



Date: **October 24, 2022**
Project: **Quartz Creek to Sterling 69 kVa Pole Removal**

Solicitation No.: **RFP 23040**
Addendum No. **Two**

TO ALL PLANHOLDERS:

All IRFP recipients on record registered as Plan Holders for RFP# 23040

The IRFP Package is hereby clarified or changed as follows:

1. Question: GC. 6.2 Is AEA requiring a full time Non-working superintendent on site?

ANSWER: A full time superintendent is required on-site, but he can be classified as “working”.

2. Question: Can we use native material for backfill?

ANSWER: No—the Refuge is not allowing for native, backfill material.

3. Can we clean our equipment at our shop and where is the people located who will be inspecting this equipment?

ANSWER: Yes, equipment may be cleaned at the shop. The authority having jurisdiction must be contacted for coordinating vehicle inspections before allowing equipment onto the right of ways. The forestry and refuge will be the authorities having jurisdiction.

4. Do you have contact information for the state and federal governing entities impacted by this project?

***ANSWER: Buffie Stewart- 907-691-5383, Buffie.Stewart@usda.gov
Lynnda Kahn- 907-260-2818, Lynnda_Kahn@fws.gov
Scott Huff- 907-335-6209, shuff@HomerElectric.com***



5. Can you give any detail what kind of wood these poles are for example: (Douglas Fir)?

ANSWER: AEA doesn't know the exact type of wood for each pole, but when the last segment of 69kv line was removed it was Douglas fir and cedar.

6. What size are the conductors on the poles?

ANSWER: The conductor is 556ACSR

7. What size is the wire in the poles?

ANSWER: The conductor is 556ACSR

8. How many wires are in the poles?

ANSWER: AEA will post pictures. (See Attached), also, please see Appendix C.

9. SECTION 01 51 00 - 3.02 What is the definition of disturbing wildlife?

ANSWER: Helicopter disturbance of wildlife would be summarized as direct interference of wildlife by the helicopter (i.e., disturbance of rut, nesting birds, etc.). All helicopter flights are to be approved by the jurisdiction having authority. The authority having jurisdiction will be able to lend additional information as needed.

10. Does AEA have a map of suspected archaeological or architectural may exist?

ANSWER: There is no map of suspected archaeological or architectural structures available.

11. Why are we removing butts in some cases and in others we cut and leave the butts?

ANSWER: The decision of leaving or removing poles butts was determined by the authorities having jurisdiction on a case-by-case basis. The main factor in determining this was anticipated disturbance of the environment by bringing in equipment that would be needed for complete removal of a pole.

12. Does the provided Spreadsheet quantities encompass the entirety of the job?

ANSWER: Yes, to the extent of our understanding, the spreadsheet (Appendix B) does capture all of the poles. It can be cross-compared to the satellite photos of the poles in



Appendix C. However, per the General Notes in the Summary of Work (Section 01 11 13) document, “The total number of locations and individual poles are estimates. Some locations may have one or more poles. Because of this, the Bidder shall provide alternate unit pricing for the removal of additional single poles, conductors, and equipment in order to provide for the contingency that there are more poles than expected. Separate alternate pricing will be provided for removal via vehicle and helicopter access.” This slight scope deviation that is possible is due to the fact that the entirety of the 69 kVA line has not been physically walked-down and verified for quantities.

13. Is Appendix B in Excel form? If so may we have a copy of it?

ANSWER: Yes. (See Attached)

14. If the additive alternates are included in the job will they be completed at the same time as the base bid work? For the helicopters it’s cost effective to do all the work on one trip.

ANSWER: If the additive alternates are included all work would be completed at one time in the least amount of trips as possible.

15. What determines whether a pole should be pulled out or trimmed down?

ANSWER: Visual Access from the road, weather the pole will be seen or not, vehicle access, etc. Hard to access poles should be cut at ground level (Follow Appendix B). Easy to access will be pulled and backfilled (Follow Appendix B).

16. After a vehicle has been cleaned, and approved through inspection by the Refuge, how limited is the movement of the vehicle from one access point to another?

ANSWER: As long as the contractor is moving directly from one access point to another during their work day, they would not need to clean the equipment again before re-entering the refuge.

The overnight staging point would be looked at differently. If the staging point is off the refuge, the equipment would need to be re-cleaned and inspected prior to re-entry onto the refuge. The other alternative may be to get a staging area certified as free of invasive species and then we could permit them to utilize that staging area without re-cleaning and inspecting.



