

## DOCUMENT 00 21 14

## QUESTIONS ON BID DOCUMENTS (QBD)

*Potential Bidders must complete this QBD Form and submit to the address below no later than 4:00 PM and three (3) business days before the bid opening date.*

Project: PIER 80 MOORING AND BERTHING  
IMPROVEMENTS

Contract No. 2871

To: Port of San Francisco  
Pier 1  
San Francisco, CA 94111  
Phone: (415) 274-0526  
Attention: **Noel Aquino**  
Email: [constructionbids@sfport.com](mailto:constructionbids@sfport.com)

City Use Only	
QBD No.	018
Received by:	Noel A.
Date Received:	4/11/25
Addendum Issued?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date Sent	
Response:	4/11/25

CONTRACTOR'S QUESTIONS			
Company Name:	Vortex Marine Construction, Inc.	Date	4/11/25
Contact Name:	Edwin Enriquez	Tel:	510-261-2400
Title:	Senior Estimator	Fax:	510-261-2444
<i>Check One Only (Use separate form for each specifications and drawing question.)</i>			
<input type="checkbox"/> Spec. Section:		Paragraph(s):	
<input checked="" type="checkbox"/> Drawing Sheet:	S-003, S-601	Detail(s):	
<p><b>Question:</b></p> <p>We respectfully request a revision to the plans and specifications to allow for core drilling of the fender anchors, as we have identified a conflict in the process: Currently the specifications call for mapping of the rebar prior to fabrication or drilling. However, for the rebar to be mapped, the timber fender system will have to be removed in its entirety to allow access to the concrete beam face. As the current rebar mapping technology only reaches 12" into concrete, there will not be a reliable way to ensure that rebar is not encountered while drilling the anchor holes, which would likely occur deep in the holes. Furthermore, as the fender system components are long lead time items, orders will need to be placed immediately upon award of the contract, and the drilled holes for the mounting hardware will have to align with the holes in the hardware itself.</p> <p>By utilizing coring, the same mapping can be used as best efforts to avoid rebar, with reliable results once the process begins. This would ensure minimal delay to reinstallation of the fender system. It should also be noted that the proposed epoxy system by Simpson specifically allows core-drilled hole with no reduction in the tension load versus drilled holes (see attachment)</p>			
By:	Bureau/Title:	Date:	

Noel A.

Port of SF

4/11/25

The reply is an answer to a Bidder's question. The reply does not change the Bid Documents unless the information contained therein is issued in an Addendum. At the sole discretion of the City, the question and reply may be returned to the questioner and distributed to all bidding general contractors for informational purposes.

**SEE RESPONSE ON PAGE 2**

**RESPONSE:**

Port will not modify plans and specs to allow for coring. The selected contractor can request and demonstrate that coring is a viable option during construction and must also receive approval from the affected manufacturers that they will accept core drilled holes.