

City of Kodiak
St. Paul Harbor Fender Piling Replacement
PN 21-07/8523
Addendum No. 3
February 22, 2024

The following change(s) and/or clarification(s) are made to the Plan and Specification Documents of Invitation to Bid for the St. Paul Harbor Fender Piling Replacement PN 21-07/8523:

1. Drawings

- a. PND Engineers, Inc. - Construction Drawings and Specifications October 2021 (7 sheets), Sheet 7 of 7; General Notes; Pipe Piles add the following:
Piles shall be 12" XS pipe (12" XS pipe is 12.75" Diameter x 1/2" wall)

2. Questions and Answers

- a. What is the wall thickness on the piling?

Answer: ½"

- b. Are driving shoes required?

Answer: No

- c. Does the Buy American clause apply?

Answer: No

- d. What's the load rating for both docks?

Answer:

Dock I Load Limits

Max Wheel Load-2,500 LBS

Max Axle Weight-5,000 LBS

Max Gross Vehicle Weight-6,250 LBS

Dock II Load Limits Concrete Deck Area

Uniform Load – 250 PSF (deck controlled)

Max Point Load – 24,000 LBS (distributed over a 1 ft. x 1 ft. area) (deck controlled)

Maximum Wheel Load – 16,000 LBS (deck controlled)

Maximum Axle Load – 32,000 LBS (deck controlled)

Maximum Gross Vehicle Weight – 40,000 LBS (deck controlled)

Dock II Load Limits Timber Deck

Uniform Load – 5 PSF (pile cap controlled)

Max Point Load – 700 LBS (distributed over a 1 ft. x 1 ft. area) (cap controlled)

Maximum Wheel Load – None allowed

Maximum Axle Load – None allowed

Maximum Gross Vehicle Weight – None allowed

- e. If the dock isn't sufficient for our crane, can we work from a barge and temporarily block access as long as it's coordinated in advance?

Answer: Work can be from a barge. However the Contractor shall maintain 24/7 vessel access throughout the harbor in accordance with Special Provision 824.1; Submittals, B. City of Kodiak specific.

- f. Can a barge be moored to the face south of Dock 1?

Answer: Any barge or moorage operations shall avoid the harbor grid adjacent to Dock I. See attached drawings "St. Paul Harbor Boat Grid" (2 pages)

- g. Can fax/email modifications be reconsidered? Gold Streak won't deliver to your building and Express Mail is a misnomer these days.

Answer: No

- h. Do we need to include the "Agreement" filled out with our information or is that post bid?

Answer: The Agreement is post-bid.

- i. It's unclear to us what we are supposed to write in the blank spot on the bid form following "Enclosed is a bid bond in the amount of 10% of the bid consisting of: _____"

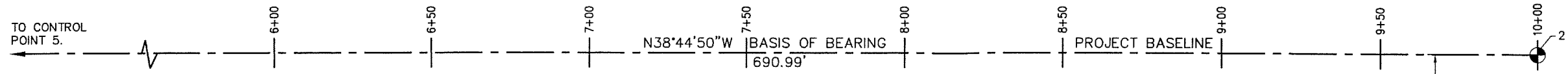
Answer: Write the dollar amount that is 10% of your Bid Total

- j. Whilst going over the bid documents and articles tied to it, we have been unable to find any specific limits required for the general liability, auto, excess, or any other coverages. Are you able to provide any specific limit requirements?

Answer: Insurance limits are described in the [City of Kodiak Standard Construction Specifications & Standard Details](#); Division 100; Article 5.04. The link to the Standard Construction Specifications is located in the City of Kodiak Agreement; Section 6.A. Additional insurance requirements are described in the project Supplementary Conditions.

There are no changes to the Bid Opening Date, Time and Location.

*** End Addendum No. 3 ***



MARINE WAY

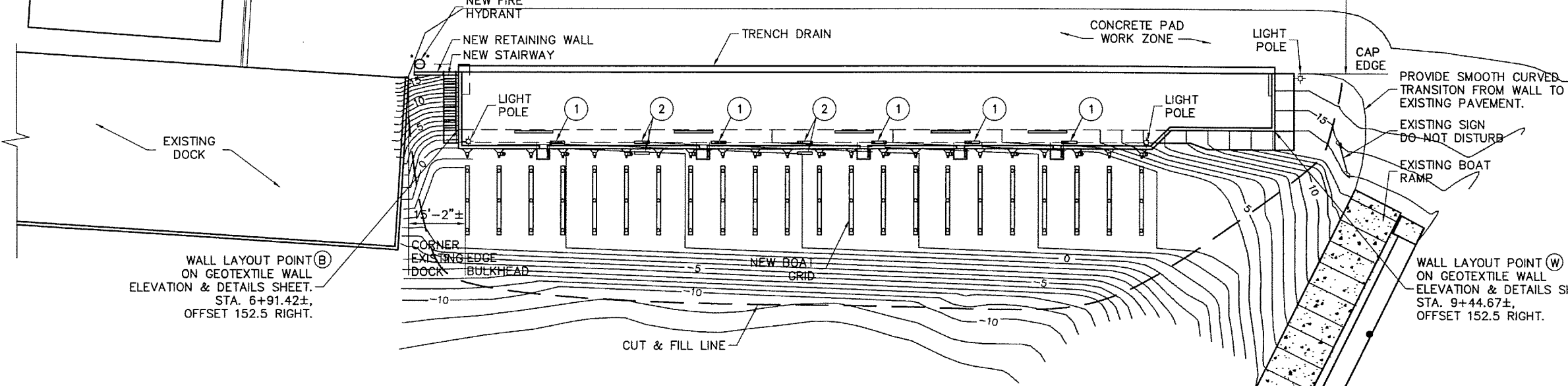
BENCHMARK
"HARBORMASTER"
ELEV. = 20.40'



