

**TO: PLANHOLDERS**

The contract documents for the referenced project are clarified and amended as follows:

**MODIFICATIONS/CLARIFICATIONS:**

None.

**MODIFICATIONS TO CONSTRUCTION SPECIFICATIONS:**

1. **REPLACE** Bid Schedule with Bid Schedule revised per ADDENDUM 1.
2. **MODIFY** SECTION D-701 PIPE FOR STORM DRAINS AND CULVERTS, 701-5.1; **DELETE** Section (bid item) that reads:

Item D701.010.0020 CPEP Pipe, 20-inch – per linear foot

**MODIFICATIONS TO DRAWINGS:**

1. **REPLACE** Sheet C1.01 with the attached drawing sheet C1.01 revised on August 3, 2021, which modified the pipe size of Pipe Number P01 in the Storm Drain Pipe Summary table.

**RESPONSES TO BIDDERS' QUESTIONS:**

1. Question: Phasing plan holds the contractor to an apparent 5 hour working schedule (night shift) during the week and 6-hour shifts on weekends. Is this correct?

Response: Per G2.01 Work Area Notes 4<sup>th</sup> bullet, "Work is permitted in this area between 11:00 pm and 4:00 am, Sunday night through Friday morning and between 11:00 pm and 6:00 am Friday night through Sunday morning."

2. Question: The existing line apparently is failing because joints are failing, line is sinking. Resetting of existing manholes or restructuring is not indicated. Please confirm.

Response: Resetting of existing manholes is not anticipated.

3. Question: There is no water table elevation info available on the profile, but plan notes indicate dewatering is a necessity. Do you have information available that can be used to determine how much water we need to deal with? Is the float plane water elevation indicative? If so, what is that relative to the line we are replacing?

Response: Groundwater elevations are unknown, but are anticipated to fluctuate seasonally. Previous work in this area indicated that seasonal groundwater elevations were above the top of the pipe. It is unknown if there is any relation between the water level in the float plane basin and the seasonal groundwater elevation at the pipe.

4. Question: Confirm that all material excavated will be suitable for use as backfill for the trench excavation, and that borrow import will not be required.

Response: No geotechnical investigation was performed for this project; hence the suitability of the existing material for backfill is unknown. See section D-701-3.6 Backfilling for backfill requirements.

5. Question: Is there sand available for bedding at the airport site (staging area or other) or will we need to truck it in?

Response: There are no Owner-furnished materials.

6. Question: Will we need to import topsoil or will you accept whatever can be stripped on site prior to excavating the trench?

Response: Per T-905, if material meeting the requirements of Topsoil is found onsite, it may be used for Topsoil; however, the suitability of onsite material is unknown.

7. Question: It appears that we will need 135-150 low profile barricades to do what the phasing plan requires. It appears that these barricades, as well as two lighted X's, may need to be placed and removed each shift. This work can't begin until the closure time begins. Devices are supposed to be in place before we start digging. This is going to impact what can be accomplished each day, especially in light of the short shift windows allowed. Can't some of the barricades delineating the work zone remain in place, particularly those outside of the OFZ? Additionally, G2.01 bullet 6 tells us to remove obstacles from OFA and backfill excavation level with existing ground at the end of each shift. This, along with having to place and remove all the barricades and 2 X's daily, is really going to impede progress.

Response: The safety requirements and work times are dictated by the FAA and the scheduled flights. Barricades need to be removed to outside the OFA, per G2.01.

8. Question: Specifications say you have a couple of lighted X's to use, but it's up to us to determine they work and are available, before bid time. Please confirm that these are in good working order and will be available to the contractor for this job.

Response: COK/KMA personnel have confirmed that the Lighted X's are available for contractor use and are in working order.

9. Question: G1.02 note 18 says the engineer might direct us to dig deeper than plan if he thinks it is a good idea. How would you pay for this additional ex and fill?

Response: Removal of additional material beyond the limits of excavation, if directed by the Engineer, will be considered additional work and will be paid for accordingly.

