

ADDENDUM No. 1 TO THE CONTRACT DOCUMENTS

Project: City of Unalaska Port Lighting Upgrades

Addendum Issue Date: April 2, 2014

Issued for Bid Date: March 2014

Bid Due Date: April 15, 2014 at 2:00pm (AKDT)

Previous Addenda Issued: None

Issued By: Derrick Honrud
PND Engineers, Inc.
1506 West 36th Avenue
Anchorage, Alaska 99503

Notice to Bidders:

Bidders must acknowledge receipt of this addendum prior to the date set for bid opening by one of the following methods:

- (1) By acknowledging receipt of this addendum on the bid submitted.
- (2) By fax which includes a reference to the project and addendum number.

The bid documents require acknowledgment individually of all addenda to the drawings and/or specifications. This is a mandatory requirement and any bid received without acknowledgment of receipt of addenda may be classified as not being a responsive bid. If, by virtue of this addendum it is desired to modify a bid already submitted, such modification may be made by fax provided such a fax makes reference to this addendum and is received prior to the opening date specified above.

The Contract Documents for the above project are amended as follows (all other terms and conditions remain unchanged):

ITEM 1

Section: *N/A – Pre-Bid Meeting*

- 1.1 Attached to this addendum are the notes from the Pre-Bid Meeting held on March 26, 2014. Answers developed after the meeting to some questions asked during the meeting are included in [*bold italics*] in the notes. Answers to questions that do not have an answer in the meeting notes are provided in this or subsequent addendums.

ITEM 2

Section: *N/A – Answers to Questions*

- 2.1 Answers to questions asked as of 3/31/14:

Q1: We have a question on Sheet 4 for the Light Cargo Dock. There is a note to replace the existing fixtures with LED fixtures on four (4) each 30-ft poles. This work does not appear in the Scope of Work in the Invitation to Bid letter, nor does it appear as a lump sum item in the Bid Proposal letter. Can you clarify this?

A1: It appears that incorporating replacement of the existing fixtures with LED on the four (4) 30-ft light poles at the Light Cargo Dock into the Scope of Work in the Invitation to Bid and Base Bid Item #4 in the Bid Proposal was neglected. This work is, however, to be part of the Scope of Work

for the project, as shown on Sheet 4 of 7. The documents will be revised and the changes transmitted via addendum.

Q2: We have a question related to Additive Alternate #1. If the City takes this option, what will be the disposition of the two (2) each 120-ft poles and appurtenances? Will the City want to salvage them or dispose of similar to the 150-ft high mast poles?

A2: If Additive Alternate #1 is awarded, the disposition of the existing 120-ft poles and appurtenances will be the same as the existing 150-ft poles for the Base Bid. The City will accept the pole sections (approx. 40-ft long), but the Contractor will have to properly dispose of the rest.

Q3: We are unable to locate the thread specification for the anchor bolts so the replacement leveling, top, and jamb nuts match accordingly. What is the specification for the threads?

A3: The threads for all anchor bolts are UNC threads, which have a different thread pitch for different diameters. This information was not included in the specification, but is standard for threaded rebar and anchor bolts.

ITEM 3

Section: 00030 Invitation To Bid

3.1 Add the following bulleted item to the Scope of Work:

- **Remove existing fixtures on four (4) existing 30-ft light poles and replace with new LED fixtures at the Light Cargo Dock.**

3.2 Change the completion dates for the project to the following:

Substantial Completion Date – **October 1, 2014**

Final Completion Date – **November 1, 2014**

ITEM 4

Section: 00300 Bid Form

4.1 In the Bid Proposal, Page 7 of 9, change the phrase “anchor bolt hardware” in the description of Base Bid Item #3 UMC USCG Dock Lighting Upgrades to “**anchor bolts and hardware**”.

4.2 In the Bid Proposal, Page 7 of 9, change the description of Base Bid Item #4 Light Cargo Dock Lighting Upgrades to read as follows (additions in **bold**):

“Work shall consist of providing all materials, labor, equipment, incidentals, traffic control, and other work necessary to replace the lowering device, mast assembly, and anchor bolt hardware, and replace the fixtures with new LED fixtures on the two (2) existing 120-ft high mast light poles, **and replace the fixtures with new LED fixtures on the four (4) existing 30-ft light poles** as detailed in the Plans. (For this Base Bid Item, the existing 120-ft high mast light poles are to be reused.)”

4.3 In the Bid Proposal, Page 8 of 9, change the phrase “anchor bolt hardware” in the description of Additive Alternate Bid Item #1 New 120-ft High Mast Light Poles at Light Cargo Dock to “**anchor bolts and hardware**”.

4.4 Attached to this addendum is a revised version of the Bid Form (Rev. 1) to be used for bid submission.

ITEM 5

Section: *00500 Owner-Contractor Agreement*

5.1 In Article 2.1, change the completion dates for the project to the following:

Substantial Completion Date – **October 1, 2014**

Final Completion Date – **November 1, 2014**

ITEM 6

Section: *Part 4 – State of Alaska Minimum Rates of Pay*

6.1 Issue 28 of Pamphlet 600 “Laborers’ & Mechanics’ Minimum Rates of Pay” is effective as of April 1, 2014 and shall be used for this project. The document is available online at the following web address:

<http://labor.alaska.gov/lss/forms/pamp600-040114.pdf>

ITEM 7

Drawing: *General Notes (Sheet 7 of 7)*

7.1 Add the following to the end of the first paragraph of the “High Mast Light Poles” specification:

“THE AVERAGE ANNUAL WIND SPEED USED FOR FATIGUE DESIGN SHALL BE 11.2 MPH.”

