



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

**Department of Transportation and  
Public Facilities**

CENTRAL REGION – DIVISION OF DESIGN & CONSTRUCTION  
CONTRACTS SECTION

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, AK 99519-6900  
Main: 907.269.0400  
Fax: 907.269.0425  
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**Date:** April 21, 2014

**Project:** Kodiak Airport RSA Extension &  
Kodiak Airport Devils Creek Culvert  
Repair

**Project No.:** AIP 3-02-0158-017-2014/53587 &  
AIP 3-02-0158-01X-201X/57474

**Addendum No. ONE**

TO ALL PLANHOLDERS:

The enclosed addendum amends the bidding documents for the above referenced Project.

Acknowledgment of this addendum is required on the Bid Proposal. Failure to do so may subject the bidder to disqualification.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Smith".

Sharon L. Smith, P.E.  
Chief of Contracts

<b>ADDENDUM TO THE CONTRACT DOCUMENTS</b>	<b>Page Number</b> 1	<b>No. of Pages</b> 2
<b>Addendum No. One</b>	<b>Date Addendum Issued:</b> April 21, 2014	
<b>Issuing Office</b> Joel G. St. Aubin, P.E., Director, Design & Construction Central Region PO Box 196900, Anchorage, AK 99519-6900 Phone: 269-0400 Fax: 269-0425	<b>Previous Addenda Issued</b>  None	
<b>Project:</b> Kodiak Airport RSA Extension & Kodiak Airport Devils Creek Culvert Repair <b>Project No.:</b> AIP 3-02-0158-017-2014/53587 & AIP 3-02-0158-01X-201X/57474	<b>Date and Hour of Bid Opening:</b> May 2, 2014 at 2:00 p.m., prevailing Anchorage time.	

**NOTICE TO BIDDERS:**

**Bidders must acknowledge receipt of this addendum prior to the hour and date set for bid opening by one of the following methods:**

- (a) By acknowledging receipt of this addendum on the bid submitted.
- (b) By telegram or telefacsimile which includes a reference to the project and addendum number.

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. If, by virtue of this addendum it is desired to modify a bid already submitted, such modification may be made by telegram or telefacsimile provided such a telegram or telefacsimile makes reference to this addendum and is received prior to the opening hour and date specified above.

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

**NOTICE TO BIDDERS**

- 1) Bidders are hereby notified that updated quantity calculations for both the RSA Extension and Devils Creek Culvert Repair are available for reviewing on the ADOT&PF advertising web site.

**PLANS**

Kodiak Airport RSA Extension

- 2) **Sheets 2, 4, 14, 16, 17, and 21.** Remove and replace with **Attachment No. 1.**
- 3) **Sheets 14A and 14B.** Insert new sheets 14A and 14B into the Plan Set (**Attachment No. 2.**)

Kodiak Airport Devils Creek Culvert Repair

- 4) **Sheet 4R Estimated Quantities and Estimating Factors.** Remove and replace with **Attachment No. 3.**

**PART 2 – BID NOTICES**

- 5) **DBE Subcontractable Items.** Remove and replace with **Attachment No. 4.**

**PART 3 – FORMS**

- 6) **Bid Schedule.** Remove and replace with **Attachment No. 5.**

- 7) **DBE Utilization Report.** Remove and replace with **Attachment No. 6.**

**PART 4 - CONTRACT PROVISIONS AND SPECIFICATIONS**

- 8) **Section 80 Prosecution and Progress.** Remove pages 5 and 6 and replace with **Attachment No. 7.**
- 9) **Appendix E Permits.** Remove pages 3 and 4 of the Department of the Army Permit and replace with **Attachment No. 8.**
- 10) **Appendix E Permits.** Insert **Attachment No. 9** (Fish Habitat Permit FH 14-II-0037 Amendment I) into Appendix E.
- 11) **Appendix P Wildlife Observer Protocol.** Remove pages 1 through 5 and replace with **Attachment No. 10.**

**END OF ADDENDUM**

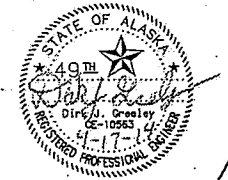
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 Designed By: D.C.  
 Drawn By: L.W.  
 Checked By: J.W.

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**ADDENDUM NO. 1  
ATTACHMENT NO. 1**

**STANDARD DRAWINGS**

SHEET TITLE	SHEET No.
SYMBOLS	A-1
CULVERT PIPE AND ARCH INSTALLATION DETAILS	D-01.02
SEDIMENT CONTROL SYSTEM (SILT FENCE)	E-13.00



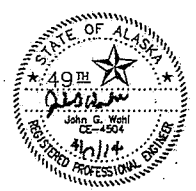
PREPARED BY: HDR Alaska, Inc. BY: \_\_\_\_\_ DATE: 4-17-14 ADDENDUM NO. 1 REVISION: \_\_\_\_\_

STATE OF ALASKA <b>DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</b> CENTRAL REGION	<b>KODIAK AIRPORT</b> KODIAK, ALASKA KODIAK AIRPORT RSA EXTENSION, 2014 PROJECT No. 53587 AIP No. 3-02-0158-017-2014 INDEX	DATE: 3/26/2014 SHEET: <b>2R</b> of 39 AS-BUILT SHEET: <i>or</i>
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# ESTIMATED QUANTITIES

# ESTIMATING FACTORS

No.	ITEM	UNIT	QUANTITY	No.	ITEM	UNIT	QUANTITY	ITEM DESCRIPTION	ESTIMATING FACTOR
D-701a(1)	PE PIPE, 18"	L.F.	50	P-152i(1)	BORROW (<6% NO. 200)	TON	507500	HOT MIX ASPHALT	150 lb./cu.ft.
D-701a(2)	PE PIPE, 24"	L.F.	54	P-152i(2)	BORROW (<10% NO. 200)	TON	697000	ASPHALT CEMENT	5.5%
G-100a	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQ'D	P-152r	SUBGRADE PREPARATION	S.Y.	9600	CRUSHED AGGREGATE BASE COURSE	145 lb./cu.ft.
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	L.S.	ALL REQ'D	P-154b	SUBBASE COURSE	TON	73500	SUBBASE	142 lb./cu.ft.
G-130a	FIELD OFFICE	L.S.	ALL REQ'D	P-157a	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	L.S.	ALL REQ'D	ARMOR STONE	1.6 ton/cu.yd.
G-130b	FIELD LABORATORY	L.S.	ALL REQ'D	P-157b	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	C.S.	ALL REQ'D	UNDERLAYER STONE	1.6 ton/cu.yd.
G-130g	NUCLEAR TESTING EQUIPMENT STORAGE SHED	EACH	1	P-157f	WITHHOLDING	C.S.	ALL REQ'D	SLOPE LINING	130 lb/cu.ft.
G-130h	STORAGE CONTAINER	EACH	1	P-157g	SWPPP MANAGER	L.S.	ALL REQ'D		
G-130j	ENGINEERING COMMUNICATIONS	C.S.	ALL REQ'D	P-160a	EXCAVATION OF PAVEMENT (AC)	S.Y.	3580		
G-131a	ENGINEERING TRANSPORTATION (TRUCK)	EACH	6	P-161b	RECYCLED ASPHALT PAVEMENT	C.Y.	4600		
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	L.S.	ALL REQ'D	P-162a	PAVEMENT COLD PLANING	S.Y.	3200		
G-135b	EXTRA THREE PERSON SURVEYING PARTY	HOURL	50	P-165a(1)	REMOVAL OF STRUCTURES (RSA EXTENSION)	L.S.	ALL REQ'D		
G-150a	EQUIPMENT RENTAL, DOZER (70hp MINIMUM)	HOURL	50	P-181a	CONCRETE ARMOR UNITS (2.65 TON)	EACH	2400		
G-200a	CONTRACTOR QUALITY CONTROL PROGRAM	L.S.	ALL REQ'D	P-185a	PRIMARY ARMOR STONE (PA-12000)	TON	84500		
G-300a	CPM SCHEDULING	L.S.	ALL REQ'D	P-185b	UNDERLAYER STONE (U-700)	TON	52650		
G-700a	AIRPORT FLAGGER	C.S.	ALL REQ'D	P-189b	GABIONS (STAINLESS STEEL)	C.Y.	1050		
G-710a	HIGHWAY TRAFFIC MAINTENANCE	L.S.	ALL REQ'D	P-209b	CRUSHED AGGREGATE BASE COURSE	TON	5400		
G-710b	HIGHWAY FLAGGER	C.S.	ALL REQ'D	P-401a	HOT MIX ASPHALT, TYPE II, Class A	TON	6200		
G-710c	HIGHWAY TRAFFIC PRICE ADJUSTMENT	C.S.	ALL REQ'D	P-401b	HOT MIX ASPHALT PRICE ADJUSTMENT	C.S.	ALL REQ'D		
G-710d	HIGHWAY TRAFFIC CONTROL	C.S.	ALL REQ'D	P-401c	ASPHALT CEMENT, PG 52-28	TON	341		
G-715c	WILDLIFE MONITORING	C.S.	ALL REQ'D	P-555a(1)	INSTALL EMAS BED (RUNWAY 7)	L.S.	ALL REQ'D		
L-100c(1)	HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-862 and L-862E	EACH	21	P-555a(2)	INSTALL EMAS BED (RUNWAY 36)	L.S.	ALL REQ'D		
L-100c(2)	HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT LENS, L-862 and L-862E	EACH	3	P-556a	EMAS SNOW REMOVAL EQUIPMENT (TYPE I)	EACH	1		
L-100e	TAXIWAY EDGE LIGHT, L-861T	EACH	22	P-603a	TACK COAT, STE-1	TON	5		
L-100h	REMOVE RUNWAY AND TAXIWAY LIGHT	EACH	41	P-620c	RUNWAY AND TAXIWAY PAINTING	L.S.	ALL REQ'D		
L-100n	AIRPORT SIGN, Type L-858	EACH	4	P-620f	PAINTED MARKING REMOVAL	L.S.	ALL REQ'D		
L-100r	TEMPORARY RUNWAY LIGHTING SYSTEM	L.S.	ALL REQ'D	P-621b	SAW-CUT GROOVES	L.S.	ALL REQ'D		
L-100ap	SPARE PARTS	L.S.	ALL REQ'D	P-640b	SEGMENTED CIRCLE (PANEL TYPE)	L.S.	ALL REQ'D		
L-107a	8-FOOT LIGHTED WIND CONE, IN PLACE	EACH	1	P-670b	FLASHER UNIT FOR TIMBER BARRIER	EACH	75		
L-108a	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE "C", L-824	L.F.	3250	P-670c	FLAG	EACH	75		
L-108c	# 6 BARE COPPER GROUND CONDUCTOR	L.F.	2850	P-671c	ILLUMINATED RUNWAY CLOSURE MARKER	EACH	2		
L-108g	GROUND ROD	EACH	5	P-684a	FLOATING SILT CURTAIN	L.F.	4100		
L-110a	2-INCH RIGID STEEL CONDUIT	L.F.	435						
L-110g	2-INCH PE CONDUIT	L.F.	2250						
L-135k	FOUNDATION AND UTILITIES FOR FAA EQUIPMENT	L.S.	ALL REQ'D						
P-151b	CLEARING	L.S.	ALL REQ'D						
P-152ak	SLOPE LINING	TON	500						



