

ADDENDUM No. 1 TO THE CONTRACT DOCUMENTS

Project: Captain's Bay 35kV Line Extension

Addendum Issue Date: April 27, 2017

Issued for Bid Date: April 14, 2017

Bid Due Date: May 16, 2017, 2:00pm (AK)

Previous Addenda Issued: None

Issued By: William Farrell
Electric Power Systems, Inc.
3305 Arctic Blvd., Suite 201
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.
- (2) By fax 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 fax provided such a fax makes reference to this addendum and is received prior to the opening date specified above.

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

ITEM 1

Contract: *City of Unalaska Captain's Bay 35kV Line Extension*

Section: *5.3 Temporary Controls*

Add the following paragraphs:

A Traffic Price Adjustment will be assessed for unauthorized lane closures or reductions.

Authorized lane closures and/or lane reductions are those shown in the Contract, an approved Traffic Control Plan, or authorized in writing. Unauthorized lane reductions include but are not limited to unauthorized road closures, unsatisfactory road surface conditions caused by the contractor, non-conforming or out of place traffic control devices, missing flagger personnel, over the 8 minute time limit traffic delays or unnecessary delays below 8 minutes, or failure to prioritize specific vehicles as directed.

Engineer will make the sole determination whether unauthorized lane reductions or closures are present. The Traffic Price Adjustment rates for unauthorized lane reductions or closures are \$150 per occurrence reset every ½ hour for ongoing violations or every 8 minutes for traffic delays beginning again at 8 minutes and 1 second. These rates are liquidated damages which represent among other things roadway user costs due to heavy private short haul freight and ongoing haul for other City projects and general inconvenience to the public. Unauthorized lane reductions or closures remain defective work and the Contractor shall make every effort to diligently prioritize the convenience of the travelling public, including pedestrians, above their own convenience and actively prevent unauthorized lane reductions or closures, reduce delays throughout the course of the work, and expedite travel time on Captain's Bay Road.

ITEM 2

Contract: *City of Unalaska Captain's Bay 35kV Line Extension*
Section: *Project Drawings*

See attached for staking sheets to accompany the drawing package.

ITEM 3

Contract: *City of Unalaska Captain's Bay 35kV Line Extension*
Section: *Technical Specifications B.4. Conduit*

Change second paragraph to:

"Conduit used for this project will be 2 inch HDPE (orange in color) and 6 inch schedule 40 HDPE (red or black with a red stripe in color). For joining/splicing HDPE conduit, electric fusion couplings will only be accepted."

ITEM 4

Contract: *City of Unalaska Captain's Bay 35kV Line Extension*
Section: *Special Provisions Section 3.2 Coordination*

Add Section "G":

G. Switching of existing and new feeders which will energize or de-energize a feeder shall be done by City of Unalaska Electric Utilities personnel only and be coordinated with the Electric Power Production and all on site contractors. Switching and configuration of new lines which will remain de-energized may be done by the contractor.

ITEM 5

Contract: *City of Unalaska Captain's Bay 35kV Line Extension*
Section: *Special Provisions Section 3.2 Coordination*

Add Section "H":

North Pacific Fuel (NPF) requires two weeks' notice prior to any excavation in the vicinity of Westward Seafoods, the intersection of Pyramid Valley Road and the tank farm. There are (1) 4" Steel fuel (NPF), (1) 8" Steel Fuel (NPF), and (1) 4" HDPE Glycol (Westward Seafoods). There are also communications, power, water, sewer and fish oil in the vicinity.

NPF will temporarily deactivate the fuel lines and feed the Westward Power House with a tanker truck while the Contractor is working in the vicinity. Westward and NPF have personnel to provide locates. However, these locates are only for Contractor information and do not absolve the contractor of any responsibility for damage caused during excavation. The Contractor is also responsible for locating all utilities in the area and will be responsible for correction of any damages that occur during excavation.

