

ADDENDUM NO. 1

December 22, 2015

INSTALLATION OF LIVE LOAD HANGER PIN ASSEMBLIES FOR SKAGIT COUNTY FERRY TERMINALS

NOTICE TO PROSPECTIVE BIDDERS

NOTICE IS HEREBY GIVEN BY SKAGIT COUNTY that the Contract Plans and Specifications are modified and supplemented as follows:

Delete Page 20 of 21, and Page 21 of 21, and replace with the following:

SPECIFICATIONS

SCOPE OF WORK:

Skagit County operates a ferry service between Anacortes and Guemes Island. The terminals on each side of the ferry run are capable of loading vehicles onto the ferry. To transfer the vehicles, the terminals utilize a transfer span that rests on a girder system which is raised or lowered using a counterweight system. The transfer span is raised or lowered to account for the height of the tide. During the ferry loading procedure, the live load hanger pin assembly deploys pins using a hydraulic ram. The live load hanger pin assembly is welded in place on the girder system that is raised and lowered with the transfer span. When the pins are deployed, the transfer span is no longer supported by the cable counter weight system, but by the live load hanger beams and the pins.

The load from the transfer ramp is transmitted from the beams to the live load hanger pin, two (2) 1" thick bearing plates welded to the beams, and the live load hanger beam that rests between the two bearing plates. The design intent is to have the whole load from the transfer span supported by the 1" thick plates, the live load hanger beam and the pin. Due to dissimilar metals between the pin and the bearing plates, the 1" bearing plate holes have eroded over time. This has caused the pins to become offset and improperly load the 1/2" pin guide plates of the pin assembly support structure. This improper load has caused accelerated corrosion and fatigue of the support structure.

Shearer Design, LLC along with Art Anderson Associates, have designed a replacement for the live load hanger pin assembly. The new design replaces the existing welded-in design for a modular drop-in bolted assembly for easy replacement in the event of assembly failure. However, since Skagit County recently replaced the hydraulic ram and pin system, the design utilizes the existing ram and pin, but replaces the support structure.

Skagit County has already fabricated, and will provide, the modular drop-in assemblies. The purpose of the project is to install the four (4) new instances of a modular drop-in assembly in accordance with the Contract Plans and Specifications. The task includes the removal of the existing welded-in assembly, installation of the hydraulic ram and pin into the provided pin assembly housing and reconnecting the pin sensors, and installation of the new bolt-in assembly housing in accordance with the drawings.

Exhibits:

Exhibit "A" Engineer's Drawings
Exhibit "B" HPA, Shoreline Exemption and SEPA Exemption

PRECONSTRUCTION CONFERENCE:

Prior to the Contractor beginning the work, a preconstruction conference will be held between the Contractor, the Engineer and such other interested parties as may be invited. The purpose of the preconstruction conference will be:

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties affected by the work;
3. To establish and review procedures for payment, notifications, approvals, etc.;
4. To establish normal working hours for the work;
5. To review safety standards and traffic control; and
6. To discuss such other related items as may be pertinent to the work.

HOURS OF WORK AND SCHEDULE:

The nature of the work specified affects the ferry's ability to operate because it requires that the rams and pins be removed and re-installed. Upon each landing and unloading of vehicles, the pins must be engaged. The Contractor shall be required to perform the work so as not to interfere with the ferry sailing schedule. The Contractor will likely want to perform the work at night. Additionally, the ferry is shut down each day for one hour at the lunch break, from approximately 11:45 a.m. to 12:45 p.m. The working hours for the Contract shall be established at or prior to the preconstruction conference.

All working hours and days are also subject to local permit and ordinance conditions (such as noise ordinances).

A Notice to Proceed will be issued indicating when work can begin, and how many working days the Contractor will have to complete the work. The schedule will be established at the preconstruction conference before the Notice to Proceed is issued.

CONSTRUCTION SEQUENCE AND STAGING:

The Guemes Ferry system operates on a published regular sailing schedule. The sailing schedule can be found at www.skagitcounty.net/ferry. The contractor shall plan to conduct on site construction activities around the ferry schedule as required to execute the work. A detailed plan of work shall be submitted and approved at least two weeks in advanced of any demolition work being performed.