7.2 Change the “Demolished Material Disposal” specification to read as follows (additions in **bold**):

“THE OWNER RESERVES FIRST RIGHT OF REFUSAL ON ALL DEMOLISHED MATERIALS. THE OWNER WILL ACCEPT THE REMOVED STEEL POLES IN SECTIONS LESS THAN APPROX. 40 FEET IN LENGTH, BUT NOT SHORTER THAN 20 FEET IN LENGTH. CONTRACTOR SHALL COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS (DPW) ROADS DIVISION (PH. 907-581-1260) FOR DELIVERY TO THE DPW YARD. IT IS THE CONTRACTOR’S RESPONSIBILITY TO DISPOSE OF ALL DEMOLISHED MATERIALS NOT CLAIMED BY THE OWNER, INCLUDING HAZARDOUS MATERIALS, IN ACCORDANCE WITH ALL FEDERAL, STATE, & LOCAL REGULATIONS. FOR HAZARDOUS MATERIALS, CONTRACTOR SHALL SUBMIT TO THE OWNER A “WASTE MANIFEST” AND “CERTIFICATE OF DISPOSAL” OR OTHER APPROVED DOCUMENTATION TO VERIFY PROPER DISPOSAL OR RECYCLING OF MATERIALS.

7.3 Add the following to the list of submittals:

“11. DOCUMENTATION OF PROPER DISPOSAL FOR HAZARDOUS MATERIALS”

7.4 Attached to this addendum is a revised version of Sheet 7 of 7 General Notes.

- END OF ADDENDUM -

**ITEM 1
ATTACHMENT:**

Pre-Bid Meeting Notes

CITY OF UNALASKA PORT LIGHTING UPGRADES

PRE-BID MEETING NOTES *Revision 0*

**March 26, 2014
2:00 PM AKDT**

ATTENDEES:

In Unalaska @ Public Works:

Peggy McLaughlin, Ports
Robert Lund, City

Rod Rushing, Aleutian Electric
Susan Rushing, Aleutian Electric

In Anchorage @ PND Engineers:

Derrick Honrud, PND
Jonathan Knudtsen, PND

George Tipner, Orion Marine Contractors

Elsewhere (via telephone):

Keegan Rauf, RSA
Chris Morin, Puffin Electric
Bruce Hess, Puffin Electric

Lane Chesley, Puffin Electric
Bill Smith, Puffin Electric
Dan Magone, Resolve-Magone Marine Services

MEETING NOTES:

Project Drawings:

- PND reviewed the civil/structural design drawings for the project.
 - Sheet 2 of 7, Site Plan – UMC City Dock: Contractor Staging Area shown will most likely be relocated. Contractor is to coordinate with the Port on staging area(s) for the UMC City Dock and all other docks for this project.
 - Sheet 4 of 7, Site Plan – Light Cargo Dock: Additive Alternate #1 to replace the existing 120-foot high mast light poles with new 120-foot high mast light poles was noted on this dock.
 - Sheet 6 of 7, High Mast Light Details: (1) Existing anchor bolts/rods are to be reused; (2) Zinc-rich primer is required to be applied to portions of the existing anchor bolts that will be exposed to atmosphere and grout after nut installation; (3) Existing non-shrink grout pads are to be replaced and a 1” dia. PVC drain tube is to be installed; (4) For bidding purposes, the area of spray metallizing repair for each steel foundation at the UMC USCG Dock and Light Cargo Dock is assumed to be 15 square feet; (5) The table showing Existing HML Pole Base Data is based on a review of original construction submittals and a field inspection. The Contractor shall verify the data prior to ordering new HML’s and notify the Owner/Engineer of any discrepancies found.
 - Sheet 7 of 7, General Notes: (1) Specifications for new nuts and washers are provided; (2) Proposed anchor bolt tightening procedure for this project is provided; (3) Design criteria for new HMLs and components is provided. Other specifications for HMLs and components are provided in the Electrical Specifications;

- (4) Requirements for demolished material disposal are provided. The Owner reserves the first right of refusal for all demolished materials. The Owner will accept the removed steel high mast light poles in sections less than approx. 40-feet long.
- It is planned to re-issue Sheet 7 of 7 General Notes with some minor additions/changes to the High Mast Light Poles specification and Demolished Material Disposal specification. The drawing will be re-issued by addendum.
- RSA reviewed the electrical design drawings for the project.
 - It is planned to re-issue Sheet E14 Electrical Specifications with some minor changes to the High Mast Poles specification. The drawing will be re-issued by addendum. The tapered, flared “H” style base for the pole will no longer be specified.

Project Bidding/Contract Documents:

- PND reviewed the bidding/contract documents for the project.
- Invitation To Bid (Section 00030)
 - Bids are currently due on April 15, 2014 at 2:00 PM AKDT in Unalaska.
 - Current completion dates for the project are September 1, 2014 (substantial completion) and October 1, 2014 (final completion).
- Instructions To Bidders (Section 00100)
 - Item 12 Submission of Bids, Part C Attachments; bidders shall complete and submit the Bid Form, Addenda Acknowledgement, Bid Bond (5% of Bid), and Alaska Business & Contractor’s License with their bid.
 - Item 13 Modifications and Withdrawal of Bids; the City of Unalaska fax number for bid modifications is (907) 581-1417.
 - Item 20 Construction Coordination; the City clarified that it was only necessary for one of the Contractor’s on-site personnel to possess a TWIC card and escort other members of the Contractor’s crew when access to secure areas was restricted.
- Bid Form (Section 00300)
 - Addenda acknowledgement is on Page 2 of the Bid Form.
 - Additive Alternate Bid Item #1 (Page 8 of the Bid Form) corresponds to Base Bid Item #4; the lump sum price for Additive Alternate Bid Item #1 is an increase (or decrease) from Base Bid Item #4.
 - Bid Bond is Page 9 of the Bid Form.
- Standard Form of Agreement Between the Owner and Contractor (Section 00500)
 - Article 2, Section 2.2 Liquidated Damages; \$500/day for substantial completion, \$1,000/day for final completion, and \$1,000/day for combined.
 - Performance and Payment Bonds follow agreement as Sections 00610 and 00620, respectively.
- Part 4 – State of Alaska Minimum Rates of Pay
 - The current version of Pamphlet 600 is Issue 27 (effective September 1, 2013). It is anticipated that the State will release Issue 28 on April 1, 2014. Issue 28 will become the version of Pamphlet 600 required for this project. This will be changed in an addendum after the State has issued the updated version.