**Invitation to Bid  
Kenai Municipal Airport  
2021 Kenai Municipal Airport Improved Airfield Drainage**

**Addendum No. 1  
August 11, 2021**

10. Question: Why is there no determination as to whether or not a SWPPP is required? Why is this left up to the contractor to determine?

Response: The determination of the need for a SWPPP goes beyond the owner-defined ground disturbance area. The Contractor will need to assess their means and methods, including support activities as defined in CGP Appendix C, to determine if a SWPPP is required in conformance with the CGP.

11. Question: There is no DBE goal attached to this job. The supplemental conditions for FAA compliance (attachment A) say if the bidder can't meet the advertised DBE goal, GFE must be performed. As there is no advertised goal, there should be no GFE requirement. Please advise.

Response: Correct. As there is no DBE goal, all contractors have met the minimum GFE.

12. Question: There are numerous references in the plans and specs regarding the presence of utilities in the vicinity. While you appear to know that these are present, you say you don't know where they are at. You make the contractor responsible for locating these. Nothing is shown on the plan and profile. How will you pay us for potholing and/or working around utilities if it is necessary to do? We cannot plug into the bid cost of this, when we have no idea what the extent of the work might be. What if something needs to be shored, adjusted, or relocated? Will the City pay for this work? Would the City consider adding a contingent sum item for this purpose?

Response: All known utilities, based on utility locates, are shown on the plans. Contractor shall obtain their own utility locates and field locate and protect any existing utilities in place. If utilities exist that are not shown, work to protect these utilities in place will be considered additional work.

13. Question: Pay item A-3 is calling for 20" CPEP, this size is not made in CPEP. The next size up is 24". Please advise what we are to bid to the contractors.

Response: See revised Bid Schedule, modification to Section D-701 PIPE FOR STORM DRAINS AND CULVERTS 701-5.1, and revision to Sheet C1.01 per this ADDENDUM 1.

**Where any requirements of the Invitation to Bid are in conflict with an item in an Addendum, the Addendum shall govern.**

**All other terms and conditions of the Invitation to Bid shall remain unchanged and in full force and effect.**

END OF ADDENDUM NO.1

**Kenai Municipal Airport  
2021 Improved Airfield Drainage  
BID SCHEDULE**

**Schedule A (Base Bid)**

<b>PAY ITEM NO.</b>	<b>SPEC NO.</b>	<b>ITEM DESCRIPTION</b>	<b>UNIT</b>	<b>ESTIMATED QUANTITY</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
A-1	A110.000.0000	Airport Safety Requirements	LS	1		
A-2	D701.010.0018	CPEP Pipe, 18-inch	LF	493		
A-3	G100.010.0000	Mobilization and Demobilization	LS	1		
A-4	G135.010.0000	Construction Surveying by the Contractor	LS	1		
A-5	G200.010.0000	Contractor Quality Control Program	LS	1		
A-6	G300.010.0000	CPM Scheduling	LS	1		
A-7	P641.030.0000	Temporary Erosion, Sediment, and Pollution Control	LS	1		

**TOTAL SCHEDULE A:** \_\_\_\_\_

LAYOUT  
P&P

DATE TIME  
8/3/2021 1:38 PM

DRAWING LOCATION  
H:\Jobs\20-009 Kenai Airport Term (COK)\05-Storm Drain Rehab\06-Design\CAD\Drawings\20-009-05-P&P.dwg KKGREGAY

## HORIZONTAL CONTROL STATEMENT

### COORDINATE SYSTEM:

THIS PROJECT IS LOCATED ENTIRELY WITHIN THE "ENA" 2020 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM EXPRESSED IN U.S. SURVEY FEET, DEVELOPED BY HDL ENGINEERING CONSULTANTS, LLC.

