



### **ADDENDA NO. 1**

**This addenda consists of 1 page**

**TO:** All Packet Holders

**FROM:** City of Kenai Public Works Department

**DATE:** April 15, 2022

**SUBJECT:** Request for Proposals – Professional Civil Engineering & Construction Administration Services for City of Kenai Roadway Capital Improvements

**DUE DATE:** *April 21, 2022, by no later than 4:00 PM*

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**Proposers must acknowledge receipt of this Addenda within their proposals. Failure to do so may result in the disqualification or rejection of the proposal.**

Note: Information in this addendum takes precedence over original information. All other provisions of the document remain unchanged.

#### 01-01 Question

Based on my review of the 3 main projects, here is what I recommend for geotechnical investigations.

Wildwood Drive: 5 shallow borings, 5-6 feet in depth. It appear the subbase is performing pretty well. No major settlements except at utility crossings. These borings will allow you minimize excavation, and develop an economical pavement design. Here are a couple of economical options:

- 1) Remove or grind the pavement into the existing base, add 4"-6" D-1 base coarse, 2" asphalt pavement
- 2) grind the pavement into the existing base, use foamed asphalt to make an asphalt base course, add 2" asphalt pavement.

No excavation may be required. The money you spend on geotech will be more than saved by minimizing or eliminating the excavation.

North Willow: In the curb area, I don't think any geotech is needed. Just mill and pave. On the north end, I recommend 2 shallow borings and 1 deeper boring to 15' and make it a monitoring well to measure the depth to groundwater. The depth to ground water may affect the embankment and pavement design and may help with the drainage study. The pavement design is the reason for the other holes, similar to Wildwood. When we reconstructed Marathon Road about 12 years ago, we

Professional CE & CA for City of Kenai Roadway Capital Improvements

removed the pavement, did little to no excavation, added 6" of D-1 base course, and 2" asphalt pavement. I suspect the north end of Willow can be the same.

First Ave: I don't think any geotech is needed. I didn't see any settlement or major ponding. Mill and pave. \_\_\_\_

#### 01-01 Response

***Five shallow borings is acceptable to Owner to a depth of 5-6 feet for Wildwood Dr. All proposers please include these costs in your proposals. Grinding of the existing asphalt into the existing base is also acceptable for areas that will not require removal of failed sub-base. City will provide a loaded dump truck to perform a proof roll to look for soft areas before removal of existing surface to highlight current problem areas. Same service will be provided prior to placement of new asphalt to ensure sufficient compaction of new base.***

***For North Willow, agree on curb area, mill and pave only. Two shallow borings and one deeper to monitor groundwater is acceptable. All proposers please include these costs.***

***First Ave does have settled areas, however removal of soft base and installation of new with D1 should suffice. No borings required in this location. No borings required in any of the misc. locations either.***

#### 01-02 Question

Geotechnical Investigation-Do you want to limit geotechnical investigation to bore holes or will you allow an excavator to dig test holes on these roadways? Please see the following estimates for test holes:

-Wildwood Drive (2250 LF) - 6 Test Holes. It looks like drainage was a major factor for the roadways poor condition.

-North Willow Street (3500 LF) - 2 Test Hole from Granite Point Street to Airport Way, 6 Test holes north of Airport Way, 8 Total. The roadway from Granite Point Street to Airport way might just need a mill and pave. It would be good to see the underlying roadway embankment in at least a couple spots on this part of the road. I've witnessed standing water on the roadway north of Airport way. Damage to the roadway here may be a combination of poor subbase material and drainage. I know portions of the road further north of the limits of this project have heaved in the past.

-First Avenue - (200-300 LF). 2 Test Holes

-Misc. Roadway Settlement - 12 Test Holes. It would be good to get test holes at each of these locations to estimate the amount of excavation and fill required for repairs.

#### Onsite Inspection Hours (Excluding Submittal Reviews, RFIs, etc.)

-Wildwood Drive - 5 hours/day x 6 days/week x 4 weeks = 120 Hours

-North Willow St - 5 hours/day x 6 days/week x 6 weeks = 180 Hours

-First Avenue - 5 hours/day x 6 days/week x 3 weeks = 90 Hours

-Misc. Roadway Settlement - 10 hours each project X 12 = 120 Hours

- Roadway Approaches - Do you want to modify the roadway approaches at the ADOT ROW for Wildwood Drive and at North Spruce Street on the First Ave projects? The limits of these two

projects shown in the RFP fall within the ADOT ROW. If so, we would need to include time for ADOT permits in the proposal.

- Utility Coordination - Do you want us to include time for coordination with utility companies or will the City be handling this end of the projects? Utilities may want to upgrade their lines during road construction or request voids be placed for future crossings regardless of whether design directly impacts their existing infrastructure.
- Can you clarify that there will be a maximum number of 4 bid packages? It seems plausible that the miscellaneous projects will be included in the 3 major roadway improvement projects as additive alternates. If the miscellaneous projects were divided into multiple bid packages at a later date, this would require additional man hours on our end.

### **01-02 Response**

***Please limit geotech to bore holes.***

***Please provide the requested number of bore holes indicated in response to 01-01.***

***Onsite inspection Hours for proposal purposes:***

***Wildwood Dr = 60 Hours total***

***North Willow St = 90 Hours total***

***First Avenue = 45 Hours***

***Misc. Roadway Settlement = 60 Hours***

***Roadway Approaches yes DOT permitting can be included. We are not increasing the existing size however we will be working within the right of way.***

***For proposal purposes please include 10 hours of initial utility coordination. This will involve confirming potential issues with Enstar, HEA, ACS, GCI, W&S, etc that may be included on final bid documents.***

***Confirmed maximum number of four bid packages. The City of Kenai is hopeful that Wildwood Drive and the Misc. Repairs can be completed jointly during 2022. Willow and First Ave. Construction can and likely will wait until spring 2023. As stated within RFP Owner may bid them separately or jointly, largely dependent on how cost estimates match up with existing funding. If Engineers availability and timeline can meet this request, there would be a strong possibility that Willow and First would be bid jointly, resulting in only two total bid packages. Owner does not have enough information at this time to definitively say 2,3, or 4 releases.***

### **01-03 Clarification**

***To be included with the Fee Schedule required under Section 4.6 of the RFP, please provide Contractor's hourly rate of services sheet which may be used in calculating any modifications to scope of work during the project.***

***End of Addenda 1***