HARBORMASTERS
OFFICE

STORM DRAIN MH
TOP GRADE = 18.60'
INVERT ELEV. = 7.6'

NOTE:
ALIGN STRUCTURE PARALLEL
w/ PROJECT BASELINE.



WALL LAYOUT POINT (B)
ON GEOTEXTILE WALL
ELEVATION & DETAILS SHEET.
STA. 6+91.42±,
OFFSET 152.5 RIGHT.

WALL LAYOUT POINT (W)
ON GEOTEXTILE WALL
ELEVATION & DETAILS SHEET.
STA. 9+44.67±,
OFFSET 152.5 RIGHT.

BOAT GRID LADDER FOR
GRID USERS ONLY. CONTACT
HARBORMASTER FOR PERMIT
PRIOR TO USING GRID.

SIGN 1

① MOUNT ON INSIDE OF HANDRAIL
AT LADDER OPENINGS. (5 TOTAL)

GRID LOAD LIMITS
CONTACT HARBORMASTER WITH
BOAT LENGTH, WEIGHT AND HULL
CONFIGURATION IF VESSEL IS OVER
60 FEET IN LENGTH.

SIGN 2

② MOUNT ON BOTH SIDES
OF HANDRAIL. (4 TOTAL)

PLAN



AS-BUILT

**CITY OF KODIAK
ST. PAUL HARBOR BOAT GRID**

Designed: JDO
Drawn: DRH
Checked:
Project No.: 98458.05

Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
811 First Avenue, Suite 260
Seattle, Washington, 98104
PH: (206) 624-1387 FAX: (206) 624-1388

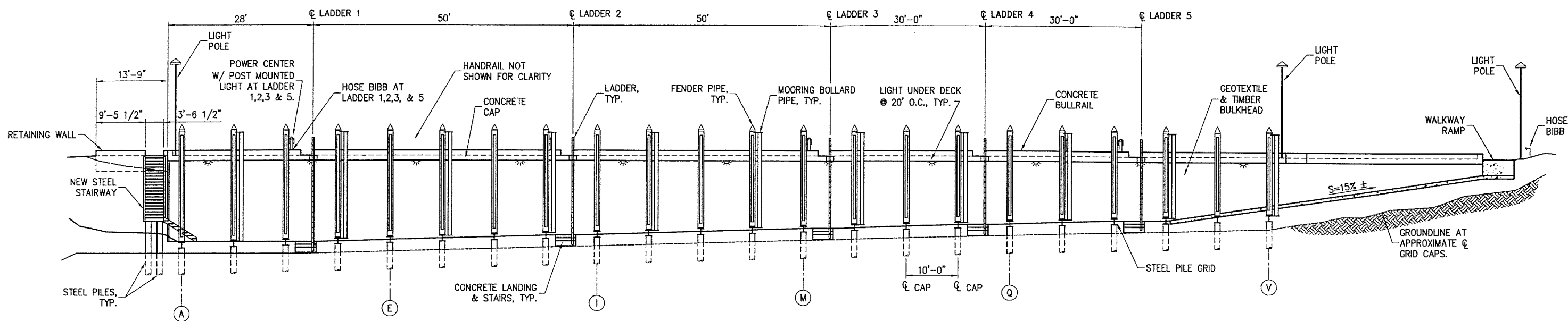
Date: JAN. 2001
Scale:

SIGNAGE AND STRIPING PLAN

Sheet
3 of 13

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Active Drawing Files\1998\98458 KODIAK HARBOR PROJECTS\POINT05\As-Built\sh103.dwg 10/3/02

