ADDENDUM No. 4 TO THE CONTRACT DOCUMENTS

Project: *Dillingham All-Tide Dock Fender Repair*

Addendum Issue Date: October 18, 2016

Bid Due Date: November 17, 2016, 3:00pm (AKST) (Changed by this Addendum)

Previous Addenda Issued: Addendum #1, Addendum #2, and Addendum #3

Issued By: Corey Roche
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.

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.

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

ITEM 1
Contract: *Dillingham All-Tide Dock Fender Repair*
Section: Invitation to Bid

Replace the Bid Due date with the following:

Bids Due – **November 17, 2016 @ 3:00 pm (Alaska)**

ITEM 2
Contract: *Dillingham All-Tide Dock Fender Repair*
Section: Bid Schedule

Replace the project's bid schedule with the attached.

ITEM 3
Contract: *Dillingham All-Tide Dock Fender Repair*
Section: Project Drawings

Replace the project's drawings with the attached.

ITEM 4
Contract: *Dillingham All-Tide Dock Fender Repair*
Section: Instruction for Bidders – 8. Submission of Bids

Delete the following sentences from section 8 - Submission of bids:

~~Modifications to a bid received prior to the BID time may be submitted by fax. Fax cover shall be marked "Bid Modification for CITY OF DILLINGHAM ALL TIDE DOCK FENDER REPAIR". Any technical difficulties of any kind which preclude the reception of BID adjustments by the posted BID deadline will invalidate that BID adjustment and the latest previously received BID adjustment will become said BIDDERS adjustment to their sealed BID.~~

Add the following sentences from section 8 - Submission of bids:

Bid submission shall include (3) copies of the completed bid package documents. A electronic copy shall be sent to planner@dillinghamak.us with the subject line "Bid for CITY OF DILLINGHAM ALL-TIDE DOCK FENDER REPAIR."

ITEM 5
Contract: *Dillingham All-Tide Dock Fender Repair*
Section: City-Contractor Agreement Article C. Contract Time

Replace section C.1 with the following:

C.1 For the selected Bid Schedule Items, the Substantial Completion date shall be **September 1, 2017** and the Final Completion Date shall be **September 15, 2017**.

ITEM 6
Contract: *Dillingham All-Tide Dock Fender Repair*
Section: NA

Notice to Bidders:

All responsive bidders shall submit new, complete bid packages by **November 17, 2016 @ 3:00 pm (Alaska)**. All previously submitted sealed bids and/or bid modifications have been destroyed.

END OF ADDENDUM

Attachments – (2)

-Revised Bid Schedule (2 pages)

-Revised Project Drawings (7 Pages)

CITY OF DILLINGHAM
ALL-TIDE DOCK FENDER REPAIR

BID SCHEDULE

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. Area 1 Site Demolition and Repair: Work shall consist of providing all materials, labor, equipment, and incidentals necessary to remove the existing HP and edge rail, remove and salvage the existing HDPE sleeve, as well as remove the damaged gusset plate, stiffener plate, pile cap plate and fender pile. All demolished materials not salvaged by the Owner or identified to be salvaged, shall be disposed of at the Contractor's expense and as specified in the Plans.

   Repair work shall consist of planning, performing, and providing all materials, labor, equipment, incidentals, and other work associated with safely installing the new fender pile with salvaged HDPE Sleeve, new gusset plates, stiffener plates, face beam flange, pile cap plate and other incidental materials to complete the work as specified in the Plans.

   _____ LS $_____ LS

   (Lump Sum In Words)

3. Area 2 Site Demolition and Repair: Work shall consist of providing all materials, labor, equipment, and incidentals necessary to remove damaged sections of sheet pile, bull rail and fender pile. All demolished materials not salvaged by the Owner or identified to be salvaged, shall be disposed of at the Contractor's expense and as specified in the Plans.

   Repair work shall consist of planning, performing, and providing all materials, labor, equipment, incidentals, and other work associated with safely installing the sheet pile, bull rail, fender pile, and pile cap plate and other incidental materials to complete the work as specified in the Plans.

   _____ LS $_____ LS

   (Lump Sum In Words)

BASE BID TOTAL:

_____ LS $_____ LS

(Lump Sum In Words)

ADDITIVE / ALTERNATE / CONTINGENT BID ITEMS:

A1. Mono-Pile Dolphins: Work shall consist of planning, performing, and providing all materials, labor equipment, incidentals, and other work associated with safely installing two (2) new 48"ø mono-pile breasting dolphins with all associated plates, hardware, tires, buoys and other incidental materials to complete the work as specified in the Plans

_____LS $_____LS

(Lump Sum In Words)

A2. Anode Channel and Bullrail: Work shall consist of planning, performing, and providing all materials, labor, equipment, incidentals, and other work associated with safely installing the owner-provided anode channel and pipe bullrail in accordance with the drawings.

_____LS $_____LS

(Lump Sum In Words)

Bidding Company:_____

Name (Printed):_____

Signature:_____Date:_____

Contractor's License No._____Business License No._____

BID AUTHORIZATION

The undersigned represents (check appropriate boxes) that he/she operates as an [ ] Individual, [ ] Joint Venture, [ ] Partnership, or [ ] Corporation, incorporated in the State of _____.

BIDDER:_____

Company (Print)

_____

Authorized Representative (Print)

_____

Authorized Representative (Signature)

_____

Title (Print)

_____

Date

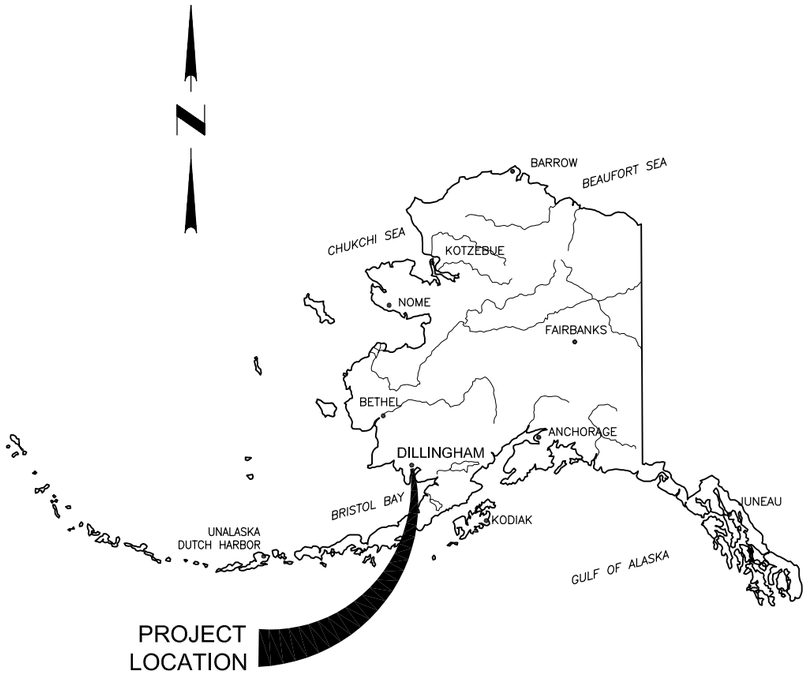
_____

Telephone

CORPORATE SEAL (If Corporation)

DILLINGHAM ALL-TIDE DOCK
FENDER REPAIR

DILLINGHAM, ALASKA
SEPTEMBER 2016



STATE OF ALASKA

SHEET INDEX

VICINITY MAP

ISSUED FOR BID
10/17/2016

PND Engineers, Inc. (PND) is not responsible for safety programs, methods or procedures of operation, or the construction of the design shown on these drawings. Where specifications are general or not called out, the specifications shall conform to standards of industry. Drawings are for use on this project only and are not intended for reuse without written approval from PND. Drawings are also not to be used in any manner that would constitute a detriment directly or indirectly to PND.

REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

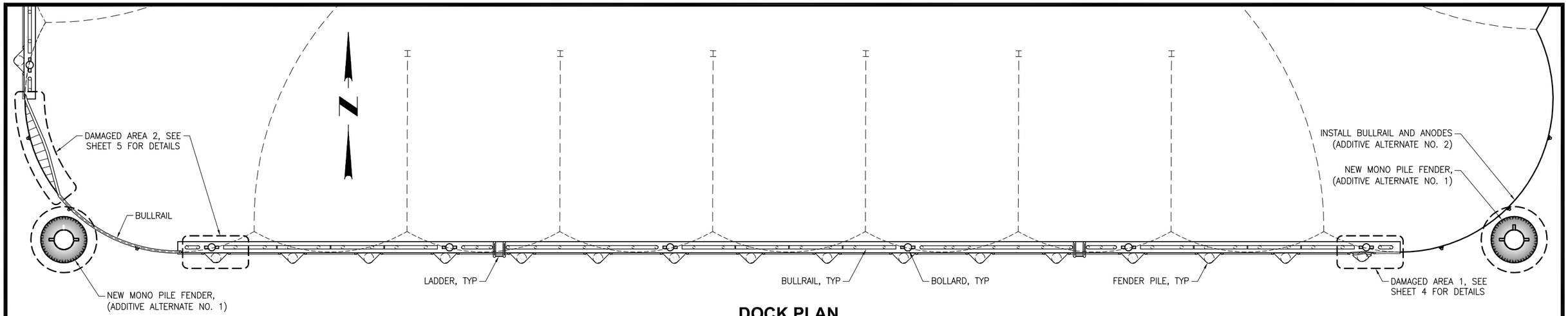
PND ENGINEERS, INC.

PROJECT: DILLINGHAM ALL-TIDE DOCK FENDER REPAIR

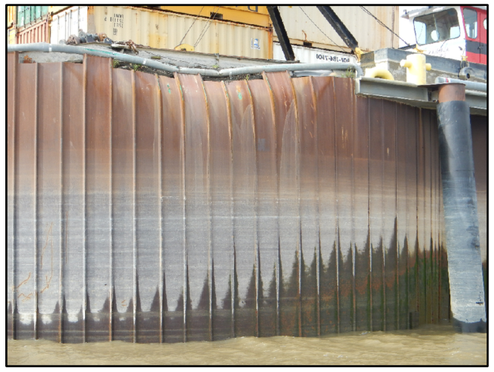
TITLE: COVER SHEET & INDEX

DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

SHEET NO: 1 OF 7



DOCK PLAN
NTS



DAMAGED AREA 2 PHOTOS
NTS

DAMAGED AREA 1 PHOTOS
NTS

OPEN CELL™ AND **OPEN CELL SHEET PILE™** ARE PND ENGINEERS, INC. REGISTERED TRADEMARKS
PND ENGINEERS, INC.'S OPEN CELL TECHNOLOGY IS PATENTED
PATENT – US 6,715,964 B2
PATENT – US 7,488,140 B2
PATENT – US 8,950,981 B2

ISSUED FOR BID
10/17/2016

REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

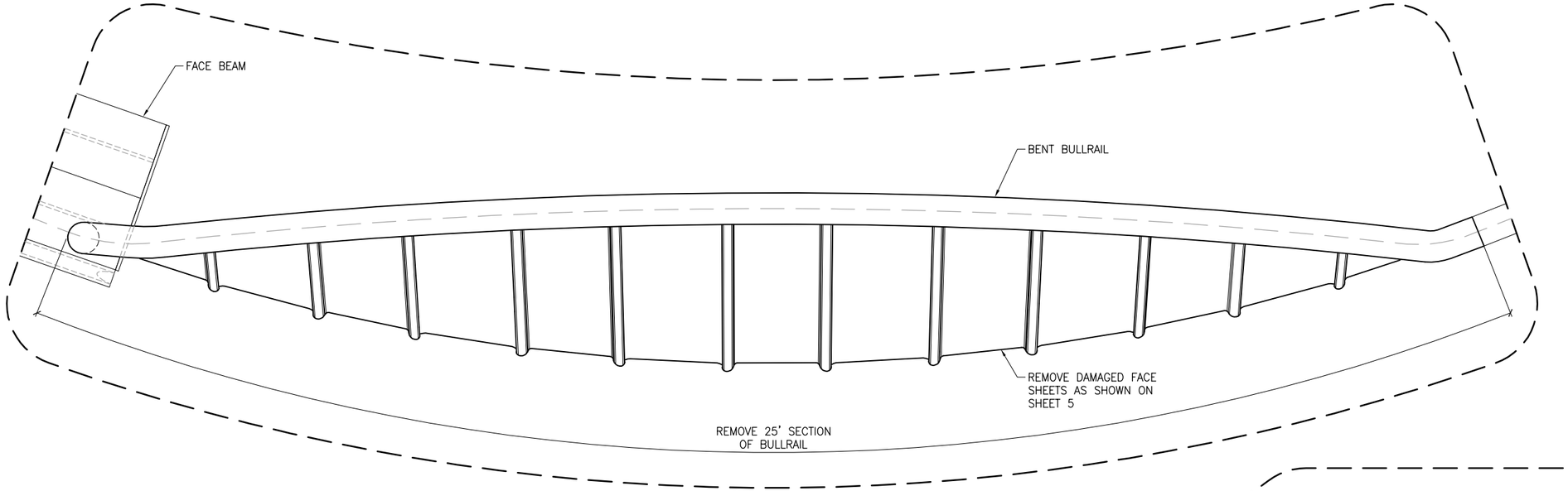
PND ENGINEERS, INC.