### BASIS OF COORDINATES:

THE BASIS OF COORDINATES FOR THIS PROJECT IS THE PRIMARY AIRPORT CONTROL STATION "KENAI USCG A" (POINT NO. 551), A 9/16" STAINLESS STEEL ROD IN A 6" PVC CASE, HAVING THE FOLLOWING VALUES:

NAD 83 (2011) (EPOCH 2010.00) GEODETIC COORDINATES:

LATITUDE: 60° 34' 40.90810" NORTH

LONGITUDE: 151° 13' 42.25535" WEST

ALASKA STATE PLANE ZONE 4, NAD83 (2011) COORDINATES:

NORTHING: 2,405,227.4193

EASTING: 1,419,497.4427

ENA 2020 COORDINATES:

NORTHING: 60,000.0000

EASTING: 40,000.0000

### BASIS OF BEARINGS:

BEARINGS ARE ALASKA STATE PLANE ZONE 4, NAD83 (2011) GRID BEARINGS FROM GPS OBSERVATIONS.

### TRANSLATION PARAMETERS:

TO CONVERT LOCAL COORDINATES TO NAD83 (2011) STATE PLANE ZONE 4 U.S. SURVEY FEET COORDINATES, TRANSLATE USING +2,345,347.3739 NORTH, +1,379,568.2366 EAST, AND SCALE USING 0.99995013.

## VERTICAL CONTROL STATEMENT

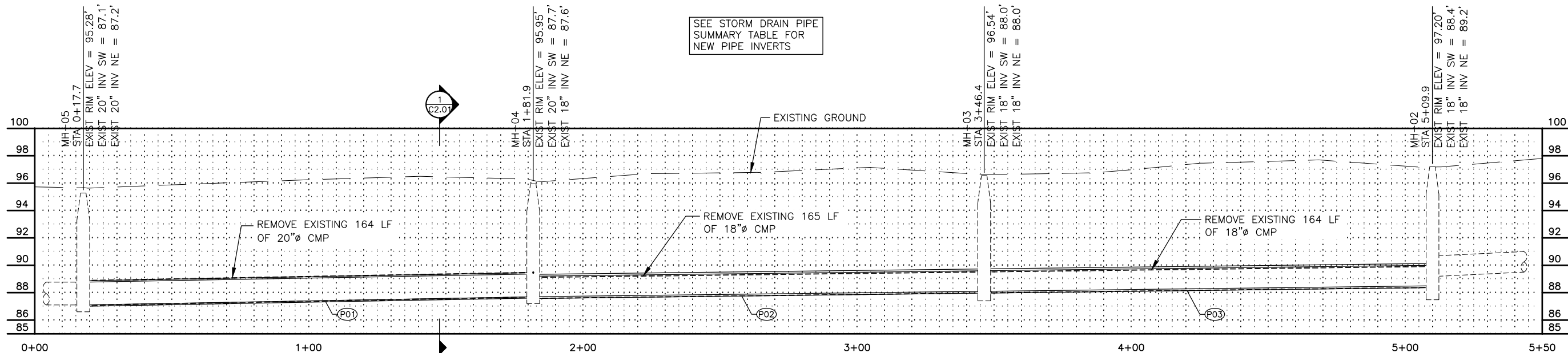
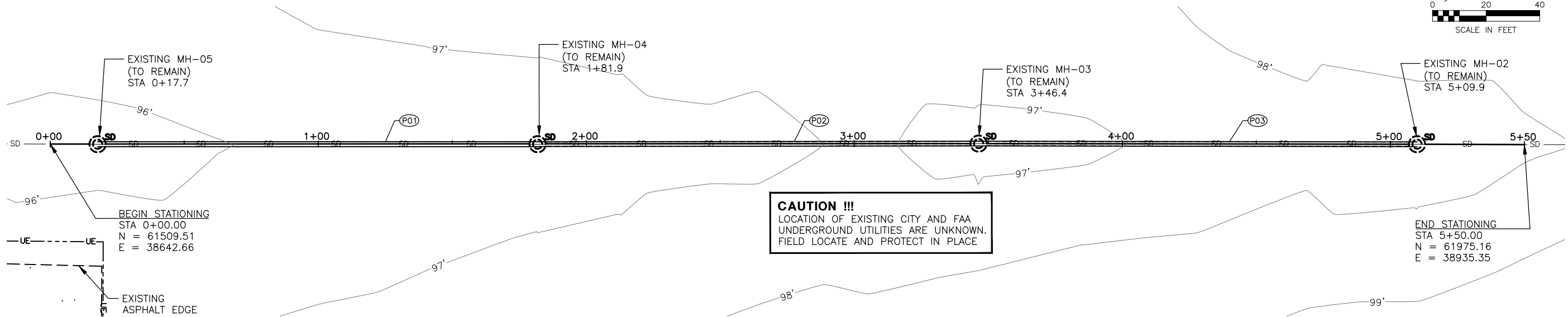
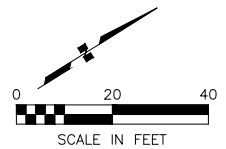
THE VERTICAL DATUM FOR THIS SURVEY IS A NAVD88 (GEOID 12B) ORTHOMETRIC HEIGHT. THE BASIS OF VERTICAL CONTROL IS THE PRIMARY AIRPORT CONTROL STATION "KENAI USCG A" (POINT NO. 551), A 9/16" STAINLESS STEEL ROD IN A 6" PVC CASE, HAVING AN ELEVATION OF 96.80 FEET (29.506 METERS). THE ELEVATION WAS COMPUTED BY SUBTRACTING THE GEOID12B HEIGHT FROM THE ELLIPSOID HEIGHT PUBLISHED ON THE NGS DATA SHEET.