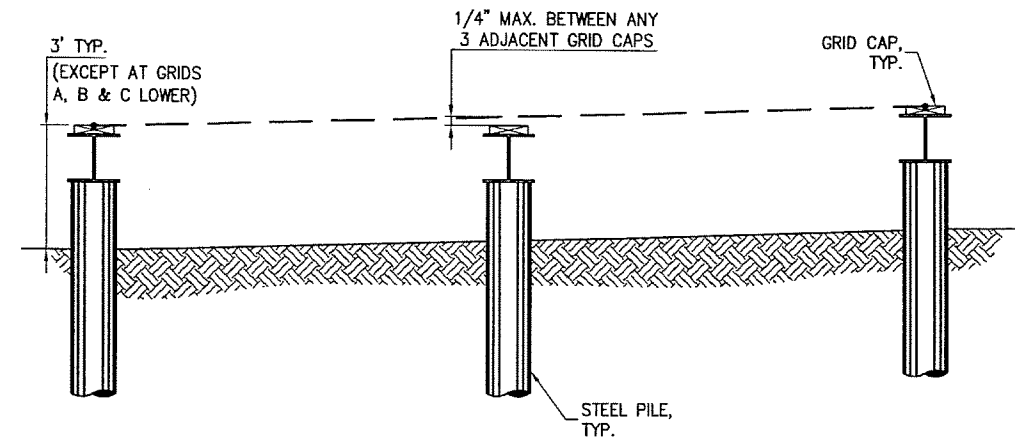


GRID SCHEDULE

GRID	ELEV	GRID	ELEV	GRID	ELEV
A	0.00	I	2.29	Q	4.57
B	0.29	J	2.57	R	4.86
C	0.57	K	2.86	S	5.14
D	0.86	L	3.14	T	5.43
E	1.14	M	3.43	U	5.71
F	1.43	N	3.71	V	6.00
G	1.71	O	4.00		
H	2.00	P	4.29		

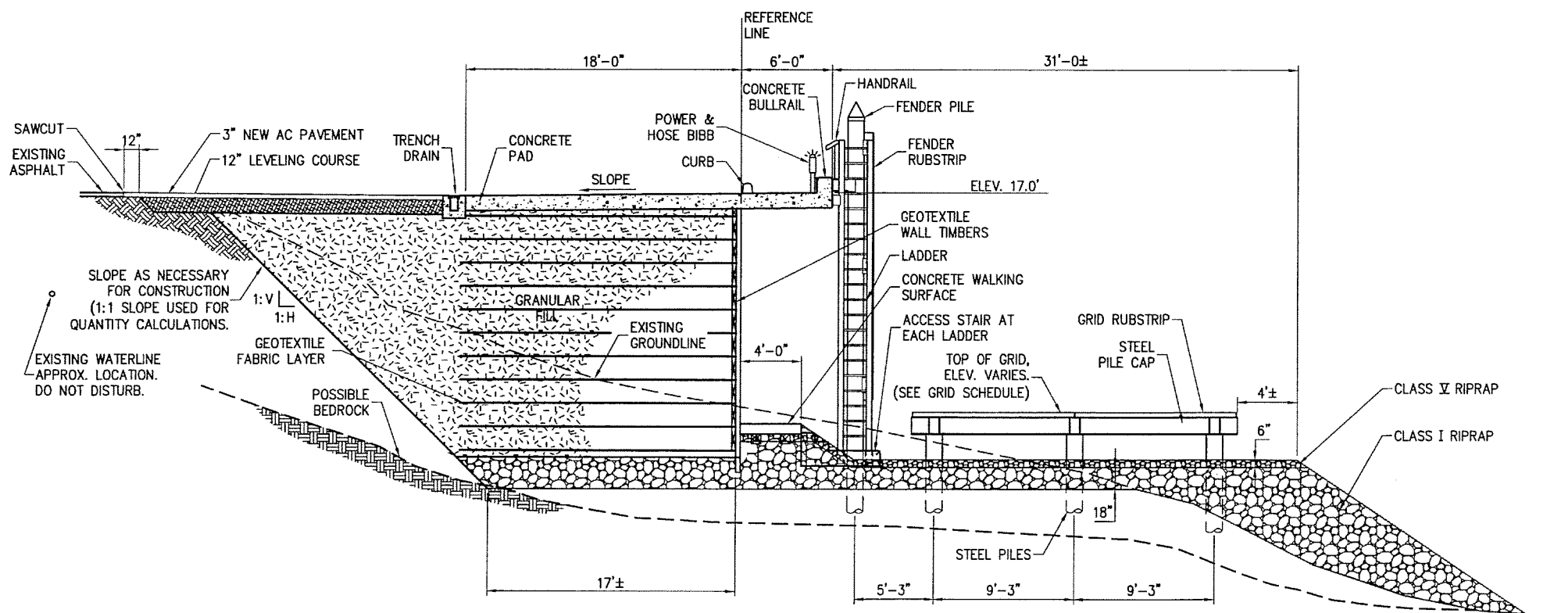
Note: ELEVATIONS ARE TOP OF RUBSTRIP AT EACH GRID LOCATION

ELEVATION



PILE CAP TOLERANCE

NO SCALE



TYPICAL SECTION



AS-BUILT
CITY OF KODIAK
ST. PAUL HARBOR BOAT GRID

Designed: JDO
 Drawn: DRH
 Checked:
 Project No.: 98458.05

Peratrovich, Nottingham & Drage, Inc.
 Engineering Consultants
 811 First Avenue, Suite 260
 Seattle, Washington, 98104
 PH: (206) 624-1387 FAX: (206) 624-1388

Date: JAN. 2001
 Scale: NOTED

ELEVATION AND TYPICAL SECTION

Sheet
4 of 13

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