The following is additional information regarding Request for Proposal (RFP) # CL0-5192 – Skagit Hydroelectric Project Debris Removal Vessel Replacements released on 10/12/2020. The due date and time for responses is ~~11/12/2020 3PM~~ **11/19/2020 2PM** (Pacific). This addendum includes both questions from prospective proposers and the City’s answers. This addendum is hereby made part of the RFP and therefore, the information contained herein shall be taken into consideration when preparing and submitting a proposal response.

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| Item # | Date Received | Date Answered | Vendor’s Question | City’s Answer | ITB Revisions |
| 1 | 10/19/2020 | 10/21/2020 | Do you anticipate extending the RFP due date? | Not at this time |  |
| 2 | 10/19/2020 | 10/21/2020 | What additional details is the City willing to provide, if any, beyond what is stated in the bid documents concerning how you will identify the winning proposal? | Please see section 8 of the RFP titled Evaluation Process and evaluation criteria. |  |
| 3 | 10/19/2020 | 10/21/2020 | Was the RFP posted to the nationwide free bid notification website at  [www.mygovwatch.com/free](https://protect2.fireeye.com/v1/url?k=e8b1097a-b601946f-e8b121ca-8630ffab37ab-0ee48cbc2dd9a76e&q=1&e=a2d7e9ec-4915-4094-b85e-c7dc0b8e93e8&u=http%3A%2F%2Fwww.mygovwatch.com%2Ffree) ? | No. |  |
| 4 | 10/19/2020 | 10/21/2020 | Other than the City’s own website, where was the RFP advertised? | The City posts ads in the Daily Journal of Commerce in Seattle, King County Washington. |  |
| 5 | 10/21/2020 | 10/21/2020 |  |  | Please see the pictures of the current vessel |
| 6 | 10/21/2020 | 10/21/2020 |  |  | Here is the link to join the Pre-Proposal Conference WebEx online:  [Join meeting](https://seattle.webex.com/seattle/j.php?MTID=m4795eead54b50f9b1e3d8a2f5ff507b5) |
| 7 | 10/21/2020 | 10/21/2020 | Are the vessels being built to Coast Guard Rules and Regulations, but not Coast Guard certified? | Yes |  |
| 8 | 10/21/2020 | 10/21/2020 | What is the water temperature of the lake? | Please see section 1.22 of the specification document |  |
| 9 | 10/21/2020 | 10/21/2020 | Section 2.1 of the spec – Please clarify the 23-foot length | This is the vessel hull length |  |
| 10 | 10/21/2020 | 10/21/2020 | Please clarify the width | Width includes the “D”rubber Max width 102” |  |
| 11 | 10/21/2020 | 10/21/2020 | Section 2.11 of the spec - does this require a PE stamp? | Yes |  |
| 12 | 10/21/2020 | 10/21/2020 | What is the number passengers? | Up to 6 passengers + captain |  |
| 13 | 10/21/2020 | 10/21/2020 | Is there a total weight estimate of the vessel including fuel and passengers? | No there is not. We do not want to limit that; the design and build will determine that. Stability calculations will differ between bidder’s construction design. Bidders need to calculate that themselves. |  |
| 14 | 10/21/2020 | 10/21/2020 | What is the intent of the isolated heat exchanger? | Protect the vessel from plugging up the engine cooling system when working in shallow water | Answered in detail on line item 26 of this addendum. |
| 15 | 10/21/2020 | 10/21/2020 | Is this similar to a shell cooling design? |  | Tube and shell design has been deleted from the spec. Refer to line item 26 of this addendum. |
| 16 | 10/21/2020 | 10/21/2020 | Will SCL offer a site-visit to see the current vessel(s)? | Yes, more details to follow. |  |
| 17 | 10/21/2020 | 10/21/2020 |  |  | Not a revision, just a clarification and emphasizing these two mandatory response items from the specification document.  Section 21.1 – ***Mandatory - Vessel layout drawings due with the proposal response*** - pdfs are acceptable at the time of proposal submittal with AutoCad to follow from the awarded Supplier.  Section 21.8 – ***Mandatory -*** ***Propulsion drawings due with the proposal response.***  pdfs are acceptable at the time of proposal submittal with AutoCad to follow from the awarded Supplier. |
| 18 | 10/21/2020 | 10/21/2020 | What is the budget for this project? | $750k for all goods and services in the RFP. |  |