ITEM 6

Contract: *City of Unalaska Captain's Bay 35kV Line Extension*

Section: Pre-bid Meeting Minutes

Attached are the minutes from the pre-bid meeting as well as responses to Bidder Questions received during the Pre-bid Meeting.

**END OF
ADDENDUM**

CITY OF UNALASKA
CAPTAINS BAY 35KV LINE EXTENSION PROJECT
PRE-BID MEETING MINUTES
April 25, 2017 2:00 PM

Prepared by: Electric Power System, Inc.

Attendees:

In Unalaska at Public Works

Robert Lund	COU
Matt Scott	COU
Bill Farrell	Electric Power Systems
Tyler Zimmerman	TZ Engineering
Joe Henning	Joe Henning Construction
Archie Stepp	Northern Alaska Construction
Rod Rushing	Aleutian Electrical

Elsewhere (via telephone conference line)

Ben Miebs	Electric Power Constructors
Sabrina Wynne	Electric Power Constructors
Steve Foster	Alaska Line Builders
CF Baird	Alaska Line Builders
Jason Hodges	Northern Powerline Constructors

Meeting Notes:

Meeting Reminder:

- Don't forget to send Lori an email at lgregory@ci.unalaska.ak.us to get on the plan holders list. This is important to make sure you are notified of addenda.

Summary:

The project includes the installation of about 6900 feet of 35 KVA electrical primary, associated gear, fiber optics communications equipment, and curb and sidewalk replacements. During construction Westward Seafoods will use their generation equipment to supply power so that the contractor may install the new lines along the existing primary being replaced.

The project generally consists of installing a new 34.5 kV 3-phase circuit; installation of new vacuum circuit recloser and transformer; installation of conduits and vaults; installation of fiber optic cable, conduit, vaults and patch panel; removal of an existing 12.47 kV 3-phase circuit including removal of existing vaults, j-boxes, conduits and conductors; removal of existing 2 MVA 12.47/4.16 kV transformer and secondary conductors.

The project will require close coordination with Westward Seafoods, their contractor and the City of Unalaska. In order to allow the 12.47 kV feeder to be deenergized and removed, Westward will be providing power to other Captain's Bay Road facilities. The Contractor is responsible for coordination of schedules and timely completion of the work needed to energize transformer C9VCR1-T1 which will serve all Captain's Bay Road customers other than Westward.

Designs are based on as-builts and known information but there are unknowns related to the exact locations of utilities. The intent is to follow the existing primary down Captains Bay Road to avoid the worst of the conflicts. The City has provided test pit information in the project manual and record drawings which indicate hard digging. All excavation is unclassified which means that the contractor must make their own assessment of the excavation and no additional payment will be made for rock if encountered. Addendum 001 will contain information about private utilities and fuel lines near the Westward Powerhouse.

Captains Bay Road is a relatively busy industrial gravel road with heavy truck traffic and over 1,000 vehicles per day. Full Road closures are not permitted. Flaggers are required so if you intend to leave a lane closed overnight a flagger will be present all night etc. Traffic delays are limited to 8 minutes and Addendum 001 will add a financial penalty for unpermitted delays, missing flaggers etc.

No easements or permits are acquired for this work. All work is limited to ROW. The staking survey(s) needs to lay out the property boundaries to assure all work is contained in them.

Schedule:

- Bids will be received on May 16 until 2 pm local time in Unalaska, Alaska at Clerks by hand delivery or fax and in Anchorage at the EPS office hand delivery (only – no faxes accepted). Modifications must be hand delivered or faxed to the office the original bid was submitted to. Bids

will be opened concurrently in both locations. EPS and Unalaska will be on teleconference during bid opening but a public line will not be provided.

