



DFCM SOLICITATION ADDENDUM COVER PAGE

DFCM Addendum No.#003

Date: January 5, 2024
To: BIDDING CONTRACTORS
From: BRANDON ANDERSEN- DFCM PROJECT MANAGER
Reference: JORDANELLE STATE PARK DOCK REPLACEMENT
DFCM Project #23481510

	<u>Pages</u>
Content: Addendum Cover Page	1
Q/A's	7

Total Pages:	8
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Note: This Addendum shall be included as part of the Contract Documents. Items in this Addendum apply to all drawings and specification sections whether referenced or not involving the portion of the work added, deleted, modified, or otherwise addressed in the Addendum. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to Disqualification.

1.1 Schedule Changes: NO SCHEDULE CHANGES

1.2 General Items: Q/A's ATTACHED

PROJECT SCHEDULE ATTACHED- JUST AS A REMINDER TO CONTRACTORS AND A/E's OF THE DESIGN PROPOSALS BEING DUE 01/22/2024. NO NEW SCHEDULE CHANGES HAVE BEEN MADE.

- Was the wave information provided based on experience, calculations, or both?
 - The wave data was compiled from detailed daily wind data for the period of January 2020 thru June 2022 provided by www.winfinder.com . . . see “MBA – Jordanelle SPM Design Criteria w/Photos v072522” attached to and included with Project Solicitation
 - We are concerned about the 3’ wave mentioned for wind-driven wave action.
- We would need additional in-house engineering time for those 3’ waves. We have no issues with the other wave information provided. Extra time has been given

Melanie mentioned that there was a discussion about relocating the site. Is that an option to help reduce wave action? No there is not a possibility to relocate as there is no funding to do so.

- I have reviewed the electrical and plumbing layout for the dock with 30 slips. It is a common practice to share them between two slips.
 - Please review the Drawings and Specifications @ “MBA – Jordanelle SPM Dock Design & Specifications v072522” attached to and included with Project Solicitation . . . Those Drawings specify 40 slips with utility pedestals providing water and electric service to TWO slips from one pedestal. No preferred brand or manufacturer is noted and selection is at the discretion of the Bidder
 - The only comment I would have is the possibility of having stubs up at the heads of the other three docks so that if someone wanted to wash down quickly, they could run a hose. Additional locations for stubs would need to be authorized by risk management.
- Based on prior projects for the size boats, a configuration that best serves them is two water spigots, 2- 30-amp 125 v, and one double GFCI receptacle. You will need 3 phases, 220v, for the pump-out system. Three phase 208/120volt is the power that will be supplied to the marina via the main distribution panel through provided electrical cord.
- We do not feel Under Water Bracing is needed on any slips except for the 30’. But we could put in additional stiffeners to avoid using UWB. We try to avoid those as much as possible in areas where you get hard freezes. YES, at the discretion of the manufacturer and acceptable engineering
- On the gangway, there is a float landing where you would have a 5th wheel on each side. Understanding that the gangways would like to be removed and floated to shore for the winter, we would need to add some floating to each side of the gangway to aid in this process. Correct, floatation would need to be added on the marina connection side of the bridge to allow for disassembly at that connection point and a float will need to be provided to state parks that will be installed by state parks under the land connection to make the bridge completely floatable for winter configuration, see “MBA – Jordanelle SPM Dock Design & Specifications v072522” for suggested design
- Decking Materials were not specified. Reviewing the old photos, I see that wood was previously used. We have options for wood, composite, or concrete tiles. Decking options are specified in “MBA – Jordanelle SPM Dock Design & Specifications v072522”
- Dock Accessories: 10” S Style Cleat (Wood or Composite) or 10” side mount (Concrete), Double 2” x 6” skirting to cover the frame, and HD Vinyl Edging. Those would be my recommendations for the dock system. . Given the potential ice and snow buildup, S-Cleats mounted to the top of the dock decking may not be the best option.