PREPARED BY: HDR Alaska, Inc. BY DATE REVISION

JW	4-17-14	AMMENDMENT NO. 1

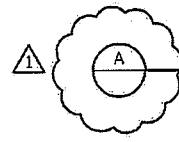
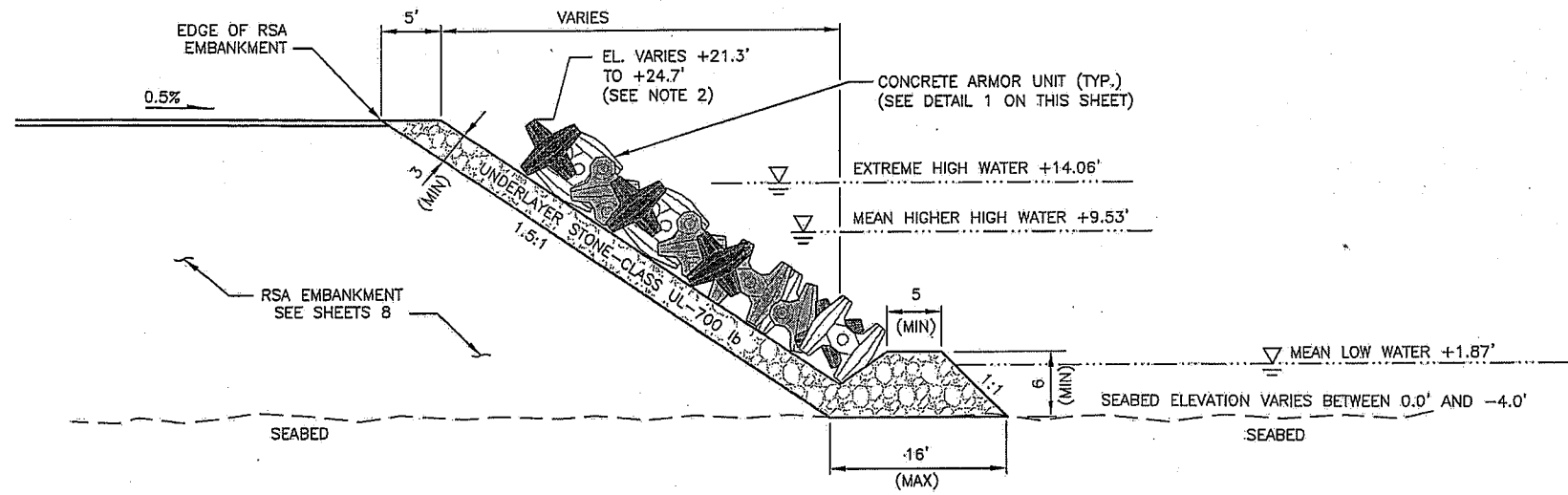
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

KODIAK AIRPORT  
KODIAK, ALASKA  
KODIAK AIRPORT RSA EXTENSION, 2014  
PROJECT No. 53587  
AIP No. 3-02-0158-017-2014  
ESTIMATED QUANTITIES  
AND ESTIMATING FACTORS

DATE: 3/26/2014  
SHEET: 4R OF 39  
AS-BUILT SHEET:

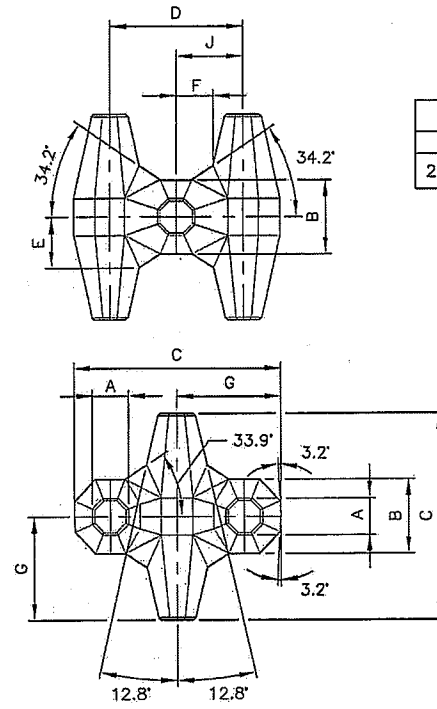
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 Drawn By: L.W.  
 Checked By: J.M.

Date Revisi: 4/17/2014, 12:37 PM  
 Drawn By: L.W.  
 Checked By: L.W.  
 Date: 4/17/2014, 12:37 PM  
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 Checked By: L.W.  
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**RUNWAY 25 RUNWAY SAFETY AREA  
CONCRETE ARMOR UNITS SECTION VIEW**

NORTH SIDE STA 180+72.0 TO STA 181+48.48  
 SOUTH SIDE STA 180+72.0 TO STA 181+48.48  
 ACROSS END OF RSA AT STA 181+48.48  
 OFFSET 250 LEFT TO 250 RIGHT  
 N.T.S.  
 NOT SYMMETRIC ALONG CENTERLINE



Concrete Armor Unit Minimum Dimensions							
	A	B	C	D	E	F	J
2.65 TON	0.971	1.953	5.426	3.472	1.346	0.949	2.713

**1**  
**7** CONCRETE ARMOR UNIT DETAIL  
N.T.S.

- NOTE:**
- CREST ELEVATION OF CONCRETE ARMOR UNITS SHALL MATCH ADJACENT EDGE OF RSA EMBANKMENT CREST ELEVATION.
  - UNDERLAYER STONE MEDIAN STONE WEIGHT IS 700 lbs. REFER TO SPECIFICATION SECTION "ITEM P-185 ARMOR STONE" FOR ADDITIONAL GRADATION AND STONE REQUIREMENTS.
  - UNDERLAYER STONE SHALL BE PLACED AND SPREAD IN SUCH A MANNER THAT THE VARIOUS STONE SIZES PRODUCE A RELATIVELY UNIFORM SURFACE AND A COMPLETED LAYER THAT IS A REASONABLY WELL GRADED COMPACT MASS OF ROCK.
  - UNDERLAYER STONE PLACEMENT SHALL MAXIMIZE CONTACT BETWEEN INDIVIDUAL STONES ON ALL SIDES WITH EACH STONE HAVING AT LEAST THREE POINTS OF CONTACT WITH OTHER STONES.
  - REFER TO SPECIFICATION SECTION "ITEM P-181 CONCRETE ARMOR UNITS" FOR ADDITIONAL CONCRETE ARMOR UNITS REQUIREMENTS.
  - ELEVATIONS SHOWN IN ARE IN FEET, NAVD '88.

**TIDAL DATA:**  
 TIDAL DATA RETRIEVED FROM THE NOAA CO-OPS WEBSITE AT ADDRESS  
[http://co-ops.nos.noaa.gov/station\\_retrieve.shtml?type=bench+mark+data+sheets](http://co-ops.nos.noaa.gov/station_retrieve.shtml?type=bench+mark+data+sheets)  
 for 9457292 KODIAK ISLAND, AK, (WOMENS BAY)  
 PUBLICATION DATE: 09/12/2007  
 TIME PERIOD: JAN. 2002 - DEC. 2006

THE NOAA TIDAL DATA WATER LEVELS ADJUSTED TO NAVD88 = 0.0 FEET AS FOLLOWS:

EXTREME HIGH WATER	EHW	+14.06'	12/31/1986
MEAN HIGH WATER	MHW	+8.63'	
MEAN HIGHER HIGH WATER	MHHW	+9.53'	
MEAN SEA LEVEL	MSL	+5.25'	
MEAN TIDE LEVEL	MTL	+5.25'	
MEAN LOW WATER	MLW	+1.87'	
MEAN LOWER LOW WATER	MLLW	+0.76'	
NAVD88 DATUM ORIGIN		0.00'	
EXTREME LOW WATER	ELW	-2.43'	1/12/2005



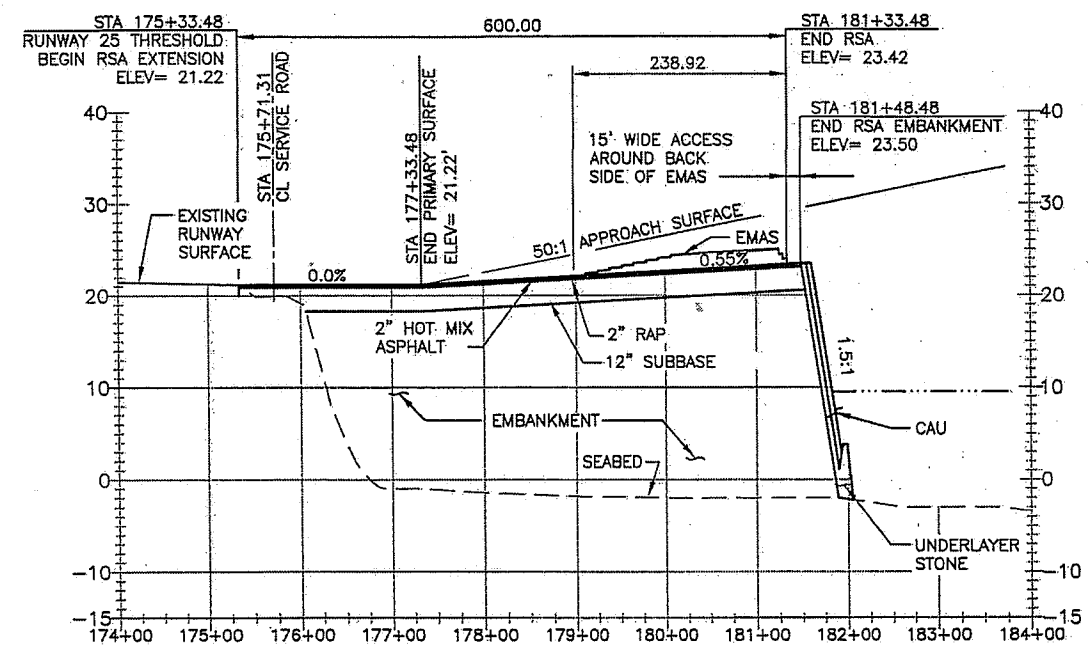
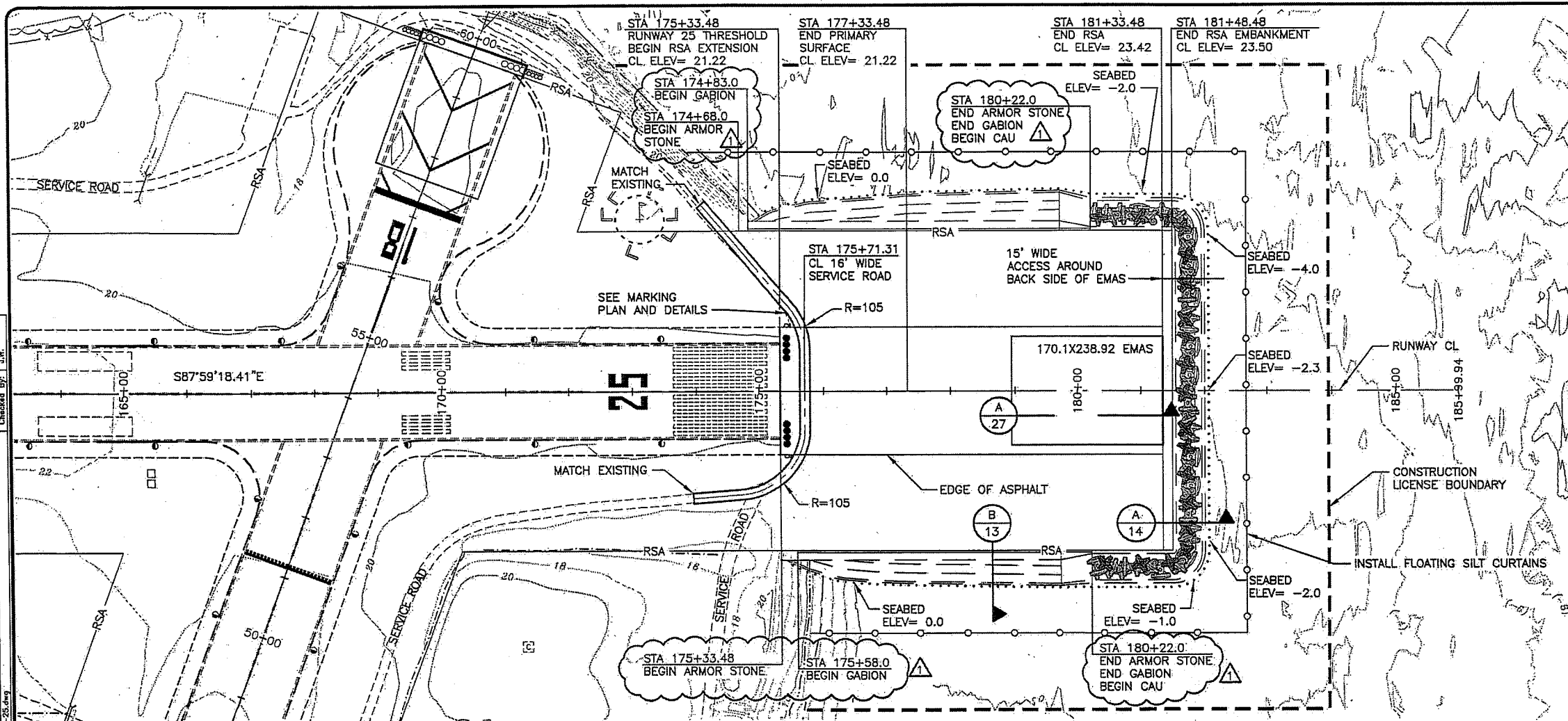
PREPARED BY: HDR Alaska, Inc. BY: DJG DATE: 4-17-14 ADDENDUM NO. 1 REVISION:

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 CENTRAL REGION

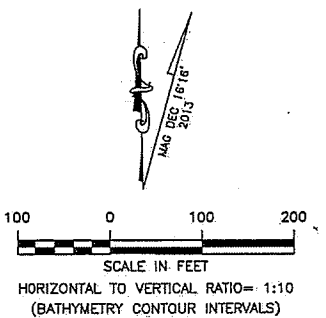
KODIAK AIRPORT  
 KODIAK, ALASKA  
 KODIAK AIRPORT RSA EXTENSION, 2014  
 PROJECT No. 53587  
 AIP No. 3-02-0158-017-2014  
 SHORE PROTECTION (CAU)  
 TYPICAL SECTIONS

DATE: 3/26/2014  
 SHEET: 14R OF 39  
 AS-BUILT SHEET: OF

Date: 4/17/2014 12:26 PM  
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 Checked By: LW  
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- NOTE:**
1. VERTICAL DATUM NAVD 88.
  2. SEE SHEET 21 FOR RSA SURFACE GRADING.
  3. SEE SHEET 23 FOR SERVICE ROAD PLAN AND PROFILE.
  4. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.
  5. LOCATION OF FLOATING SILT CURTAIN IS APPROXIMATE. EXACT LOCATION WILL CONFORM TO LOCATION SPECIFIED IN THE ESCP AND SWPP.



BY	DATE	REVISION
DJG	4-17-14	ADDENDUM NO. 1

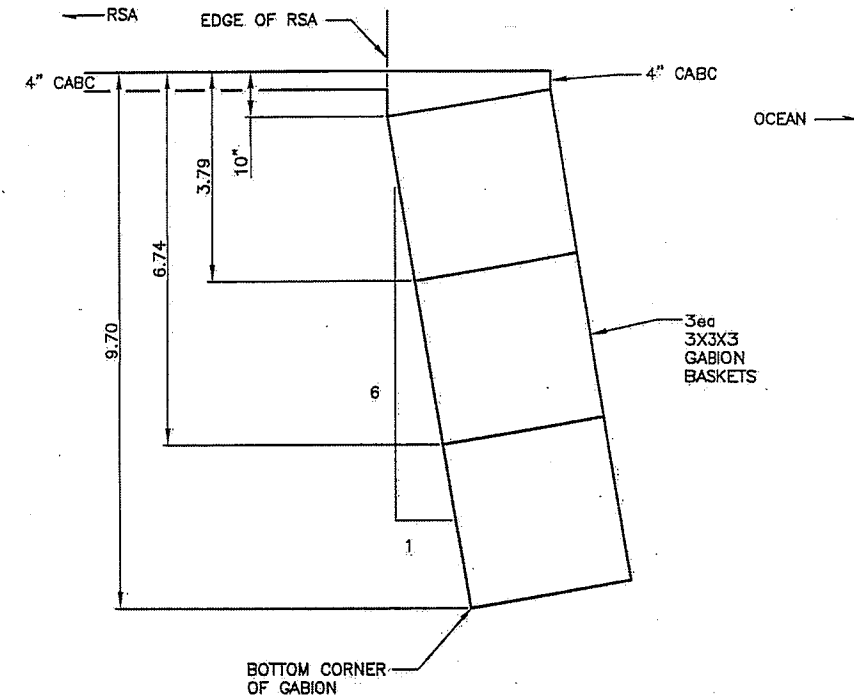
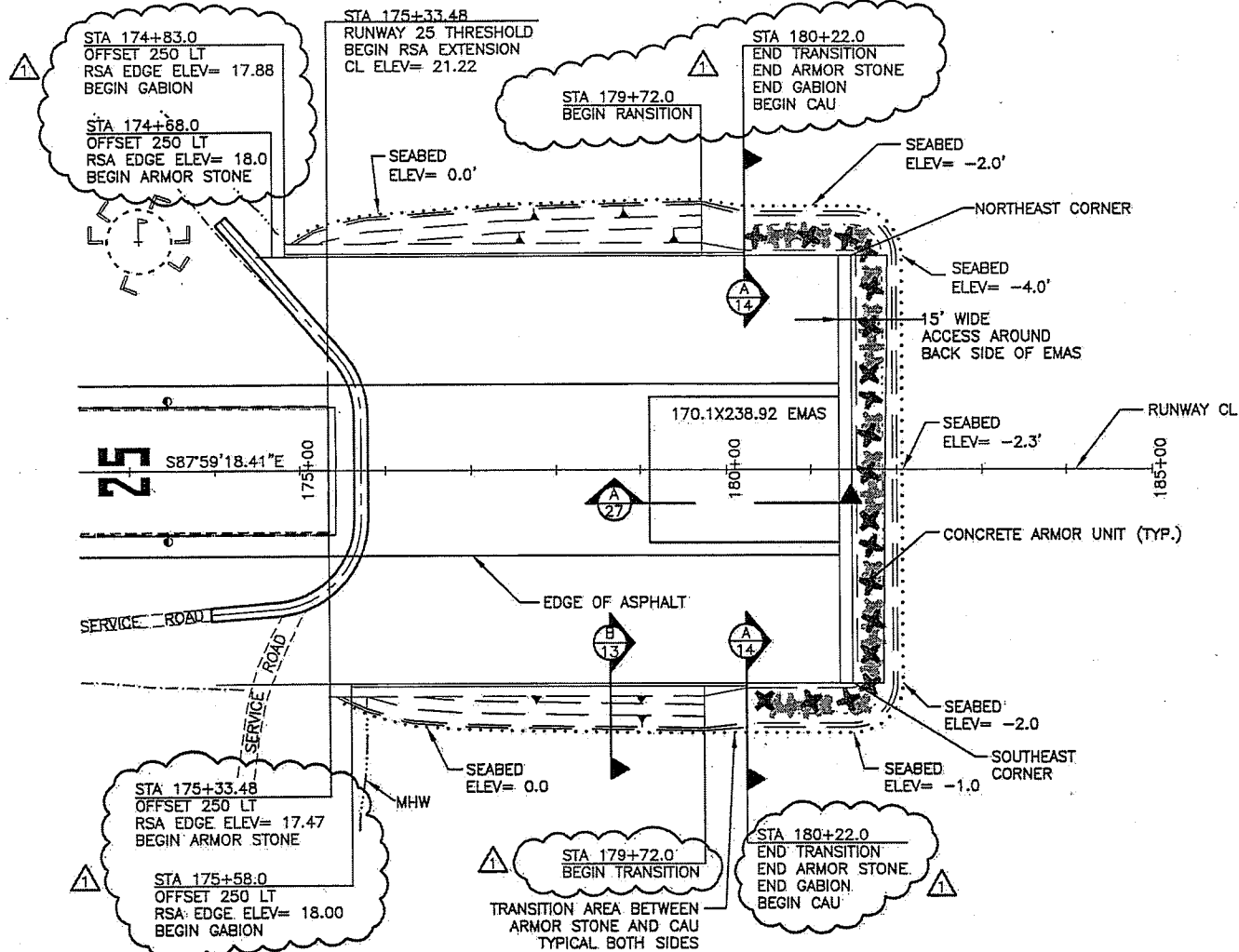
PREPARED BY: HDR Alaska, Inc.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

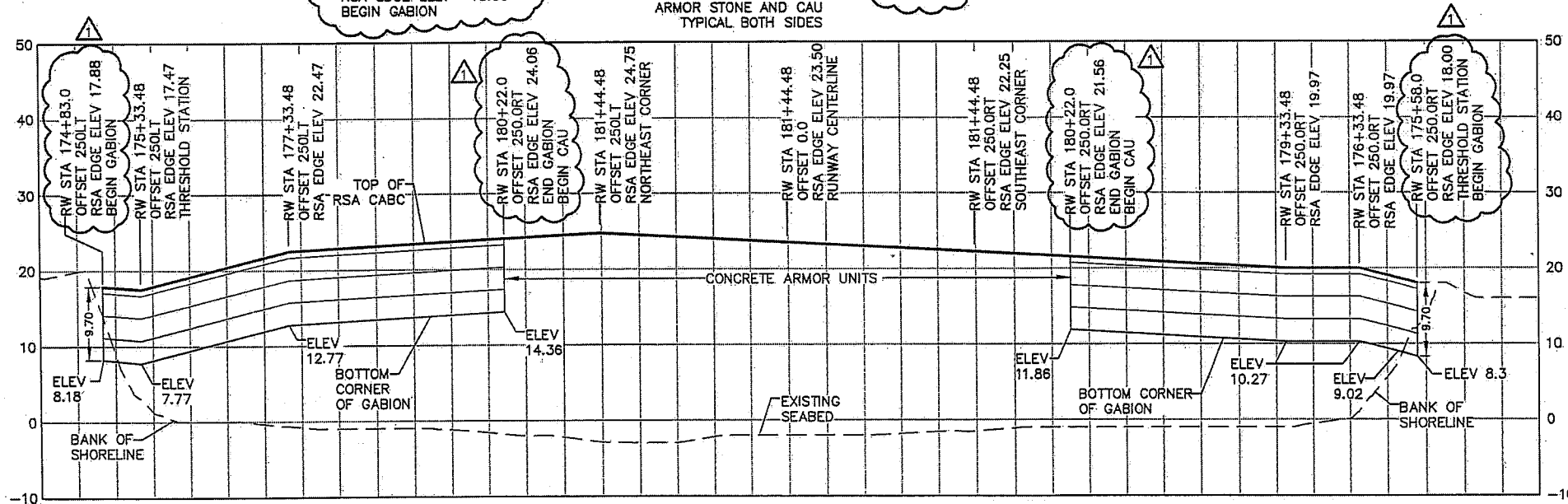
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KODIAK AIRPORT RSA EXTENSION, 2014  
PROJECT No. 53587  
AIP No. 3-02-0158-017-2014  
RUNWAY 25  
PLAN AND PROFILE

DATE: 3/26/2014  
SHEET: 16R OF 39  
AS-BUILT SHEET: *or*

Date Revised: 4/17/2014, 1:28 PM  
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 Drawn By: D.G.  
 Checked By: J.W.

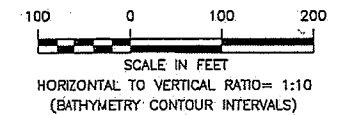


**GABION BASKET DETAIL**



**NORTH SHORE TO RW CENTERLINE TO SOUTH SHORE**

- NOTE:**
- ELEVATIONS SHOWN ARE IN FEET, NAVD '88.
  - SEE SHEET 21 FOR RSA SURFACE GRADING.
  - SEE SHEET 23 FOR SERVICE ROAD PLAN AND PROFILE.
  - REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.