| 19 | 10/21/2020 | 10/21/2020 | Do we use the Shipbuilder Job Classification wage rates from L&I? | Suppliers should work with L&I to ensure using the correct job classifications, shop procedures along with any specialized experts as called out by L&I Ship building ship breaking regulations. |  |
| 20 | 10/21/2020 | ~~10/21/2020~~  11/3/2020 | Which county do we use for Prevailing Wage rates? | ~~Please use King County rates.~~ | See number 25 below. |
| 21 | 10/21/2020 | 10/21/2020 | When will an award be made? | The City hopes to award within two weeks of the RFP due date. |  |
| 22 | 10/21/2020 | ~~10/21/2020~~  ~~10/26/2020~~  10/27/2020 |  |  | Site-visit details and information:  Site-visits will be ***November 4, 2020*** with the following time slots available on a first come basis. Suppliers will need to email David McLean at [david.mclean@seattle.gov](mailto:david.mclean@seattle.gov) to reserve their time slot   1. 7:30am – 8:15am 2. 8:30am – 9:15am 3. 9:30am – 10:15am 4. 10:30 – 11:15am - Reserved 5. 12:30pm – 1:15pm Reserved 6. 1:30pm – 2:15pm 7. 2:30 – 3:15pm 8. 3:30pm – 4:15pm   Suppliers are required to do the following:   1. Suppliers will follow social distancing guidelines and provide their own PPE 2. Always wear their COVID PPE during their site visit 3. Identify the state they are originating from to verify COVID status. This is for each person in their party. 4. 5-people max per supplier |
| 23 | 10/26/2020 | 10/26/2020 |  |  | The City is revising the balance of the Solicitation Schedule as follows:  Question Deadline is moved to 11/9/2020 at 2PM PT  Sealed Proposal Due Date is moved to 11/19/2020 2PM PT |
| 24 | 10/30/2020 | 11/5/2020 | We expect our proposal to exceed 20MB, will it be acceptable to for us to provide an email link using the download service “WeTransfer” for the submission? | No, per the RFP – Electronic Submittal section, Proposal responses need to be emailed to [securebid@seattle.gov](mailto:securebid@seattle.gov) . Suppliers should consider sending separate pdf files to reduce the file size of the proposal response. Suppliers also have the option of mailing a hard copy of the proposal response to the address in the RFP document. | The City confirmed the file size limit is 25MB, not 20 MB as stated in the RFP. |
| 25 | 11/3/2020 | 11/3/2020 |  |  | This answer replaces number 20 above:  Please use the prevailing wage rates for the county you are located in. |
| 26 | 11/5/2020 | 11/9/2020 | Please clarify the engine cooling system desired. Does SCL desire a closed loop, keel cooler as opposed to a heat exchanger system, as originally specified? | Keel Cooler Design is now required. The Keel Cooler System shall be sized and designed for full load operation at zero knots of movement with a water temperature of 80 degrees as called out in General Requirements section 23. | ***Section 7 Engine Cooling System.***  An isolated Keel Cooling heat exchanger system is required. The heat exchanger cooler shall be sized to exceed engine and transmission manufactures cooling specifications at maximum load and operational altitude. No raw water will be allowed to enter the engine cooling system. The Keel Cooler System design shall be sized and designed for full load operation at zero knots of movement. Utilizing a lake temperature of 80 degrees as called out in General Requirements section 23.  State Isolated Keel Cooler heat exchanger system and overheat protection system offered. Project Manager Approval of the cooling system design proposed is required.  Line items #2, #4, #8 are deleted from this spec.  Line item #3 Shall remove raw water intake and state “The heat exchanger system shall be protected from foreign debris (stumps, submerged logs, rocks) striking the system. State system protection offered.” |
