Washington State Department of Transportation

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W. Michael Anderson
Assistant Secretary of Marine Operations
Executive Director

DATE: **SEPTEMBER 20, 2006**

TO: **INTERESTED PARTIES**

RE: **NEW 144 - AUTO FERRIES**
DESIGN - BUILD CONTRACT NO. 00-6674

NOTICE NO. 14

Following are recently received Questions with Answers:

Q: [Paraphrased] Will WSF provide a copy of the audio tape made of the Kick Off Meeting held on August 15, 2006?

A: When advised by qualified proposers of their preference, an MP3 format audio file of the recording made of the Kick-Off Meeting may be emailed, or a copy of a CDROM with both Microsoft "*.wav" and MP3 format recordings may be mailed.

Q: What is the maximum number of documents that may be submitted in one day?

A: There is no maximum number of documents that may be submitted in one day. The note on page 100-35, line 3 of Technical Specification Section 100 is not intended to delay or limit submittal of documents for review. It is intended to encourage careful planning considering the relationship between items and the volume of submittals during drawing scheduling to help all parties level their workloads.

Q: [Paraphrased] The Technical Specification requires the vessel be designed and constructed for a sixty year service life. The usual expected life of a vessel designed to ABS rules is 20 years. Does the WSF want structural plate thickness increased to allow an additional 40 years? What are the guidelines for piping corrosion/erosion to achieve 60 years?

A: The requirement for sixty-year service life is based on WSF life cycle preservation program's systems replacement budgets and successful experience performing preservation activities in recent years. WSF's experience is that the Technical Specification requirements for service life load margin, specified materials, paint and coating systems, and equipment all conform to the WSF preservation requirements to yield a sixty-year service life when carefully incorporated into a design. Due to the nature of WSF service in the protected waters of western Washington, strict application of ABS rules or extra corrosion/erosion allowances are not required beyond the existing requirements of the Technical Specification.

Q: [Paraphrased] Will WSF confirm that the State will not accept Todd's recommendation that "WSF accept design responsibility for critical parameters of the vessel"?

A: See **Addendum No. 18**, issued on September 15, 2006.

Q: Will WSF allow Proposers to communicate with the authors of reports and other research efforts contained in the Owners Model Design (OMD) to verify accuracy of these items?

A: Proposers are required to follow the procedure set forth in RFP Volume II, Requirements for Development of Technical Proposals, paragraph 1.4, and Volume III, Contract Provisions, Part 1, Phase III Instructions to Bidders, paragraph 1.4.1 to submit questions to WSF. To the extent responses require input from WSF consultants; WSF will coordinate its response with the consultants. As provided in RFP Volume II, paragraph 1.4, Proposers shall not contact WSF consultants directly. Proposers are reminded that the OMD is not part of the RFP Documents. Nevertheless, in order to facilitate the timely and efficient development of Technical Proposals, WSF will respond to questions relating to the OMD.

Sincerely,

David H. Humphreys

David H. Humphreys
Vessel Project Engineer
Washington State Ferries