- Part 7 – Light Cargo Dock Existing High Mast Light Information
 - Original submittal information provided for high mast lights at Light Cargo Dock as only components of these lights are planned to be replaced, not the entire pole (for Base Bid).

Questions and Comments:

1. Puffin Electric asked if there is a local bidder's preference for the project. The City responded that there is not a local bidder's preference.
2. Puffin Electric asked for the dates of construction for all of the high mast light poles. PND will include these dates in an addendum. [***Post-Meeting Response: HMLs at UMC City Dock installed in 1991; at UMC USCG Dock in 2002; and at Light Cargo Dock in 2000.***]
3. Puffin Electric asked why the poles are being replaced. The City responded that maintenance on the 150-foot poles is difficult, especially when the latching mechanism at the top of the poles fails (as it has in the past). The City has access to a crane/equipment that can reach the top of 120-foot poles, should the latching mechanisms fail in the future. The existing poles have top-latching lifting devices, whereas the new poles will all be bottom-latching, making maintenance much easier. RSA also stated that no top-latching designs would be accepted.
4. Puffin Electric asked if all the existing high mast lights were provided by the same manufacturer. PND and RSA replied that they were not, and PND said they would specify the manufacturer of each pole in an addendum. [***Post-Meeting Response: Manufacturer for UMC City Dock HML poles was Valmont (w/ Holophane lifting/lowering device and fixtures); for UMC USCG Dock was Whitco Poles (w/ Holophane lifting/lowering device and fixtures); and for Light Cargo Dock was Valmont (w/ Carolina High Mast lifting/lowering device and fixtures.)***]
5. Puffin Electric asked about the disposal of the fixtures on the existing light poles. The City responded that the Contractor would be responsible for this. Puffin asked about hazardous materials in the fixtures and pointed out that the lights could be hazardous. It was agreed that the disposal of the lights would be clarified in an addendum. [***Post-Meeting Response: The existing fixtures are considered hazardous material and shall be properly disposed of or recycled by the Contractor. A "Waste Manifest" and "Certificate of Disposal" or other approved documentation shall be submitted by the Contractor to the City.***]
6. Puffin Electric asked if there would be any charges to the Contractor for storing materials at the project sites. The City replied that there would be no charges, provided the Contractor used the space allotted to them by the City. The City also noted that this space could potentially change locations over the course of the project.
7. Puffin Electric asked for clarification about aiming and tuning the security cameras for the Spit Dock and Light Cargo Dock. The City clarified that this would be the City's responsibility. The Contractor would still be responsible for installing the Owner-supplied cameras and components.

8. Puffin Electric asked if all of the high mast light luminaire rings can be lowered in their current state. After some discussion, the City stated that the mast head and luminaire ring on the South high mast light at the Light Cargo Dock has been damaged and cannot be lowered at this time. The City believed that the luminaire rings on all the other poles could be lowered, but needed to confirm this. Clarification on the remaining high mast lights will be provided in an addendum. [***Post-Meeting Response: The City has confirmed that all other high mast light luminaire rings for the project can be lowered.***]
9. Puffin Electric asked if the City would release an Engineer's estimate for the project. The City responded that this information would not be released until the bid opening.
10. Resolve-Magone Marine Services asked if there was any need for cranes on the project outside of removing/setting poles. The City and other attendees responded that it was not likely that cranes would be needed for anything else.
11. Resolve-Magone Marine Services asked if instructions for lifting the poles would be provided by the pole manufacturer. Other attendees responded that the pole manufacturer does typically provide lifting instructions for the poles.
12. Orion Marine Contractors asked what date the project was planned to be awarded. The City responded that it was planned to approve award of the project at the City Council meeting scheduled for April 22. If the project was not able to be awarded then, the next City Council meeting was not scheduled until May 13. Orion pointed out that there could be long lead times for the new high mast light poles, potentially making a substantial completion date of September 1 difficult to achieve. Puffin Electric said that they had a lead time of 10-12 weeks quoted for high mast light poles on a recent project. The City and PND will discuss the possibility of extending the completion dates and include in an addendum if necessary.
13. Puffin Electric asked for clarification regarding the removal and cutting of the old high mast light poles. The City responded that the poles could be cut into approximately 40-foot long sections, since that is approximately the length that can fit on a truck without a special permit. The City also noted that the poles are planned to be re-used as culverts, not as light poles, so some minor damage to the pole and cutting that was somewhat rough would be acceptable. [***Post-Meeting Response: The City would also like the pole sections to be no shorter than 20-feet in length.***]

- END OF MEETING NOTES -

Please provide any comments on the meeting notes to Derrick Honrud at PND Engineers, Inc.
Email: dhonrud@pndengineers.com

**ITEM 4
ATTACHMENT:**

Revised Bid Form (Rev. 1)

**Section 00300
BID FORM**

To: **City of Unalaska, Department of Public Works**

Address: **P.O. Box 610, Unalaska, Alaska 99685**

Project Identification: **City of Unalaska PORT LIGHTING UPGRADES**

DEFINITIONS

The terms used in this Bid which are defined in the General Conditions and Instructions to Bidders included as part of the Contract Documents are used with the same meaning in this Bid.