The Contractor's staging area shall be limited to the overwater area outside the slips at the Anacortes and Guemes Island terminals. If a barge is to be utilized, the barge shall not be allowed to ground out on the seabed at any time and care shall be taken to avoid placing barge spuds in eelgrass beds.

In order to accommodate construction access the County will, at the Contractors request, vacate the ferry slip during the evening hours after the last sailing and before the first sailing. Skagit County will move the ferry to the Port of Anacortes dock after the last sailing and will return the ferry for the first scheduled sailing at 6 am. The Contractor will be responsible for paying the ferry dockage rates assessed by the Port of Anacortes. Skagit County reserves the right to use the ferry terminal berths for emergency sailings during the off hours, which would necessitate the Contractor moving any equipment out of the berth on short notice.

The Contractor may request additional service interruptions on a limited basis. Any proposed service interruptions shall be requested and coordinated with the Ferry Operations Division Manager at least two weeks in advance to allow for public notification.

PROTECTION OF THE PUBLIC:

A safe environment for ferry operations, including vessels, vehicles, Skagit County employees, and passengers — both offshore and on the dock — shall be maintained at all times.

The Contractor shall shield any welding activities from ferries to protect the vision of the captain to the satisfaction of the Engineer. All welding activities shall be shielded to protect the safety of all persons in the area. Shielding is defined as surrounding the work area with a material through which light or spark are not transmitted.

The Contractor shall provide workers with radios, capable of communicating with the ferry vessel Captains at all times.

PRE-BID QUESTIONS and REQUESTS FOR CLARIFICATION

Answers are informational only. Questions submitted by December 21, 2015, at 2:30 p.m. were considered; questions submitted after the deadlines were not considered.

All answers are provided by the Guemes Island Ferry Operations Division Manager, Rachel Rowe.

QUESTION: To confirm, Skagit County is providing all permanent material?

ANSWER: For clarification purposes, Skagit County will provide all permanent material consisting of: four (4) new instances of a modular drop-in assembly in accordance with the contract plans and specifications. The design utilizes the existing ram and pin; therefore, Skagit County will provide the ram and pin as well.

QUESTION: To confirm, the general information says that the new pin assemblies were recently fabricated. What, if any, permanent materials are required for the project?

ANSWER: For clarification purposes, Skagit County will provide all permanent material consisting of: four (4) new instances of a modular drop-in assembly in accordance with the contract plans and specifications. The design utilizes the existing ram and pin; therefore, Skagit County will provide the ram and pin as well.

QUESTION: Will the contractor have to pick up County furnished material? If so where?

ANSWER: For clarification purposes, the contract plans and specifications do not call for the Contractor to pick up the County-furnished material.

QUESTION: What are the testing procedures?

ANSWER: For clarification purposes, please see Sheet S-3 of the plans. Item No. 1 of the general notes states, upon completion of the new work, the pin shall engage the 1" bearing plates on both sides of the live load hanger without resistance. Adjust the pin assembly housing, including tapered or canted shims, as necessary for hydraulic ram to engage & withdraw pin without binding, scraping or other interferences. Weld inspections are visual as per the notes. In addition, testing of the engage/disengage sensor to ensure proper operation upon re-connection will be required.

QUESTION: Will the assembly be furnished coated with WASSER or will the contractor apply coating?

ANSWER: Please see Sheet S-3 of the plans. Item No. 2 of the general notes states, new assembly shall be coated with WASSER coating ODOT Green F4272, similar to existing steel. For clarification purposes, the pin housings are hot dipped galvanized. Coatings are only required where removal was done.

QUESTION: I noticed that there was no pre-bid meeting. Can we send someone at any time to evaluate the existing conditions of the work? Can we access the area by the land or only by boat?

ANSWER: For clarification purposes, please reference the general notes on Sheet S-1 of the plans; specifically item No. 4, which states, site conditions shall be verified by the Contractor prior to bidding. For further clarification please see section labeled, "Examination of Bid and Contract Documents, site and site conditions" on page 6 of the Contract Plans and Specifications.

QUESTION: At what elevations is the work to be performed?