- What shore power receptacles will be required? Will there be pedestals located at the T-Heads of the docks? Is the owner looking to design/build team to make recommendations? ? **Utility pedestal locations and type are noted on "MBA – Jordanelle SPM Dock Design & Specifications v072522" . . . brand selection is at the discretion of the manufacturer / bidder.**
- Can we have the existing drawings shown on page 3 of the "MBA – Jordanelle SPM Design Criteria w/ Photos v072522"? If not, what is the elevation of the existing electrical panel? **The only power concerns for this contract are for the marina and the bridge. No land utilities will need to be provided just the quick connections points described in the plan.**
- What is the size of the existing electrical, water, sewer, etc. lines running through the utility ramp? **Water 1" HDPE with Cam lock fittings. Sewer 2" rubber or HDPE Electrical 208/120 volt 3 Phase. These are the utilities in the shore side trenches.**
- Page 4 of "MBA – Jordanelle SPM Design Criteria w/ Photos v072522" mentions a "dry" fire-water system. Is this referring to a dry standpipe fire protection system? Is there currently a fire line run in the utility ramp or will this need to be added as part of this work? **There is NO fire system water run to the docks . . . IF DESIRED BY UTAH PARKS< a dry-standpipe system should be incorporated into the dock design**
- Does the scope of this work include conduits to access gate for low-voltage controls? Is the cabling to the access gate in scope? If so, what cabling is existing **Gate control system has not been specified by Utah State Parks . . . a manual "key" lock or solar powered controls are probably the most viable options**
- Is access gate to be provided and installed by contractor or owner furnished contractor installed? **Contractor will need to provide all things associated with the access gate including numbered code locking latch**
- Additional information on the quick-connect types/requirements for all utilities? **Answered above**
- Is there any need for electric boat charging? **No**
- Is there or will there be a Lift Station Installed on the Floating Dock? **Yes 2 ea. One stand alone for boat suction and one with porta potty dump location and boat suction hose capability.**
 - If So what is the Make/Model **Keco 900 series Remote mount Peristaltic pump 220Volt model 900R-34 with all applicable hardware and covers.**
 - If So will the PumpOut system(s) discharge into the lift station? **Manhole in parking lot. This proposal will provide piping from dock pump to the land end of bridge for marina only.**
 - If So, where does the Lift Station Discharge into? **Not your concern**
 - Are there any flowrate Requirements or Restrictions? **Pump described above will provide needed flow and pressure needed for this proposal.**
- I see Two PumpOut systems in the design. Are two independent systems required, or will they consider a Single unit? **Two pumps will need to be provided but only one 2 " main line from pump dock to quick connection point on land end of bridge is required.**
 - a. Was/Is the Edson PumpOut system functional, or was it decommissioned when the Keco PumpOut system was installed? **Two Keco systems will need to be provide, one with porta potty capability.**
- The existing Edson PumpOut seen in the photos incorporated a Dump Station for Porta Pottee disposal. Is this Deisred/Required, or will a Potty Wand attachment for the PumpOut hose suffice? **Porta potty pump out is required for proposal.**
 - If a Dump Station is required shall it be plumbed for discharge into a lift station, or connected back to the Peristaltic PumpOut to act as a Forward Lift Station? **Keco pumps**

suck waste from boats or porta potties and pushes it directly to shore connection for both stations.

- If connected back to the Peristaltic PumpOut do they want it controlled via an Electric Actuated Valve, or a Manual Valve to divert suction between the PumpOut and Dump Station? Controls on the keko pumps control pump out procedures.
- What diameter Piping is connecting between the PumpOut System(s) and their Discharge connection? 2 " pipe
- What is the linear distance connecting between the PumpOut system(s) and the Discharge connection? Varies, Pump described will pump sewage for expected distance
- What is the maximum elevation difference between the PumpOut system(s) and the Discharge connection? Varies, Pump described will pump sewage for expected distance
- What is the available Power Supply for the PumpOut system(s) Distribution panel will need to provide power to pumps. Kenco pump is 220 volt single phase.

Q: should it be an LM16 or HM16 based on 200'? The LM16 specs does not allow 200' of capacity with 5/8" cable. The HM16 does. Please clarify what is more important – 200' of capacity or specifically the LM16?

A: Winch capacity is most important given the potential water depths and cable lengths . . . I would recommend HM 16 or HM 24 Winches depending on winch location relative to cable length and potential water depth

Q: The first dock is calling out two different widths on the end finger pier (southwest dock as you are looking at the paper). Please clarify width.

A: 3' wide finger note is a typo . . . the Conceptual Design calls for 4' wide End Fingers on all docks

Q: What dimension are the corner walks?