PROJECT: **DILLINGHAM ALL-TIDE DOCK FENDER REPAIR**

TITLE: SITE PLAN & DAMAGE PHOTOS

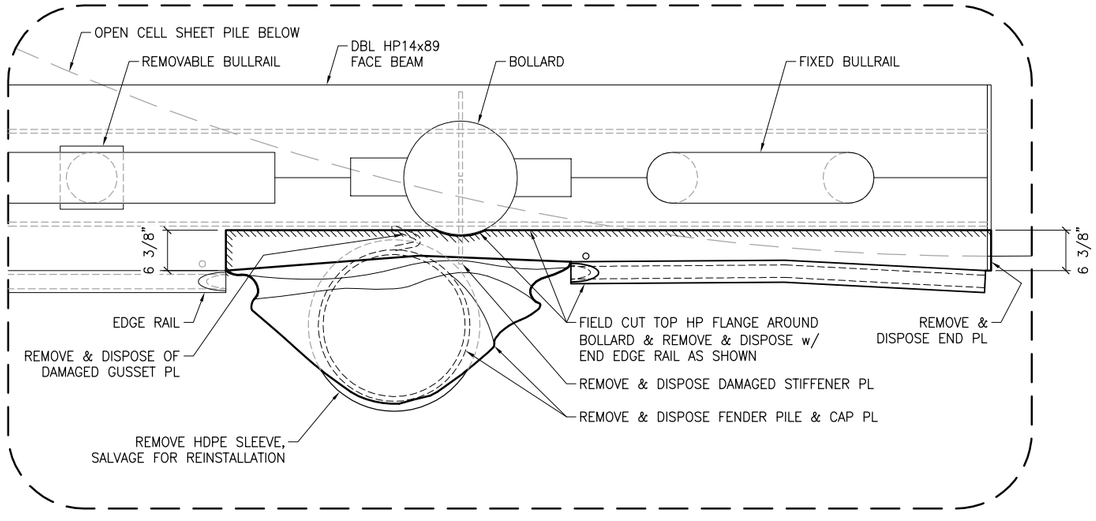
DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

SHEET NO: 2 OF 7



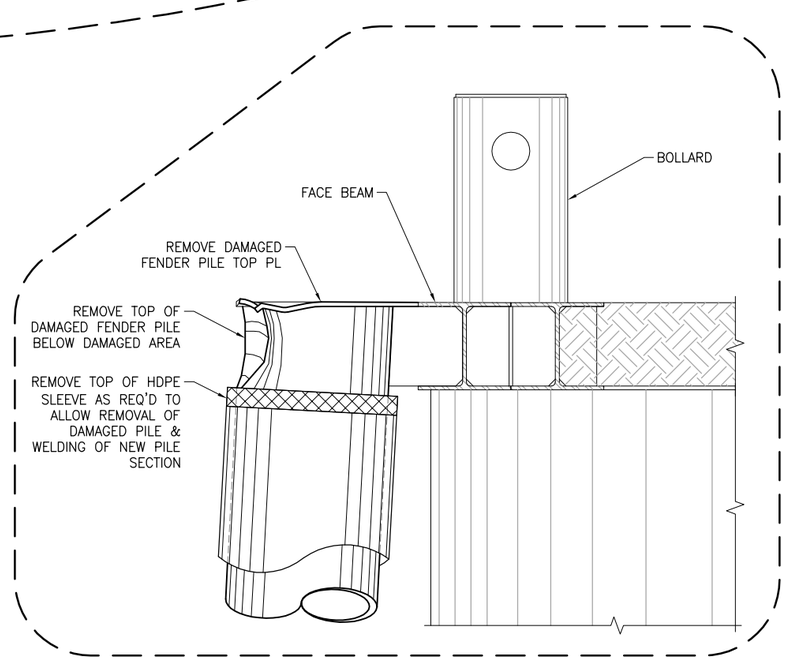
DEMOLITION AREA 2 SHEET PILE PLAN

NTS



DEMOLITION AREA 1 PLAN

NTS



DEMOLITION AREA 2 FENDER PILE ELEVATION

NTS

ISSUED FOR BID
10/17/2016

REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

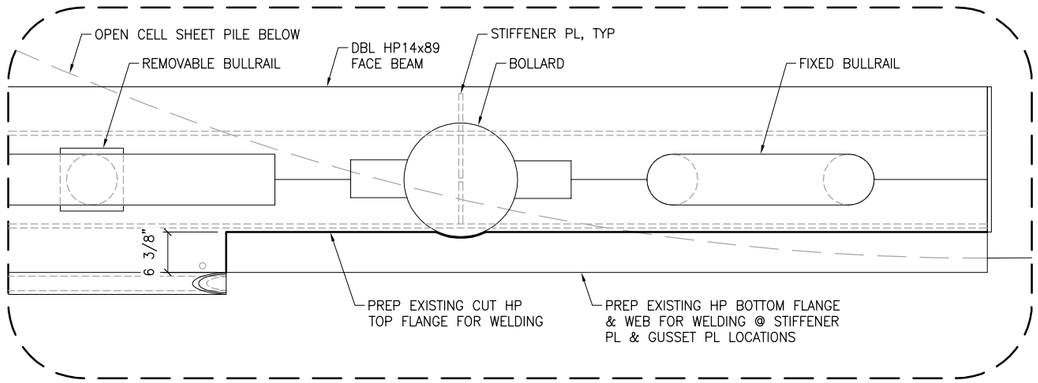
PND ENGINEERS, INC.