ANSWER: Please reference the general notes on Sheet S-1 of the plans; specifically item No. 4, which states, site conditions shall be verified by the Contractor prior to bidding. For further clarification please see section labeled, "Examination of Bid and Contract Documents, site and site conditions" on page 6 of the Contract Plans and Specifications. Bidders are welcome to conduct a site visit. The Anacortes Ferry Terminal is located at: 500 I Avenue, Anacortes, WA 98221.

QUESTION: Your flag notes on sheet S-3 seems to indicated that the contractor will be doing field welds, there are no field welds indicated on the drawing. Please clarify.

*ANSWER: Please see Sheet S-3 of the plans. For clarification purposes, there are field welds in **at least** the following areas: the 2"x2"x1/4" bracket is to be welded to the 1" thick bearing plate; a new 1/2"x5"x8" plate is to be welded to the 1" thick back plate and existing support plate near the hydraulic ram; new 1/4"x4"x3" FB with 7/8" hole is to be welded to back plate near hydraulic ram; gusset plates are to be welded in place.*

QUESTION: Is there only one assembly at each Ferry terminal that needs to be updated?

ANSWER: For clarification purposes, there are four (4) assemblies total; two (2) at each ferry terminal.

QUESTION: Please provide a plan view of the ferry terminal (indicating the location of the work)?

ANSWER: The vicinity map, location map, and site map have been provided on Sheet G-1 of the plans. For clarification purposes, Skagit County is providing additional plan views of the area where the work will be performed. The additional plan views are for location information only, and do not indicate additional work required by the Contractor.

QUESTION: On the drawing it says to cut and remove C8x11.5 channels. In the specifications section installation there is no mention of them. Are the C8x11.5 channels to be removed?

ANSWER: Please see Sheet S-2; specifically, the demolition flag notes. For clarification purposes, the C8x11.5 channels are to be removed to reduce the likelihood of interference with the new support structure.

QUESTION: Do we need a state licensed electrician for remounting the sensors?

ANSWER: Please see page 14 of 21 of the Contract Plans and Specifications regarding licenses and permits.

QUESTION: Will work be done during normal work hours?

ANSWER: Please see Addendum No. 1.

QUESTION: Will the ferry terminal be operating during the construction?

ANSWER: Please see Addendum No. 1.

QUESTION: Should the contractor anticipate delays due to ferry traffic?

ANSWER: Please see Addendum No. 1.

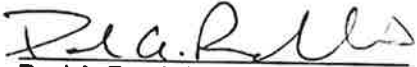
QUESTION: Will the contractor be able to do the work continuously or will there be a break a between the terminals?

ANSWER: Please see Addendum No. 1.