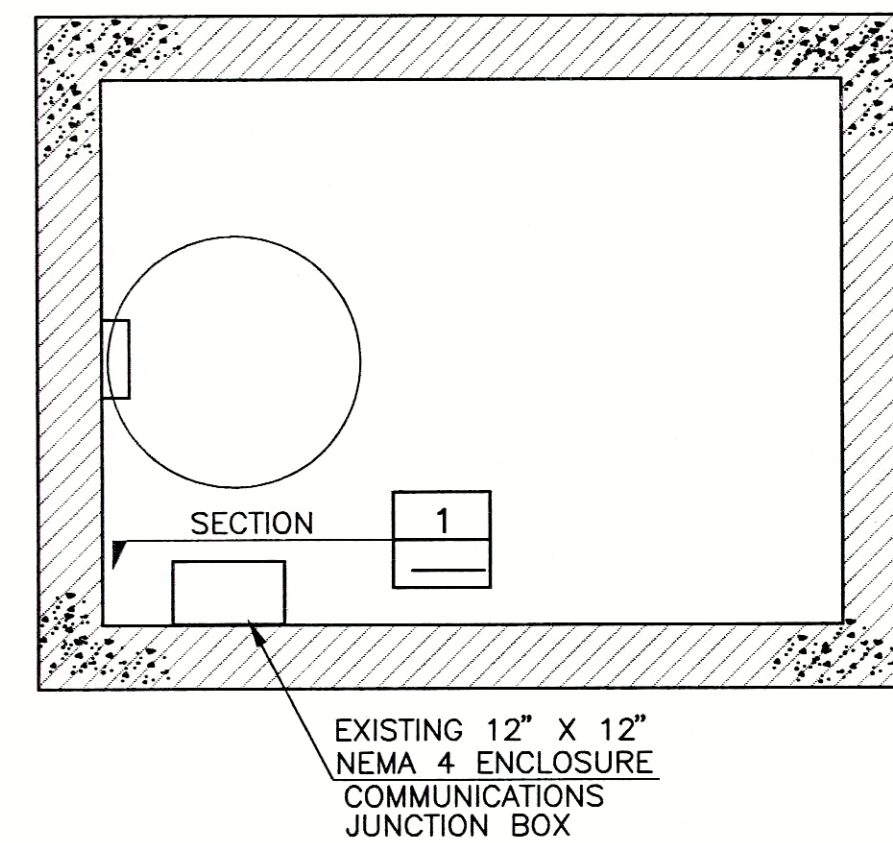
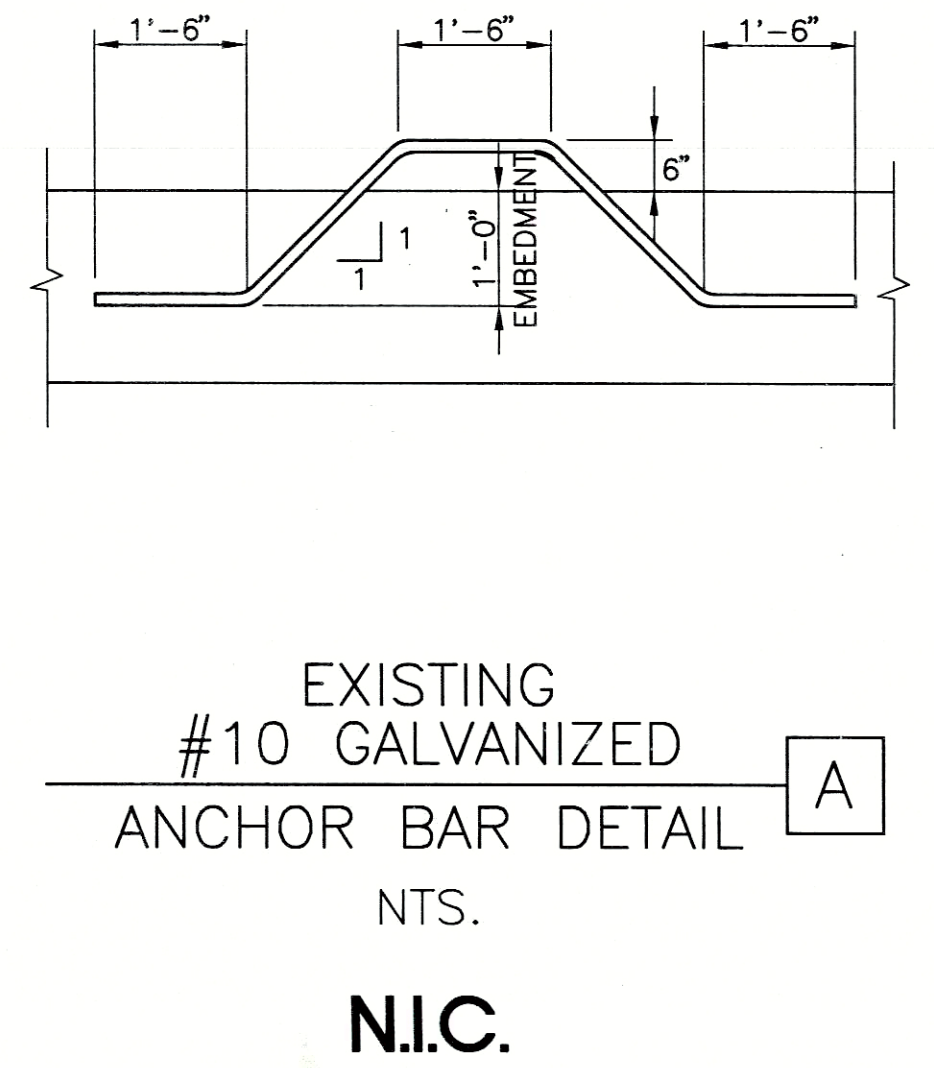
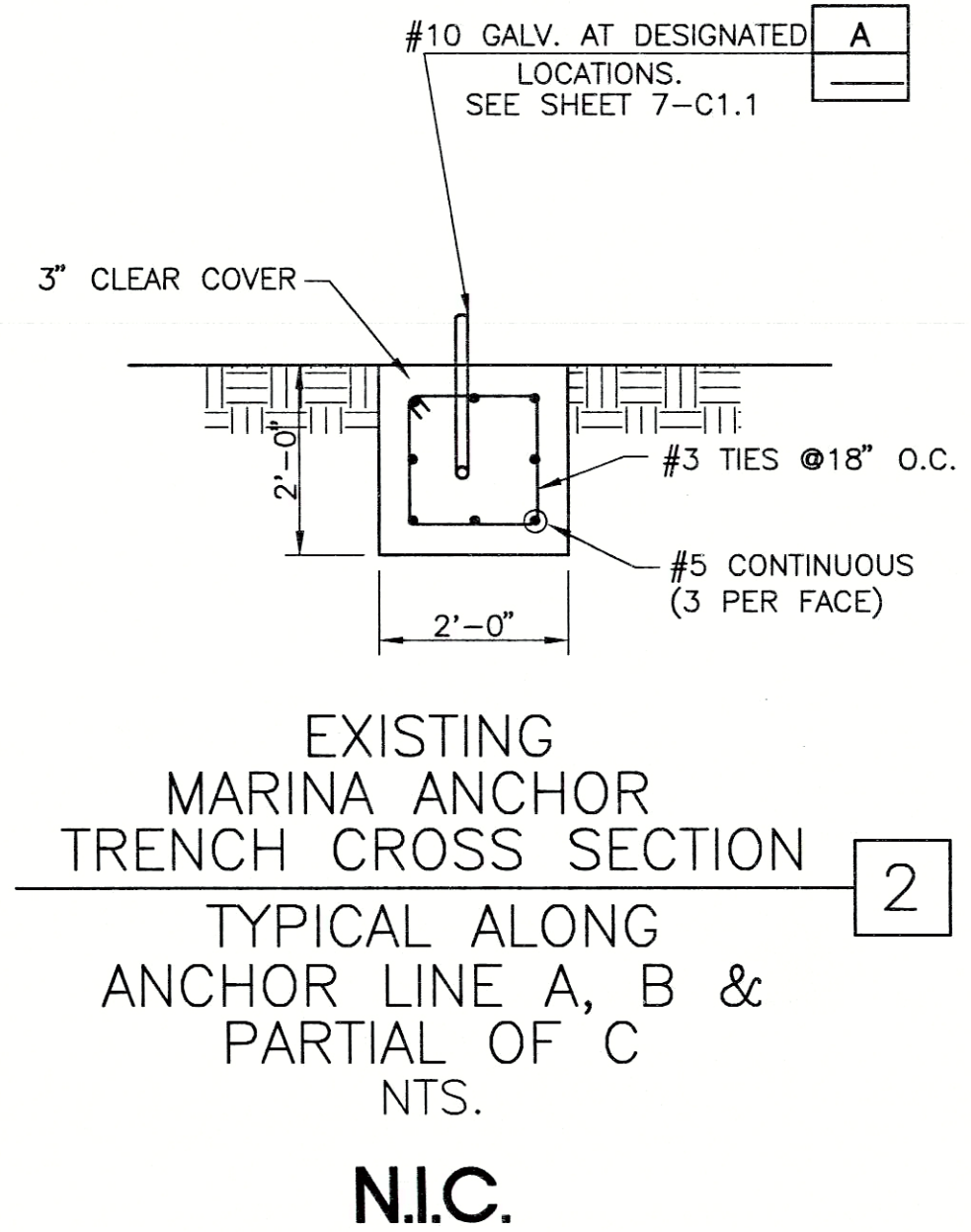
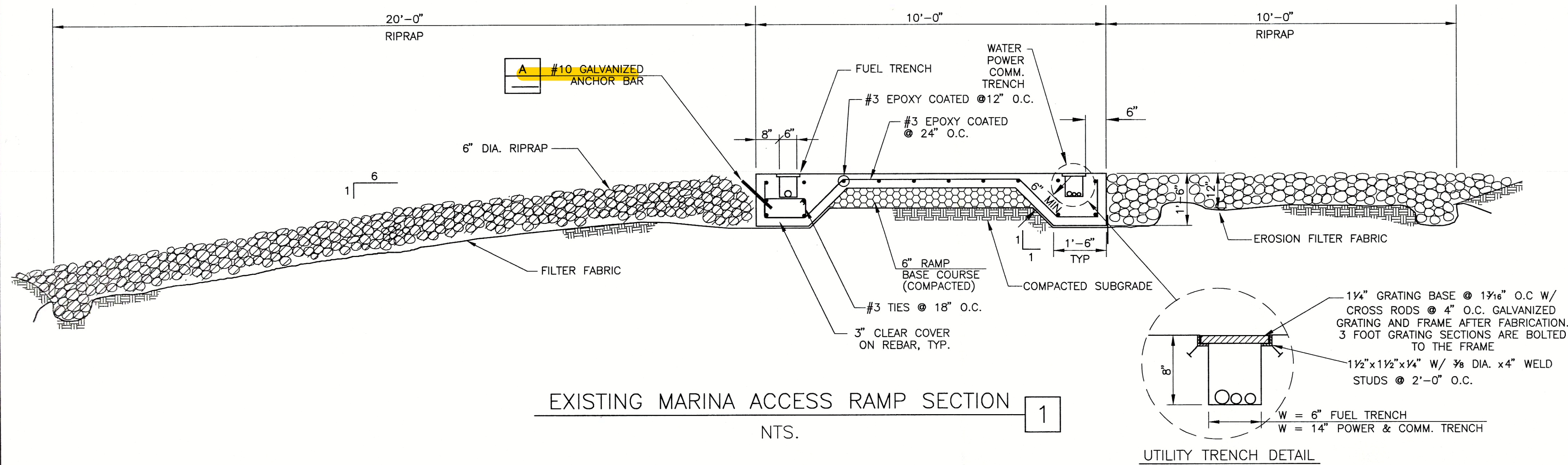
A: Conceptual Design illustrates 3'x3' corner gussets / walks – Actual proposed dock design is at the discretion, as needed, by the dock manufacturer to provide a strong and durable dock system, but given the design dock slip dimensions a 3'x3' corner would be optimal.