PROJECT: **DILLINGHAM ALL-TIDE DOCK FENDER REPAIR**

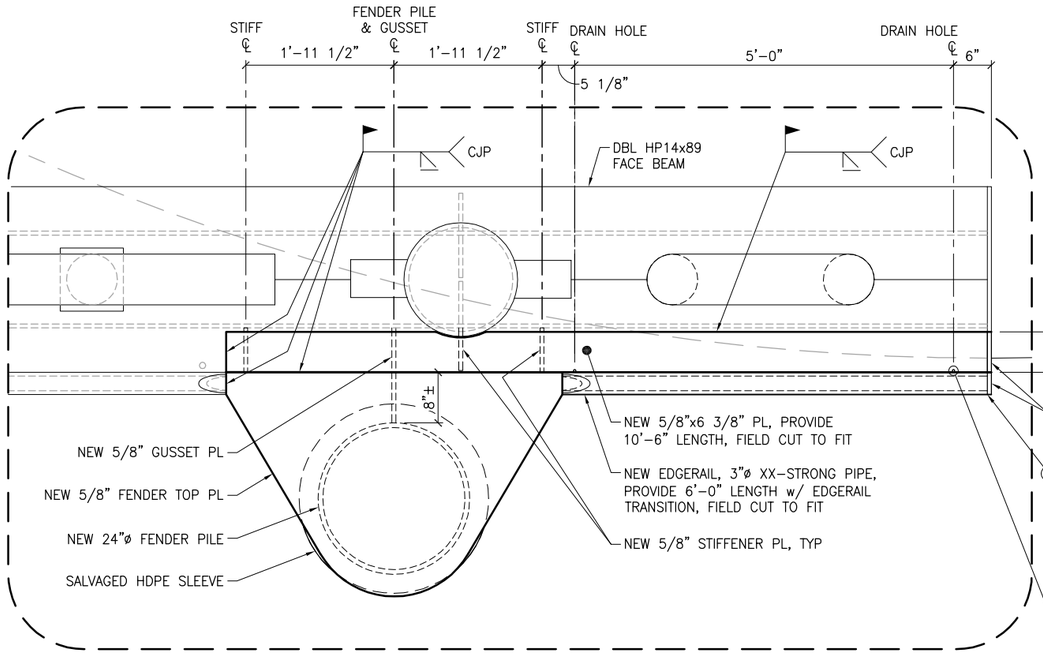
TITLE: DEMO PLAN

DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

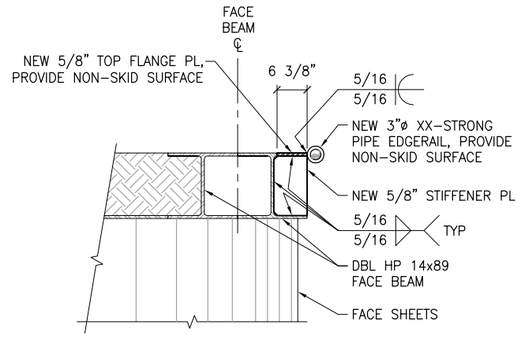
SHEET NO: 3 OF 7



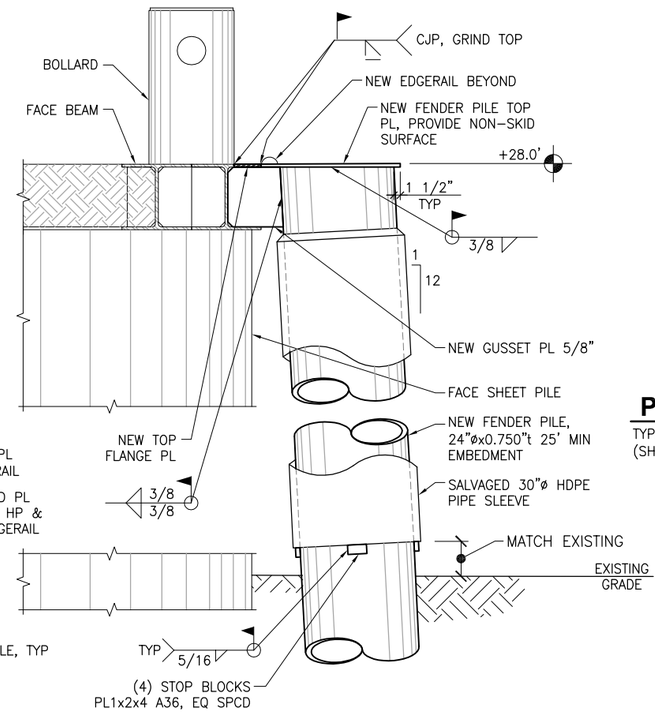
REPAIR AREA PREP PLAN
NTS



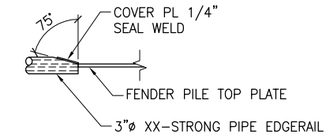
REPAIRED AREA PLAN
NTS



FACE BEAM DETAIL
NTS



DOCK FACE SECTION AT FENDER PILE
NTS



EDGERAIL TRANSITION
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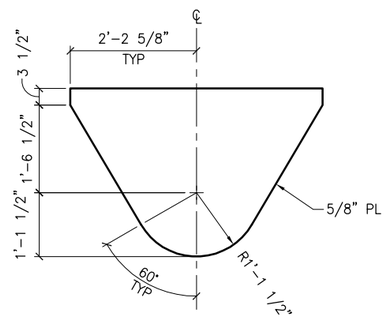
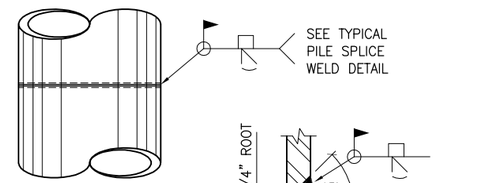
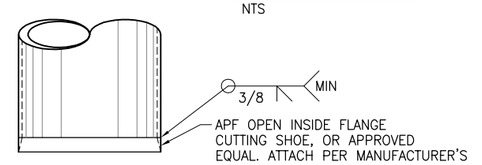


FENDER PILE TOP PLATE
NTS



PILE SPLICE DETAIL
TYPICAL FOR ALL FIELD PIPE PILE SPLICES (SHOP WELDS, IF REQ'D. SIMILAR) – NTS

TYPICAL PILE SPLICE WELD
NTS



CUTTING SHOE
TYPICAL FOR ALL PIPE PILES – NTS

ISSUED FOR BID
10/17/2016

REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

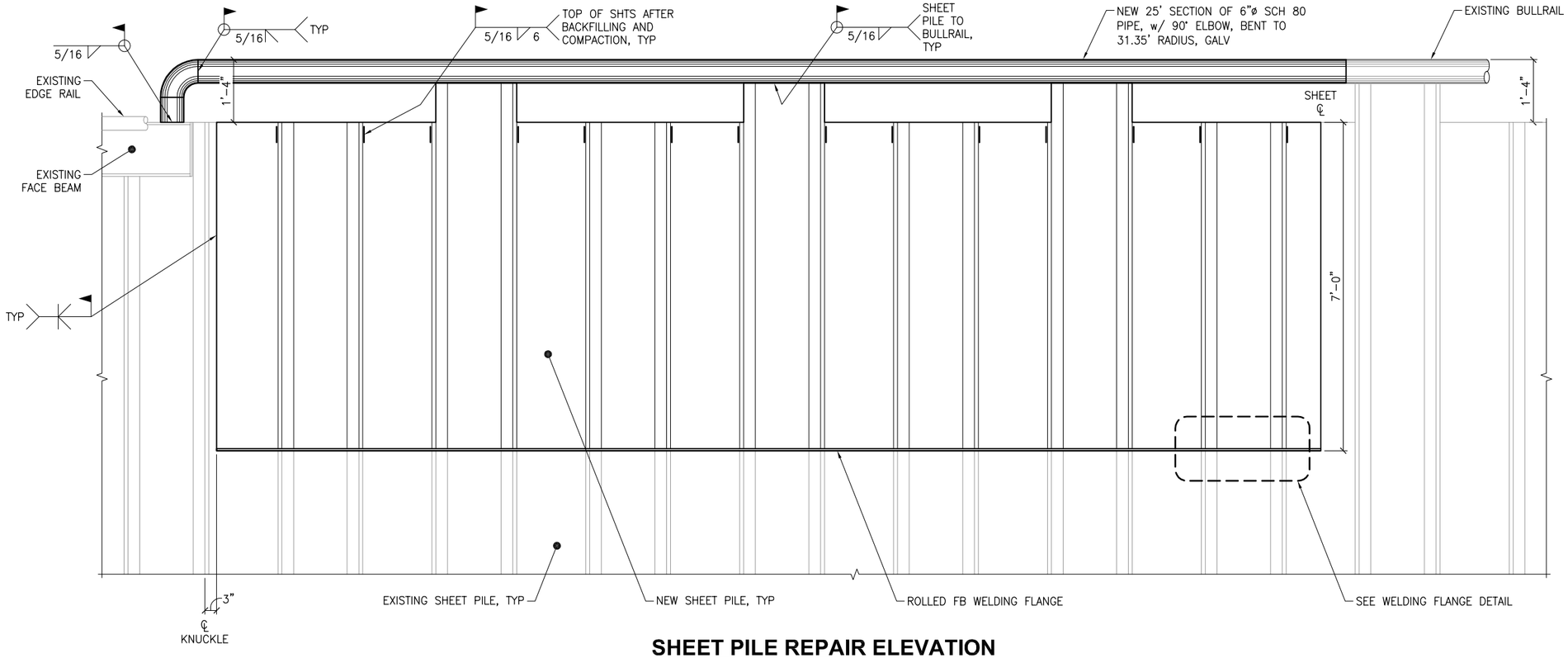
P N D ENGINEERS, INC.