PREPARED BY: HDR Alaska, Inc. BY DATE REVISION


STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
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**KODIAK AIRPORT**  
 KODIAK, ALASKA  
 KODIAK AIRPORT RSA EXTENSION, 2014  
 PROJECT No. 53587  
 AIP No. 3-02-0158-017-2014  
 RUNWAY 25 SHORE PROTECTION  
 PLAN AND PROFILE

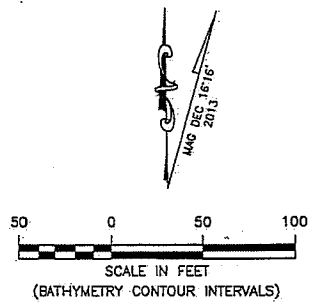
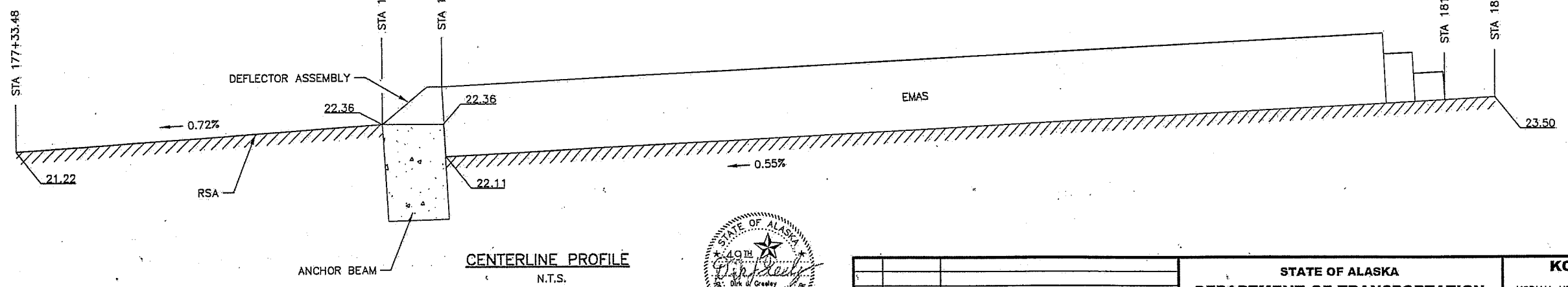
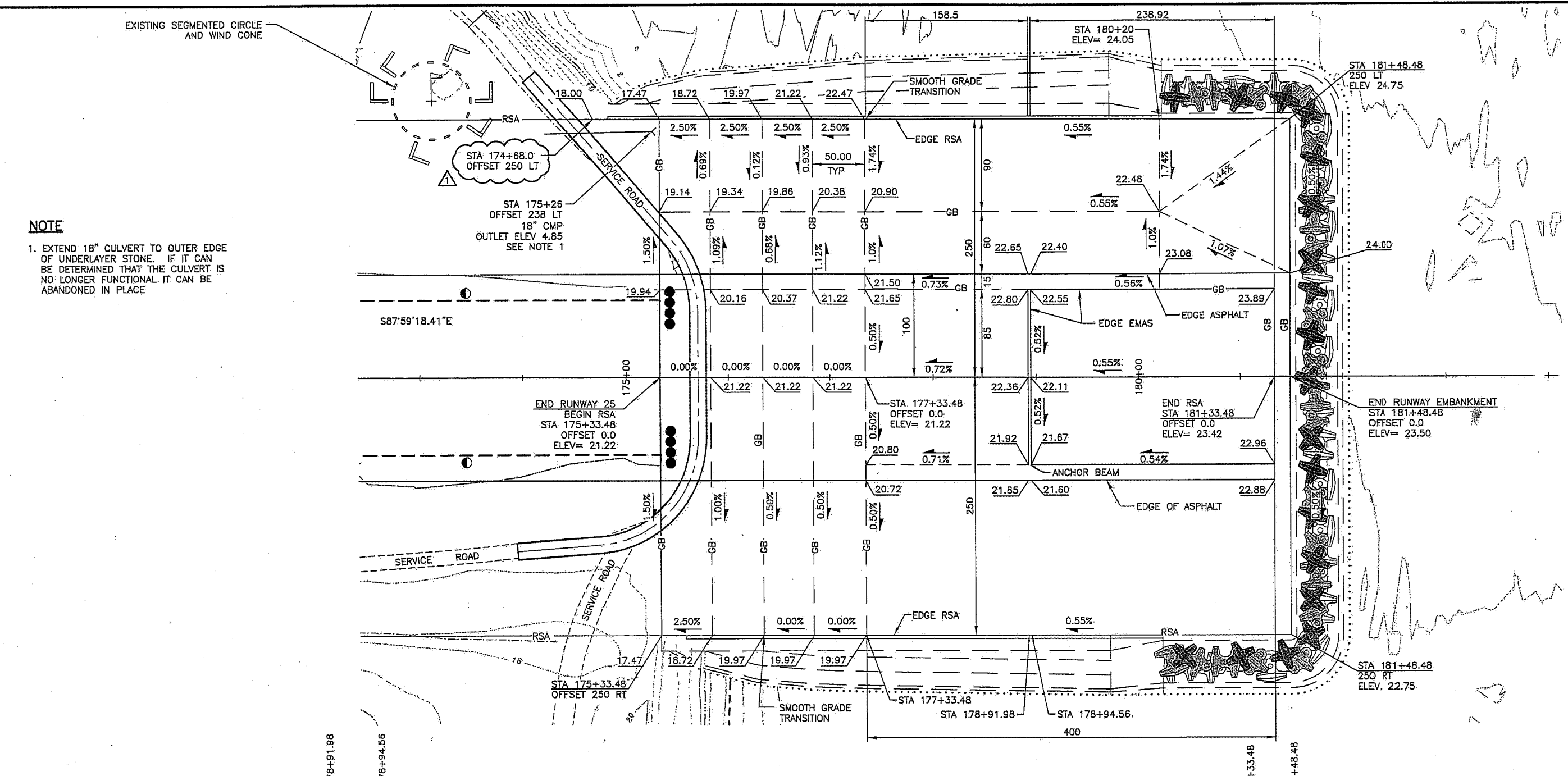
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 SHEET: 17R of 39  
 AS-BUILT SHEET:



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 File Path and Name: C:\pwworking\ave\0030371\A00-EMAS-72-RW-25-Grading-v2.dwg  
 Designed By:  
 Drawn By:  
 Checked By:

**NOTE**

1. EXTEND 18" CULVERT TO OUTER EDGE OF UNDERLAYER STONE. IF IT CAN BE DETERMINED THAT THE CULVERT IS NO LONGER FUNCTIONAL IT CAN BE ABANDONED IN PLACE



PREPARED BY: HDR Alaska, Inc. BY DATE REVISION

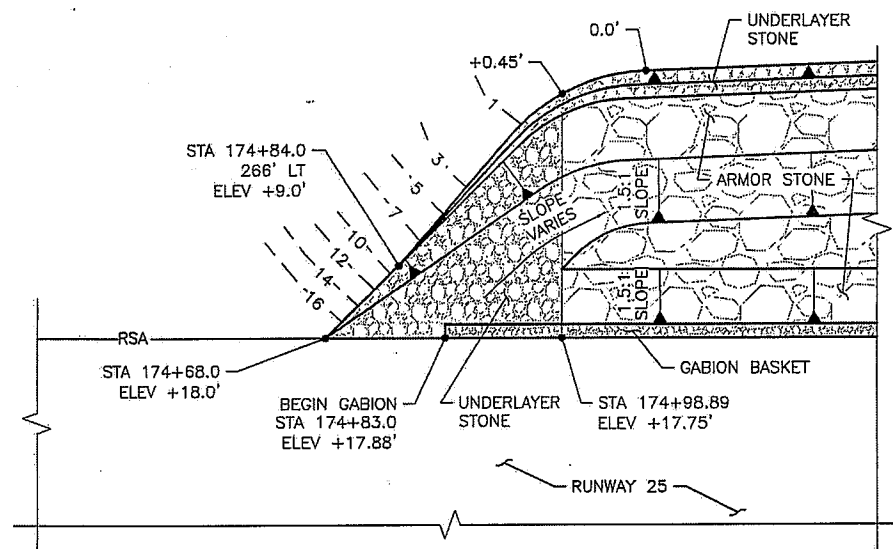
BY	DATE	REVISION
DJG	4-17-14	ADDEMDUM NO. 1

**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**KODIAK AIRPORT**  
 KODIAK, ALASKA  
 KODIAK AIRPORT RSA EXTENSION, 2014  
 PROJECT No. 53587  
 AIP No. 3-02-0158-017-2014  
 RUNWAY 25 RSA GRADING PLAN

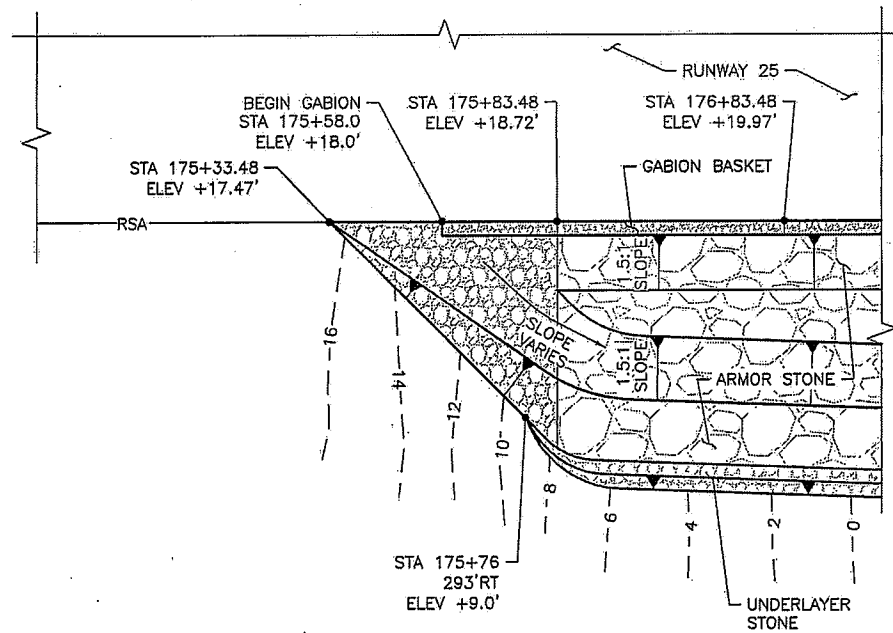
DATE: 3/26/2014  
 SHEET: 21R OF 39  
 AS-BUILT SHEET:

Date Received: 1/17/2014, 12:53 PM  
 Drawn By: U.G.  
 Checked By: U.G.  
 Date: 1/17/2014, 12:53 PM  
 Project Name: KODIAK AIRPORT RSA EXTENSION, 2014  
 File Path: S:\Information Systems\Projects\2014\KODIAK\_AIR-14A-14B.dwg



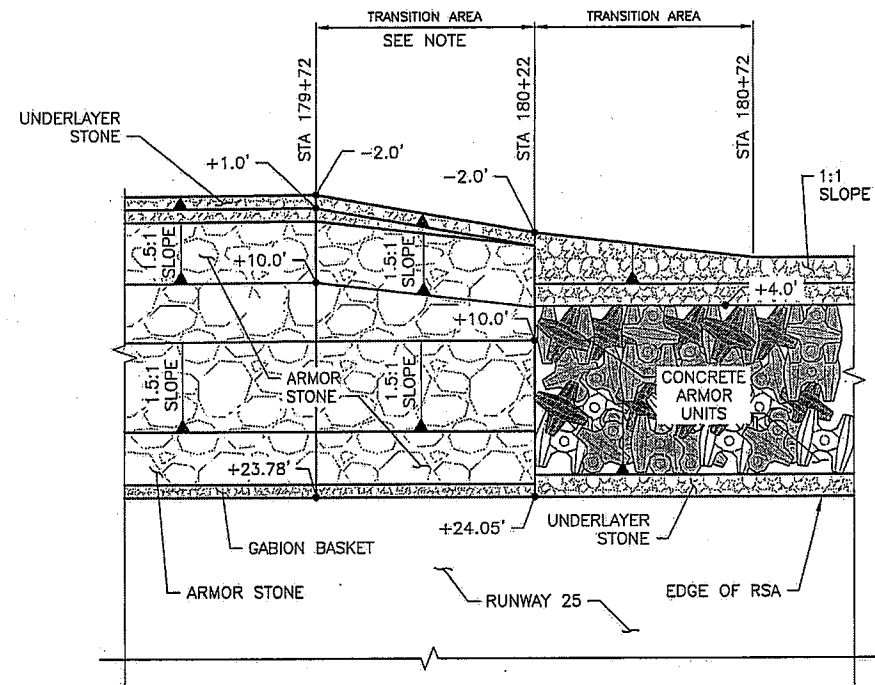
**NORTH SIDE RUNWAY 25  
 SHORE PROTECTION ARMOR STONE  
 TO EXISTING GRADE TRANSITION**

N.T.S.