- Questions must be received by May 8, 2017. Any final addendums will be issued by May 10, 2017.
- The City does not intend to extend the bid date at this time.
- Bids are good for 60 days. The City intends to award the contract after the May 23, 2017 City Council Meeting.
- Substantial Completion no later than October 15, 2017
- Final Completion no later than November 15, 2017
- Once ground is broken contract time is 75 days to Substantial Completion but not later than October 15, 2017.
- Liquidated damages may be applied as defined in the Standard Form of Agreement.
- Addendum(s). The bid documents are comprised of the plan set and the project manual. The project manual has the contract, general conditions, technical specifications, wage rate requirements, permits, etc. Anything that changes any part of the issued bid documents will be modified by addendum. Nothing in this meeting is intended to change or supersede any written contract provision.
- Addendums are emailed to the plan holders and posted on the City website.
- Construction Administration and Inspections. Contract includes a requirement for daily reports from the contractor. DPU Electric Line staff and a third party inspector will also monitor the work.
- Laydown Area. The City has provided a location near the South Channel Bridge for a laydown area. The ROW may not be used for laydown.
- Owner Supplied Materials. The City is only supplying materials per the Owner Furnished Materials list for pickup at the DPW yard.
- Submittals, RFIs, Change Orders and Payments. EPS will manage the construction process for the City. The City can process pay applications about every 30 days.
- Facility Access and Coordination. Coordination is required with North Pacific Fuel, Westward Seafoods, City Utilities, and Public Safety. North Pacific Fuel needs a two week notice to switch the Westward Powerhouse to a temporary fuel tanker while excavations are near their fuel line crossings.
- Optional Site Walk – alternate dates can be scheduled through Robert Lund if desired.

Questions from Bidders:

1. Is a professional surveyor required to be on-site the entire project?
Answer: No.
2. Please define Substantial Completion in this project.
Answer: See General Conditions Article 1 (page 6 of 40) and Section 13.10 (page 34 of 40). Also see Special Provisions Section 4.3.A.9.
3. The completion date will be challenging due to materials and shipping lead times. Can this be changed?
Answer: The City may consider adjustments to the completion dates if bidders provide more information regarding these challenges. Completion dates currently remain unchanged.

4. Please clarify the retirement of the conduit.

Answer: The 15kV conduit is to be removed when encountered. The contractor may abandon conduit in place at their option. The bid tab calls for retirement of conduit as it is assumed that the old conduit will be need to be demoed as part of the excavation process. Retired conductors are to be removed in entirety.

5. Can we substitute F-1 type fill for the E-1 type that is specified?

Answer: Yes.

6. Is there a disposal site for the excess excavated material?

Answer: Earthen fill and rock removed from the site either becomes the property of the contractor for legal disposal or the contractor may dispose of it at the City of Unalaska Landfill or ½ mile past the Pyramid Road Water Treatment Plant, free of charge, so long as it is installed in a neat shaped stockpile on a location selected by the Landfill Supervisor or Roads Chief. The Landfill stockpile need not be incorporated into the SWPPP. 12" plus boulders, free of earthen materials, may also be emplaced behind various onsite coastal vaults as erosion protection above the high water line. They may only replace materials removed by this project, where protection is directed in the plans or at the Contractor's convenience.

7. Are Shur-lock type couplings allowed?

Answer: No. Technical Specifications B.4. Second Paragraph. Change paragraph to "Conduit used for this project will be 2 inch HDPE (orange in color) and 6 inch schedule 40 HDPE (red or black with a red stripe in color). For joining/splicing HDPE conduit, electric fusion couplings will only be accepted."

8. Please provide acceptable Elastimold part numbers for terminations.

Answer: Elastimold elbows with test points are required.

Partial part numbers as follows:

15kV load break elbow – 166LR-WX

35kV load break elbow – 376LR-WX

35kV 600A dead break elbow – 756LR-W0X

35kV splice for AL conductor – 35PCJ2W1X

The contractor is required to work with their supplier to complete the part number in order to ensure the proper size terminations are supplied to match the contractor provided cable's outside diameter.