BIDDERS DECLARATION AND UNDERSTANDING

This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization, or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; Bidder has not solicited or induced any person, firm, or corporation to refrain from bidding; and Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over the City.

In submitting this Bid, Bidder represents, as more fully set forth in the Agreement, that Bidder has examined copies of all the Bidding Documents.

Bidder has familiarized itself with the nature and extent of the Contract Documents, work, site, locality, general nature of work to be performed by Owner or others at the site that relates to work for which this Bid is submitted as indicated in the Contract Documents, and all local conditions and all federal, state, and local Laws and Regulations that in any manner may affect cost, progress, performance, or furnishing of the work.

Bidder has reviewed and checked all information and data shown or indicated in the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, or similar information or data in respect of said Underground Facilities are or will be required by Bidder in order to perform and furnish the work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.3 of the General Conditions.

Bidder has correlated information known to Bidder and the results of all such observations, examinations, investigations, explorations, tests, and studies with the Contract Documents.

Bidder has given the City written notice of all conflicts, errors, ambiguities or discrepancies that it has discovered in the Contract Documents and the written resolution thereof by the City is acceptable to Bidder, and the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performing and furnishing the work for which this Bid is submitted.

CONTRACT EXECUTION AND BONDS

The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an agreement with the City in the form included in the Contract Documents to perform and furnish all work as specified or

indicated in the Contract Documents for the Contract price and within the Contract Time indicated in this Bid and in accordance with the other terms and conditions of the Contract Documents.

Bidder accepts all of the terms and conditions of the Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. This Bid will remain subject to acceptance for 60 days after the day of Bid opening. Bidder will sign and deliver the required number of counterparts of the Agreement with the Bonds and City of Unalaska business license and other documents required by the Bidding Requirements within 10 days after the date of Owner's Notice of Award.

CERTIFICATE OF INSURANCE

Bidder agrees to furnish the City, before commencing any Physical Work related to this Contract and as required elsewhere, the certificates of insurance as specified in these Documents.

Bidder further agrees that the amount stated herein includes specific consideration for the insurance coverages, including contractual liability, specified in the Contract Documents.

CONTRACT COMPLETION TIME

Bidder agrees that the work will be completed and ready for final payment in accordance with the number of calendar days or completion date indicated in the Agreement.

LIQUIDATED DAMAGES

Bidder accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the work within the times specified in the Agreement.

ADDENDA

The Bidder hereby acknowledges that it has received Addenda No's _____, _____, _____, _____, _____, _____ (Bidder shall insert No. of each Addendum received) and agrees that all addenda issued are hereby made part of the Contract Documents, and the Bidder further agrees that its Bid(s) includes all impacts resulting from said addenda.

SALES AND USE TAXES

The Bidder agrees that all sales and use taxes are included in the stated bid prices for the work, unless provision is made herein for the Bidder to separately itemize the estimated amount of sales tax.

SUBCONTRACTORS

The Bidder further agrees that if the bid is the apparent low bid, he shall submit, within 5 days after the bid opening, a listing of subcontracting firms or businesses that will be awarded subcontracts for work in excess of \$5,000 and a copy of the City of Unalaska business license for the Contractor and each Subcontractor.

BID TABULATION AND SUMMARY

The Bidder further proposes to accept, as full payment for work proposed herein, the amount computed under provisions of the Contract Documents and based on the following Bid amounts, it being expressly understood that the unit quantities of work shown on the plans is independent of the exact quantities involved. The Bidder agrees that the bid amount represent(s) a true measure of the labor and materials

required to furnish, install, or provide the item of Work, including all allowances for overhead and profit. The amount shall be shown in both words and figures. In case of a discrepancy, the amount shown in words shall govern.

Bidder agrees to perform all of the work described in the Documents including the specifications, special provisions, and as generally shown on the plans for the prices stated in the Bid Schedules. Bidder understands that the Owner reserves the right to reject any or all bids and to waive any informalities in the bidding. Bidder understands that the Owner reserves the right to pick and choose what bid items will be constructed as part of this work, recognizing that Mobilization and Demobilization will be common to the remaining items of Work.

**City of Unalaska
PORT LIGHTING UPGRADES**

BIDDER

If the Bidder is awarded a construction Contract on this Proposal, the surety who provides the Performance Bond and Payment Bond will be _____

_____ whose address is _____

_____, _____,

Street

City

_____.

State

Zip

BIDDER

An Individual

By

_____ (SEAL)

(Individual's name)

doing business as

Business

address: _____

Phone No.: _____

Fax No.: _____

Email address: _____

A Partnership

By _____ (SEAL)
(Firm name)

(general partner)

Business address: _____

Phone No.: _____

Fax No.: _____

Email address: _____

A Corporation

By _____
(Corporation name)

(state of incorporation)

By _____
(name of person authorized to sign)

(Title)

(Corporate Seal)

Attest _____
(Secretary)

Business address: _____

Phone No.: _____

Fax No.: _____

Email address: _____

A Joint Venture

By _____
(Name)

(Address)

By _____
(Name)

(Address)

Phone Number and Address for receipt of official communications

Business address: _____

Phone No.: _____

Fax No.: _____

Email address: _____

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.)

SUBMITTED on _____, 20__.