**SOUTH SIDE RUNWAY 25  
 SHORE PROTECTION ARMOR STONE  
 TO EXISTING GRADE TRANSITION**

N.T.S.



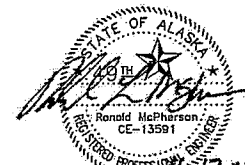
**RUNWAY 25  
 SHORE PROTECTION CONCRETE ARMOR  
 UNIT TO ARMOR STONE TRANSITION**

N.T.S.

**ADDENDUM NO. 1  
 ATTACHMENT NO. 2**

**NOTE:**

STONE PLACEMENT AT TRANSITION BETWEEN ARMOR STONE SECTION AND CONCRETE ARMOR UNIT SECTION SHALL MAXIMIZE CONTACT BETWEEN INDIVIDUAL STONE AND ADJACENT CONCRETE ARMOR UNITS WITH EACH STONE HAVING AT LEAST THREE POINTS OF CONTACT WITH OTHER STONES/CONCRETE ARMOR UNITS TO CREATE A TIGHT INTERLOCK BETWEEN THE SECTIONS. CONCRETE ARMOR UNITS SHALL BE PLACED PRIOR TO PLACEMENT OF ARMOR STONE AT TRANSITION. ARMOR STONES SHALL BE CAREFULLY PLACED AT TRANSITION TO AVOID DAMAGE/BREAKAGE OF CONCRETE ARMOR UNITS.



PREPARED BY: HDR Alaska, Inc.

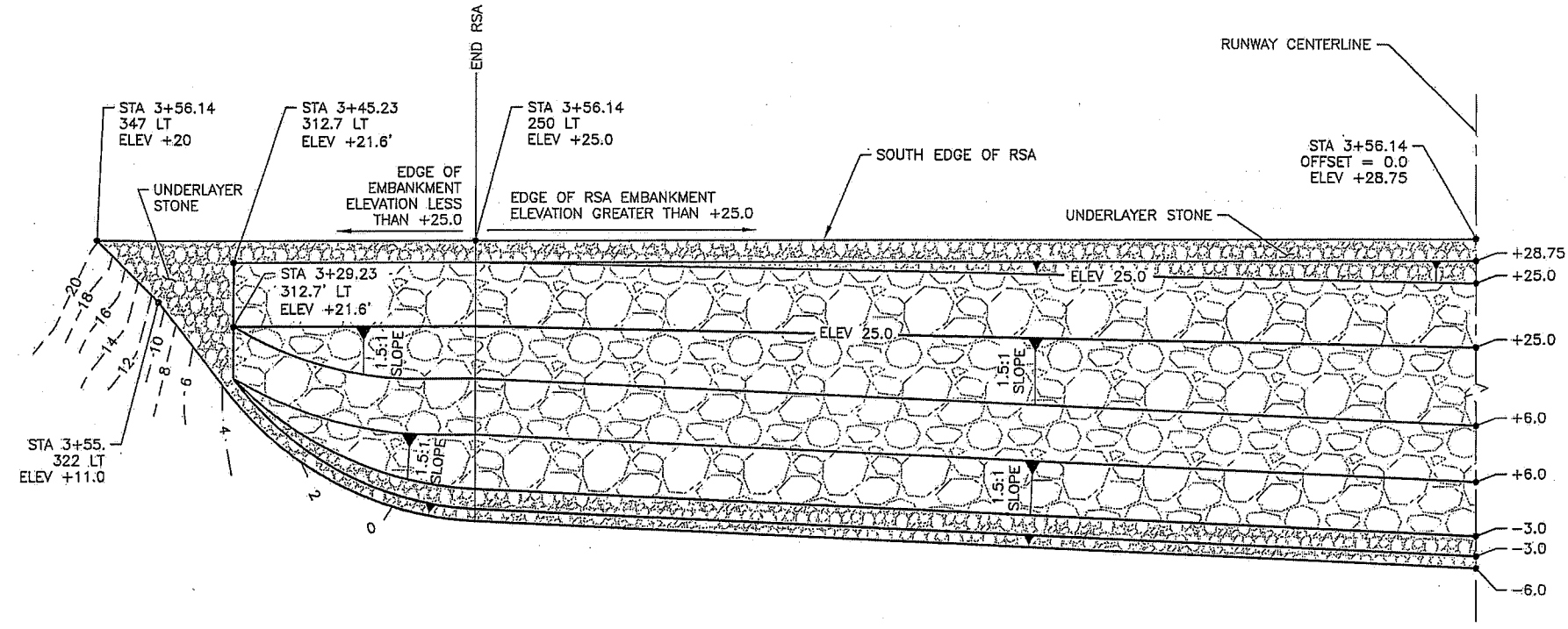
BY	DATE	REVISION
DJG	4-17-14	ADDENDUM NO. 1

STATE OF ALASKA  
**DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES**  
 CENTRAL REGION

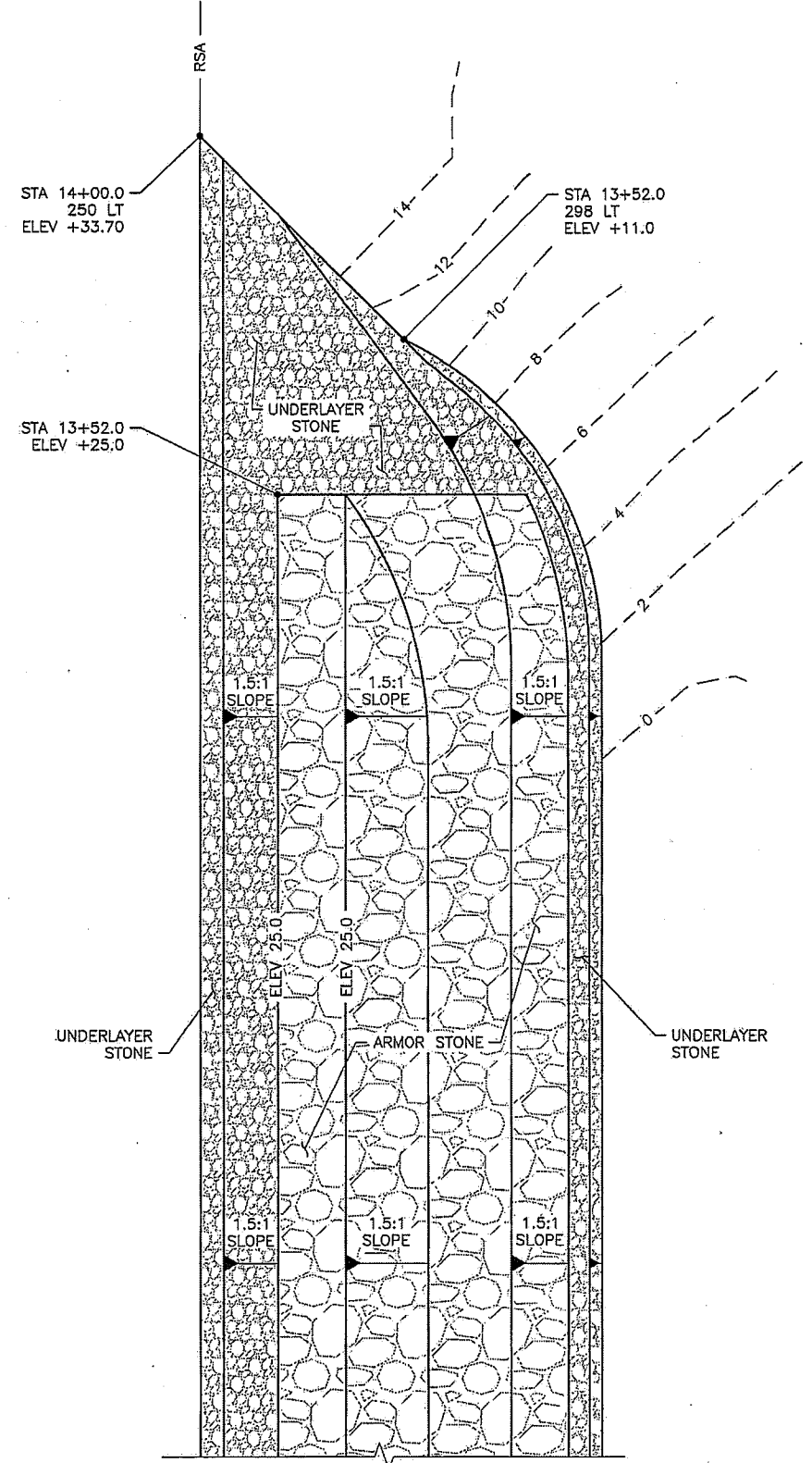
**KODIAK AIRPORT**  
 KODIAK, ALASKA  
 KODIAK AIRPORT RSA EXTENSION, 2014  
 PROJECT No. 53587  
 AIP No. 3-02-0158-017-2014  
 SHORE PROTECTION TRANSITION  
 DETAILS

DATE: 5/26/2014  
 SHEET: 14A OF 39  
 AS-BUILT SHEET:

Date Revised: 4/17/2014 12:50 PM  
 Drawn By: D.G.  
 Checked By: L.W.  
 Designated By: W.H.  
 Project Name: Kodiak Airport RSA Extension  
 Project No: 3-02-0158-017-2014  
 Sheet No: 14B of 39



**RUNWAY 36**  
**SHORE PROTECTION ARMOR STONE TO**  
**EXISTING GRADE TRANSITION (SOUTH)**  
 N.T.S.



**RUNWAY 36**  
**SHORE PROTECTION ARMOR STONE TO**  
**EXISTING GRADE TRANSITION (NORTH)**  
 N.T.S.



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION
DJG	4-17-14	ADDENDUM NO. 1



STATE OF ALASKA  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
 CENTRAL REGION

**KODIAK AIRPORT**  
 KODIAK, ALASKA  
 KODIAK AIRPORT RSA EXTENSION, 2014  
 PROJECT No. 53587  
 AIP No. 3-02-0158-017-2014  
 SHORE PROTECTION TRANSITION  
 DETAILS

DATE: 3/28/2014  
 SHEET: 14B of 39  
 AS-BUILT SHEET:

# ESTIMATED QUANTITIES

# ESTIMATING FACTORS

No.	ITEM	UNIT	QUANTITY
G-100a	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQ'D
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	L.S.	ALL REQ'D
G-130a	FIELD OFFICE	L.S.	ALL REQ'D
G-130b	FIELD LABORATORY	L.S.	ALL REQ'D
G-130j	ENGINEERING COMMUNICATION	C.S.	ALL REQ'D
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	L.S.	ALL REQ'D
G-135b	EXTRA THREE PERSON SURVEYING PARTY	HOUR	20
G-200a	CONTRACTOR QUALITY CONTROL PROGRAM	L.S.	ALL REQ'D
G-300a	CPM SCHEDULING	L.S.	ALL REQ'D
G-700a	AIRPORT FLAGGER	C.S.	ALL REQ'D
P-152ae	DITCH LINING	TON	230 
P-152i(2)	BORROW (<10% No. 200)	TON	1355
P-157a	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	L.S.	ALL REQ'D
P-157b	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	C.S.	ALL REQ'D
P-157f	WITHHOLDING	C.S.	ALL REQ'D
P-157g	SWPPP MANAGER	L.S.	ALL REQ'D
P-161b	RECYCLED ASPHALT PAVEMENT	G.Y.	30
P-164a	HYDRODEMOLITION	S.Y.	1600
P-164b	SCARIFICATION	S.Y.	700
P-165a(2)	REMOVAL OF STRUCTURES (DEVILS CREEK)	L.S.	ALL REQ'D
P-511a	MICROSILICA MODIFIED CONCRETE	S.Y.	1600
P-511b	EPOXY-BONDED EPOXY MORTAR	S.Y.	700 
P-610g	STEEL REINFORCEMENT	L.F.	7000

ITEM DESCRIPTION	ESTIMATING FACTOR
HOT MIX ASPHALT	150 lb./cu.ft.
ASPHALT CEMENT	5.5%
CRUSHED AGGREGATE BASE COURSE	145 lb./cu.ft.
SUBBASE	142 lb./cu./ft.
DITCH LINING	130 lb./cu.ft.