9. Is a construction schedule required as part of the bid submittal?

Answer: No

10. Can you provide the bid tab in MS Excel format?

Answer: Yes, included with Addendum 1 documents.

END OF MEETING MINUTES

Please provide any comments on the meeting minutes to William Farrell at Electric Power Systems, Inc bfarrell@epsinc.com and cc Robert Lund at rlund@ci.unalaska.ak.us.

CITY OF UNALASKA DPW/PUBLIC UTILITIES PO BOX 610 UNALASKA, AK 99685 (907) 581-1260					PROJECT NAME: WESTWARD CAPTAINS BAY PLANT UTILITY TIE STATUS: ISSUED FOR BID EPS W.O.#: 16-0011 CITY OF UNALASKA W.O.: TBD LOCATION: CAPTAIN'S BAY ROAD								DATE REVISED DESIGNED: 4/14/2017 CHECKED: 4/14/2017 EASEMENT: RELEASED: INSPECTION:				INITIALS By: DRK By: WBF By: By:				SHEET 1 OF 5			
STATUS	STRUCTURE NUMBER	SHEET NUMBER	BACK SPAN	LINE ANGLE	PRIMARY						GUY			ANCHOR		SECONDARY AND SERVICE			MISCELLANEOUS		METER	REMARKS		
					NO.	CONDUCTOR TYPE	POLE or TRENCH	NO.	POLE TOP/ UG UNIT	TRANSFORMER UNIT	GROUND UNIT	NO.	UNIT	LEAD (ft)	NO.	UNIT	NO.	UNIT	WIRE SIZE	NO.			UNIT	
E	PRV STATION																					AGNES BAY PRV STATION		
I								1	FIBER JBOX 3R										2	FBR290SS		COORDINATE WITH OWNER FOR JBOX LOCATION		
I			10		2	UM50-PH-2																ABOVE GRADE CONDUITS		
I			0		1	INRDCT		1	FIBER JBOX 12													COORDINATE WITH OWNER FOR JBOX LOCATION		
I			50		1	FIBER-36																COIL SLACK FOR FUTURE USE		
E	JB CB4		0		3	#1/0 CONC 15		1	UM33X-3															
E			0		1	UM50-P-4		1	UM1-1X													EXISTING ROAD CROSSING CONDUIT FOR REUSE		
I			75		2	UM50-H-2	URC-GX																	
I			95		1	INRDCT																		
I			125		1	FIBER-36																		
R			125		3	#1/0 CONC 15																REMAINDER OF 12.47KV CABLE RETIRED UNDER		
R																						VAULT C-2		
E			115		1	UM50-P-4																INTERCEPT EXISTING 12.47 CONDUIT AT ROAD		
I	VAULT FV-0		100		1	UM50-P-4		1	GLC - 2										4	M-BOL		CROSSING AND SPLICE ON NEW 4" CONDUIT TO		
I			220		1	INRDCT													1	CAB MARK		VAULT FV-0 FROM EXISTING J-BOX CB4.		
I			260		1	FIBER-36																ONE RUN OF FIBER TO AGNES BAY PRV		
I			30		1		URC-GX															VIA EXISTING JBOX CB4.		
I																						INSTALL CABLE IN MAXCELL TYPE INNER DUCT.		
I			10		1	ASPHALT CUT																		
E	T-10 SWITCH				3	#1/0 AL CONC 35		1	VAULT-2										3	ZUM6-1		COMPARTMENT 1: TO T-9 (GROUP 1)		
E					3	#1/0 AL CONC 35		1	ZUM3E-3X-10H										3	ZUM6-1		COMPARTMENT 2: TO T-11 (GROUP 2)		
I			0		3	#1/0 AL CONC 35													3	ZUM6-1		COMPARTMENT 3: TO CAPT. BAY FEEDER		
I			0																1	JACKMOON		COMPARTMENT 4: VACANT		
E			125		1	UM50-P-5																ROAD CROSSING		
I	VAULT C-1		10		1	UM50-P-5	URC-GX	1	VAULT-3										1	FBR590SS		INTERCEPT EXISTING SPARE CONDUIT, SPLICE		
I			165		3	#1/0 AL CONC 35													1	SIDEWALK		SWEEPS ON BOTH ENDS OF INTERCEPTED		
I																			1	FBR590SS		CONDUIT AND RUN INTO VAULT C-1.		
I			10		1	UM50-P-5													2	JACKMOON		REPAIR SIDEWALK AT CROSSING		
I			10		2	UM50-H-2													2	CONDUIT PLUG		SPARE CONDUITS TO FIBER VAULT FV-0		
I			70		1	ASPHALT REMOVE																		
R			845		3	#1/0 CONC 15																		
R			845		1	UM50-P-5																		
I	VAULT C-2	965	965		2	UM50-H-6	URC-GX	1	VAULT-3										2	FBR690SS		ONE 6" CONDUIT IS SPARE, TYPICAL		
I		1005	1005		3	#1/0 AL CONC 35													3	ZUM6-28				
I																			2	JACKMOON				
I			20				URC-GX												2	CONDUIT PLUG		COIL EXTRA LOOPS OF FIBER IN VAULT.		
I		935	935		2	UM50-H-2													2	M-BOL		FIBER OPTIC CABLE FROM FV-0.		
I		945	945		1	INRDCT													1	CAB MARK				
I		1000	1000		1	FIBER-36																		