PROJECT: **DILLINGHAM ALL-TIDE DOCK FENDER REPAIR**

TITLE: REPAIR AREA 1 PLAN & DETAILS

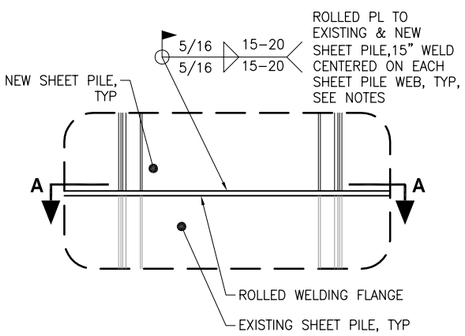
DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

SHEET NO: 4 OF 7



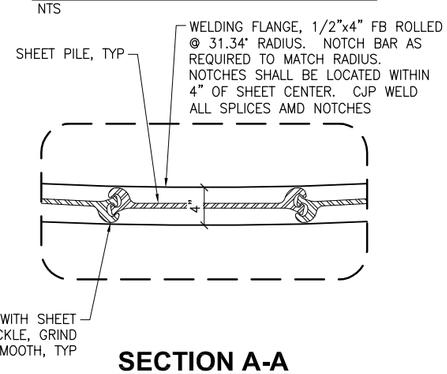
SHEET PILE REPAIR ELEVATION

NTS



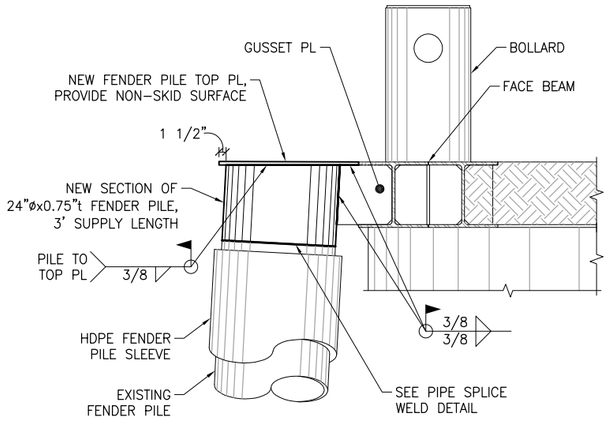
WELDING FLANGE DETAIL

NTS



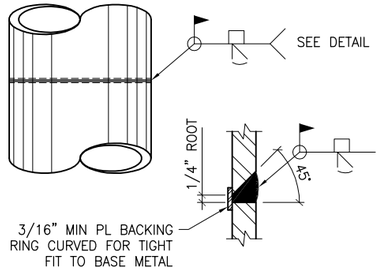
SECTION A-A

NTS



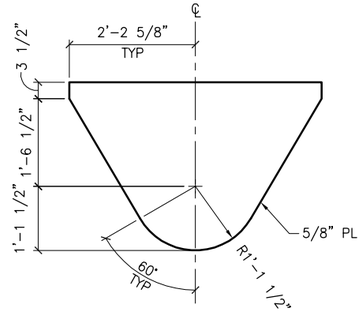
DOCK FACE SECTION AT FENDER PILE

NTS



PIPE SPLICE WELD DETAIL

NTS



FENDER PILE TOP PLATE

NTS

REPAIR NOTES:

1. BEGIN PLACING SHEETS NEAR THE CENTER OF THE REPAIR AREA ALIGNING THE REPLACEMENT SHEET WITH THE EXISTING SHEET BELOW.
2. NEW SHEET PILE INTERLOCKS SHALL BE ENGAGED PRIOR TO WELDING TO THE ROLLED WELDING FLANGE (I.E APPLY TENSION PERPENDICULAR TO INTERLOCK PRIOR TO WELDING.
3. WELDING OF THE INTERLOCKS SHALL BE PROHIBITED EXCEPT WHERE SHOWN.
4. ENGINEER INSPECTION HOLD POINT TO BE OBSERVED PRIOR TO FINAL WELDING.

ISSUED FOR BID
10/17/2016

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REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

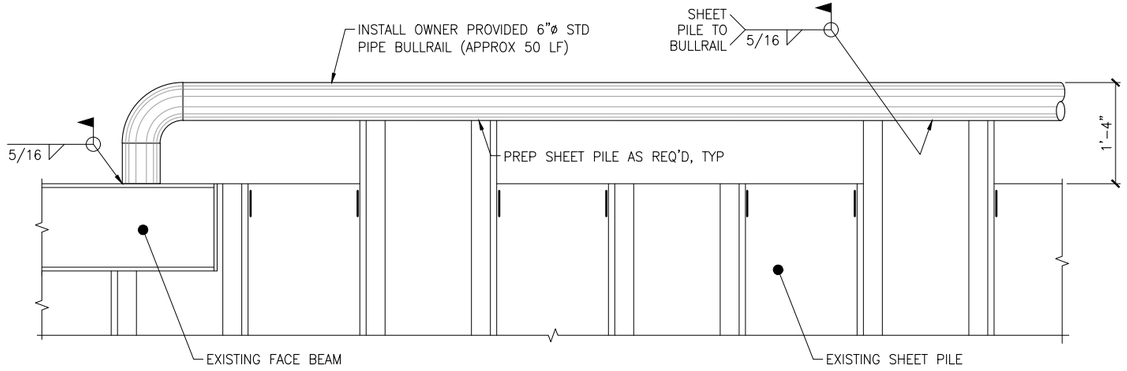
PND ENGINEERS, INC.