**ADDENDUM NO. 1  
ATTACHMENT NO. 3**

Date Revised: 4/17/2014, 2:37 PM  
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 Designed By: D.G.  
 Drawn By: L.W.  
 Checked By: J.W.




PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION
DJG	4-17-14	AMMENDMENT NO. 1

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

**KODIAK AIRPORT**  
KODIAK, ALASKA  
DEVILS CREEK CULVERT REPAIR  
PROJECT No. 57474  
AIP No. 3-02-0158-01-201  
ESTIMATED QUANTITIES  
AND ESTIMATING FACTORS

DATE: 3/18/2014  
SHEET: 4R OF 9  
AS-BUILT SHEET: 



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**DISADVANTAGED BUSINESS ENTERPRISE (DBE)  
SUBCONTRACTABLE ITEMS**

**APPENDUM NO. 1  
ATTACHMENT NO. 4**

Federal-Aid Contracts

**Kodiak Airport RSA Extension**  
Project No. AIP 3-02-0158-017-2014/53587  
**Kodiak Airport Devils Creek Culvert Repair**  
Project No. AIP 3-02-0158-01X-201X/57474

The original DBE Utilization Goal for this project is: 3.1% of the basic bid amount.

The following is the list of subcontractable items by category/subcategory that must be considered under Section 120, DBE Program, Good Faith Effort Criteria.

BID ITEM NO.	DESCRIPTION OF WORK OR PORTION OF WORK	CATEGORY
G-135a	Construction Surveying by the Contractor	Surveying Licensed-Construction
L-100c (1)	High Intensity Runway Edge and Threshold Light, L-862 and L-862E	Electrical-Airport Lighting-Construction
L-100e	Taxiway Edge Light, L-861T	Electrical-Airport Lighting-Construction
L-100h	Remove Runway and Taxiway Light	Electrical-Airport Lighting-Construction
L-100n	Airport Sign, Type L-858	Electrical-Airport Lighting-Construction
L-100r	Temporary Runway Lighting System	Electrical-Airport Lighting-Construction
L-107a	8-foot Lighted Wind Cone, In Place	Electrical-Airport Lighting-Construction
L-108a	Underground Cable #8 AWG, Copper, 5kV FAA Type "C", L-824	Electrical-Airport Lighting-Construction
L-108c	#6 Bare Copper Ground Conductor	Electrical-Airport Lighting-Construction

(Continued on Reverse Side)

<b>BID ITEM NO.</b>	<b>DESCRIPTION OF WORK OR PORTION OF WORK</b>	<b>CATEGORY</b>
L-108g	Ground Rod	Electrical-Airport Lighting-Construction
L-110a	2-inch Rigid Steel Conduit	Electrical-Airport Lighting-Construction
L-110g	2-inch PE Conduit	Electrical-Airport Lighting-Construction
L-135k	Foundation and Utilities for FAA Equipment	Electrical-Airport Lighting-Construction
P-151b	Clearing	Clearing/Grubbing (Mechanical)- Construction
P-511a	Microsilica Modified Concrete	Concrete-Cast-In-Place-Construction
P-511b	Epoxy-Bonded Epoxy Mortar	Concrete-Cast-In-Place-Construction
P-610g	Steel Reinforcement	Concrete-Cast-In-Place-Construction
P-640b	Segmented Circle (Panel Type)	Standard Highway Signs (Perm Installation)-Construction

**ADDENDUM NO. 1  
ATTACHMENT NO. 5**

State of Alaska Department of Transportation & Public Facilities Central Region	<b>BID SCHEDULE</b>	Kodiak Airport RSA Extension & Devils Creek Culvert Repair AKSAS No.: 53587 & 57474 Federal No.: AIP 3-02-0158-017-2014 & AIP 2-02-0158-01X-201X
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**Bidders Please Note: Before preparing this Bid Schedule read carefully "Information to Bidders", Section 20 of the General Contract Provisions, and the following:**

- 1) Bidder shall insert, as called for a unit price bid or a lump sum price bid in figures opposite each pay item for which an estimated quantity appears in the Bid Schedule. The estimated quantity of work for payment on a lump sum basis will be "all required" and as further specified in the contract specifications.
- 2) Wherever a contingent amount is shown for any item in the Bid Schedule, such amount shall govern and be included in the total amount bid.
- 3) Conditioned or qualified bids will be considered non-responsive.
- 4) The DBE Goal for this project is 3.1% of the Total Basic Bid. See specification item G-120 for details.
- 5) Award will be made on the basis of the total basic bid.

**The bidder shall insert a price for each pay item listed below. Type or print legibly.**

Item No.	Item Description	Unit	Quantity	Unit Bid Price	Amount Bid
D-701a (1)	PE Pipe, 18"	Linear Foot	50		
D-701a (2)	PE Pipe, 24 inch	Linear Foot	54		
G-100a	Mobilization and Demobilization	Lump Sum	All Req'd.	Lump Sum	
G-115a	Worker Meals and Lodging, or Per Diem	Lump Sum	All Req'd.	Lump Sum	
G-130a	Field Office	Lump Sum	All Req'd.	Lump Sum	
G-130b	Field Laboratory	Lump Sum	All Req'd.	Lump Sum	
G-130g	Nuclear Testing Equipment Storage Shed	Each	1		
G-130h	Storage Container	Each	1		
G-130j	Engineering Communications	Contingent Sum	All Req'd.	Contingent Sum	<b>13,000.00</b>
G-131a	Engineering Transportation (Truck)	Each	6		
G-135a	Construction Surveying by the Contractor	Lump Sum	All Req'd.	Lump Sum	
G-135b	Extra Three Person Survey Party	Hour	70		
G-150a	Equipment Rental, Dozer (70hp minimum)	Hour	50		

State of Alaska Department of Transportation & Public Facilities Central Region	<b>BID SCHEDULE</b>	Kodiak Airport RSA Extension & Devils Creek Culvert Repair AKSAS No.: 53587 & 57474 Federal No.: AIP 3-02-0158-017-2014 & AIP 2-02-0158-01X-201X
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Item No.	Item Description	Unit	Quantity	Unit Bid Price	Amount Bid
G-200a	Contractor Quality Control Program	Lump Sum	All Req'd.	Lump Sum	
G-300a	CPM Scheduling	Lump Sum	All Req'd.	Lump Sum	
G-700a	Airport Flagger	Contingent Sum	All Req'd.	Contingent Sum	<b>190,000.00</b>
G-710a	Highway Traffic Maintenance	Lump Sum	All Req'd.	Lump Sum	
G-710b	Highway Flagger	Contingent Sum	All Req'd.	Contingent Sum	<b>75,000.00</b>
G-710c	Highway Traffic Price Adjustment	Contingent Sum	All Req'd.	Contingent Sum	<b>0.00</b>
G-710d	Highway Traffic Control	Contingent Sum	All Req'd.	Contingent Sum	<b>50,000.00</b>
G-715c	Wildlife Monitoring	Contingent Sum	All Req'd.	Contingent Sum	<b>250,000.00</b>
L-100c (1)	High Intensity Runway Edge and Threshold Light, L-862 and L-862E	Each	21		
L-100c (2)	High Intensity Edge and Threshold Light Lens, L-862 and L-862E	Each	3		
L-100e	Taxiway Edge Light, L-861T	Each	22		
L-100h	Remove Runway and Taxiway Light	Each	41		
L-100n	Airport Sign, Type L-858	Each	4		
L-100r	Temporary Runway Lighting System	Lump Sum	All Req'd.	Lump Sum	
L-100ap	Spare Parts	Lump Sum	All Req'd.	Lump Sum	
L-107a	8-foot Lighted Wind Cone, in place	Each	1		
L-108a	Underground Cable, #8 AWG, Copper, 5 kV FAA Type 2B2 or Type "C" (as specified on plans), L-824	Linear Foot	3,250		
L-108c	#6 Bare Copper Ground Conductor	Linear Foot	2,850		
L-108g	Ground Rod	Each	5		
L-110a	2-inch Rigid Steel Conduit	Linear Foot	435		
L-110g	2-inch PE Conduit	Linear Foot	2,250		
L-135k	Foundation and Utilities for FAA Equipment	Lump Sum	All Req'd.	Lump Sum	

Bid Schedule: Kodiak Airport RSA Extension & Devils Creek Culvert Repair  
Project No.: AIP 3-02-0158-017-2014 & AIP 2-02-0158-01X-201X 53587 & 57474



State of Alaska Department of Transportation & Public Facilities Central Region		<b>BID SCHEDULE</b>		Kodiak Airport RSA Extension & Devils Creek Culvert Repair AKSAS No.: 53587 & 57474 Federal No.: AIP 3-02-0158-017-2014 & AIP 2-02-0158-01X-201X	
Item No.	Item Description	Unit	Quantity	Unit Bid Price	Amount Bid
P-151b	Clearing	Lump Sum	All Req'd.	Lump Sum	
P-152i (1)	Borrow (<6% No. 200)	Ton	507,500		
P-152i (2)	Borrow (<10% No. 200)	Ton	698,355		
P-152r	Subgrade Preparation	Square Yard	9,600		
P-152ae	Ditch Lining	Ton	230		
P-152ak	Slope Lining	Ton	500		
P-154b	Subbase Course	Ton	73,500		
P-157a	Erosion, Sediment, and Pollution Control Administration	Lump Sum	All Req'd.	Lump Sum	
P-157b	Temporary Erosion, Sediment, and Pollution Control	Contingent Sum	All Req'd.	Contingent Sum	<b>200,000.00</b>
P-157f	Withholding	Contingent Sum	All Req'd.	Contingent Sum	<b>0.00</b>
P-157g	SWPPP Manager	Lump Sum	All Req'd.	Lump Sum	
P-160a	Excavation of Pavement (AC)	Square Yard	3,580		
P-161b	Recycled Asphalt Pavement	Cubic Yard	4,630		
P-162a	Pavement Cold Planing	Square Yard	3,200		
P-164a	Hydrodemolition	Square Yard	1,600		
P-164b	Scarification	Square Yard	700		
P-165a (1)	Removal of Structures (RSA Extension)	Lump Sum	All Req'd.	Lump Sum	
P-165a (2)	Removal of Structures (Devils Creek Culvert Repair)	Lump Sum	All Req'd.	Lump Sum	
P-181a	Concrete Armor Unit (2.65 ton)	Each	2,400		
P-185a	Primary Armor Stone, PA-12000	Ton	84,500		
P-185b	Underlayer Stone, U-700	Ton	52,650		
P-189b	Gabions (Stainless Steel)	Cubic Yard	1,050		
P-209b	Crushed Aggregate Base Course	Ton	5,400		
P-401a	Hot Mix Asphalt Type II, Class A	Ton	6,200		

