

Q #	Date Received	RFP	Reference	Question	Final Answer	Addendum (Y/N)
24	12/28/2010	2	2.30.4.4.5	<p>2-30 BRIDGE MAINTENANCE FACILITY AND DOCK 2-30.4.3 Bridge Maintenance Dock 2-30.4.4 Electrical 2-30.4.4.5 Receptacles Dock Service Platform Special Requirements: Provide service 120 VAC receptacles every 10 feet in outdoor rated, weatherproof enclosures. Dock Approach Pier Special Requirements: Provide service 120 VAC receptacles every 25 feet in outdoor rated, weatherproof enclosures. The above electrical requirements for a dock and service platform are not typical for a dock, would require increase maintenance and do not provide typical marine electrical service to the Workboat and Personnel Boat. The drawings, MD 1-3, show some sort of electrical and compressed air connection, one for each boat. A weatherproof station at each boat would be more typical with electrical, water and possibly compressed air housed together in one above dock station. <u>Is it possible to replace the 120 VAC receptacles with adequate above dock stations for the boats? If so the amperage for each that would be needed for your particular boats would be needed.</u></p>	<p>The dock requirements for receptacles were provided in 2.30.4.4.10 to meet current working requirements and expected activities for the dock area. The regularly spaced receptacles are the requirement for the dock and approach to the dock, not merely marine service activities. This requirement is in addition to the service receptacles. Placing the electrical, water, and compressed air in a single station on the dock is acceptable.</p>	N
25	12/20/2010	1 and 2	1-04.4(6) & 1-04.4(5) & 2.8.4.3 & 2.8.4.4.2	<p>States that Design Builder's innovations that differ from the Environmental Project Description Narrative will be considered Design Builder-Initiated Changes to be compensated under 1-04.4(2). However, Section 1-04.4(5) states that no change orders will be issued for DBer designs varying from Concept Design. This appears to be a conflict. Can WSDOT please clarify.</p>	<p>To be addressed in future addendum.</p>	Y

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26	12/28/2010	2	2.30.4.3	<p>2-30 BRIDGE MAINTENANCE FACILITY AND DOCK</p> <p>2-30.4.3 Bridge Maintenance Dock</p> <p>2-30.4.3.1 General Paragraph 7</p> <p>Accumulation of water on the deck shall be prevented. Adequate drainage must be provided to remove overtopping water either with drainage holes through the deck or a curb and gutter system with scuppers.</p> <p>2-30.4.3.2.2 Approach Pier Paragraph 2</p> <p>Safety railing meeting the requirements of Section 2.15 shall be provided on the Approach Pier as shown in the Conceptual Plans (Appendix M1) and the B ridge maintenance Facility Architectural Concept (Appendix L10).</p> <p>2-30.4.3.6 Fendering Paragraph 3</p> <p>At a minimum, fendering for the Approach Pier shall consist of a horizontal row of Trelleborg 12-inch x 12-inch DD fenders (or equivalent) placed along each side of the Pier between the Service Platform and DW Sta. 10+69.00.</p> <p>The above requirement for preventing accumulation of water is normally accomplished on docks with a "bull rail" that provides for a curb along the edge of the dock. Bull rails provide for drainage under the rail and locations for temporary placement of moorage lines. <u>A bull rail is called out on sheets MD1 while a curb with scuppers is called out on sheet MD3. What is the requirement?</u></p> <p><u>A safety railing on the approach pier is unusual on a dock especially when the fendering requirement indicates that moorage at times is contemplated. The safety railing will make even occasional temporary moorage difficult and possibly unsafe. In addition sheets MD1 and MD3 call the safety railing a safety/security fence and bull rail. A fence would eliminate any use of approach pier for moorage and would render the bull rail unusable. Can you clarify? A more typical approach would be placement of the security fence along the water's edge with a security gate for access to and from the dock.</u></p>	<ul style="list-style-type: none"> • Safety railings are required due to the height of the pier - the DB must meet code requirements • Fendering on the pier is for protection from vessel impact, not for mooring. Mooring occurs at two locations on the dock. • The answer to "bull rail" will be issued in future Q&A sheet or addendum. 	Y