PROJECT: **DILLINGHAM ALL-TIDE DOCK FENDER REPAIR**

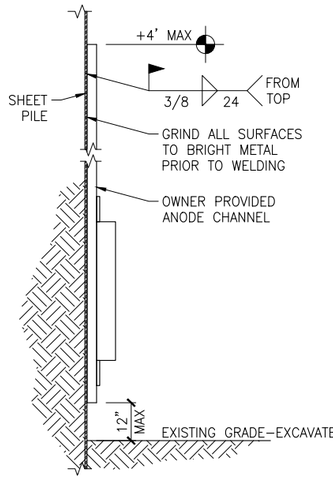
TITLE: REPAIR AREA 2 PLAN & DETAILS

DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

SHEET NO: 5 OF 7



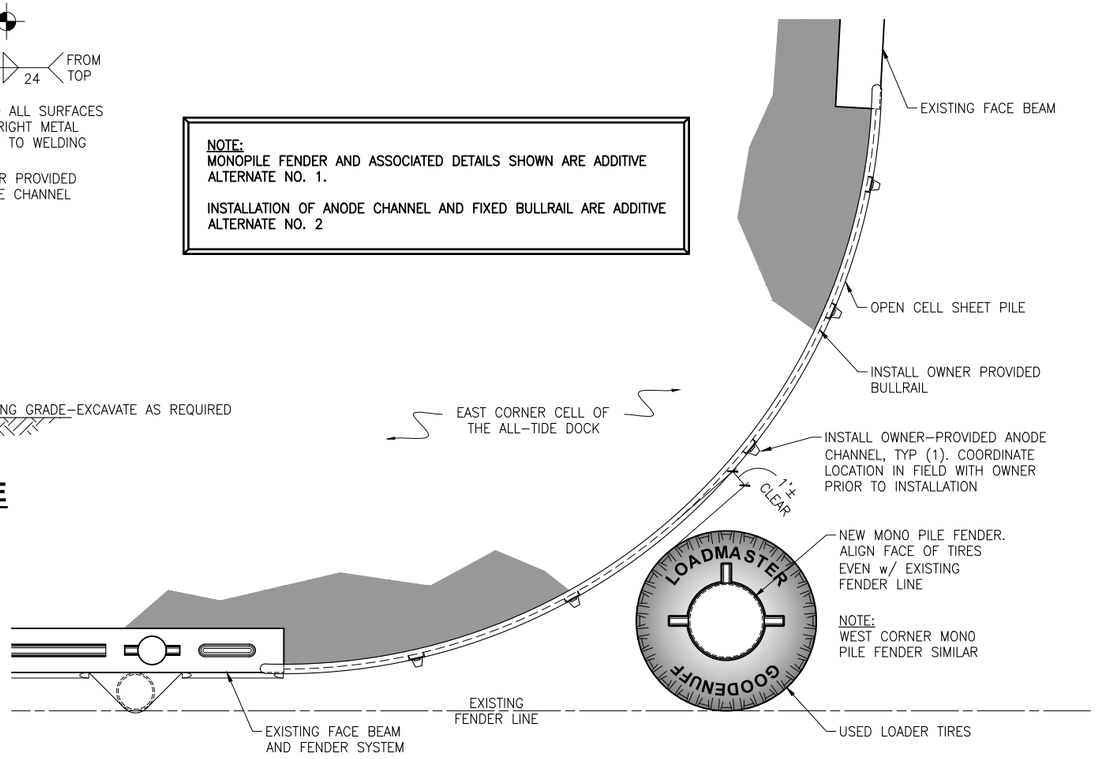
FIXED BULLRAIL
NTS



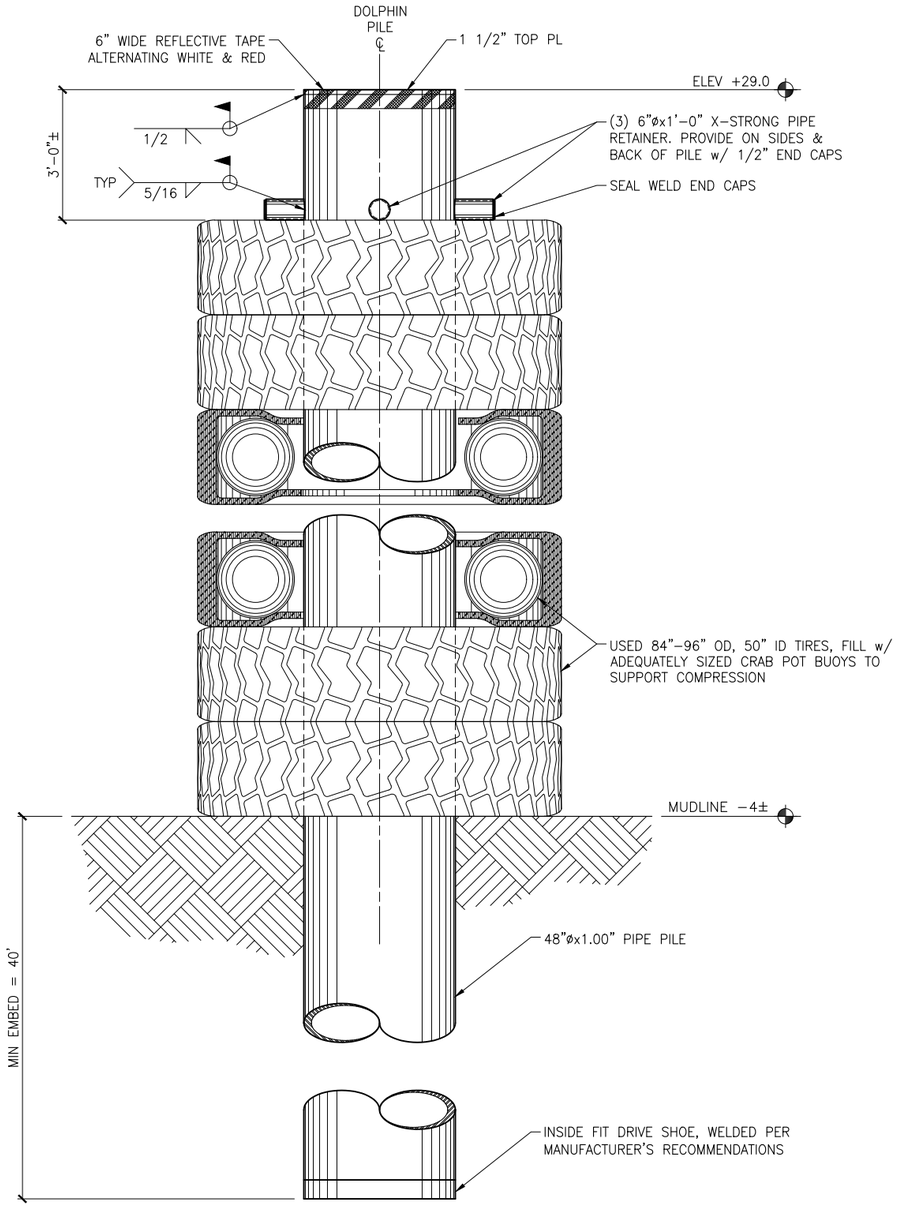
DOCK ANODE ELEVATION
NTS

NOTE:
MONOPILE FENDER AND ASSOCIATED DETAILS SHOWN ARE ADDITIVE ALTERNATE NO. 1.

INSTALLATION OF ANODE CHANNEL AND FIXED BULLRAIL ARE ADDITIVE ALTERNATE NO. 2



DOCK CORNER PLAN
NTS



MONO PILE FENDER BACK ELEVATION
NTS

ISSUED FOR BID
10/17/2016

REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

PND ENGINEERS, INC.

PROJECT: **DILLINGHAM ALL-TIDE DOCK FENDER REPAIR**

TITLE: ADDITIVE ALTERNATES

DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

SHEET NO: 6 OF 7

GENERAL NOTES:

OWNER– CITY OF DILLINGHAM (COD)

SURVEY INFORMATION

ELEVATION DATUM– 0.0 FT MEAN LOWER LOW WATER (MLLW).