A LEICA DNA10 DIGITAL LEVEL WAS USED AND THE DATA WAS PROCESSED WITH LEICA INFINITY VERSION 3.3 SOFTWARE. ALL LEVEL LOOPS CLOSED WITHIN THIRD-ORDER SPECIFICATIONS.

STORM DRAIN PIPE SUMMARY						
PIPE No.	SIZE (IN)	LENGTH (FT)	INLET		OUTLET	SLOPE %
			LOCATION	INVERT	LOCATION	
P01	18	164	MH-04	87.7	MH-05	87.1
P02	18	165	MH-03	88.1	MH-04	87.7
P03	18	164	MH-02	88.5	MH-03	88.1

## NOTES:

- SEE SHEET G1.02 FOR CIVIL GENERAL NOTES, ABBREVIATIONS, AND LEGEND. SEE SHEETS G2.00 - G2.02 FOR CONSTRUCTION PHASING AND SAFETY REQUIREMENTS.
- MANHOLE LAYOUT POINTS ARE TO CENTER OF STRUCTURE, TOP OF LID ELEVATIONS.
- PIPE LENGTHS ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE, TO THE NEAREST FOOT.
- DEWATERING TRENCH EXCAVATION SHALL BE ANTICIPATED. DEWATERING SHALL BE INCIDENTAL TO INSTALLATION OF STORM DRAIN PIPE.
- CONTRACTOR SHALL FINISH GRADE IN ACCORDANCE WITH TYPICAL SECTIONS SHOWN ON SHEET C2.01 AND MAINTAIN EXISTING DRAINAGE.
- APPROXIMATE LOCATION OF KNOWN UTILITIES ARE SHOWN. THE LOCATION OF SOME CITY AND FAA POWER CABLES, CONTROL CABLES, AND UNDERGROUND UTILITIES ARE NOT KNOWN. CONTRACTOR SHALL FIELD VERIFY LOCATION OF ALL UTILITIES AND COORDINATE WORK WITH UTILITIES AS REQUIRED.



REVISIONS	DATE	DESCRIPTION
1	08/03/21	ADDENDUM #1
2		
3		
4		
5		



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2021 IMPROVED AIRFIELD DRAINAGE

KENAI MUNICIPAL AIRPORT

KENAI, ALASKA

SHEET TITLE  
STORM DRAIN  
PLAN AND PROFILE

SHEET  
C1.01

DRAWN BY: KK CHECKED BY: AJB

DATE: 07/26/21 SCALE: AS-SHOWN

JOB NUMBER:  
20-009-05