

CITY OF DEPOE BAY
DEPOE BAY HARBOR DOCKS 2-4 REPLACEMENT

ADDENDUM NO. 1

August 21, 2023

NOTE: FAILURE TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM ON THE BID FORM DOES NOT AFFECT THE BIDDER'S OBLIGATION FOR COMPLIANCE.

Section I – CONTRACT DOCUMENTS

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Section II – CONTRACT DRAWINGS

Sheet T2.01:	<u>Attached</u> , revised Contractor Staging Area between Fuel Dock and Dock 4.
Sheet G2.01	Added scope. Contractor to replace, in kind, all existing gangway hanger lugs (except at Dock 2). The hanger lugs are the steel plate tabs, welded to embedded steel plates on the existing concrete bulkhead. Contractor shall remove old, worn lug plates and weld new galvanized lug plates using a 3/8" fillet weld, all around, followed by galv. repair. Confirm plate dimensions in field for 'in-kind' replacement.

Section III – TECHNICAL SPECIFICATIONS

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Section IV – REFERENCE SECTIONS

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GENERAL INFORMATION

Project Pre-Bid Meeting & Attendance Sign-in Sheet:	<u>Attached</u> , for reference.
Plan Holders List:	<u>Attached</u> , for reference. Please make sure to provide updated contact info, per bid instructions, to ensure inclusion in Addenda distribution.
Project Questions:	The cut-off date and time for all project questions submitted to the City of Depoe Bay is Thursday August 31, 2023 at 4:00 PM P.T.
Bid Date & Time:	Bid schedule has been extended. Bids Due: September 12, 2023, at 2:00 PM P.T.

<p>Bidder Questions:</p>	<ol style="list-style-type: none"> 1. Can you provide some guidance regarding sequencing dock demolition and maintenance of vessel moorage during construction? Response: The in-water work period (Nov 1 – Feb 15) is typically when most of the smaller boats are removed from the water. The city will request that trailered vessels be removed from the harbor before demolition. The larger vessels (35’ to 50’) remain in the harbor year round, and will need to have a moorage space during construction. Assume up to 12 vessels of this size will need accommodations during demolition and construction. Contractor shall coordinate with the Harbormaster on vessel relocation and/or sequence of demolition in order to make these accommodations. (Example: Finger docks can be removed from mainwalks to provide side tie moorage for larger boats, temporarily). 2. What is the project end date? Response: The Invitation to Bid, Section 00020-1 provides that work shall be substantially completed within 520 days of NTP, and completed ... within 550 days after NTP. NTP is anticipated in October 2023. 3. What is the relationship between the in-water work schedule and the project end date? Response: In-water work is limited to November 1, 2024 to February 15, 2025. The project end date is 550 days after NTP, expected to be around April 2025. (See response to 2. above) 4. General question about installation of existing piles at Dock 1. Response: The corroded and damaged H-piles were sleeved over with new pipe piles and grout filled. The pipe piles were not driven. 5. Is the boat ramp available to the contractor for use? Response: Yes, the existing boat ramp can be used. However, Contractor shall evaluate its use to avoid damage. 6. Can the existing concrete bulkhead be used for loading and offloading? Response: The bulkhead has been used for loading on previous projects. Contractor shall evaluate the bulkhead for suitability of structure for loading, based on anticipated loads and means and methods proposed. The bulkhead is owned by the US Army Corps of Engineers, and is a gravity style concrete bulkhead, originally constructed in the 1940’s. It was evaluated and repaired in the mid 1990’s. Background information regarding the 1994 repairs is <u>attached</u>, for reference. 7. Does the permit allow the removal of drill material from socketing? Response: The permit does not mention removal of material. Any drill spoils generated as a result of permitted socketing/relief drilling, are expected to remain within the pipe pile, or extracted from within the pile and removed from the site. 8. Clarify what criteria are required for pile installation/driving.
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	<p>Response: The details and pile schedule on Contract Drawings Sheet S2.01 provide two criteria (minimum embedment and service compression capacity). The piles must achieve both criteria, as the embedment is needed for lateral capacity. It is anticipated that the piles will reach the required compression capacity prior to reaching required embedment, but piles must also be installed to full specified embedment. For the float piles, if embedment is reached by vibratory driving alone, the piles need only pass the static load test described in the Technical Specifications – Section 02460. If specified embedment is not reached with the vibratory hammer, then impact and/or drilling is required. The bearing piles must be proofed with the impact hammer, to verify bearing capacity, even if vibratory driving is capable of reaching full embedment.</p> <p>9. Specifications, Section 02460 call for an APE 200 vibratory hammer for driving the piles and use of an impact hammer if the vibratory does not drive to requirements. If an impact hammer is used, would this be considered change order work, or should bid include cost of having the impact hammer on site?</p> <p>Response: The contract requires installation of piles to design embedment and capacity. It is anticipated that impact driving will be required to reach full embedment, therefore, the bid should include the cost of having and using the impact hammer for all piles.</p> <p>10. Specifications, Section 05700 call for the dock system to include design calculations prepared by a professional engineer licensed in the state of Oregon? Will a P.E. licensed in the State of Washington meet this requirement?</p> <p>Response: No, the engineer must be licensed in Oregon.</p> <p>11. Are there any domestic requirements for the construction materials on the project (i.e. Buy America / Buy American)?</p> <p>Response: We are still looking into this and will respond to this question directly, as soon as verified.</p>
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END OF ADDENDUM NO. 1



CITY OF DEPOE BAY
Harbor Docks 2-4 Replacement
Mandatory Pre-Bid Conference
Tuesday, August 15, 2023 at 2:00 PM

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CITY OF DEPOE BAY
Depoe Bay Harbor Docks 2-4 Replacement

Notice: July 31, 2023 and August 7, 2023

Extended Proposal Deadline: September 12, 2023

Time: 2:00 PM PST

Plans and Specifications: No Fee

Addendum Number: 1

NAME/ADDRESS	PLAN #	PHONE	FAX/E-MAIL	Date
Seattle Daily Journal of Commerce Chrisy Coutts 83 Columbia St, Ste 200 Seattle, WA 98104	N/A	(206) 622-8272	plans@djc.com chrisy.martin@djc.com	07/31/23
Builders Exchange of Washington, Inc. Nick Pettinger 2607 Wetmore Ave Everett, WA 98201	N/A	(425) 258-1303	(425) 259-3832 nick@bxwa.com	08/01/23
West Coast Contractors Stan Washington 61050 Hwy 101 Coos Bay, OR 97467	N/A	(541) 267-7689	(541) 269-1600 estimating@westcoastcontractors.com	08/09/23
Bergerson Construction, Inc. Chad Curs or Greg Morrill PO Box 387 Astoria, OR 97103	N/A	(503) 325-7130	estimating@bergerson-const.com	08/14/23
Advanced American Const. Jon Koller 8444 NW St. Helens Road Portland, OR 97231	N/A	(503) 445-9000 (503) 729-6720	(503) 546-3031 jkoller@advanced-american.com	08/14/23
Legacy Contracting, Inc. Jeff Howell 41850 Kingston Jordan Rd. Stayton, Oregon 97383	N/A	(503) 749-1818	bids@legacycontractinginc.com	08/16/23

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Northbank Civil & Marine, Inc John Wikander 4180 NW Fruit Valley Road Vancouver, WA 98660	N/A	(503) 866-0311	johnw@northbankcm.com	08/16/23
Topper Industries Bruce Abraham 1333 Glenwood Street Woodland, WA 98674	N/A	(360) 841-0451	bruce@topperfloats.com	08/21/23