

Date: July 21, 2017

Project: Ketchikan Shipyard Transfer Carts
REBID

Solicitation No.: 18007

Addendum No. One

TO ALL PLANHOLDERS:

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

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

Sincerely,

Rich Wooten, CDT, CPSM
Contracting Officer

ADDENDUM TO CONTRACT DOCUMENTS	Page Number 1	No. of Pages Two Pages
Addendum No. ONE	Date Addendum Issued: July 21, 2017	
Issuing Office Rich Wooten, CDT, CPSM Alaska Industrial Development Export Authority 813 W Northern Lights Blvd Anchorage, AK 99503 Phone: (907) 771-3019 Fax: (907) 771-3044	Previous Addenda Issued N/A	
Project: Ketchikan Shipyard Transfer Carts REBID Solicitation No.: 18007	Date and Hour Quotes Due: July 26, 2017 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 the bid due date by one of the following methods:

- (a) By acknowledging receipt of this addendum on the proposal form submitted.
- (b) By email 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 email or telefacsimile provided such an email or telefacsimile makes reference to this addendum and is received prior to the opening hour and date specified above.

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

GENERAL – QUESTIONS & ANSWERS

1) **Q:** What are the specifications for testing what kind of testing will the CWI perform?

A: The testing we would like performed is millage of coating applied both wet and dry mil's. If wheel abraded no profile test required only surface preparation inspection to assure steel surfaces to be free of all visible oil, grease, dirt, dust, mill scale, rust and paint, but if prepped by sand blasting then we would like the profile and surface inspected to "Near White Metal Blast": NACE 2, SSPC-SP10, or Sa 2 1/2, is a method of preparing "Near White Metal Blast": NACE 2, SSPC-SP10, or Sa 2 1/2, is a method of preparing steel surfaces to be free of all visible oil, grease, dirt, dust, mill scale, rust and paint.

2) **Q:** Is a Nace III really necessary for a product that is only prime painted with Zinc rich primer?

A: Our reason for the Nace inspector is that they have been trained to know all of these critical points in the coating process and we can be assured of a measurable quality in the coating.

3) **Q:** The drawings are not completely clear, especially looking at the fine print of the dimensions as on page S-102, can you clarify what that is supposed to be?

A: The parts of those drawings that are hard to read are the "haul slides" that we deleted and we've cleaned these drawing up about as much as possible in a PDF format.

4) **Q:** Is there any way you can increase delivery time?

A: We can't push the delivery time much more without impacting the ferry build schedule.

BIDDING AND CONTRACT REQUIREMENTS

SECTION II – STANDARD TERMS & CONDITIONS

1. 8.0 – Payment and Performance Bond:

- Remove this section and all associated bonding documents in their entirety. Bonding is no longer required.

END OF ADDENDUM