



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 24, 2015

Addendum No. 1

Contract No.: 11484597

WBS Element: 1.200827

Ferry Operator and Custodial Service at Sans Souci Ferry, Bertie County

To Whom It May Concern:

Reference is made to the proposal and plans previously furnished for this project.

The following revision has been made to the proposal and plans:

Page No. 24, "Daily Compensation Reduction Schedule for Sans Souci Ferry" has been revised to include Line #2 "Failure to hook both anchor chains". Please void existing Page No. 24 and staple revised Page No.24 thereto.

Page No. 29, "Operational Procedures" has been revised to include Line #6 "Unhook both anchors chains from shore anchor post" and Line #10 "Hook both anchor chains in front of vehicle(s)." Please void existing Page No. 29 and staple revised Page No.29 thereto.

Page No. 30, "Operational Schedule" has been revised to include Line #7, detailing the contractor's responsibilities while the ferry is not operational. Please void existing Page No. 30 and staple revised Page No. 30 thereto.

Please acknowledge receipt of Addendum #1 in the space provided on the Addendum Acknowledgement Form.

Sincerely,
DocuSigned by:

A handwritten signature in black ink that reads "W. B. Hobbs".

99A5A272ED6A447...

W. B. Hobbs, PE

Division Project Manager

WBH
Attachment

cc: S. D. Baker, PE
C. W. Bridgers, PE
P. P. Mansfield

DAILY COMPENSATION REDUCTION SCHEDULE FOR SANS SOUCI FERRY

Daily compensation is computed by dividing the line item price per month by the number of calendar days within that month.

A. FERRY BOAT OPERATIONS 20%

- 1) Failure to keep warning gate arm down except during loading and unloading*
- 2) Failure to hook both anchor chains *
- 3) Failure to chock front and back of wheel on vehicle(s)*
- 4) Failure to hook safety chain behind vehicle(s)*
- 5) Failure to wear Safety Vest or other approved Personal Protective Equipment while performing Ferry Boat Operations*
- 6) Failure to unlock life vest storage cabinet*

B. OPERATOR'S HOUSE, RAMP AND STEPS MAINTENANCE 5%

- 1) Smoking in Operator's house*
- 2) Floors dirty
- 3) Trash receptacles overflowing
- 4) Kitchen area – food and utensils not cleaned and stored away
- 5) Rest Room fixtures soiled
- 6) Toilet paper dispenser empty*

C. LAWN MAINTENANCE 5%

- 1) Litter and vegetation debris on lawn area
- 2) Vegetative debris and/or excessive soil on Piers, walkways, platforms, ramps, decks, porches, etc.
- 3) Vegetation in lawn exceeds four (4) inches in height over 50% of lawn area
- 4) Pesticides used inconsistent with policy
- 5) Fuel improperly stored*
- 6) Unsatisfactory effort to remove snow/ice*
- 7) Failure to use de-icing and/or sand following snow/ice event*
- 8) Failure to remove and properly dispose of vegetative debris less than four (4) inches in diameter

Items marked with * indicate an immediate reduction at the prescribed percent of the daily compensation schedule.

REVISED 4/24/2015

OPERATIONAL PROCEDURES

Operator shall wear reflective vests at all times when handling traffic. Never stand in a position where you can be injured by moving vehicles.

1. The following procedures are to be followed for the operation of the ferry:
2. Raise warning gate arm and signal vehicle(s) to load onto the ferry.

Note: The ferry shall **NOT** operate at any time, with more than Six (6) Passengers plus the ferry operator.

3. Lower warning gate arm to down position.
4. Have vehicle(s) stop engine(s) and engage parking brake.
5. Place safety chocks in front and back of wheel on vehicle(s). Record traffic count data.
6. Unhook both anchors chains from shore anchor post.
7. Hook safety chain behind vehicle(s).
8. Start ferry engine and proceed across river. When destination is reached, stop engine.
9. Unhook safety chain in front of vehicle(s).
10. Hook both anchor chains in front of vehicle(s).
11. Remove safety chocks.
12. Raise warning gate arm and signal for vehicle(s) to unload ferry.
13. Lower warning gate arm to down position after unloading vehicle(s) passes or after waiting vehicle(s) loads onto ferry.

The ferry is not to be moved until the warning gate arm is down. The warning gate arm is to remain in the down position at all times unless a vehicle is going onto or leaving the ferry.

When the ferry is down for any reason (preventive maintenance, repair, high water, etc.) all signs should be up and gates closed.

REVISED 4/24/2015**OPERATIONAL SCHEDULE**

November 2 – March 7	7:00 AM to 5:00 PM
March 8 – November 1	Sunrise or 6:30 AM to 6:00 PM

Note: Actual March and November Ferry Operations Change Dates will coincide with Daylight Savings Time and therefore will vary from year to year.

The ferry will be operated on the above schedule, seven (7) days per week, 364 days per year (Ferry Closed Christmas Day), except during Leap Year in which case, the ferry will be operated on the above schedule, seven (7) days per week, 365 days during Leap Year, with the following exceptions:

1. During electrical storms.
2. During extremely high water.
3. During extremely low water.
4. When ferry deck is covered with snow or ice.
5. Equipment failure.
6. When notified by the Engineer not to operate.
7. When the Ferry is down for more than 3 consecutive days for equipment reasons the contractor will go to the site daily for a minimum of 1 hour to check signs, facilities, grounds and verify that the vessel is secure. Daily compensation shall be reduced to ½ the Daily compensation rate.

SAFETY AND SECURITY

1. Fishing is not permitted from any part of the ferry or the two (2) docks.
2. Pedestrians and/or vehicle drivers are to be prohibited from subjecting themselves to danger while on the ferry.
3. No boats are permitted to be tied up or moored to ferry and the two (2) docks.
4. Only N. C. Department of Transportation certified ferry operators are to operate the ferry.
5. Ferry Operator will visually assure clearance of all water and highway traffic prior to operating the ferry.
6. Vehicles of any description, including bicycles, are not to be permitted on the roadway approaches, between the loading ramps and the warning arm gate, except when loading or unloading the ferry.
7. Should a request be made for crossing on the ferry by a questionable piece of equipment the Engineer shall be contacted. The Engineer will review and approve such requests.
8. Telephone numbers, including emergency telephone numbers, shall be kept up-to-date in the ferry cabin and near the telephone in the operator's house.
9. Secure all locks prior to leaving the ferry unattended. Secure the ferry at the end of the day and during adverse weather conditions, which prevent the operation of the ferry.
10. The ferry will not be operated during adverse weather conditions, as follows:
 - A. Electrical storms
 - B. Extremely high water
 - C. Extremely low water
 - D. Snow and ice on ferry deck
 - E. Equipment failure
 - F. As directed by the Engineer
11. Inspect the operator's house outside lighting prior to leaving each day.