Q: Does the decking have to be "Broom finish", or can it be a pattern of another sort?

A: Actual proposed dock deck design is at the discretion of the dock manufacturer, as needed to provide a strong and durable dock system . . . Composite board decking is probably preferred given the potential winter weather conditions

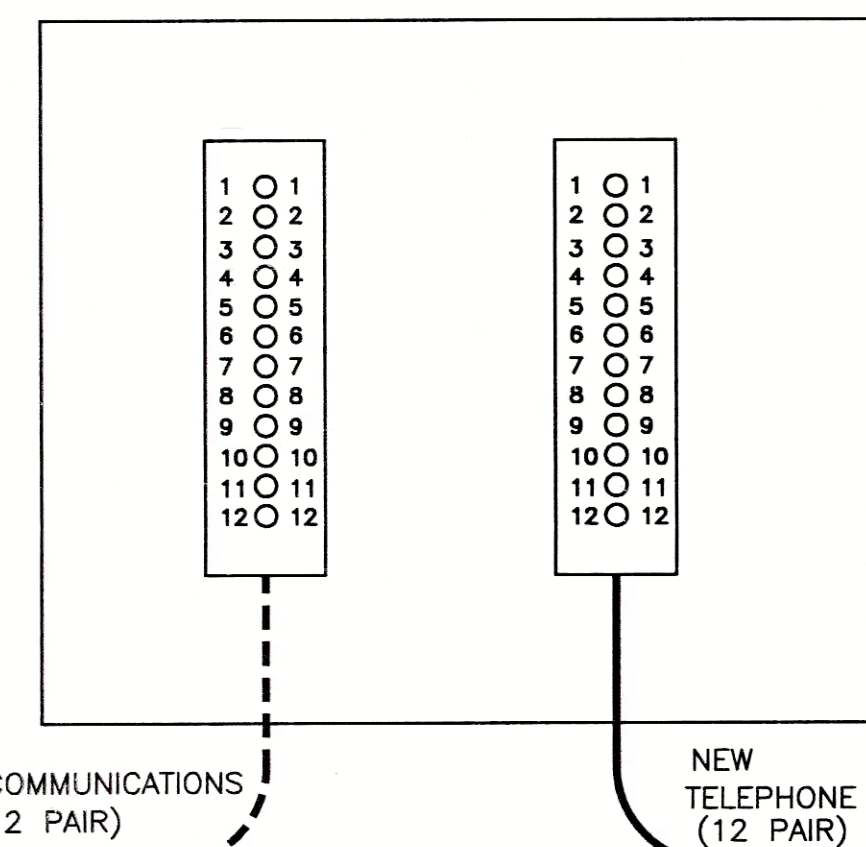
- How much movement is allowed in the floating docks?
This could vary depending on design and engineering.

- -Is it a 3ft Hmax or Hs ?
3 ft Hmax
- -If awarded the job, will our engineer be able to exercise judgement of the actual design period/wave height?
In conjunction with the DFCM and our consultant, options can be discussed as value based engineering with the winning bidder.
- -If we get into a valued engineered option will our engineer be able to discuss with the owner the requirements?
Yes



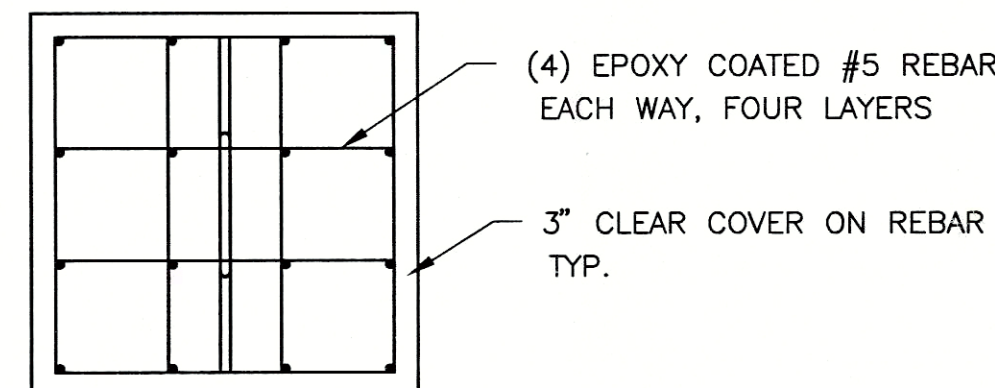
NOTE:
REFER TO SHEET 7-C3.1 FOR VAULT DETAILS
OF ALL UTILITIES

COMMUNICATIONS VAULT PLAN VIEW
NTS.
N.I.C.