BID PROPOSAL
(Rev. 1)

In accordance with the Invitation for Bids and all Terms, Conditions, Plans and Specifications related thereto, I propose to furnish materials and perform construction for the following Lump Sum (LS) or Unit (per unit) prices:

BASE BID ITEMS:

1. Site Mobilization and Demobilization: Work shall consist of transporting, mobilizing and demobilizing all materials, construction equipment, and personnel necessary to complete this project as detailed in the Plans.

_____ LS \$ _____ LS

(Lump Sum In Words)

2. UMC City Dock Lighting Upgrades: Work shall consist of providing all materials, labor, equipment, incidentals, traffic control, and other work necessary to remove two (2) existing 150-ft high mast light poles and replace with new 120-ft high mast light poles, anchor rod hardware, and LED fixtures as detailed in the Plans.

_____ LS \$ _____ LS

(Lump Sum In Words)

3. UMC USCG Dock Lighting Upgrades: Work shall consist of providing all materials, labor, equipment, incidentals, traffic control, and other work necessary to remove two (2) existing 150-ft high mast light poles and replace with new 120-ft high mast light poles, anchor bolts and hardware, and LED fixtures as detailed in the Plans.

_____ LS \$ _____ LS

(Lump Sum In Words)

4. Light Cargo Dock Lighting Upgrades: Work shall consist of providing all materials, labor, equipment, incidentals, traffic control, and other work necessary to replace the lowering device, mast assembly, and anchor bolt hardware, and replace the fixtures with new LED fixtures on the two (2) existing 120-ft high mast light poles, and replace the fixtures with new LED fixtures on the four (4) existing 30-ft light poles as detailed in the Plans. (For this Base Bid Item, the existing 120-ft high mast light poles are to be reused.)

_____ LS \$ _____ LS

(Lump Sum In Words)

5. Spit Dock Lighting Upgrades: Work shall consist of providing all materials, labor, equipment, incidentals, traffic control, and other work necessary to remove the existing light fixtures and replace with new LED fixtures at fourteen (14) existing light poles as detailed in the Plans.

_____ LS \$ _____ LS

(Lump Sum In Words)

6. Power for Security Cameras: Work shall consist of providing all materials, labor, equipment, incidentals, traffic control, and other work necessary to provide power for and mount five (5) Owner-supplied security cameras and associated components on four (4) existing light poles at the Spit Dock and Light Cargo Dock as detailed in the Plans.

_____ LS \$ _____ LS
 (Lump Sum In Words)

7. Site Restoration, Cleanup, & As-Built Drawings: Work shall consist of providing all materials, labor, equipment and incidentals necessary to clean-up site and restore all used areas to a neat and clean condition as determined by the City's Construction Engineer and provide red-lined as-built drawings for the project. Excess material shall be disposed of as directed by the City and in accordance with applicable governmental regulations. The bid for this item shall not be less than five thousand dollars (\$5,000).

_____ LS \$ _____ LS
 (Lump Sum In Words)

BASE BID TOTAL:

_____ LS \$ _____ LS
 (Lump Sum In Words)

ADDITIVE ALTERNATE BID ITEMS:

1. New 120-ft High Mast Light Poles at Light Cargo Dock: Work shall consist of providing all materials, labor, equipment, incidentals, and other work necessary to remove two (2) existing 120-ft high mast light poles and replace with new 120-ft high mast light poles, anchor bolts and hardware, LED fixtures, and FAA warning lights as detailed in the Plans. (This Additive Alternate Bid Item corresponds to Base Bid Item #4 above. The price for this Additive Alternate Bid Item is the increase or decrease from Base Bid Item #4.)

_____ LS \$ _____ LS
 (Lump Sum In Words)

Bidding Company: _____

Name (Printed): _____

Signature: _____ Date: _____

Contractors License No. _____ Business License No. _____

BID BOND

KNOW ALL MEN BY THESE PRESENTS: that

(Name of Contractor)

(Address of Contractor)

as Principal, hereinafter called Principal, and

(Name of Surety)

(Address of Surety)

a corporation duly organized under the laws of the State of Alaska as Surety, hereinafter called Surety, are held and firmly bound unto

City of Unalaska _____
(Name of Owner)

P.O. Box 610, Unalaska, Alaska 99685 _____
(Address of Owner)

as Obligee, hereinafter called Obligee, in the sum of _____ Dollars, (\$ _____) for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for the City of Unalaska **PORT LIGHTING UPGRADES** located in Unalaska, Alaska.

NOW THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and Sealed this _____ day of _____, 2014

(Principal) Seal

(Witness)

(Title) Seal

(Surety) Seal

(Witness)

(Title) Seal

**ITEM 7
ATTACHMENT:**

General Notes, Sheet 7 of 7 (Rev. 1)

GENERAL NOTES:

OWNER: CITY OF UNALASKA & PORT OF DUTCH HARBOR

NOTICE TO CONTRACTOR

THE DESIGN DRAWINGS AND SPECIFICATIONS SHALL BE POSTED PROMINENTLY AT THE CONTRACTOR'S ONSITE PROJECT OFFICE.

ANY DISCREPANCIES FOUND AMONG THE DRAWINGS, SPECIFICATIONS, SITE CONDITIONS, AND THESE NOTES SHALL BE REPORTED TO THE OWNER/ENGINEER AT ONCE. ANY FURTHER WORK PERFORMED BY THE CONTRACTOR AFTER FINDING SUCH DISCREPANCIES SHALL BE DONE AT HIS OWN RISK.

GENERAL PARAMETERS

DATUM

VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW).