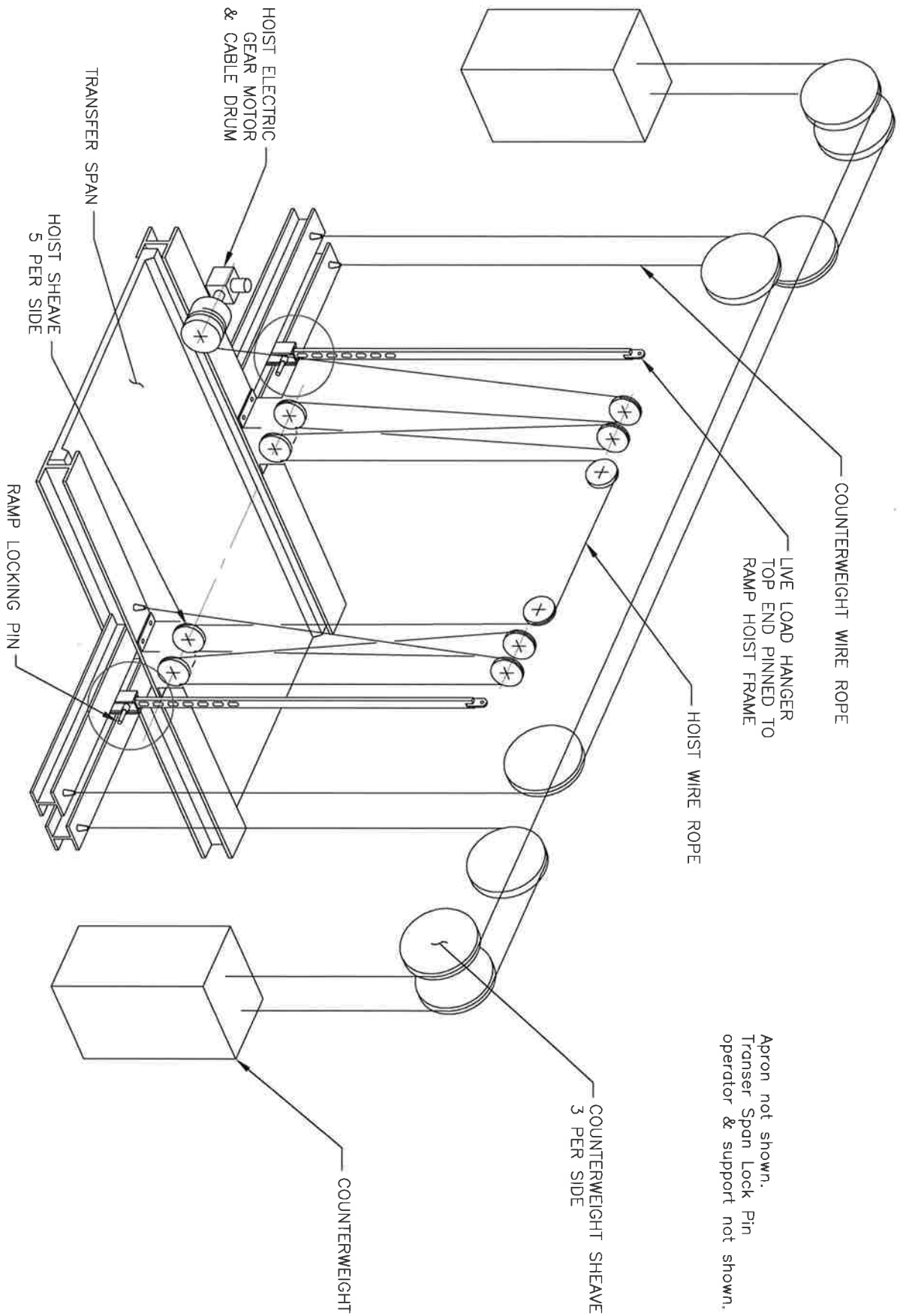
END OF ADDENDUM No. 1

NOTE: The bidder must provide acknowledgement of Addendum No. 1 on the Bid Proposal.

DATE AND TIME OF BID OPENING: Wednesday, December 30, 2015 at 2:00 p.m.