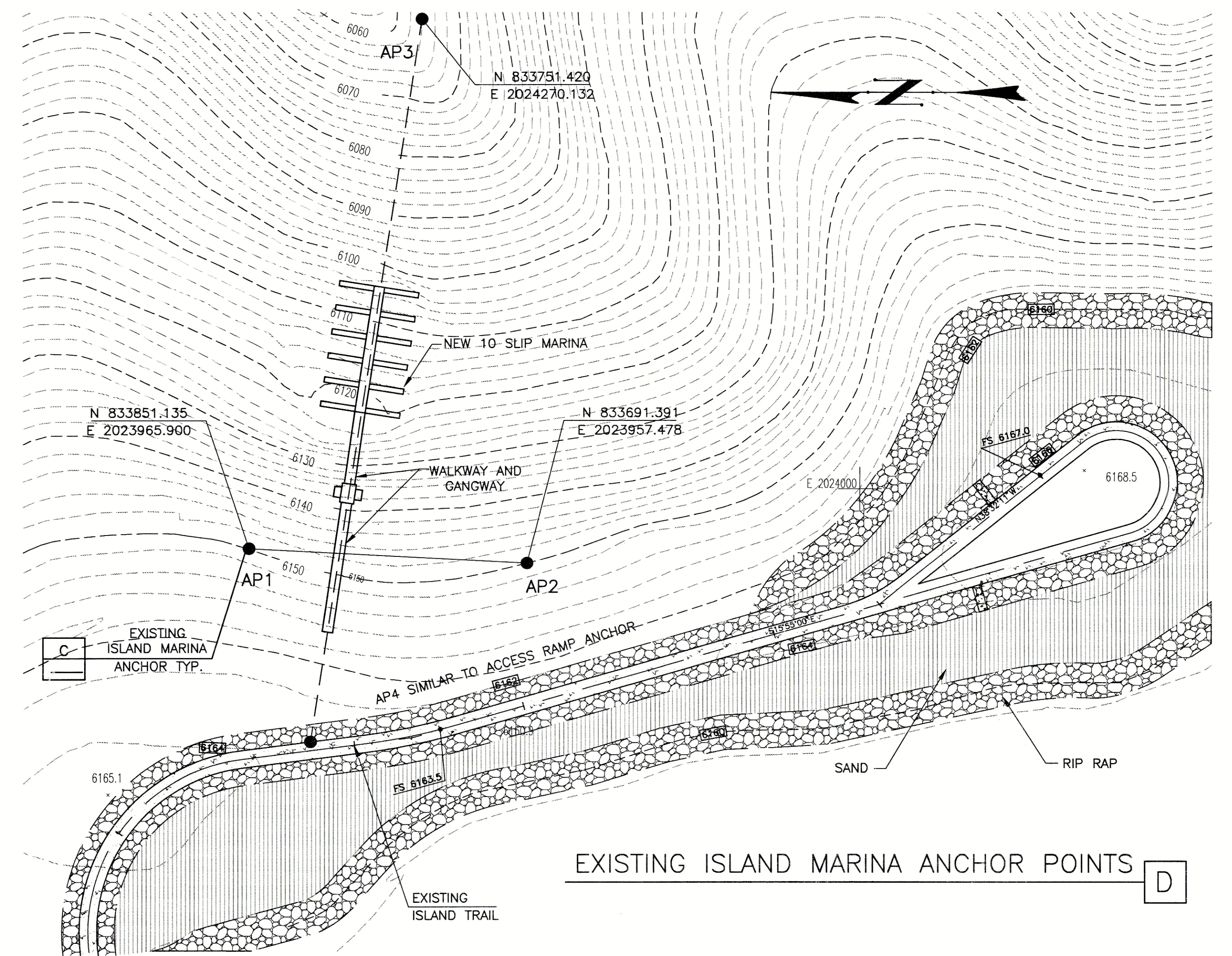
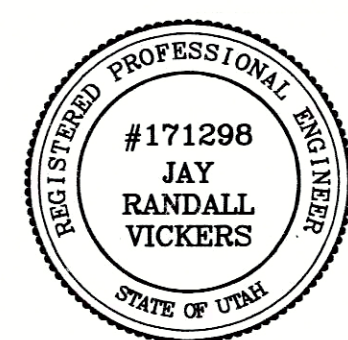
TERMINAL BLOCK DETAIL
NTS.

