
Waterfront Structural Consulting, LLC

Memorandum

To: Nordic Fisheries

From: Craig Sams

Date: 4/23/18

CC: Pre-Bid Attendees

Topic: Pre-Bid Site Visit Meeting

A pre bid meeting was held today, December 19th on the premises of the Nordic Fisheries, Inc., New Bedford, MA for the project: Rehabilitation of North Terminal Station 5+50 to 10+00 in accordance with a previous e-mail invitation of Craig Sams.

Nordic Fisheries, Inc. was represented by Peter Anthony, Project Manager, Michael Livingstone, attorney for Nordic and Kyle Anthony, Assistant Project Manager.

Also present for Nordic was Alexander Haag of GZA GeoEnvironmental Engineering, consultant for Nordic Inc.

According to the sign-up sheet, the following companies had a representative in attendance:

- Coastal Marine
- AA Will Corp.
- Northern Construction Service
- Mohawk Northeast
- JF Brennan
- MAS Building & Bridge
- Regan Marine Construction
- Manafort Transit
- AGM Marine
- Robert B. Our Marine

After a sign in period, the meeting commenced at 10:10 with an introduction and overview of the Project by Craig Sams according to the following outline:

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1. INTRODUCTIONS
 - a. WSC, LLC – Craig Sams
 - b. GZA – Alexander Haag
 - c. Nordic Fisheries
 - i. Mike Livingstone
 - ii. Peter Anthony
 - iii. Kyle Anthony
 2. SUMMARY OF THE WORK
 - a. Overview
 - i. Sheet pile
 - ii. Rock anchors -steep angle to miss sheeting
 - iii. Backfill / vibro-compaction
 - iv. Fender system
 - b. Return walls / rip rap
 - c. outfall
 3. PROJECT DOCUMENTS
 - a. ALL POSTED ON DROPBOX
 - i. DRAWINGS
 - ii. TECHNICAL SPEC
 - iii. CONTRACT DOCUMENTS
 - iv. PERMITS
 - v. REFERENCE MATERIAL
 4. SCHEDULE
 - a. December 9, 2022 – Proposals sent to potential bidders.
 - b. December 19, 2022 – Mandatory on-site pre-bid meeting.
 - c. December 30, 2022 – Requests for explanations due.
 - d. January 6, 2023 – Addendums issued.
 - e. January 27, 2023 – Bid proposals due.
 - f. February 10, 2023 – Project awarded.
 - g. March 10, 2022 – Approximate start date.
 5. PERMITS
 - a. STATUS
 - i. NOI/OOC are in hand
 - ii. WQC in hand
 - iii. CH91/ AOC waiting on signature
 6. PHASING
 - a. 2 Phases to accommodate Nordic Fisheries activity at the dock and berthing requirements.
 - b. Phase 1 needs to be completed prior to moving on to Phase 2
 7. EXISTING CONDITIONS
 - a. The existing wharf is in poor condition due to corrosion of the steel piles.
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b. Live loading on the deck is limited to light vehicles and pedestrians.

8. WALK THE SITE

Those present were asked to submit questions by e-mail and were told that general questions would be answered by a common reply to all potential bidders known to Nordic in so far as possible such that everyone would have the benefit of the same answers and information.

A walking tour of the site was then commenced, beginning at the north end of the property. The situation regarding the City of New Bedford's outfall pipe was identified and those present told that any repair work required by the City of New Bedford on the outfall pipe manhole, if any, would be considered as an add on to the bid price once such work, if any, was determined when the outfall pipe was exposed and its condition known. It was also noted that the potential work to the outfall manhole will be completely separate from this project. Nordic reserved the right to have another contractor do such work if it cannot come to an agreeable figure for additional cost with the successful bidder for the Project. It was explained to those present that the scallop boats present today would be removed from the northern portion of docks for Phase 1 and the southern portion of the dock for Phase 2. The boat repair facility would continue in operation during the entirety of the Project at either the south or north ends depending on which Phase of the construction is active. The ice plant on the southern portion of the locus would continue operation however the owner will remove the ice dispensing structure once Phase 2 starts. Those present were told that it is anticipated that most of the construction would be done from barges to the immediate east of the Project. Limited electrical power and hose water would be available to the successful bidder from the existing building. The immediate lay down area was also shown to the group as well as a description of a nearby off-site area that the successful bidder could also use during the demolition and construction of both Phases of the Project, all materials and equipment stored at their own risk.

The group paused at the expansion joint in the approximate north/south middle of the Project site which was suggested to be the southerly end of Phase 1 of the Project.

The group continued to and stopped at the far southerly end of the property and the termination wall was described and pointed out to those present along with the existing Ice plant which will continue in operation during both Phases of the Project.

It was pointed out that the tie back wale is intended to be placed in position prior to driving the sheet pile.

The presence of riprap and/or broken stone below the existing pile-supported pier was pointed out and the requirement for installation of the return-wall sheet piles through the riprap and broken stone overlying the natural soils and to refusal on bedrock at the site was indicated. It was noted that a line item for riprap excavation and obstruction removal was included on the bid form.

The group returned to the point of beginning and were given copies of the meeting outline and business cards from Mike Livingstone with his contact information. Those present were told that they could contact Mike Livingstone to arrange for further views and inspections of the locus at any time mutually convenient before submitting their actual bids for the Project. Some present took cell phone pictures of the docks and Project area.

There being no follow up questions, the on site pre bid meeting was concluded at 10:40am and this summary thereafter sent to those present.

Craig Sams