



ADDENDUM 1

Project: Duckabush Line Relocation Estuary Project

Date: 6/26/2024

To: Prospective Bidders

From: Jeremiah Waugh, PE, Engineering Manager, Project Manager for MCPUD1

Cc: Kristin Masteller, MCPUD1

ADDENDUM

Bidder shall sign and attach a copy of this Addendum with Bid Proposal.

Changes and clarifications to the Bid Documents and Plan-Set for the above-referenced project are as follows:

1. The order of phased construction that is the UG and then the OH no longer applies as we are passed the fish window time constraints. With that said the poles 17 & 18 from P1.2 will no longer be needed to maintain temp power while wreaking out the double circuit overhead and constructing the OH line on the water side. So instead of redesigning the plan set and staking sheets I chose to modify the Bid Proposal line items to call out Poles 17 & 18 separately. Feel free to cross out or leave line-item sections blank on the bid proposal. Unless you want to follow the original phased construction.
2. The Engineer's Estimate range is \$1M to \$1.6M.
3. Mobilization not to exceed 10%
4. Sheet P2.1 Keyed not VN7 should be VS7
5. The vaults layout along Duckabush Rd are diagrammatically located and are not to scale. The vaults only need be offset as much as practical. The only section where this matter is at vaults VN5 and VS5. These vaults have been staked by WSDOT and are fixed in their locations.
6. All conduit (except for in bores, sweeps, and conduit specified in the construction unit drawings eg: sch80 riser conduit), cable, vaults, poles, conductors (except for ground wire and jumpers specified in construction unit drawings eg: pole grounds, arrester grounds, vault asbury loops and vault grounding), streetlights, streetlight mast arms, and overhead transformers will be supplied by Mason PUD #1. All other material specified or implied to be provided by contractor.
7. MCPUD1 stubs should be conduit elbows (sweeps) with conduit plugs.
8. MCPUD1 does not typically approve change orders unless there are errors, unintentional omissions, or the change order is initiated by MCPUD1.
9. Can use 2/0 copper neutral bus (Asbury loop) instead of 4/0 as depicted on construction unit UVG. Size crimps and connectors accordingly.
10. If there are any potential supply chain or other issues that may push out target completion dates, include those estimated dates on the bid proposal.
11. Construction completion needs to be by the end of the year. I originally put by the end of October but if this isn't practical for your crew state the expected completion date.
12. If trenching isn't practical along sections of Duckabush Road, state that on the line-item section and include the pricing for bore from the optional bore sections.
13. MCPUD1 and communications can be in the same bore.

14. Include tree trimming and tree removal costs in bid proposal sections Site Work – Phase 1 (Route Clearing, Grading & Restoration) and Site Work – Phase 2 (Route Clearing, Grading & Restoration), respectively. Tree trimming assumes the minimum necessary amount to energize line.
15. Minimal tree removal only as necessary near the vault and cabinet locations VN5, VS5 and JN1. These locations have been field staked (roadside centerline).
16. Contractor will install and stub communication conduit for participating communications companies. Hood Canal Communications (HCC) and Lumen (expected). We'll establish points of contact for coordination at the pre-construction meeting.
17. Hood Canal Communications (HCC) and Lumen will provide their own conduit for trenches and bores.
18. Contractor responsible for dust abatement and any road repairs (gravel fill) to Dark Rd. Our customers are letting us use the road to access the equipment storage area and we want to be respectful to them.
19. There are no traffic control time restrictions, but daytime hours are preferred.
 - a. AFAD Automated flaggers – Subject to WSDOT approval
 - b. WSDOT personnel will be at the pre-construction meeting to answer any questions.
20. Contractors to provide dumpster(s) for scrap. Reusable poles and other material can be left onsite and coordinate with MCPUD1 to pick up.
21. Asphalt be open cut on Duckabush Rd near HWY 101 where the road will eventually be redone. For other specific locations, ask MCPUD1.
22. Pole removals near archeologically significant area, per drawing P1.2
 - a. The contractor should endeavor to remove the entire pole, others can cut/top pole(s) at ground level.
23. Pole removals on HWY 101 can be topped (and PUD pole tag information removed) if communication companies are not completely off the respective pole at time of removal.
24. Access to water side of HWY 101
 - a. Pads can be laid down to access the waterside of the highway to install poles.
 - b. Nighttime work allowed if tides are an issue.
25. Plan for hot work
 - a. If long outages (8+) are required, they will need to be overnight or early. Coordinate with MCPUD1 with as much advanced notice as possible.
26. Tangent poles on water side of HWY 101 between poles 6 & 12 (P2.1) should be trued up (make sure they are inline) by contractor.
27. Vault VN6 up to contractor on how they want to build up. There is a lot of leeway here, but it is still ultimately subject to MCPUD1 approval.
28. The MCPUD1 cable being supplied for this project will be 500MCM and 2AL URD. MCPUD1 currently has two cable brands in stock: OKONITE and or CME. 500MCM EPR, 15KV, 220MIL, 1/3 Neutral and 2AL EPR, 15KV, 220MIL, Full Neutral. Refer to attached MCPUD1 CABLE STOCK.pdf when specifying underground cable accessories and material.
29. For vaults VN1/VS1 to VN4/VS4 locations can be adjusted and fewer vaults can be used overall. Vaults VN1/VS1 should be no farther than 800ft from their respective take-off poles. The remaining vaults through VN4/VS4 may be spaced up to 1000' to 1200' (max) in between vault pairs since space on Duckabush Road is limited. Contractor to coordinate with MCPUD1 to determine available cable reel lengths.

Acknowledgement of receipt of Addendum: _____

SIGNATURE OF BIDDER