Paul A. Randall-Grutter, P.E.
County Engineer



HOIST ELECTRIC
GEAR MOTOR
& CABLE DRUM

TRANSFER SPAN

HOIST SHEAVE
5 PER SIDE

RAMP LOCKING PIN

COUNTERWEIGHT WIRE ROPE

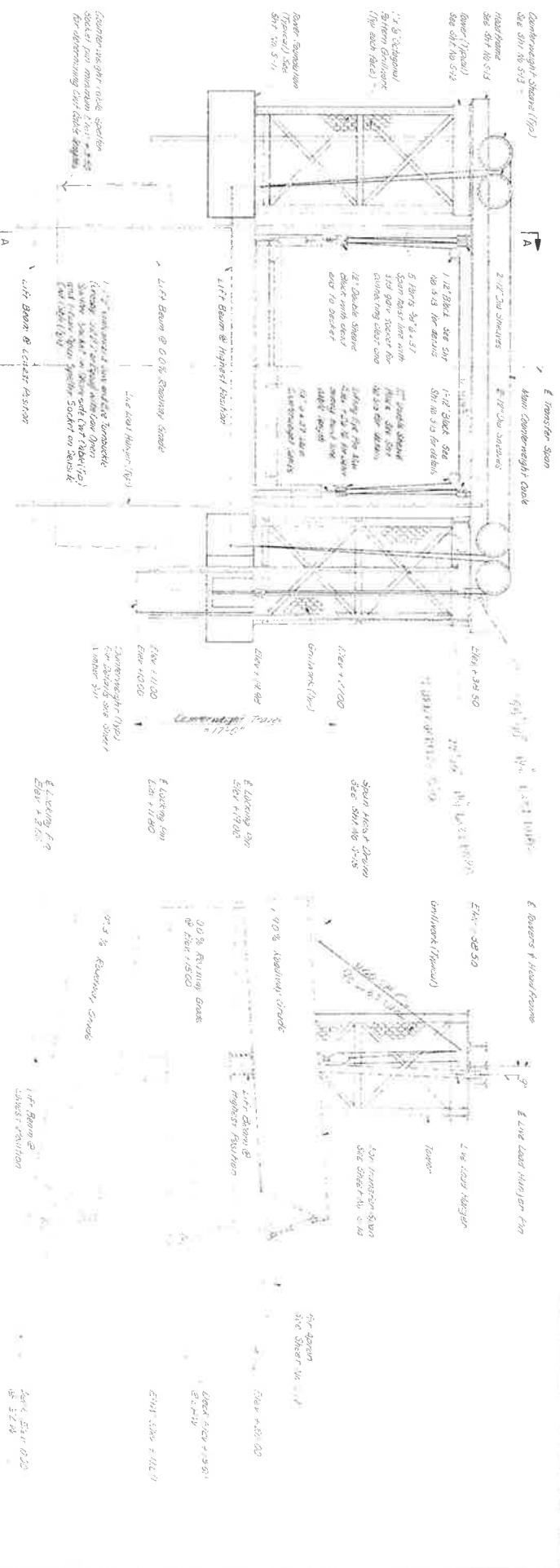
LIVE LOAD HANGER
TOP END PINNED TO
RAMP HOIST FRAME

HOIST WIRE ROPE

COUNTERWEIGHT SHEAVE
3 PER SIDE

COUNTERWEIGHT

Apron not shown.
Transfer Span Lock Pin
operator & support not shown.

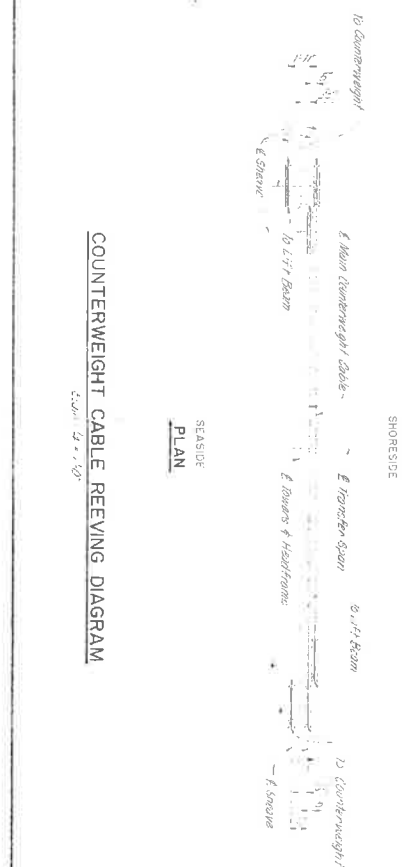


HALF ELEVATION
Scale 3/4" = 1'-0"

HALF SECTION
Scale 3/4" = 1'-0"

TRANSFER SPAN OPERATING ENVELOPE
Scale 3/4" = 1'-0"

COUNTERWEIGHT CABLE REEVING DIAGRAM
Scale 1/2" = 1'-0"



Note: Locking mechanism in hoist

Note: Locking mechanism in hoist

SHORESIDE

SEASIDE
PLAN

Sverdrup
Sverdrup & Parcel
and Environmental, Inc.



STATE OF HAWAII DEPARTMENT OF PUBLIC WORKS ANACORTES/GUEMES ISLAND FERRY FACILITIES	
PROJECT NO.	22386
DATE	02/27/07
PROJECT NAME	TRANSFER SPAN OPERATING ENVELOPE & COUNTERWEIGHT CABLE REEVING DIAGRAM
SCALE	S-10
DESIGNED BY	DAVID S. SVERDRUP
CHECKED BY	DAVID S. SVERDRUP
DATE	02/27/07

NOTES
1. ALL DIMENSIONS ARE UNLESS OTHERWISE SHOWN OR INDICATED

NO.	REVISION

