

## ADDENDUM #8

**KITSAP TRANSIT**  
**Request for Proposals**  
***Bow Loading Ferry Vessel Design Build***  
**RFP #KT 17-559**  
**November 3, 2017**

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### **Questions Asked and Answers Provided:**

**Question #1:** Is it correct that Performance and Payment Bonding must be for 120% of the total contract sum per Attachment A [Sample Contract] section 8.6 paragraph #2?

**Answer #1:** The Awarded Contract will need to provide a Performance and Payment Bond each in the amount of 100% of the Contract value. The Awarded Vendor must have reserved capacity to cover any change order additions up to 20% of the original Contract amount.

**Question #2:** Professional Liability Insurance- Our Design partner has Professional Liability to cover everything with regard to the design, is this sufficient?

**Answer #2:** Kitsap Transit will require proof that the Professional Liability Insurance requirement is covered and Kitsap Transit's interests are covered.

**Question #3:** Regarding spare parts indicated in sections: 259.4; 299-1; 299-2; 299-3; 399-1; 399-2; 399-3; 699-1 the total quantity of spares required is ambiguous and subject to interpretation which may result in very divergent spares packages from different potential contractors. Please clearly state quantity factors such as whether it is X# spares per component (i.e. X# per engine), X# spares per vessel, or X# spares per fleet of three (3) vessels. Is it possible to clarify all references for spares with one of the following qualifiers?

- A) per component indicated (i.e. per engine)
- B) per vessel
- C) per fleet of three (3) vessels

**Answer #3:** For major items, the spare parts are fleet of three. Any common use items such as filters, gaskets etc. shall be per vessel.

**Question #4:** Regarding section 200: If the engine is directly below the removal hatch are engine removal lifting rails required?

**Answer #4:** If the lift for removing the engines is directly vertical, then there is no need for lifting rails.



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**Question #5:** Regarding section 200: Can a shell and tube heat exchanger be substituted for a plate type?

**Answer #5:** Yes

**Question #6:** Section 251 Combustion Air requires 115% of total machinery requirements. Please confirm the intent is for 115% of total required combustion air volume (sufficient for all engines and gensets simultaneously running at 100%) not total machinery requirements.

**Answer #6:** Combustion air system shall supply 115% of the required combustion air volume for all internal combustion engines in the space running at 100% rated speed and power. If combustion air and machinery ventilation air are combined the systems shall supply sufficient air to keep a positive pressure in the engine room when running all internal combustion engines at 100% rated speed and power.

**Question #7:** Regarding section 261: If the vessel has a single fuel tank for each engine room do you still need to be able to transfer between tanks?

**Answer #7:** No, only the connection needed so that the tank can be emptied as stated in Section 261.

**Question #8:** The ferry schedule is defined as 12 round trips Kingston / Seattle per day, 6 days per week. To size fuel tanks, DEF tanks and generate an appropriate maintenance schedule we need to know how much power will be used over what length of time during each round trip. Please describe a typical round trip by segment and speed, ie.:

- Unload/ load at Kingston: X minutes pushing on dock
- Maneuver away from dock and out of harbor: X minutes at X knots average
- Cruise from Kingston to Seattle: X minutes at X knots
- Maneuver into harbor and to dock: X minutes at X knots average
- Unload/ load at Seattle: X minutes pushing on dock
- Maneuver away from dock and out of harbor: X minutes at X knots average
- Cruise from Seattle to Kingston: X minutes at X knots
- Maneuver into harbor and to dock: X minutes at X knots average

**Answer #8:** Typical round trip times by segment are:

- Unload/load at Kingston: 7 minutes pushing on dock
- Maneuver away from dock and out of harbor: approx. 1.5 minutes at 9.0 knots average
- Cruise from Kingston to Seattle: approx. 29 minutes at 34-36 knots
- Maneuver into harbor and to dock: approx. 2.5 minutes at 9.0 knots average
- Unload/ load at Seattle: 7 minutes pushing on dock
- Maneuver away from dock and out of harbor: approx. 1.5 minutes at 9.0 knots average

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- Cruise from Seattle to Kingston: approx. 29 minutes at 34-36 knots
- Maneuver into harbor and to dock: approx. 2.5 minutes at 9.0 knots average

**Question #9:** Per Section 092-7 re: “electrical systems load test”: Does that mean, turn everything on and measure the load against the generator capacity or load bank test?