EXISTING CABLE TO THE TERMINAL BLOCK SUPPLIED BY OTHERS. THE NEW CABLE LENGTH WHICH EXTENDS FROM EXISTING TERMINAL BLOCK TO THE END OF THE ACCESS RAMP IS BY THE MANUFACTURER. SHORT SECTIONS OF CABLE TO TERMINATE AT THE ANCHOR POINT SIMILAR TO POWER SYSTEM SEE SHEET E1.1 AND E2.1. A WEATHER TIGHT CONNECTOR OR JUNCTION BOX IS REQUIRED ON THE GANGWAY FOR CONNECTION OF THE CABLE TO ALLOW THE MARINA TO BE MOVED. MARINA DOCK MANUFACTURER TO PROVIDE ALL OTHER CABLE NECESSARY ON THE DOCK. MARINA MANUFACTURER TO TERMINATE NEW CABLE AT EXISTING TERMINAL BLOCK.



EXISTING ISLAND MARINA ANCHOR DETAIL
TYPICAL FOR THREE LOCATIONS
NTS.
N.I.C.

**RECORD
DRAWINGS**



EXISTING ISLAND MARINA ANCHOR POINTS
D

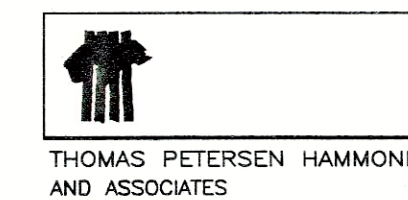
NO.	REVISIONS	BY	DATE
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DRAWN	5/92 JLT	CHECKED	5/92 SCJ
DESIGNED	6-19-92	DATE	
APPROVED	6-19-92	DATE	

STATE OF UTAH
DIVISION OF FACILITIES CONSTRUCTION
AND MANAGEMENT (DFCM)



MGB+A
The Grassli Group



JORDANELLE STATE PARK
HAILSTONE MARINA MISCELLANEOUS DETAILS

DFCM PROJECT NO.	NP-90-270
LOCAL PROJECT NO.	5-91009
SHEET NO.	7-C4.1
SCALE	NONE



PROJECT SCHEDULE

REVISED PER ADDENDUM 002-DATED 01/02/2024

VBS DESIGN/BUILD SINGLE STAGE

U3P SOURCING EVENT #CR24036

PROJECT NAME:		JORDANELLE STATE PARK - DOCK REPLACEMENT		
		DEPARTMENT OF NATURAL RESOURCES / DIVISION OF STATE PARKS		
		HEBER CITY, UTAH		
DFCM PROJECT #:		23481510		
Event	Day	Date	Time	Place
RFP for Design/Build Teams Available	Tuesday	November 28, 2023	3:00 PM	U3P website
MANDATORY Pre-Submittal Meeting	Friday	December 8, 2023	11:00 AM	515 UT-319 Heber City, Utah https://maps.app.goo.gl/13LAVdiUE42ZWoSz7
Last Day to Submit Questions	Thursday	January 4, 2024	3:00 PM	U3P website
Addendum Deadline (exception for bid delays)	Friday	January 5, 2024	3:00 PM	U3P website
*Management Plans, References, Statements of Qualifications, and Termination/Debarment Certifications Document Due ***** Design Proposal Due ***** Cost Proposal, Bid Bond, Value Engineering Proposal Due	Monday	January 22, 2024	12:00 NOON	Emailed to dfcm_vbs@utah.gov DO NOT SUBMIT VIA U3P ***** DFCM State Office Building 4315 S. 2700 W., FL 3 Taylorsville, Utah 84129-2128 ***** Emailed to dfcm_vbs@utah.gov DO NOT SUBMIT VIA U3P
Shortlisting meeting	Monday	January 29, 2024	TBA	Virtual
Interviews	Tuesday	February 6, 2024	TBA	To Be Announced
Announcement of Selection	Wednesday	February 7, 2024		U3P Web site**

***U3P Project Schedule Date Clarification:**

ALL proposals are due no later than the date and time listed on the Project Schedule. In a VBS U3P Advertisement, the "Close" and "Sealed Bid Open" dates do not identify the date or time proposals are due. These dates are used for internal closing of the U3P advertisement only, which is typically the day after the Announcement date. **The firm is responsible for ensuring that delivery to DFCM of all proposals is made by the deadlines established by the Project Schedule*.**