



THE CITY OF KEY WEST
3140 Flagler St,
Key West, FL 33040

ADDENDUM #1
Wahoo & Kingfish Piers Electrical Upgrades
Invitation to Bid: ITB 005-16
February 18, 2016

This Addendum is issued as supplemental information to the bid package for clarification of certain matters of both a general and a technical nature. The referenced bid package is amended in accordance with the following items:

- Attached to this coversheet is Addendum #1, dated February 18, 2016 which does not change the bid due date, includes the sign-in sheet for the mandatory pre-bid site visit, and answers questions posed by prospective bidders.

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 1 by acknowledging Addendum No. 1 in their proposal or by submitting the signed Addendum No. 1 with the bid package. Bids submitted without acknowledgement or without this Addendum may be considered non-responsive.

Signature

Name of Business

ADDENDUM #1
Wahoo & Kingfish Piers Electrical Upgrades
Invitation to Bid: ITB 005-16
February 18, 2016

This Addendum is issued as supplemental information to the bid package for clarification, correction, and additional information that will be of use to bidders.

The referenced bid package is amended as follows:

1. The Bids Due Date and Time are not changed by this Addendum#1.
2. Attached is the sign-in sheet (1 page) listing confirmed attendees of the mandatory pre-bid site visit.
3. Attached is a section of Contractor-submitted questions and answers.

This Addendum attempts to answer all questions received to-date in the following “Q & A” format:

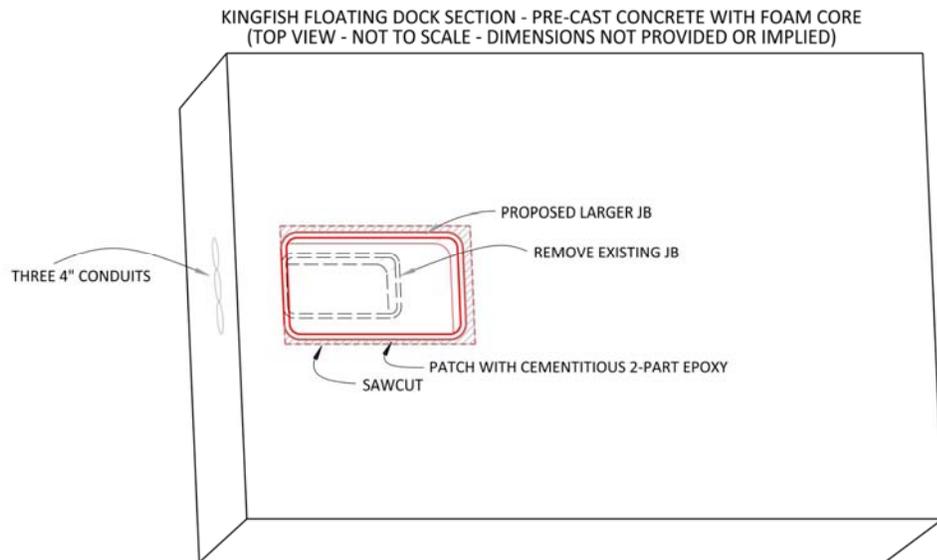
Q How will the Contractor gain access to the junction boxes (handholes) located under existing aluminum gangways?

A For Kingfish Pier, work in the first junction box is substantial, so City Marina personnel will provide assistance to the Contractor in establishing an alternate access for dock tenants that temporarily bypasses the junction box area at the head of the floating pier.

For the three Wahoo Floating Piers, City Marina personnel will work with the Contractor to allow temporary relocation of the gangway for sufficient time to install wire and perform splicing. Notifying tenants of work that will temporarily affect their access will be crucial and City Marina personnel will provide assistance. If necessary, City Marina personnel will provide an alternate means of tenant access.

Q Please describe the “substantial work” required in the first junction box on Kingfish Pier.

A The existing junction box is too small to accommodate the number of required splices as this is a transition point between DLO or G-type cables and XHHW2 cables for all conductors coming from the MDP. The floating dock manufacturer has recommended replacing the junction box with a larger size by saw-cutting surrounding concrete, patching and embedding the new vault using two-part cementitious epoxy. Sawcuts should avoid all corners to avoid reinforcing steel. Cuts should be made only in the flat top section. For illustrative purposes only, please see the below diagram:



- Q At the Wahoo Pier head end (new 480V Panel) and at each new service location on the pier, there is no mention of elevating the Panel Board, and Transformers. Will this be required, i.e., elevating above flood as these are stationary piers, and Florida, and National code will require that they be elevated?
- A All proposed equipment shall be installed in compliance with NEC requirement with respect to placement above the “Electrical Datum Plane.” This requirement is for connections and equipment mounted inside the cabinets/housing, but not the cabinets/housings themselves.
- Q Can a generator be placed that will provide temporary power to tenants while necessary out-of-service operations are underway?
- A No. There is no safe, practical, and code-compliant means of distributing temporary power to multiple boat slips in this environment.
- Q If they are to be elevated will the conductors be long enough so as to reuse them per the RFP?
- A The east/west position of the transformers should be determined by design such that the existing conductors for WT2 and WT3 are long enough. WT1 will be fed by new conductors placed in existing conduit. While it will be the Contractor’s responsibility to determine the Electrical Datum Plane, it is clearly below the fixed dock surface elevations, so the elevation requirements for equipment and connections are not expected to be substantial. The owner’s expectation is that the NEC elevation requirements can be met with standard catalog products offered by manufacturers such as those listed in specification section 26 27 16.
- Q Will it be [the Contractor’s] responsibility, if [equipment] must be elevated, to design a structure to meet wind loading, and access the equipment similar to that at the transformer feeding the Kingfish pier.
- A The transformer feeding Kingfish Pier is owned by the utility, Keys Energy, and is mounted on an elevated precast concrete pad. No such installation will be utilized for the step-down transformers and distribution panels. That said, the cabinets/housings are not expected to be elevated above the dock, but connections and equipment mounted inside the cabinets must comply with the NEC (in particular, Chapter 555) regarding their location above the Electrical Datum Plane.
- Q Will the contractor be required to place new power distribution pedestals at boat slips?
- A Four **new** power pedestals are proposed, one each at the far end of each floating dock. All other pedestals are existing, considered to be in good, serviceable condition, and the Contractor will replace outlets and make connections as required. Should any existing pedestals be found in unsatisfactory condition and require replacement, the owner will be required to provide direction which may consist of a change directive authorizing additional work.

Q Will [the Contractor] be required to install individual branch feeders from K1 & K2 to each pedestal on this pier, like what we are doing at the Wahoo site?

A The Contractor will be required to install new branch circuit conductors from panels K1 and K2 to each pedestal on the Kingfish Pier. However, this installation is not “like what we are doing at the Wahoo site” because Kingfish Pier has three four-inch conduits through its entire length. The Owner’s expectation is that the design for Kingfish Pier will allow a code-compliant installation that has no vault splices other than the transition from fixed to floating dock (at the first junction box). All branch circuits are to be home-run from the pedestal to the sub-panel. Multiple conductor derating and conduit fill limits (as specified by the NEC) have been considered in this design objective.

————— **End of Addendum #1** —————