TIDAL INFORMATION

NOAA TIDAL DATUMS FOR 1983-2001 EPOCH AT UNALASKA, DUTCH HARBOR (STATION #9462620):

EXTREME HIGH WATER (EHW)	EL. +6.7 FT
MEAN HIGHER HIGH WATER (MHHW)	EL. +3.6 FT
MEAN HIGH WATER (MHW)	EL. +3.3 FT
MEAN TIDE LEVEL (MTL)	EL. +2.1 FT
MEAN SEA LEVEL (MSL)	EL. +2.1 FT
MEAN LOW WATER (MLW)	EL. +0.9 FT
MEAN LOWER LOW WATER (MLLW)	EL. +0.0 FT
EXTREME LOW WATER (ELW)	EL. -2.5 FT

MATERIALS & INSTALLATION

GENERAL

ALL MATERIALS SHALL BE NEW UNLESS NOTED OTHERWISE (UNO) ON THE DRAWINGS. ALTERNATIVE SCHEMES SHALL BE APPROVED IN WRITING BY THE ENGINEER. ALL MATERIALS SHALL BE PROVIDED BY THE CONTRACTOR UNO.

ANCHOR BOLTS & HARDWARE

ANCHOR BOLT MATERIAL SHALL BE AS SHOWN IN THE PLANS. NUTS SHALL BE ASTM A563DH HEAVY HEX. WASHERS SHALL BE ASTM F436. WASHERS SHALL BE INSTALLED UNDER THE HEAD OF ANCHOR BOLTS AND UNDER NUTS WHERE THEY WILL BEAR AGAINST STEEL, EXCEPT FOR DOUBLE NUTS OR JAM NUTS WHERE A WASHER IS NOT REQUIRED BETWEEN THE NUTS. ALL NEW ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT-DIP GALVANIZED PER ASTM F2329.

ANCHOR BOLTS AND NUTS SHALL BE SNUG-TIGHTENED AND PRE-TENSIONED PER THE TURN-OF-NUT METHOD AND PROCEDURE PROPOSED IN THESE GENERAL NOTES (SEE FAR RIGHT COLUMN) IN THE PRESENCE OF THE ENGINEER. CONTRACTOR SHALL SUBMIT ANCHOR BOLT TIGHTENING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO TIGHTENING.

NON-SHRINK GROUT

NON-SHRINK GROUT SHALL BE CEMENT-BASED AND NON-METALLIC, MANUFACTURED BY FIVE STAR PRODUCTS (FIVE STAR® GROUT) OR ENGINEER APPROVED EQUAL.

HIGH MAST LIGHT POLES

HIGH MAST LIGHT POLES, BASES, AND ANCHOR BOLTS SHALL BE DESIGNED/ANALYZED PER THE SIXTH EDITION (2013) OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" (AASHTO LTS-6). DESIGN LIFE FOR POLES SHALL BE 50 YEARS. BASIC WIND SPEED FOR POLE CALCULATIONS SHALL BE 130 MPH AND GUST EFFECT FACTOR SHALL BE 1.14. FATIGUE CATEGORY I IMPORTANCE FACTORS SHALL BE USED. THE AVERAGE ANNUAL WIND SPEED USED FOR FATIGUE DESIGN SHALL BE 11.2 MPH.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS AND CALCULATION PACKAGE PROVIDED BY THE POLE MANUFACTURER TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO FINAL ORDERING. THE CALCULATION PACKAGE SHALL BE SIGNED AND SEALED BY A CIVIL OR STRUCTURAL PROFESSIONAL ENGINEER LICENSED IN THE STATE OF ALASKA.

HIGH MAST LIGHT POLES (CONT'D)

ANCHOR BOLT SIZE AND PATTERN SHALL MATCH THE EXISTING FOUNDATIONS/BASES AS SHOWN IN THE PLANS. CONTRACTOR SHALL FIELD-VERIFY ANCHOR BOLT SIZE AND PATTERN PRIOR TO ORDERING MATERIALS AND NOTIFY OWNER/ENGINEER OF ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND THE PLANS.

SEE ELECTRICAL DRAWINGS FOR FURTHER SPECIFICATIONS FOR HIGH MAST LIGHT POLES AND COMPONENTS.

ZINC-RICH PRIMER

ZINC-RICH PRIMER SHALL CONTAIN AT LEAST 95% (BY WEIGHT) PURE METALLIC ZINC IN THE DRY FILM AND MEET THE REQUIREMENTS OF ASTM A780. PREPARE SURFACE TO BE COATED AND APPLY PRIMER PER MANUFACTURER'S RECOMMENDATIONS IN AT LEAST TWO (2) COATS.

SPRAY METALLIZING

SPRAY METALLIZING SHALL BE PERFORMED PER AWS C2.23-2003. STEEL SUBSTRATE SHALL BE PREPARED TO SSPC-SP/NACE NO.1 WHITE METAL BLAST FINISH WITH A MINIMUM ANGULAR PEAK-TO-VALLEY PROFILE DEPTH OF 2.5 MILS. BLAST MEDIA SHALL BE KLEEN BLAST SIZE 16-30 AS MANUFACTURED BY KLEEN INDUSTRIAL SERVICES (800-227-1134) OR APPROVED EQUAL. AFTER BLASTING, REMOVE DUST AND SPENT ABRASIVE FROM THE SURFACE BY USING OIL-FREE PRESSURIZED AIR, BRUSHING, OR VACUUM CLEANING. THE STEEL SURFACE TEMPERATURE SHALL BE AT LEAST 5 °F ABOVE THE DEW POINT OF THE AMBIENT AIR TEMPERATURE. FOR FLAME SPRAYING, THE INITIAL STARTING AREA SHALL BE PREHEATED TO 250 °F. FEEDSTOCK SHALL BE 100% ZINC APPLIED IN SEVERAL PASSES (APPROXIMATELY 2-4 MILS PER PASS) TO A MINIMUM DRY COATING FILM THICKNESS OF 10 MILS. DURING APPLICATION, SPRAY GUN SHALL BE HELD PERPENDICULAR TO THE SUBSTRATE AT A STAND-OFF DISTANCE OF 6 TO 10 INCHES.