CITY OF UNALASKA DPW/PUBLIC UTILITIES PO BOX 610 UNALASKA, AK 99685 (907) 581-1260					PROJECT NAME: WESTWARD CAPTAINS BAY PLANT UTILITY TIE STATUS: ISSUED FOR BID EPS W.O.#: 16-0011 CITY OF UNALASKA W.O.: TBD LOCATION: CAPTAIN'S BAY ROAD								DATE REVISED DESIGNED: 4/14/2017 CHECKED: 4/14/2017 EASEMENT: RELEASED: INSPECTION:				INITIALS By: DRK By: WBF By: By:				SHEET 2 OF 5			
STATUS	STRUCTURE NUMBER	SHEET NUMBER	BACK SPAN	LINE ANGLE	PRIMARY						GUY			ANCHOR		SECONDARY AND SERVICE			MISCELLANEOUS		METER	REMARKS		
					NO.	CONDUCTOR TYPE	POLE or TRENCH	NO.	POLE TOP/ UG UNIT	TRANSFORMER UNIT	GROUND UNIT	NO.	UNIT	LEAD (ft)	NO.	UNIT	NO.	UNIT	WIRE SIZE	NO.	UNIT			
R			1020		3	#1/0 CONC 15		1	VAULT-3										2	M-BOL				
R			1020		1	UM50-P-5																		
I	VAULT C-3		1020		2	UM50-H-6	URC-GX	1	VAULT-3															
I			1060		3	#1/0 AL CONC 35													3	ZUM6-28				
I																			2	JACKMOON				
I			1020		2	UM50-H-2													2	CONDUIT PLUG		COIL EXTRA LOOPS OF FIBER IN VAULT.		
I			1030		1	INRDCT													2	M-BOL				
I			1085		1	FIBER-36													1	CAB MARK				
R			720		3	#1/0 CONC 15																		
R			720		1	UM50-P-5																		
I	VAULT C-4		760		2	UM50-H-6	URC-GX	1	VAULT-3															
I			800		3	#1/0 AL CONC 35													3	ZUM6-28				
I																			2	JACKMOON				
I																			2	CONDUIT PLUG				
I			760		2	UM50-H-2													2	CONDUIT PLUG		COIL EXTRA LOOPS OF FIBER IN VAULT.		
I			770		1	INRDCT													2	M-BOL				
I			825		1	FIBER-36													1	CAB MARK				
R	J-BOX C-5		950		3	#1/0 CONC 15		1	UM33X-3										2	M-BOL				
R			950		1	UM50-P-5		1	VAULT-3															
I	VAULT C-5		930		2	UM50-H-6	URC-GX	1	VAULT-3													INSTALL NEW VAULT IN SAME LOCATION AS PAD IF POSSIBLE.		
I			970		3	#1/0 AL CONC 35													3	ZUM6-28				
I																			2	JACKMOON				
I			930		2	UM50-H-2													2	CONDUIT PLUG		COIL EXTRA LOOPS OF FIBER IN VAULT.		
I			940		1	INRDCT													2	M-BOL				
I			995		1	FIBER-36													1	CAB MARK				
R			780		3	#1/0 CONC 15																		
R			780		1	UM50-P-5																		
I	VAULT C-6		745		2	UM50-H-6	URC-GX	1	VAULT-3															
I			775		3	#1/0 AL CONC 35													3	ZUM6-28				
I																			2	JACKMOON				
I																			2	CONDUIT PLUG				
I			745		2	UM50-H-2													2	CONDUIT PLUG		COIL EXTRA LOOPS OF FIBER IN VAULT.		
I			755		1	INRDCT													2	M-BOL				
I			820		1	FIBER-36													1	CAB MARK				
R			470		3	#1/0 CONC 15																		
R			470		1	UM50-P-5																		
I	VAULT C-7		470		2	UM50-H-6	URC-GX	1	VAULT-3															
I			510		3	#1/0 AL CONC 35													3	ZUM6-28				
I																			2	JACKMOON				
I																			2	CONDUIT PLUG				
I			470		2	UM50-H-2													2	M-BOL		COIL EXTRA LOOPS OF FIBER IN VAULT.		
I			480		1	INRDCT													1	CAB MARK				
I			535		1	FIBER-36																		

