tar epoxy coatings on existing steel structures that are damaged during construction. The requirements herein are a minimum. Strict compliance with these requirements will not relieve the CONTRACTOR of the responsibility of adopting whatever additional provisions may be necessary to insure the successful completion of the work.

1.03 QUALITY ASSURANCE

Application shall be by an experienced painter, with a minimum of five years documented experience in this type work.

1.04 SUBMITTALS

A. Submit manufacturer's published literature for products to be used.

B. Submit letter of conformance from the coating manufacturer's representative stating he/she has examined the surface preparation techniques, the coating application processes, recoat intervals, and the D.F.T. specified herein.

PART 2 - PRODUCTS

2.01 MATERIALS

A. After all fabrication is complete, the surfaces shall be prepared in accordance with Section 3.01 and the following coating shall be used:

1. First Coat: 8 mils coal tar epoxy, Carboline Bitumastic 300M, Coal Tar Epoxy manufactured by Carboline Company or Engineer approved equal (COE C-200, SSPC 16-68T).

2. Second Coat: 8 mils coal tar epoxy, Carboline Bitumastic 300M, manufactured by Carboline Company, Inc. or Engineer approved equal (COE C-200, SSPC 16-68T).

B. Alternate Option:

1. Single Coat: 18 mils DFT, Tnemec 46H-413 Hi-Build Tneme-Tar Polyamide Epoxy-Coal Tar, manufactured by Tnemec Co., Inc. or PCCA approved equal (COE C-200, SSPC 16-68T).

PART 3 - EXECUTION

3.01 SURFACE PREPARATION

A. Surface preparation shall be in strict accordance with the coating manufacturer's recommendations and this specification. Whenever practical, fabrication shall be complete prior to coating.

B. Before surface preparation, all exposed hot rolled, flame cut or sheared edges shall be ground to a radius of one-half the plate's thickness or a maximum of 3/16 in. radius. All welds, protrusions and sharp edges shall be ground smooth and all weld spatter removed. Surfaces shall be prepared in accordance with SSPC-SP3.

C. The prepared surface shall be cleaned of dust and dried as soon as practical using clean, dry compressed air. The coating operation shall begin immediately after cleaning and drying all surfaces.

D. All previous coats shall be kept clean and dry from the time of coating until the coating has completely cured. If moisture is present, the surface shall be dried. Minimum and maximum drying times of coating shall be followed as specified by the manufacturer. Subsequent coats of coal-tar epoxy shall be applied over previous coats of coal-tar epoxy while the previous coat is still "tacky" unless other manufacturer's instruction specifically requires a different procedure.

3.02 APPLICATION

A. Each type of coating shall be applied using the manufacturer's recommended equipment, operating pressure and technique by persons experienced with and normally involved in the application of each type of coating.

B. No coating shall be applied in overly windy, dusty or moist conditions or when it is anticipated that the relative humidity may exceed 85% before the coating is properly cured.

C. Take necessary precautions to prevent any coal-tar epoxy material from falling into water.

3.03 NOTIFICATION

Each coating thickness shall be checked by the applicator before the next coating is applied. PCCA shall be notified prior to application of second coat and be given the opportunity to check coating thicknesses. After coating, any locations detected with a

total D.F.T. less than 16 mils, shall be repaired at the discretion of the PCCA. (PCCA shall be notified prior to application of coating and be given the opportunity to check coating thickness).

3.04 COATING REPAIR

A. All coating surfaces damaged by handling, cutting and welding or in any other way damaged must be carefully and fully repaired in accordance with these specifications and the coating manufacturer's recommendations.

B. The damaged coating area and the bordering area 2 in. outside the damaged area shall be removed by cutting a neat uniform perimeter with a wood chisel laid back at an angle of 45° to the surface and by power tool cleaning (SSPC-SP3). The adjacent undamaged area of coating shall be protected during surface preparation and subsequent coating operations. Take necessary precautions to prevent any coal-tar epoxy material from falling into water.

C. As soon as practical after preparing the surface, it shall be cleaned as previously described under surface preparation taking care not to over spray undamaged coating. Recoating shall begin immediately after cleaning and drying and shall be done according to 3.02.

D. All coatings not applied in accordance with the manufacturer's recommendations shall be repaired in accordance with the manufacturer's recommendation.

3.05 TESTING

A. The following methods and procedures shall be used for testing the coal tar epoxy coating:

1. For testing dry film thickness, the procedures outlined in SSPC-Paint Application Specification No. 2 shall be followed.

2. When testing for holidays, test for holidays in the total coating system using a wet-sponge holiday detector in accordance with the manufacturer's printed instructions. Low voltage holiday detectors shall be used if the film thickness is 20 mils or less. Voltage settings and procedures must be in strict accordance with NACE RPO188-88, Standard Recommended Practice for Discontinuity (Holiday) Testing of Protective Coatings.

PART 4 – MEASUREMENT & PAYMENT

(Not Used)

END OF SECTION