THE CONTRACTOR SHALL PERIODICALLY VERIFY PASS AND TOTAL COATING THICKNESSES. TENSILE BOND STRENGTH SHALL BE MEASURED PER ASTM D4541 ON A TEST PLATE AT THE START OF EACH SHIFT, AFTER ANY CHANGE TO THE APPLICATION METHOD, OR EVERY 500 SQUARE FT. THE MINIMUM TENSILE BOND SHALL BE 500 PSI. FIELD METALLIZING SHALL BE BOND TESTED BY THE CONTRACTOR IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE.

DEMOLISHED MATERIAL DISPOSAL

THE OWNER RESERVES FIRST RIGHT OF REFUSAL FOR ALL DEMOLISHED MATERIALS. THE OWNER WILL ACCEPT THE REMOVED STEEL POLES IN SECTIONS LESS THAN APPROX. 40 FEET IN LENGTH, BUT NOT SHORTER THAN 20 FEET IN LENGTH. CONTRACTOR SHALL COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS (DPW) ROADS DIVISION (PH. 907-581-1260) FOR DELIVERY TO THE DPW YARD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DISPOSE OF ALL DEMOLISHED MATERIALS NOT CLAIMED BY THE OWNER, INCLUDING HAZARDOUS MATERIALS, IN ACCORDANCE WITH ALL FEDERAL, STATE, & LOCAL REGULATIONS. FOR HAZARDOUS MATERIALS, CONTRACTOR SHALL SUBMIT TO THE OWNER A "WASTE MANIFEST" AND "CERTIFICATE OF DISPOSAL" OR OTHER APPROVED DOCUMENTATION TO VERIFY PROPER DISPOSAL OR RECYCLING OF MATERIALS.

SUBMITTALS

SHOP DRAWINGS FOR ALL FABRICATED MATERIALS SHALL BE SUBMITTED TO THE ENGINEER FOR WRITTEN APPROVAL PRIOR TO FABRICATION OR SHIPPING OF ANY ITEM. CERTIFICATIONS, MANUFACTURER'S DATA, AND OTHER INFORMATION FOR ALL MATERIALS, INCLUDING THOSE NOT SPECIFICALLY NOTED IN THE GENERAL NOTES OR SHOWN ON INDIVIDUAL DRAWINGS, SHALL BE SUBMITTED TO THE ENGINEER FOR WRITTEN APPROVAL. ALL METHODS AND MATERIALS SHALL CONFORM TO THE CONTRACT DOCUMENTS, GENERAL NOTES, THE PLANS, GOOD WORKMANSHIP, GENERALLY ACCEPTED INDUSTRY STANDARDS, AND MANUFACTURER'S RECOMMENDATIONS. ELECTRONIC SUBMITTALS ARE PREFERRED. FOR HARD COPY SUBMITTALS, A MINIMUM OF THREE (3) SETS SHALL BE PROVIDED WITH EACH SUBMITTAL. REVIEWED COPIES WILL BE RETURNED TO THE CONTRACTOR AND MARKED AS REQUIRED FOR ACCEPTANCE OR NON-ACCEPTANCE. THE ENGINEER'S REVIEW OF SUBMITTALS WILL BE FOR GENERAL CONFORMANCE ONLY, AND IT SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL REQUIREMENTS OF THE PLANS AND SPECIFICATIONS. ANY INTENDED

DEVIATION FROM THE PLANS AND SPECIFICATIONS MUST BE SPECIFICALLY IDENTIFIED BY THE CONTRACTOR AND SPECIFICALLY APPROVED BY THE ENGINEER TO BE ACCEPTABLE. WORK PERFORMED BY THE CONTRACTOR PRIOR TO RECEIVING ENGINEER'S OR OWNER'S WRITTEN APPROVAL SHALL BE AT THE CONTRACTOR'S OWN RISK. ANY SUCH WORK REQUIRED BY THE ENGINEER OR OWNER TO BE REMOVED AND/OR REPLACED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

THE FOLLOWING IS A LIST OF REQUIRED SUBMITTALS FOR THIS PROJECT (ADDITIONAL SUBMITTALS MAY BE REQUIRED BY THE ENGINEER OR OWNER):

1. CONSTRUCTION WORK PLAN & CPM SCHEDULE, PRIMAVERA OR MS PROJECT ELECTRONIC FILE (INCLUDING LOGIC)
2. CERTIFICATIONS FOR ALL STEEL USED (INCLUDING ANCHOR BOLT HARDWARE) INCLUDING CHEMISTRY, YIELD, AND MILL NUMBERS
3. HIGH MAST LIGHT POLE SHOP DRAWINGS
4. HIGH MAST LIGHT POLE CALCULATIONS PACKAGE
5. HIGH MAST LIGHT POLE ANCHOR BOLT TIGHTENING PLAN
6. ANCHOR BOLT & NUT THREAD LUBRICATION MATERIAL
7. NON-SHRINK GROUT MATERIAL
8. GALVANIZING CERTIFICATIONS
9. ZINC-RICH PRIMER MATERIAL
10. RED-LINED AS-BUILT DRAWINGS
11. DOCUMENTATION OF PROPER DISPOSAL FOR HAZARDOUS MATERIALS

AS-BUILT PLANS

THE CONTRACTOR SHALL MAINTAIN A SET OF AS-BUILT PLANS IN THE ONSITE PROJECT OFFICE. THE AS-BUILT PLANS SHALL BE KEPT UP TO DATE THROUGHOUT THE PROJECT WITH THE LATEST AS-BUILT DIMENSIONS AND DETAILS AS APPROVED BY THE ENGINEER AND SHALL BE SUBMITTED TO THE OWNER WITHIN 30 DAYS AFTER THE END OF THE PROJECT.