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STATUS	STRUCTURE NUMBER	SHEET NUMBER	BACK SPAN	LINE ANGLE	PRIMARY						GUY			ANCHOR		SECONDARY AND SERVICE			MISCELLANEOUS		METER	REMARKS	
					NO.	CONDUCTOR TYPE	POLE or TRENCH	NO.	POLE TOP/ UG UNIT	TRANSFORMER UNIT	GROUND UNIT	NO.	UNIT	LEAD (ft)	NO.	UNIT	NO.	UNIT	WIRE SIZE	NO.	UNIT		
R	J-BOX C-9		515		3	#1/0 CONC 15		1	UM33X-3											2	M-BOL		
R			515		1	UM50-P-5		1	VAULT-3														
I	VAULT C-8		435		2	UM50-H-6	URC-GX	1	VAULT-3														INSTALL NEW VAULT IN SAME LOCATION AS
I			475		3	#1/0 AL CONC 35														3	ZUM6-28		PAD IF POSSIBLE.
I																				2	JACKMOON		
I																				2	CONDUIT PLUG		
I			435		2	UM50-H-2														2	CONDUIT PLUG		COIL EXTRA LOOPS OF FIBER IN VAULT.
I			445		1	INRDCT														2	M-BOL		
I			500		1	FIBER-36														1	CAB MARK		
R			385		3	#1/0 CONC 15																	
R			385		1	UM50-P-5																	
I	SWITCH C-9		395		2	UM50-H-6		1	VAULT-2											2	M-BOL		
I			295		1		URC-GX	1	ZUM3E-3X-10H											2	CAB MARK		
I			100		1		URC-GX																
I			425		3	#1/0 AL CONC 35														3	ZUM6-1		FROM VAULT C-8
I			0		3	#1/0 AL CONC 35														3	ZUM6-1		CIRCUIT TO C-9VCR1
I			0		3	#1/0 AL CONC 35														3	ZUM6-1		CIRCUIT TO C-9VCR2
I			10		2	UM50-H-6														9	CONDUIT PLUG		SPARE SWITCH BAY
I			460		2	UM50-H-6														3	JACKMOON		2 SPARE 6" CONDUIT TO OUTSIDE LS-9 FOR
I																							FUTURE CONTINUATION DOWN CAPTAIN BAY RD
I																							CAP AND MARK END WITH LOCATIONG DISC..
I	C-9VCR1		10		2	UM50-H-6	URC-GX	1	VAULT-2											1	M-BOL		
I			50		3	#1/0 AL CONC 35		1	ZU-VCR											6	ZUM6-3		
I																				1	UM48-5		
I																				2	JACKMOON		
I			10		2	UM50-H-2																	TO SWITCH C-9 FOR FUTURE USE
I			35		1	UM50-H-2														2	CONDUIT PLUG		FIBER FROM FV-1
I			45		1	INRDCT																	
I			85		1	FIBER-12																	
I	C9VCR1-T1		10		2	UM50-H-6	URC-GX	1	UM1-7NC	ZUG17-2-2000										4	FBR690SS		Y:Y CONFIGURATION
I																				1	UM48-2		
I			40		3	#1/0 AL CONC 35														3	ZUM6-1		
I			0		3	#1/0 AL CONC 35														3	ZUM6-1		TRANSFORMER SECONDARY SIDE
I			10		2	UM50-H-2														1	ZUM6-5		
I																				1	M-BOL		
E	J-BOX 1A		0		3	#1/0 CU CONC 35		1	VAULT-2											6	ZUM6-1		
E									ZUM33X-4											3	ZUM6-10		
R																				3	ZUM6-10		VAULT 1A IS RATED AT 35KV AND ENERGIZED
I			10		2	UM50-H-6	URC-GX																AT 12.47 KV
I			40		3	#1/0 AL CONC 35														3	ZUM6-1		
I			10		2	UM50-H-2														1	JACKMOON		TO C9VR1-TI FOR FUTURE USE
I																				1	CONDUIT PLUG		