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27	1/5/2011		General	SEATTLE – Crews working for the Washington State Department of Transportation begin fieldwork in Lake Washington starting today, July 23, to study the lakebed where support columns and anchors will be replaced for a new SR 520 bridge. Crews plan to use barge-mounted drill rigs alongside the floating bridge between Medina and the west end of the floating bridge. Nearly 40 borings will be completed, with a depth of 60 feet to more than 100 feet into the lakebed. The results of the fieldwork will be shared with potential design-build teams as WSDOT moves closer to construction. Smaller efforts were conducted previously on the preliminary anchor design. This more robust geotechnical work allows WSDOT to advance the design of the anchors prior to issuing the contract documents for the floating bridge. <u>When will the results of the deep water exploration and laboratory program for design and construction of the anchors be available?</u> This information is required to properly assess the anchor design, installation, and cost. If this information is not made available within about a week, is it possible for the teams to have partial results and/or preliminary results now? One option would be for the teams to review the available data at WSDOT's office.	<p>Following is the expected schedule for release of additional geotechnical information related to the anchors:</p> <ul style="list-style-type: none"> • Appendix G1 – Addendum to GBR (for anchor baselines) is included in Addendum #4 • Appendix G2 – Addendum to GDR (anchors) will be provided by Addendum in January, 2011; note that one additional addendum to the GDR will be issued in February, 2011 subsequent to completion of strength tests • Appendix G12: - Conceptual Geotechnical Engineering Report Floating Bridged Anchors – the draft report will be released by addendum in January, 2011; the final report will be issued by mid-February (with updated anchor loads from the recent Wind-Wave Analysis Report) 	Y
28	1/11/2011	2	2.17.26	Perceived conflict with 2.17.7.3: will pump equip. be salvaged by WSDOT or DBr?	Section 2.17.7.3 is correct, the Design Builder shall salvage the pumping equipment.	N
29	1/11/2011	2	2.17.26	What is included with pumping equipment "related hardware"?	The related hardware includes suction and discharge hoses; fittings to pump manifolds and bridge discharge pipes; suction strainers; trailer equipment to move the pumps and tethers for submersible pumps.	N
30	1/11/2011	2	2.17.26	"light poles on west half" - are any light poles on approach spans included?	Refer to Section 2.16.3.7 for salvage of poles on the approach spans.	N

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31	1/12/2011	2	2.17.15.2	<p>MEDIUM VOLTAGE EQUIPMENT The integrated switchgear assembly shall withstand the effects of closing, carrying and interrupting currents up to the assigned maximum short circuit rating.</p> <p><u>What is the available utility 3phase and phase-ground fault duty and X/R ratio at the east side service entrance?</u></p>	<p>The design of the new service will require coordination with the electrical service provider to set up the new electric service. Determining the electric service parameters is part of the design work. A meeting was held with the electric service provider (Puget Sound Energy) and they confirmed they would be able to provide service, but the above requested information was not provided.</p>	N
32	1/13/2011	2	2.17.15.4	<p>MEDIUM VOLTAGE GENERATOR AND ATS The generator shall be provided a load bank for maintenance and cool down.</p> <p><u>RFP Indicated a load bank is required to test the generator but there is no space allocated or any other description of a load bank. Medium voltage load banks are now commercially available, but they require a dedicated MV load bank breaker, in addition to the main generator breaker shown on drawing E8. What is your requirement?</u></p>	<p>The load bank design was not finalized as part of the RFP. The location, space allocation, and wiring are to be designed as part of the design work. The requirements are to design, furnish and install a load bank for the generator for testing and cool down. The specification of the load bank will be driven by the location selected in the design for the load bank.</p>	N
33	1/14/2011		General	<p>Have any individuals or organizations expressed interest in purchasing or using the existing SR 520 floating bridge pontoons?</p>	<p>Yes, the following individuals and organizations have contacted WSDOT regarding purchasing or using the existing SR 520 pontoons. It will be the Design-Builder's responsibility to dispose of the pontoons, as required in the RFP.</p> <ol style="list-style-type: none"> 1. Noyes Island LLC A Washington Limited Liability Company PO Box 2328, Gig Harbor, WA 98335 Attn: Karl Anderson (253) 404-2205 2. Paul A. Hargrove Instrumentation Specialist Pierce County Chambers Creek Wastewater Treatment Plant 10311 Chambers Creek Rd W., University Place, Washington 98467 	N

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					(253) 798-3009 (253) 798-3023 fax The list of interested individuals and organizations will be updated as needed.	