TIDE DATA–
EXTREME HIGH TIDE (ESTIMATED):= EL +25.0 FT
MHW = EL +18.0 FT
MLLW = EL 0.0 FT
EXTREME LOW TIDE (ESTIMATED) = EL –5.0 FT

MATERIALS

GENERAL –
ALL MATERIALS SHALL BE NEW AND PROVIDED BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

PIPE PILES –
PIPE FOR PILES SHALL BE ASTM A252 GRADE 3 WITH WELDABLE CHEMISTRY (CE = 0.45 MAX, CALCULATED PER AWS). SPIRAL WELD PIPE MEETING THE SPECIFICATION BELOW MAY BE USED.

PILE SPLICES SHALL BE PER AWS SPECIFICATIONS. WHEN SPLICING PILE, CARE SHALL BE TAKEN THAT PILING REMAINS IN STRAIGHT ALIGNMENT THROUGH SPLICES. NO PIECE OF PILE LESS THAN 10 FEET LONG SHALL BE SPLICED INTO A PILE.

SPIRAL WELD PIPE –
BASE METAL SHALL CONFORM TO ASTM A572 GRADE 60. PIPE SHALL BE MANUFACTURED TO ASTM A252 GRADE 3 AS MODIFIED IN THIS SECTION. BUTT JOINTS IN THE BASE METAL SHALL BE NO CLOSER THAN ONE PIPE DIAMETER FROM THE PIPE END.

THE CONTRACTOR SHALL ENSURE FIT–UP OF SPIRAL WELD PIPE TO ADJOINING ELEMENTS DOES NOT EXCEED THE WELDING AND ERECTION TOLERANCES SPECIFIED IN AWS D1.1 AND AISC 303–05.
THE OUTSIDE DIAMETER AT ANY POINT IN A LENGTH OF PIPE SHALL BE WITHIN 3/16 INCH OF THE NOMINAL DIAMETER. THE MAXIMUM LATERAL OFFSET MEASURED FROM A STRAIGHT CHORD LINE SHALL NOT EXCEED 0.2 PERCENT OF THE PIPE LENGTH, NOT TO EXCEED 3/8 INCH IN ANY 40–FOOT LENGTH.
PROVIDE PIPE LENGTHS WITHIN +/– 2 INCHES OF SPECIFIED LENGTHS.
FABRICATE PIPE USING THE AUTOMATIC SUBMERGED ARC WELDING OR AUTOMATIC GAS METAL ARC WELDING PROCESS.

VISUALLY INSPECT 100 PERCENT OF SEAM WELDS ON THE INTERIOR AND EXTERIOR SURFACES. WELDS SHALL BE ACCEPTABLE IF THE CRITERIA OF D1.1 SECTION 6, TABLE 6.1 ARE SATISFIED. PERFORM UT INSPECTION OF 10 PERCENT OF SEAM WELDS ON EACH LENGTH OF PIPE USING ACCEPTANCE CRITERIA OF AWS D1.1 SECTION 6, TABLE 6.2.

EVALUATE THE MECHANICAL PROPERTIES OF THE BASE METAL AND WELD IN ACCORDANCE WITH ASTM A370 AND AWS D1.1 SECTION 4.8.3. PERFORM DESTRUCTIVE TESTING OF A FABRICATED PIPE SECTION FOR EACH DIAMETER OF PIPE FURNISHED. A SINGLE TEST SHALL CONSIST OF:

ONE BASE METAL YIELD, ONE TENSILE AND ONE ELONGATION TEST
TWO REDUCED SECTION ACROSS THE WELD TENSILE TESTS
ONE SIDE BEND WELD TEST

THE STRENGTH AND ELONGATION OF THE BASE METAL SHALL BE NO LESS THAN THE MINIMUM VALUES CONTAINED WITHIN THE MATERIAL SPECIFICATION FOR THE BASE METAL. EVALUATE PERFORMANCE OF THE WELD USING THE ACCEPTANCE CRITERIA OF AWS D1.1.

STRUCTURAL STEEL –
ASTM A572 GRADE 50 UNLESS NOTED OTHERWISE. ALL STEEL FABRICATION AND ERECTION SHALL BE PER THE LATEST AISC SPECIFICATIONS.

MISCELLANEOUS PIPE –
ASTM A53 GRADE B, ASTM A252 GRADE 2 OR 3, OR ASTM A500 GRADE B.

STRUCTURAL STEEL WELDING –
PER LATEST AWS D1.1 BY WELDERS QUALIFIED PER AWS FOR THE TYPE AND POSITION OF THE WELDS. ALL FILLER METAL SHALL MEET CHARPY IMPACT CRITERIA OF 20 FT.–LB. AT –20°F AND SHALL HAVE A MAXIMUM CARBON CONTENT OF 0.20%. ELECTRODES SHALL BE PROPERLY CONDITIONED E7018 OR E71T8–Ni 1%. SUBMIT WELDER QUALIFICATIONS AND WELDING PROCEDURES TO ENGINEER FOR APPROVAL AT LEAST 15 DAYS PRIOR TO WELDING.

THE CONTRACTOR SHALL PROVIDE A CERTIFIED WELDING INSPECTOR TO VISUALLY INSPECT 100% OF ALL WELDS.

THE OWNERS REPRESENTATIVE MAY PROVIDE ADDITIONAL INSPECTION OF FIELD WELDS. ANY WELD FAILING INSPECTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, WHICH WILL INCLUDE THE COST FOR RETESTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REPAIRS REQUIRED AS A RESULT OF ADDITIONAL OWNER INSPECTIONS.

ACCEPTANCE CRITERIA FOR ALL WELD INSPECTIONS SHALL CONFORM TO AWS D1.1 CRITERIA FOR STATICALLY LOADED STRUCTURES.

SPRAY METALIZING –
WITH THE EXCEPTION OF PIPE PILE, ALL NEW STEEL MATERIALS SHALL BE SPRAY METALIZED IN ACCORDANCE WITH AWS C2.23. STEEL SUBSTRATE SHALL BE PREPARED TO SSPC–SP/NACE NO. 1 WHITE METAL BLAST FINISH WITH A MINIMUM ANGULAR PROFILE DEPTH OF 2.5 MILS. 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 DEGREES FAHRENHEIT ABOVE THE DEW POINT OF THE AMBIENT AIR TEMPERATURE. FOR FLAMESPRAYING, THE INITIAL STARTING AREA SHALL BE PREHEATED TO 250 DEGREES FAHRENHEIT. FEEDSTOCK SHALL BE 85/15 ALUMINUM/ZINC APPLIED IN SEVERAL PASSES (APPROXIMATELY 2–4 MILS/PASS) TO A MINIMUM DRY COATING FILM THICKNESS OF 12 MILS. DURING APPLICATION, SPRAY GUN SHALL BE HELD PERPENDICULAR TO THE SUBSTRATE AT A STAND–OFF DISTANCE OF 6–10 INCHES. THE CONTRACTOR SHALL PERIODICALLY VERIFY PASS AND TOTAL COATING THICKNESS. SPRAY METALIZING SHALL BE TOP COATED WITH A HIGH SOLIDS POLYURETHANE CLEAR SEALER SPECIFIC TO MARINE ENVIRONMENTS, APPLIED TO A MINIMUM DRY FILM THICKNESS (DFT) OF 2–3 MILS AND APPLIED PER MANUFACTURERS RECOMMENDATIONS.