PROPOSED ANCHOR BOLT TIGHTENING PROCEDURE:**

- 1) VERIFY THAT THE NUTS CAN BE TURNED ONTO THE EXISTING ANCHOR BOLTS PAST THE ELEVATION CORRESPONDING TO THE BOTTOM OF EACH IN-PLACE LEVELING NUT AND BE BACKED OFF BY THE EFFORT OF ONE MAN ON A 12-INCH LONG WRENCH OR EQUIVALENT (I.E., WITHOUT EMPLOYING A PIPE EXTENSION ON THE WRENCH HANDLE). CONTRACTOR SHALL HAVE CORRECTLY SIZED DIES ONSITE TO CHASE THE THREADS (GALVANIZED) OF THE ANCHOR BOLTS IF NUTS CANNOT BE TURNED ONTO THE BOLTS AS SPECIFIED ABOVE.
- 2) CLEAN AND LUBRICATE THE EXPOSED THREADS OF ALL ANCHOR BOLTS AND THE THREADS AND BEARING SURFACES OF ALL LEVELING NUTS WITH A COMMERCIAL WAX PRODUCT OR APPROVED EQUIVALENT. RE-LUBRICATE THE EXPOSED THREADS OF THE ANCHOR BOLTS AND THE THREADS OF THE LEVELING NUTS IF MORE THAN 24 HOURS HAS ELAPSED SINCE EARLIER LUBRICATION, OR IF THE BOLTS AND LEVELING NUTS HAVE BECOME WET SINCE THEY WERE FIRST LUBRICATED.
- 3) TURN THE LEVELING NUTS ONTO THE ANCHOR BOLTS AND ALIGN THE NUTS TO THE SAME ELEVATION.
- 4) PLACE STRUCTURAL WASHERS ON TOP OF THE LEVELING NUTS (ONE WASHER CORRESPONDING TO EACH ANCHOR BOLT).
- 5) INSTALL THE BASE PLATE ATOP THE LEVELING NUTS, PLACE STRUCTURAL WASHERS ON TOP OF THE BASE PLATE (ONE WASHER CORRESPONDING TO EACH ANCHOR BOLT), AND TURN THE TOP NUTS ONTO THE ANCHOR BOLTS.
- 6) TIGHTEN TOP NUTS TO A SNUG-TIGHT CONDITION IN A STAR PATTERN. SNUG-TIGHT IS DEFINED AS THE MAXIMUM NUT ROTATION RESULTING FROM THE FULL EFFORT OF ONE MAN ON A 12-INCH LONG WRENCH OR EQUIVALENT. A STAR TIGHTENING PATTERN IS ONE IN WHICH THE NUTS ON OPPOSITE OR NEAR-OPPOSITE SIDES OF THE BOLT CIRCLE ARE SUCCESSIVELY TIGHTENED IN A PATTERN RESEMBLING A STAR. TIGHTENING TO SNUG-TIGHT CONDITION SHALL BE WITNESSED BY THE ENGINEER.
- 7) TIGHTEN LEVELING NUTS TO A SNUG-TIGHT CONDITION IN A STAR PATTERN. TIGHTENING TO SNUG-TIGHT CONDITION SHALL BE WITNESSED BY THE ENGINEER.
- 8) BEFORE FINAL TIGHTENING OF THE TOP NUTS, MARK THE REFERENCE POSITION OF EACH TOP NUT IN A SNUG-TIGHT CONDITION WITH A SUITABLE MARKING ON ONE FLAT WITH A CORRESPONDING REFERENCE MARK ON THE BASE PLATE AT EACH BOLT IN THE PRESENCE OF THE ENGINEER. THEN INCREMENTALLY TURN THE TOP NUTS USING A STAR PATTERN UNTIL ACHIEVING THE REQUIRED NUT ROTATION SPECIFIED BELOW. TURN THE NUTS IN AT LEAST TWO FULL TIGHTENING CYCLES (PASSES). AFTER TIGHTENING, VERIFY NUT ROTATION WITH THE ENGINEER.

TOP NUT ROTATION BEYOND SNUG-TIGHT:

1 1/4"Ø ASTM A449 BOLT	1/4 TURN*
2 1/4"Ø ASTM A615 GR. 75 ROD	1/12 TURN*

* TOLERANCE IS PLUS (+) 20 DEGREES (1/18 TURN)

** THIS PROCEDURE HAS BEEN ADAPTED FROM AASHTO LTS-6 FOR USE ON THIS PROJECT ONLY.



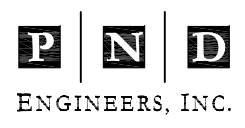
ADDENDUM #1
APRIL 2014

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1	4/2/14	ADDENDUM #1
REV	DATE	DESCRIPTION

DATE: _____

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PROJECT: CITY OF UNALASKA PORT LIGHTING UPGRADES	
TITLE: GENERAL NOTES	
DESIGNED BY: DDH	DATE: 3/13/14
CHECKED BY: DST	PROJECT NO: 131018
SHEET NO: 7 OF 7	