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															REVISED DESIGNED: 4/14/2017					By: DRK				
															CHECKED: 4/14/2017					By: WBF				
										EASEMENT:					By:									
										RELEASED:					By:									
										INSPECTION:					By:									
STATUS	STRUCTURE NUMBER	SHEET NUMBER	BACK SPAN	LINE ANGLE	PRIMARY						GUY			ANCHOR		SECONDARY AND SERVICE			MISCELLANEOUS		METER	REMARKS		
					NO.	CONDUCTOR TYPE	POLE or TRENCH	NO.	POLE TOP/ UG UNIT	TRANSFORMER UNIT	GROUND UNIT	NO.	UNIT	LEAD (ft)	NO.	UNIT	NO.	UNIT	WIRE SIZE	NO.	UNIT			
E	C9VCR1-T1	REPEAT																						
I	C9VCR1-T2		10		2	UM50-P-4	URC-GX	1	UM1-7NC	UG7B-2-10-A-SS									4	FBR490SS		120/240V SECONDARY - ALL STAINLESS STEEL		
I			10		1	UM50-H-2													1	UM48-2		TRANSFORMER		
I			40		1	#2 CONC 15													2	UM6-1				
I			40		3	#14 XHHW-2 CU																		
E	VAULT C-8	REPEAT																						
I	FV-1		385		2	UM50-H-2		1	GLC - 2										2	M-BOL				
I			395		1	INRDCT		1	FIBER DOME-2										1	CAB MARK				
I			450		1	FIBER-36																		
I			10		2	UM50-H-2	URC-GX															FROM FV-1 TO SWITCH C-9 VAULT.		
I			295		2	UM50-H-2	URC-GX															INTERCEPT EXISTING 2" HDPE 295' SOUTH OF		
I																						FV-1 ON EAST SIDE OF ROAD. SPLICE 295' OF		
I																						NEW 2" HDPE FROM FV-1 TO EXISTING CONDUIT.		
I																						FROM EXISTING WATER VAULT.		
E			0		1	UM50-H-2																BACKSPAN TO EXISTING WATER VAULT		
I			10		1		URC-GX															INSTALL EXISTING CONDUIT INTO FV-3		
I	FV-3		425		2	UM50-H-2	URC-GX	1	GLC - 2										2	M-BOL		BACKSPAN TO FIBER VAULT FV-1		
I			435		1	INRDCT													2	CONDUIT PLUG				
I			490		1	FIBER-36													1	CAB MARK		PULL POINT ONLY - NO SPLICES IN FV-3.		
I																						SPLICES WILL BE IN BLDG LS-9		
E	BLDG LS-9																							
I			20		2	UM50-H-2	URC-GX												1	CONDUIT PLUG				
I			10		2	UM50-S-2																AS REQUIRED FOR ABOVE GRADE CONDUITS		
I			20		1	UM50-H-2																TO EXISTING WATER VAULT VIA FV-3.		
I			10		1	UM50-S-2		1	FIBER JBOX 3R													TO FV-1 VIA FV-3.		
I	FPP-1							1	FIBER PTCHPNL													COORDINATE LOCATION OF FIBER JBOX		
I																						ON BUILDING LS-9 WITH OWNER.		
E	FV-1	REPEAT																				REPEAT		
I	FV-2		370		2	UM50-H-2		1	GLC - 1										2	M-BOL		BACKSPAN TO FIBER VAULT FV-1		
I								1	FIBER DOME - 1										1	CAB MARK		SHARE TRENCH WITH POWER CONDUITS		
I			380		1	INRDCT																		
I			420		1	FIBER-12																		
I			10		2	UM50-H-2	URC-GX															FROM FV-2 TO C9VCR2-PM1-T1 VAULT		
E	SWITCH C-9	REPEAT																				REPEAT		