NON SKID COATING –
THE TOP FACE OF THE NEW SECTION OF FACE BEAM, FENDER PILE TOP PLATE, AND NEW EDGE RAIL SHALL BE THERMAL ARC SPRAYED WITH TH604 AND/OR TH605 MANUFACTURED BY THERMION, TRACLON 500 AS MANUFACTURED BY MBI COATINGS, DURALCAN 90/10 OR 60/40 AS MANUFACTURED BY ALOTEC OR ENGINEER APPROVED EQUAL. COATING SHALL BE APPLIED TO ACHIEVE A VERY AGGRESSIVE SURFACE PROFILE. NON SKID PRODUCT SHALL BE APPLIED PER MANUFACTURER RECOMMENDATIONS.

GALVANIZING/METALIZING REPAIR –
CONTRACTOR SHALL TAKE NECESSARY MEANS TO PROTECT COATINGS DURING TRANSPORTATION, HANDLING, WELDING, CUTTING, AND INSTALLATION. GALVANIZING DAMAGED, INCLUDING THAT REMOVED FOR WELDING, BY WELDS, CUTS, GOUGES, OR OTHER HOLIDAYS IN THE COATINGS SHALL BE REPAIRED BY THE CONTRACTOR.

SHOP REPAIR OF GALVANIZING/METALIZING SHALL BE SPRAY METALIZING. FIELD REPAIR DAMAGED GALVANIZING BY SPRAY METALIZING IF OVER 50 SQUARE INCHES. "GALV–STICK" OR ENGINEER APPROVED EQUAL MAY BE USED FOR FIELD REPAIR UNDER 50 SQUARE INCHES. CONTRACTOR SHALL SUBMIT REPAIR MATERIALS AND METHODS OF REPAIRS TO ENGINEER FOR REVIEW AND APPROVAL.

TIRE FENDERS –
TIRE FENDERS SHALL BE USED TIRES FROM A LOADER, SCRAPER OR SIMILAR LARGE EQUIPMENT, MINIMUM OUTSIDE DIAMETER OF 84–INCHES. INSIDE DIAMETER OF THE TIRE SHALL BE VERIFIED TO FIT OVER THE PIPE FOR THE APPLICATION (NOMINALLY 50–INCHES). ALL TIRES SHALL HAVE THE SAME DIMENSIONS. CUTTING OF THE TIRE BEAD FOR FIT IS NOT PERMITTED. TIRES SHALL BE FILLED TO CAPACITY WITH NEW, INFLATED CRAB BUOYS (10 PSI MIN) PRIOR TO INSTALLATION. SEAL BUOY VALVE WITH 3M 5200 SEALANT.

CONSTRUCTION

PIPE PILE DRIVING –
THE CONTRACTOR SHALL PREPARE AND SUBMIT A PILE DRIVING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL A MINIMUM OF TWO WEEKS PRIOR TO MOBILIZATION.

THE PLAN SHALL CONTAIN: EQUIPMENT, HAMMER TYPES, MANUFACTURER'S HAMMER CUSHION INFORMATION, TEMPLATES AND DRIVING METHODS FOR ALL PILE TYPES AND SIZES TO BE DRIVEN, AND TEMPLATE FABRICATION DRAWINGS.

ALL PILES SHALL BE PLACED WITHIN 1/4 INCH PER FOOT OF DESIGN BATTER AND WITHIN 2 INCHES OF PLAN LOCATION AT CUTOFF ELEVATION UNLESS NOTED OTHERWISE.

ANY HAMMER THAT CAUSES DAMAGE TO A PILE DURING DRIVING SHALL BE REPLACED AT NO COST TO THE OWNER. PILES HITTING OBSTACLES, MISALIGNED PILES, AND PILES THAT HAVE NOT ACHIEVED MINIMUM PENETRATION PRIOR TO REFUSAL SHALL BE PULLED WITH A VIBRATORY HAMMER AND REDRIVEN WITH NO ADDITIONAL COST TO THE OWNER.

BACKFILL
BACKFILL SHALL CONSIST OF EXCAVATED MATERIAL PLACED IN LIFTS NOT EXCEEDING 6" AND SHALL BE COMPACTED WITH A MINIMUM OF 5 PASSES WITH A PLATE COMPACTOR.

MISCELLANEOUS

EXISTING DOCK AND UPLANDS –
IT IS ANTICIPATED THAT THE EXISTING CARGO DOCK, CRANE, AND STORAGE AREAS WILL REMAIN IN OPERATION THROUGHOUT THE CONSTRUCTION PERIOD.

THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES SO THAT THE CARGO OPERATION IS NOT AFFECTED.

SUBMITTALS –
THE CONTRACTOR SHALL SUBMIT EVIDENCE IN THE FORM OF BILLS OF MATERIALS, FABRICATOR'S SHOP DRAWINGS, CERTIFICATIONS, MANUFACTURER'S DATA, SAMPLES, OR OTHER INFORMATION THAT MAY BE REQUIRED BY THE ENGINEER TO VERIFY THAT ALL MATERIALS AND METHODS USED ON THE PROJECT CONFORM TO THE PLANS AND SPECIFICATIONS, GOOD WORKMANSHIP, ACCEPTABLE INDUSTRY STANDARDS, AND MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL ALSO SUBMIT A DETAILED SCHEDULE AND WORK PLAN FOR THE PROJECT BEFORE CONSTRUCTION BEGINS.

THE ENGINEER'S REVIEW OF SUBMITTALS WILL BE FOR GENERAL CONFORMANCE ONLY, AND IT SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR TO CONFORM TO 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.

THE FOLLOWING IS A LIST OF REQUIRED SUBMITTALS FOR THIS PROJECT. THE ENGINEER MAY REQUIRE ADDITIONAL SUBMITTALS.

CIVIL/STRUCTURAL SUBMITTALS –
1. DETAILED CONSTRUCTION SCHEDULE AND WORK PLAN.
2. STEEL CERTIFICATION FOR ALL STEEL USED INCLUDING CHEMISTRY, YIELD, AND MILL NUMBERS.
3. METALLIZING CERTIFICATION.
4. SHOP AND FIELD METALLIZING METHODS AND MATERIALS.
5. SHOP AND FIELD AWS WELDER QUALIFICATIONS FOR ALL WELDERS UTILIZED ON THE PROJECT.
6. SHOP AND FIELD WELDING PROCEDURES.
7. STEEL FABRICATION DRAWINGS.
8. PILE DRIVING METHODS/PLAN.
9. AS–BUILT DRAWINGS.

ISSUED FOR BID
10/17/2016

REV	DATE	DESCRIPTION
1	10/17/16	ADDITIONAL REPAIR AREA

DATE: _____

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PND ENGINEERS, INC.

PROJECT: **DILLINGHAM ALL-TIDE DOCK FENDER REPAIR**

TITLE: GENERAL NOTES

DESIGNED BY:	CC	DATE:	9/16/2016
CHECKED BY:	DT	PROJECT NO:	151116

SHEET NO: 7 OF 7