**Answer #9:** The electrical load test must be done with everything on for both cooling and heating seasons.

**Question #10:** Per Section 092-8: Sea Trials is supposed to include wake wash measurements. Is there a procedure for that?

**Answer #10:** Wake wash heights shall be measured crest to trough in 22 meters of water or greater, fully loaded with the results being recorded 300 meters perpendicular to the centerline of travel. This is to confirm the figures that have been used by the Coastal Engineering Consultants, prior to award of contract.

**Question #11:** Per Section 092-8: The thermographic survey of electrical installations is a bit vague. Does that include all electrical connections or just major electrical equipment?

**Answer #11:** Exempt junction boxes and small electrical equipment less than 2 hp.

**Question #12:** Per Section 167-2: It appears there is a contradiction in the hatches, in section 071-4 it calls out 15”x23” freeman hatches and here it calls out 18” diameter hatches. Are both acceptable?

**Answer #12:** Manhole sized 15” by 23” are preferred.

**Question #13:** Per Section 230-1: Should all enhanced features be provided as separate optional items and not be included in the proposed price?

**Answer #13:** Yes

**Question #14:** Per Section 259.4: Should options be provided as a separate optional item and not be included in the proposal price?

**Answer #14:** Yes, these items should be quoted separately.

**Question #15:** Per Section 259.4 Re the stand-alone urea tank for a shore side facility: Is the fuel storage capacity that the urea tank must hold matching the vessel fuel tank capacity or the capacity of a Kitsap fuel storage tank?

**Answer #15:** 259.4 item 3 refers to the vessels urea tank. Bidders may offer plastic tanks, however the owners request a price to upgrade to stainless steel tanks.

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**Question #16:** Per Section 300-1: UL listing with label will be difficult for many of the smaller items. Could this requirement be limited to those items required to be UL listed later in this section?

**Answer #16:** UL listing as required by the USCG for subchapter T vessel.

**Question #17:** Per Section 304-3: Is RISE an equivalent to NELSON bulkhead transit? Can the contractor install the transit tube for RISE?

**Answer #17:** RISE systems will be acceptable.

**Question #18:** Per Section 320-3: Is the intent to run using both shore power cables at the same time or a single cable with an option on which side the vessel will connect to shore power?

**Answer #18:** Kitsap Transit requires two receptacles, one on each side, and a single 100-foot-long shore power cable.

**Question #19:** Per Section 324: Is it sufficient to have UL listed switchboard components or does the whole switchboard need to be UL listed?

**Answer #19:** The components within the switchboard need to be UL listed, not the switchboard itself.

**Question #20:** Per Section 350: Is all DC equipment required to have a separate grounding conductor?

**Answer #20:** Yes, all equipment is required to have a separate grounding conductor.

**Question #21:** Per Section 400: If the manufacturer do not normally supply plug type wiring connections between their equipment are additional plug connections required?

**Answer #21:** No

**Question #22:** Per Section 533-1: Could individual hot water heaters be substituted for inline hot water heaters?

**Answer #22:** Yes

**Question #23:** Per Section 568: Could Kitsap Transit provide all current piling and pier side fendering system dimensions?

**Answer #23:** Refer to the 30% design drawings for the new Pier 50 float (provided with Addendum #6). This is a design-build project with the final design anticipated early 2018. KT will obtain final design drawings from KCMD for the new float.

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Contractor will need to conduct a site visit at the Kingston Passenger only dock. Refer to the WSF Slip Drawings for Kingston and Southworth (provided with Addendum #5).

**Question #24:** Per Section 671-3: Is the 50 square feet of stowage in addition to the 8 double tiered lockers?

**Answer #24:** Yes, the 50 square feet is in addition to the 8 double tiered lockers.

**All other terms and conditions remain the same.**

END ADDENDUM 8

Please remember to acknowledge this addendum on your bid sheet.