

## Response to Bid Questions

**Project:** DRWC Pier Rehabilitation

**Location:** Philadelphia, Pennsylvania

**From:** Childs Engineering

**Date:** 01/27/2026

---

Below please find the questions and responses for the DRWC Pier Rehabilitation Project:

### **Question #1**

Please confirm if diving directly from each pier is acceptable as well as the weight limit for equipment at each pier. If not acceptable, please indicate which piers require working from the water.

### **Response**

Diving directly from the piers will not be allowed.

Weight limits are as follows:

- a. Race Street Pier – only small gator type vehicles will be allowed on the pier.
- b. Penns Landing Piers - Due to the other work being performed at Penns Landing, there is no guarantee that access to these locations will be available. The contractor, at his own risk, is to determine access directly from these piers. Max weight allowed on these piers is 8 ton gross vehicle weight.
- c. Washington Ave Pier 53 – This pier is a trail pier, only gator type vehicles will be allowed
- d. Pier 68 – This is a trail pier, only gator type vehicles will be allowed.

### **Question #2**

Please confirm if the welds on Wharf 3 & 4 are to be continuous or stitch weld?

### **Response**

The welds are to be continuous.

**Question #3**

RFP page 8 V (m) refers to work occurring to the underside of the timber deck at Heliport Pier 36. This area was not listed on the Bid Documents Itemized Bid sheet. Please confirm this work is not part of this proposal.

**Response**

No work on Heliport Pier 36 is to be performed on this contract.

**Question #4**

On page 7 of 10 on plan page "Quay Pier Repair Details", Note 7 ( Wire brush and coat the exposed reinforcing with epoxy paint) has an arrow pointing to a spot on the outside of Bent 7. Does this detail apply to the entire pier? Or just exposed reinforcing in that specific area?

**Response**

Just the exposed reinforcing in that specific area.