17. Does the assigned contractor need to hold an Alaska outside electrical administrative license to perform the retirement work?

ANSWER: The line is not energized, electrical certifications would not be needed.

18. Can Motorized vehicles be used on ROW in Helicopter Zones?

ANSWER: USFWS states that those areas are accessible either by helicopter or by foot. No motorized vehicles are allowed.

19. Does the 69kV line ROW run up against the 115kV line ROW? And can both be used for access?

ANSWER: Yes, both run parallel to each other, and both can be used for access.

20. Will the Contractor be able to access the ROW in the KNWR using historical access points? Example the access that has been used to maintain the 115kV line?

ANSWER: For the most part, yes. However, all site access points to be verified against Appendix A and with the Refuge.

21. Is it the contractor's responsibility to acquire all permitting for this work?

ANSWER: Yes, permit pulling is the Contractor's responsibility. A pulled permits to be shared with AEA.

22. The RFP states that the contractor is to limit disturbance around the poles (no excavating) where the pole butts are to be removed and backfilled. Based on past experience pole butts cannot be pulled in winter without excavation down to unfrozen soils. How does AEA want to proceed with directing the contractor when it calls for removing poles and backfilling?

ANSWER: If a pole cannot be pulled by traditional efforts, then exceptions are to be solicited to and granted by the Refuge.

23. QK-232 and QK-74 are the ends of this project but not the end of the 69KV line, what is AEA's desire we do with the existing conductor that will not be removed?

ANSWER: If conductors extend past final poles for removal, the conductor is to be removed up to the next existing pole that is to remain in place.



24. Does AEA have a list of H-structures and locations?

ANSWER: The closest source for this information would be looking at the photos in Appendix C, as well as the “Number of Poles” column in Appendix B.

25. Appendix A & Appendix B (AB) Mapping of Poles to Remove and the description in AB QK 74 to QK 125 & QK 128 to QK 157 it's describe unauthorized access, so doesn't this mean helicopter or foot travel?

ANSWER: Determine pole access based on the “Access” column in Appendix B, as well as the “Project Segments” in the “01 11 13 Summary of Work” document.

26. Appendix B: What does the unauthorized access trail mean, does this mean we will be accessing by foot or helicopter?

ANSWER: Motorized vehicle access is allowed where possible when noted. Contractor is to be aware that vehicle access may be difficult, and that site disturbance and erosion control should be kept as minimum as possible. In addition, USFWS included additional restrictions on vehicle used on “unauthorized access trails”, but does not preclude the use of vehicles in these areas.

27. Are the two questions above part of the Additive alternate helicopter and if not where is the additive alternate location? And if yes does this mean we may not do these sections?

ANSWER: All poles captured in the Appendices are to be removed. Concerning the helicopter access additive alternative, this is a place hold for any unknown, additional poles that may be discovered while servicing pole removal with the helicopter.

28. Is imported fill allowed in designated Wetlands and in those areas that are completely submerged do you still want gravel?

ANSWER: Based on the language from USFWS, if the poles are removed, the holes are to be filled with one inch minus gravel.

29. Does AEA have a survey of eagle nests and does this project fall under federal or state eagle nesting guidelines?

ANSWER: Scope capturing of any nests in work area is to be coordinated with the authority having jurisdiction.



30. Who is Qayaq and what does Russian River Campground Closed Area mean to what extent are we not allowed?

ANSWER: Qayaq is the contractor working on the campground. The notice grants access to those with a permit.

31. Base Bid Describes 117 poles removed using equipment, Can you give us from what pole location to what pole location is the "base bid" based on, for example: (QK 232 - QK 115) and are these 117 poles consecutive? If not can you give us a list? The same for ADDITIVE ALTERNATE #1 HELICOPTER ACCESS What poles specifically?

ANSWER: Appendices A, B, and C is to be used for coordinating plan of pole removal and scope. Essentially, the Base Bid are all poles that are NOT required for helicopter access. Concerning Additive Alternate #1, please see the answer to question #27.

32. Is there an established helicopter pad for this project? If so, what is the size and surface like?

ANSWER: The helipads shown on Appendix A are existing. Surface material and size are unknown.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,

Selwin C. Ray

Selwin C. Ray
Contract Officer