Bid Schedule: Kodiak Airport RSA Extension & Devils Creek Culvert Repair  
Project No.: AIP 3-02-0158-017-2014 & AIP 2-02-0158-01X-201X 53587 & 57474

State of Alaska Department of Transportation & Public Facilities Central Region		<b>BID SCHEDULE</b>		Kodiak Airport RSA Extension & Devils Creek Culvert Repair AKSAS No.: 53587 & 57474 Federal No.: AIP 3-02-0158-017-2014 & AIP 2-02-0158-01X-201X	
Item No.	Item Description	Unit	Quantity	Unit Bid Price	Amount Bid
P-401b	Hot Mix Asphalt Price Adjustment	Contingent Sum	All Req'd.	Contingent Sum	<b>31,000.00</b>
P-401c	Asphalt Cement, PG 52-28	Ton	341		
P-511a	Microsilica Modified Concrete	Square Yard	1,600		
P-511b	Epoxy-Bonded Epoxy Mortar	Square Yard	700		
P-555a (1)	Install EMAS Bed (Runway 7)	Lump Sum	All Req'd.	Lump Sum	
P-555a (2)	Install EMAS Bed (Runway 36)	Lump Sum	All Req'd.	Lump Sum	
P-556a	EMAS Snow Removal Equipment (Type 1)	Each	1		
P-603a	Tack Coat, STE-1	Ton	5		
P-610g	Steel Reinforcement	Linear Foot	7,000		
P-620c	Runway and Taxiway Painting	Lump Sum	All Req'd.	Lump Sum	
P-620f	Painted Marking Removal	Lump Sum	All Req'd.	Lump Sum	
P-621b	Saw-Cut Grooves	Lump Sum	All Req'd.	Lump Sum	
P-640b	Segmented Circle (Panel-Type)	Lump Sum	All Req'd.	Lump Sum	
P-670b	Flasher Unit for Timber Barrier	Each	75		
P-670c	Flag	Each	75		
P-671c	Illuminated Runway Closure Marker	Each	2		
P-684a	Floating Silt Curtain	Linear Foot	4,100		
<b>Total</b>				<b>\$</b>	



**DISADVANTAGED BUSINESS ENTERPRISE  
UTILIZATION REPORT**

Federal-Aid Contracts

**ADDENDUM NO. 1  
ATTACHMENT NO. 6**

**Kodiak Airport RSA Extension  
Project No. AIP 3-02-0158-017-2014/53587  
Kodiak Airport Devils Creek Culvert Repair  
Project No. AIP 3-02-0158-01X-201X/57474**

The undersigned hereby certifies on behalf of the bidder that:

- A. It  is  is not a DOT&PF certified DBE or DBE joint venture.
- B. It  has  has not met the DBE Goal for the project. If it has not met the goal, the required documentation of sufficient good faith efforts  is  is not attached hereto.
- C. Listed below are the certified DBEs to be used in meeting the DBE goal. Included are the firm name, bid items or portions of work to be performed by the item number, type of DBE credit claimed, and the creditable dollar amount to be counted toward the goal.

FIRM NAME	BID ITEM, WORK, OR PRODUCT	SUBCONTRACT AMOUNT*	TYPE OF CREDIT	CREDITABLE DOLLAR AMOUNT**
				\$
				\$
				\$
				\$
				\$
				\$

\*or expenditure amount or fee/commission amount. \*\* (Subcontract amount x Goal Participation %).  
If more room necessary, submit additional, signed copies of this form.

Total creditable DBE Utilization Amount      \$ \_\_\_\_\_  
Basic Bid Amount      \$ \_\_\_\_\_  
DBE Utilization % of Basic Bid Amount      \_\_\_\_\_ %  
DBE Project Goal      3.1 %

Signature of Authorized Company Representative

Title

Company Name

Company Address (Street or PO Box, City, State, Zip)

( )

Date

Phone Number

**ADDENDUM NO. 1  
ATTACHMENT NO. 7**

<u>G-710c</u>	<u>HIGHWAY TRAFFIC PRICE ADJUSTMENT</u>	<u>C.S.</u>	<u>100%</u>	
<u>G-710d</u>	<u>HIGHWAY TRAFFIC CONTROL</u>	<u>C.S.</u>	<u>100%</u>	
<u>G-715c</u>	<u>WILDLIFE MONITORING</u>	<u>C.S.</u>	<u>100%</u>	
<u>L-100c(1)</u>	<u>HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-862 and L-862E</u>	<u>EACH</u>	<u>21</u>	
<u>L-100c(2)</u>	<u>HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT LENS, L-862 AND L-862E</u>	<u>EACH</u>	<u>3</u>	
<u>L-100e</u>	<u>TAXIWAY EDGE LIGHT, L-861T</u>	<u>EACH</u>	<u>22</u>	
<u>L-100h</u>	<u>REMOVE RUNWAY AND TAXIWAY LIGHT</u>	<u>EACH</u>	<u>41</u>	
<u>L-100n</u>	<u>AIRPORT SIGN, Type L-858</u>	<u>EACH</u>	<u>4</u>	
<u>L-100r</u>	<u>TEMPORARY RUNWAY LIGHTING SYSTEM</u>	<u>L.S.</u>	<u>100%</u>	
<u>L-100ap</u>	<u>SPARE PARTS</u>	<u>L.S.</u>	<u>100%</u>	
<u>L-107a</u>	<u>8-FOOT LIGHTED WIND CONE, IN PLACE</u>	<u>EACH</u>	<u>1</u>	
<u>L-108a</u>	<u>UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE "C", L-824</u>	<u>L.F.</u>	<u>3250</u>	
<u>L-108c</u>	<u># 6 BARE COPPER GROUND CONDUCTOR</u>	<u>L.F.</u>	<u>2850</u>	
<u>L-108g</u>	<u>GROUND ROD</u>	<u>EACH</u>	<u>5</u>	
<u>L-110a</u>	<u>2-INCH RIGID STEEL CONDUIT</u>	<u>L.F.</u>	<u>435</u>	
<u>L-110g</u>	<u>2-INCH PE CONDUIT</u>	<u>L.F.</u>	<u>2250</u>	
<u>L-135K</u>	<u>FOUNDATION AND UTILITIES FOR FAA EQUIPMENT</u>	<u>L.S.</u>	<u>100%</u>	
<u>P-151b</u>	<u>CLEARING</u>	<u>L.S.</u>	<u>100%</u>	
<u>P-152ae</u>	<u>DITCH LINING</u>	<u>TON</u>		<u>230</u>
<u>P-152ak</u>	<u>SLOPE LINING</u>	<u>TON</u>	<u>500</u>	
<u>P-152i(1)</u>	<u>BORROW (&lt;6% NO. 200)</u>	<u>TON</u>	<u>507500</u>	
<u>P-152i(2)</u>	<u>BORROW (&lt;10% NO. 200)</u>	<u>TON</u>	<u>697000</u>	<u>1355</u>
<u>P-152r</u>	<u>SUBGRADE PREPARATION</u>	<u>S.Y.</u>	<u>9600</u>	
<u>P-154b</u>	<u>SUBBASE COURSE</u>	<u>TON</u>	<u>73500</u>	
<u>P-157a</u>	<u>ESCP ADMINISTRATION</u>	<u>L.S.</u>	<u>75%</u>	<u>25%</u>
<u>P-157b</u>	<u>TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL</u>	<u>C.S.</u>	<u>75%</u>	<u>25%</u>
<u>P-157f</u>	<u>WITHHOLDING</u>	<u>C.S.</u>		

P-157g	SWPPP MANAGER	L.S.	75%	25%
P-160a	EXCAVATION OF PAVEMENT (AC)	S.Y.	3580	
P-161b	RECYCLED ASPHALT PAVEMENT	C.Y.	4600	30
P-162a	PAVEMENT COLD PLANING	S.Y.	3200	
P-164a	HYDRODEMOLITION	S.Y.		1600
P-164b	SCARIFICATION	S.Y.		700
P-165a(1)	REMOVAL OF STRUCTURES (RSA EXTENSION)	L.S.	100%	
P-165a(1)	REMOVAL OF STRUCTURES (DEVILS CREEK)	L.S.		100%
P-181a	CONCRETE ARMOR UNITS (2.65 TON)	EACH	2400	
P-185a	PRIMARY ARMOR STONE (PA-12000)	TON	84500	
P-185b	UNDERLAYER STONE (U-700)	TON	52650	
P-189b	GABIONS (STAINLESS STEEL)	C.Y.	1050	
P-209b	CRUSHED AGGREGATE BASE COURSE	TON	5400	
P-401a	HOT MIXED ASPHALT, TYPE II, Class A	TON	6200	
P-401b	HOT MIXED ASPHALT PRICE ADJUSTMENT	C.S.	100%	
P-401c	ASPHALT CEMENT, PG 52-28	TON	341	
P-511a	MICROSILICA MODIFIED CONCRETE	S.Y.		1600
P-511b	EPOXY-BONDED EPOXY MORTAR	S.Y.		700
P-555a(1)	INSTALL EMAS BED (RUNWAY 7)	L.S.	100%	
P-555a(2)	INSTALL EMAS BED (RUNWAY 36)	L.S.	100%	
P-556a	EMAS SNOW REMOVAL EQUIPMENT (TYPE I)	EACH	1	
P-603a	TACK COAT, STE-1	TON	5	
P-610g	STEEL REINFORCEMENT	L.F.		7000
P-620c	RUNWAY AND TAXIWAY PAINTING	L.S.	100%	
P-620f	PAINTED MARKING REMOVAL	L.S.	100%	
P-621b	SAW CUT GROOVES	L.S.	100%	
P-640a	SEGMENTED CIRCLE (PANEL TYPE)	L.S.	100%	
P-670b	FLASHER UNIT FOR TIMBER BARRIER	EACH	75	

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Mark Baylston, Environmental Impact  
(PERMITTEE) AND TITLE      Analyst

March 18, 2014  
(DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

Jack Hamilton  
Colonel Christopher D. Lestochi  
Colonel, Corps of Engineers  
District Commander

24 Mar 2014  
Date

When the structures or work authorized by this permit are still in existence at the time the property is transferred the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions have the transferee sign and date below.

\_\_\_\_\_  
(TRANSFEEE)

\_\_\_\_\_  
(DATE)



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

**ADDENDUM NO. 1**  
**ATTACHMENT NO. 9**

**Department of  
Fish and Game**

DIVISION OF HABITAT  
Central Region Office

333 Raspberry Road  
Anchorage, Alaska 99518-1565  
Main: 907.267.2342  
Fax: 907.267.2499

**FISH HABITAT PERMIT FH 14-II-0037  
AMENDMENT I**

**ISSUED:** March 24, 2014  
**EXPIRES:** December 31, 2015

Alaska Department of Transportation and Public Facilities  
Attn: Mark Boydston  
P.O. Box 196900  
Anchorage, AK 99519-6900

Dear Mr. Boydston:

Re: Culvert Repair – Devils Creek  
Stream No. 259-21-10120-2005  
Section 15, T. 28 S., R. 20 W., S.M.

Pursuant to AS 16.05.871(b), the Alaska Department of Fish and Game (ADF&G), Division of Habitat, has reviewed your proposed amendment to Fish Habitat Permit FH 14-II-0037 to remove class I and class II riprap from the project description and construct the flood-control dike with sand, gravel, and silt that meets the Alaska Department of Transportation and Public Facilities (ADOT&PF) embankment specifications. You also request the term coffer dam be removed from the project description and the term diversion dam be used instead. Because the work will be conducted in dry conditions, Stipulation 2 is removed from FH 14-II-0037.