| 27 | 11/5/2020 | 11/9/2020 | If keel cooling is desired as noted in the first question, please confirm the specifications’ exhaust system details? | The exhaust system shall be a dry exhaust muffler system to allow an engine Keel Cooler Design. | Section 9 Engine Exhaust System:   |  | | --- | | 1. Shall be dry exhaust sized to accommodate exhaust flow per the manufacture’s specifications under full load. | | 1. Manufactures exhaust back flow pressure specifications shall not be exceeded under sustained full loads at operational altitude. | | 1. 90-degree bends in the exhaust system shall be avoided. These types of bends substantially restrict exhaust flow and engine power output | | 4. All exhaust piping and mufflers shall be wrapped with exhaust blanket heat shielding. State heat shielding system offered. | | 1. The marine rated steel muffler shall be designed to minimize exhaust noise and be non-restrictive to exhaust flow. All exhaust piping, clamps, and mounting hardware shall be stainless steel. Exhaust shall exit through the stern bulkhead above the waterline while stationary or under slow moving (non-planning) utilization. State exhaust system offered.   4.1 The muffler shall be located center of interior stern just above the jet drive with a removable aluminum protective cover while still allowing the crew to work from the port and starboard rear bulkhead with access to the exterior water line. | |
| 28 | 11/5/2020 | 11/9/2020 | Please be advised that the John Deere 4045SFM85 is not available in keel cooled model. The John Deere 4045AFM85 may be a suitable 225hp substitute, please confirm? | The JD 4045AFM85 referenced is the proper engine application for this specification as we do desire Keel cooling. | The JD 4045AFM85 referenced is the proper engine application for this specification as we do desire Keel cooling. |
| 29 | 11/5/2020 | 11/9/2020 | NAMJet has stated it “does not offer a mechanical debris clearing device for the intake grate. The mass flow design of the jet (high volume at low pressure) allows debris that fits through the intake to pass through the jet with low impact affect. In the case of something obstructing the intake, simply putting the gear box in reverse for a few seconds will backflush and clear the blockage.” | If the mechanical debris clearing device is not available from the manufacture it will not be required. | If the mechanical debris clearing device is not available from the manufacture it will not be required. |
| 30 | 11/5/2020 | 11/9/2020 | Is a fully keel cooled engine an option for these vessels? (sec 7.0) | Yes, refer to item # 26 above. |  |
| 31 | 11/5/2020 | 11/9/2020 | Is a dry exhaust system an option for these vessels? (sec 9.0) | Yes, please refer to item #27 above |  |
| 32 | 11/5/2020 | 11/9/2020 | Can the muffler be made of material other than stainless steel, such as steel? (sec 9.0-4) | Yes, please refer to item #27 above |  |
| 33 | 11/5/2020 | 11/9/2020 | Is it acceptable for the wires to be marked via heat shrink marking system verses the color coding or etching?  (sec 13-3) | Yes, this method is acceptable. |  |
| 34 | 11/6/2020 | 11/9/2020 | Hull Paint removed from specification. |  | Section 4.0 Hull:  Line item #7 Hull Paint has been deleted form the specification. |
| 35 | 11/6/2020 | 11/9/2020 | Do you want a flat bottom or have a deadrise? | The hull is desired to have a 10-degree deadrise. | Section 4.0 Hull:  Line item #1 Changed to read as below.  “Semi Vee hull construction with the hull having a 10-degree deadrise. Longitudinal rails shall be installed on the bottom of the hull very similar to the current Wizbang vessel.” |
| 36 | 11/17/2020 | 11/18/2020 | The entire proposal including both technical and price information should be submitted together, file size less than 25MB to [securebid@seattle.gov](mailto:securebid@seattle.gov) | Please refer to number 24 above |  |
| 37 | 11/17/2020 | 11/18/2020 | If the builder’s facility is within 100-miles driving distance from Seattle, employee travel costs are not to be included in the bid price, correct? | No, please see section 27.0.1 of the specification document. |  |
| 38 | 11/17/2020 | 11/18/2020 | Please confirm the builder’s total price is to include two (2) vessels and two (2) trailers | Please see number 18 above. |  |