CITY OF UNALASKA

DPW/PUBLIC UTILITIES

PO BOX 610

UNALASKA, AK 99685

(907) 581-1260

PROJECT NAME: WESTWARD CAPTAINS BAY PLANT UTILITY TIE

STATUS: ISSUED FOR BID

EPS W.O.#: 16-0011

CITY OF UNALASKA W.O.: TBD

LOCATION: CAPTAIN'S BAY ROAD

DATE

REVISED DESIGNED: 4/14/2017

CHECKED: 4/14/2017

EASEMENT:

RELEASED:

INSPECTION:

INITIALS

By: DRK

By: WBF

By:

By:

By:

SHEET 5 OF 5

STATUS	STRUCTURE NUMBER	SHEET NUMBER	BACK SPAN	LINE ANGLE	PRIMARY						GUY			ANCHOR		SECONDARY AND SERVICE			MISCELLANEOUS		METER	REMARKS
					NO.	CONDUCTOR TYPE	POLE or TRENCH	NO.	POLE TOP/ UG UNIT	TRANSFORMER UNIT	GROUND UNIT	NO.	UNIT	LEAD (ft)	NO.	UNIT	NO.	UNIT	WIRE SIZE	NO.	UNIT	
E	C-9VCR2							1	VAULT-2										1	M-BOL		INSTALLED BY WESTWARD CONTRACT
E								1	ZU-VCR										6	ZUM6-1		
I			305		2	UM50-H-6																
I			345		3	#1/0 AL CONC 35																
I			245				URC-GX												2	JACKMOON		60 FT OF TRENCH PICKED UP UNDER SW C-9
I			0		2	UM50-H-2													2	CONDUIT PLUG		SEE FV-2 FOR CONDUIT CALL OUT
E	NOTE																					SEE WESTWARD STAKING SHEETS FOR
E																						WESTWARD SERVICE SCOPE

STATUS ABBREVIATIONS: E=EXISTING, I=INSTALL, R=RETIRE, HI=HOT INSTALL, HR=HOT RETIRE, RR=REMOVE REINSTALL