In accordance with AS 16.05.871(d), Fish Habitat Permit FH 14-II-0037 is hereby amended to remove class I and class II riprap in the project description and construct the dike with sand, gravel, and silt that meets the ADOT&PF embankment specifications. The term coffer dam has been removed from the project description and a diversion dam will be used to divert water into one culvert. Stipulation 2 is removed from FH 14-II-0037. All other terms and conditions of FH 14-II-0037 remain in full force and effect. Please attach this amendment to your original permit and retain them on site for your reference.

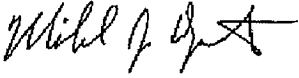
This permit decision may be appealed in accordance with the provisions of AS 44.62.330-630.

Any questions or concerns about this permit may be directed to Habitat Biologist Will Frost at 267-2813 or emailed to [william.frost@alaska.gov](mailto:william.frost@alaska.gov).



Sincerely,

Cora Campbell, Commissioner



By: Michael J. Daigneault  
Regional Supervisor  
Central Region Office

cc: AWT, Kodiak

ecc: N. Svoboda, ADF&G  
S. Ayers, ADF&G  
G. O'Doherty, ADF&G  
D. Tracy, ADF&G  
A. Ott, ADF&G  
S. Schrof, ADF&G  
B. Cassidy, KIB  
USACE, Regulatory Branch

## Appendix P

### Wildlife Observer and Construction Activity Protocol for ESA Listed and Candidate Species

#### I. MONITORING REQUIREMENTS AND METHODS

The 2013 EIS ROD states Wildlife observers would ensure Endangered Species Act (ESA) listed and candidate species are protected by adhering to the USFWS's *Observer Protocols for Fill Placement and Dredging* in the marine environment.

The 2013 EIS ROD requires wildlife observers for the following ESA-listed found species:

- Northern sea otter (*Enhydra lutris kenyoni*) - Southwest distinct population segment (DPS), threatened
- Steller's eider (*Polysticta stelleri*) - Alaska breeding population, threatened
- Steller Sea Lion (*Eumetopias jubatus*) – Western DPS, endangered
- Humpback whale (*Megaptera novaeangliae*) - endangered

The Kittlitz's murrelet (*Brachyramphus brevirostris*) and yellow-billed loon (*Gavia adamsii*) are candidates under the ESA and may also be found.

Northern sea otters, Steller's eiders, Steller sea lions and humpback whales may be harmed by noise from placing fill and dredging in marine waters. Impacts from noise are likely to be avoided if observers confirm listed marine mammals are not present very near the source of loud noises when the noise impacts occur. Construction activities will likely produce temporary visual or audible disturbance that may cause marine mammals and birds to cease feeding, adopt vigilant behaviors, or disperse to other areas. Using one or more observers to look for listed and candidate species within the "hazard area" is an effective means to assure that no listed marine mammals or birds will be harmed.

The "hazard area" is defined here as the area in which noise levels from construction activities may exceed threshold noise levels that cause harm. The observer is responsible for communicating the presence of one or more listed or candidate species the hazard area to construction operators and halting work until the animal voluntarily leaves the area. To "clear" the area means to verify no listed and candidate species are present. No action may be taken to disturb listed and candidate and move them away or discourage them from using a particular area.

The 2013 EIS ROD defines the "hazard area" as including the area 300 meters (m) from the project fill footprints prior to filling activities. The hazard area includes all marine areas below mean high tide (MHT) within the specified 300 m radius around the noise source. Areas blocked by points of land or shoreline contours are not included in the hazard area, but a 10° buffer outside of these areas should be included.

## **II. PROTOCOLS FOR FILL PLACEMENT AND DREDGING IN THE MARINE ENVIRONMENT (USFWS 2012a) [adapted to include Steller sea lion and candidate species per the 2013 EIS ROD]**

### **A. Ramp-up Procedures**

Placing fill and other in-water noise production would occur only after other noise generating activities have ramped up and listed and candidate species have had the opportunity to leave the 300-m "hazard area" of their own accord.

### **B. Monitoring the 300-m "hazard area" – Fill Placement and Dredging**

1. Prior to commencing in-water fill placement, in-water dredging, and any other heavy equipment in-water use for manipulating the substrate (including using hydraulic rock breakers, drills, etc.) observers will monitor a 300-m hazard area centered on the work site for 30 minutes. Additionally, observers will monitor the hazard area before recommencing work after any break greater than 30 minutes.
2. If observers see a listed or candidate species within the hazard area during the 30-minute observation period prior to start-up, the observation period need not start over once the animal moves outside the hazard area but work may not commence until the observation period is complete.
3. If observers see a listed or candidate species in the 300-m buffer during the observation period prior to starting work and it (they) does not leave the area prior to the 30-minute observation period ending, work may continue after ramp up procedures are applied.
4. If a listed or candidate species enters the 300-m hazard area during fill placement or dredging after the observation period has ended, work may continue after ramp up procedures are applied.
5. All observers must be capable in spotting and identifying Northern sea otters, Steller sea lions, Steller's eiders, humpback whales, Kittlitz's murrelets yellow-billed loons. Also, observers must be able to record applicable data during all weather conditions in which in-water fill placement or in-water dredging will be conducted.
6. All observer protocols will be applied to any unidentified duck whenever the observer cannot identify whether a duck is a male or a female Steller's eiders in breeding or nonbreeding plumage.
7. Observers will be given the authority to halt project activities and to provide clearance for work to resume.
8. Observers will have no other duties during the observation period in order to ensure that watching for protected species remains the observer's main focus.
9. The observer will be on watch for no more than four (4) consecutive hours without a one-hour break to avoid fatigue.
10. A lead observer will be responsible for implementing the protocols. The lead observer may select and train additional observers and will remain accountable for their performance throughout the work season. The lead observer will conduct and/or supervise all monitoring for all specific sites throughout the project construction duration.
11. Monitoring may be needed during construction activities that may have little lead time based upon logistics and weather constraints. For practical and logistical reasons, observers should reside in Kodiak during construction to avoid delaying construction activities.
12. All observers must be trained in the monitoring methods to include the following topics:

- a. Types of construction activities that require monitoring
  - b. Observation methods and equipment
  - c. Observation locations
  - d. Distance estimation
  - e. Data to record (parameters) and field forms (see attached data sheet examples)
  - f. Species identification
  - g. Procedures to Stop Work
13. Tools, such as a laser range finder or buoys placed at 300 m intervals away from the shoreline, will be used to aid the observer in estimating distances.
  14. The following are standard equipment examples recommended for observers use:
    - a. High power, reticle binoculars 10 x 50 Bushnell
    - b. Range finder equivalent to Leica LRF 1200
    - c. GPS and compass
    - d. High power spotting scope
  15. Observation stations will be established to maximize hazard area visibility. Elevated observation stations provide better visibility than those at sea level.
  16. Observation stations may be established aboard moored vessels and stationary skiffs.
  17. Using a particular station may depend upon weather conditions. If the observable range from any one vantage point is limited due to weather or construction activity, the observer should use an established station that has a better vantage point for monitoring.
  18. If visibility is poor due to weather or low light, the observation period will not commence until viewing conditions make it possible to monitor the entire hazard area. Alternately, inwater fill placement and in-water dredging may commence after ramp up procedures are conducted.
  19. During periods with low visibility, additional observers should be added in multiple stations as needed to provide complete visual coverage of the hazard area.
  20. Observers will record basic metrics such as start and end times, date, the observation station GPS location, observer's name, type of work occurring, numbers and locations for observed listed and candidate species, environmental conditions (air temperature, wind speed and direction, sea state, swell height, tide stage, visibility, percent cloud cover, and precipitation), documentation of work shut downs or postponements due to presence of sea otters, sea lions or eiders, and duration work was shut down or postponed. See attached data sheet and observation code examples.
  21. Other data that may be useful include: recording listed or candidate species movements (direction and travel distance), times during which the movements occur, and a categorical assessment of behaviors during the observation period. For example, indicate whether a sea otter is resting, feeding, grooming, engaging in social interactions, or travelling from one place to another. Record behavioral changes during the observation period, and comment on whether these behaviors appear to be associated with the work being conducted, and if so, what indications lead to that conclusion.
  22. All observation records will be made available to the Engineer at the end of each calendar month.
  23. A summary report will be provided to the Engineer by December 1 each year.

### **C. Protocol Revisions**

No changes to the observer protocol will be made without prior review and approval by USFWS or NMFS as applicable. The Project Engineer will forward monthly summary reports to USFWS and NMFS. ~~The observer protocol will also be re-evaluated following each construction season~~

~~in coordination with USFWS and NMFS. Observers shall revise field observation methods and data reporting elements according to the Engineer's direction. The Engineer's concurrence with changes recommended by USFWS or NMFS will not be unreasonably withheld.~~

### **III. MINIMUM QUALIFICATIONS FOR MARINE MAMMAL AND MARINE BIRD OBSERVERS**

1. The observer must be capable of identifying the ESA-listed and candidate species discussed in this document during all types of weather in which the aforementioned construction activities will be conducted.
2. Visual acuity in both eyes (correction is permissible) sufficient to discern moving targets at the water's surface with ability to estimate target size and distance. Using binoculars or a spotting scope may be necessary to correctly identify the target.
3. Advanced education in biological science, wildlife management, mammalogy or related fields (Bachelor's degree or higher is preferred).
4. Experience and ability to conduct field observations and collect data according to assigned protocols (this may include academic experience).
5. Experience or training in identifying marine mammals (cetaceans and pinnipeds) and marine birds in the field.
6. Sufficient training, orientation or experience with vessel operations, if needed, to provide for personal safety during observations.
7. Writing skills sufficient to prepare observation reports. Reports should include such information as the number, type, and location of marine mammals or birds observed; marine mammal or bird behavior in the potential sound effects area (the 300 m hazard area) during construction; dates and times when observations and in-water construction activities occurred; dates and times when observers suspended in-water construction activities because marine mammals or birds were present, etc.
8. Ability to communicate orally by radio or in person with project personnel to provide real time information on marine mammals or birds observed in the area.

### **IV. DATA RECORDING, QUALITY CONTROL, AND REPORTING**

1. Observers shall record data on monitoring/survey forms. At the end of each day during which filling or dredging activity occurs, observers shall review the entries for the day, and initial that they have completed the review and addressed any deficiencies. See attached example observation forms. These are included as examples only and the actual observation form used shall be created by the Wildlife Observer and approved by the Engineer prior to use.
2. Observations shall be entered into a spreadsheet (Excel, e.g.) file to submit to USFWS or NMFS at their request. DOT&PF will submit monthly summary reports and electronic data to USFWS and NMFS.
3. Data to be recorded include: observed listed and candidate species numbers and locations, behaviors, observation frequency, behavioral changes during observation period, whether these behaviors appear to be associated with the work being conducted, and if so, what indications lead to that conclusion. Records will also include environmental conditions (air temperature, wind speed and direction, sea state, swell height, tide stage, visibility, percent cloud cover, and precipitation). Data will also include the nature of work being conducted,

whether work was shut down or postponed due to presence of protected species, and if so, for how long. Listed and candidate species observations will include the number and locations of observed individuals.

## **V. CONSTRUCTION ACTIVITY PROTOCOL [per 2013 EIS ROD]**

### **A. Construction Timing**

In-water work construction will be excluded from April 1 to July 15 to avoid impacts to aquatic species. In-water work is defined as any work below the high tide line (Elevation 11.7 ft).

### **B. Construction Lighting**

1. Steady lights would not be used to make cranes or other overhead structures more visible. Lights would be flashing red. Only strobe, strobe-like or blinking incandescent lights would be used for this purpose.
2. Crane booms would be left unlit or be lit only with acceptable lighting, and would be lowered as close to ground level as feasible when not in use. The wildlife observer would confirm that any cranes used in construction were lowered when not in use and were not lighted, or if remaining up at night, were lit only with strobe lights.

### **Attachments**

Example Observation Forms