

**CITY OF KOTZEBUE
ITB #17-16: Cape Blossom Road Fill Material**

TO: All Plan Holders of Record

Date: August 19, 2016

SUBJECT: Addendum No. 1

Bid Opening: **AUGUST 30, 2016 @ 2:00PM**

This addendum forms a part of the contract documents and modifies the original contract documents for the above referenced project. **Acknowledge receipt of this Addendum in the space provided on the Bid Form.** Failure to do so may subject the bidder to disqualifications. **This addendum addresses as administrative clarifications and responses to bidder questions as well as technical clarifications and revisions concerning the project.** Note that the following responses, clarifications and Bid Document Changes supersede any verbal answers to questions that may have been provided.

Administrative Items:

None

Questions during Bidding (As of August 19, 2016):

The following corrections, changes, additions, deletions, revisions, and or clarifications are hereby made a part of the documents for the City of Kotzebue – ITB #17-16: Cape Blossom Road Fill Material. In case of conflicts between this Addendum and previously issued documents, this Addendum shall take precedence.

Q1. *Does the City of Kotzebue have permission from The State of Alaska Department of Transportation to take the riprap wall apart to build this barge landing?*

Reply: See revised barge landing location in Appendix A.

Q2. *Does the City of Kotzebue have permission from The State of Alaska Department of Transportation to have trucks turning on the asphalt road that is built adjacent to the barge landing.*

Reply: Yes. Legal loads are required on public roads.

Q3. *Please verify that if the barge landing is constructed where it is on the plans that the existing security fencing will not be impacted or that the fence will not have an impact on the barge landing's capabilities.*

Reply: N/A. Barge landing and storage site have been relocated, see revised drawings in Appendix A.

Q4. *Please verify the haul route as pictured on Plan Sheet C-1. Is it the intent of The City of Kotzebue to cross the threshold on RW 9 and also cross TW "F" as the plan sheet shows?*

Reply: N/A. Barge landing has been relocated, see revised drawings in Appendix A.

Q5. Please verify that there is a barge landing permit with the USACE and that it is current to use this location.

Reply: Contractor will be responsible to obtain USACE permit for the barge landing and dredging, see revised specification 3100000 Barge Landing.

Q6. Please verify the barge channel depth prior to bid day.

Reply: See drawing C-3 in Appendix A for approximate depths.

Q7. If the contractor's barge draft is too much to use the barge landing, what is the mechanism to pay the contractor to remove the excavation to increase depth of water at the barge landing?

Reply: The contractor shall base the bid price on the depth shown on drawing C-3 in Appendix A. The cost of additional dredging, if required, shall be included in the contractor's bid. Permitting costs to cover additional dredging shall be the responsibility of the contractor.

Q8. If the contractor needs to dredge material where will the contractor be able to waste the spoils?

Reply: Answer pending.

Q9. Since all the aggregates for this contract will have to be barged in please make the barge displacement measure the means to pay for the aggregate that will be used on the project.

Reply: Barge displacement measure is an acceptable method.

Q10. Will degradation testing for the E-1 be done at point of processing to insure quality specs are met before barging commences? The concern is that material sites in Kotzebue and Nome are both marginal material sites and in the past have failed the 45 min deg. Is there in thought of lowering the degradation to match the sources?

Reply: Degradation testing should be done at the point of processing to insure quality specifications are met before barging commences. The minimum degradation value of 45 is required.

Q11. Assume the workplan and schedule are required from the winning bidder only and not handed in with the bid?

Reply: Yes.

Q12. Can the truck scales be set up at the storage site for the duration of the job?

Reply: Yes.

Q13. Is there any clearing that needs to be completed at the storage site prior to placement of aggregates?

Reply: No.

Q14. Are any permits required for the storage site (i.e State DOT or FAA/ height restrictions)?

Reply: N/A. Barge landing and storage site have been relocated, see revised drawings in Appendix A.

Q15. Has the City of Kotzebue bathymetry surveyed the proposed barge landing slip in front of the DOT airport? If so can you release those results?

Reply: See drawing C-3 in Appendix A for approximate depths.

Q16. Is the survey of the stockpiles at the storage site needed if we are weighing the aggregate as it's delivered?

Reply: Yes.

Q17. Assume if City of Kotzebue accepts barge draft for payment, that either truck scales or barge draft will be at contractor discretion?

Reply: Yes, draft tickets are acceptable.

Q18. Do you have a completion date for this project?

Reply: The final project completion date is October 15, 2017.

Q19. As it's well known, degradation values in northern region rock tend to have a wide range even within the same pit at times, with that can the degradation minimum value be lowered to 40 from 45?

Reply: See reply to question 10 above.

Bid Document Changes:

The following corrections, changes, additions, deletions, revisions, and or clarifications are hereby made a part of the documents for the City of Kotzebue – ITB #17-16: Cape Blossom Road Fill Material. In case of conflicts between this Addendum and previously issued documents, this Addendum shall take precedence.

Specifications:

Section 5 Technical Specifications

3100000 Barge Landing: Changed name form 'Earthwork for Barge Landing' to 'Barge Landing'; Revised riprap removal to riprap protection; added requirement for contractor to obtain USACE permits; added requirement to track-walk E-1 stockpiles once stockpiles are in place and place silt fence around base of stockpiles.

313700 Riprap Material and 321123 Aggregate Base Material: Added allowance in each specification for measurement of material, by ton, by the barge displacement method. Included requirement in each specification for submittal water loading charts certified by a professional engineer, if barge displacement method is used.

Appendix A

Revised drawings C-1 and C-2. Added drawing C-3 to show soundings in Kotzebue Sound adjacent to the barge landing site.

End of Addendum 1

SECTION 310000

BARGE LANDING

PART 1 GENERAL

1.1 SCOPE OF WORK

- A. This work consists of work required to construct a temporary barge landing, provide an access route to the stockpile site, and preparation and close-out work at the stockpile site. This work includes protection of existing riprap rock material along the shoreline, construction of a temporary gravel ramp on the beach, installation of a truck scale, maintenance of an access route between the barge landing and the material storage site, and obtaining a U.S. Army Corps of Engineers (USACE) permit for a new barge landing site and dredging. Maintenance of the access route includes placement of signage and daily watering of the gravel road. Also included is removal of temporary barge landing, restoration of the beachfront, and restoration of the existing riprap to pre-project conditions.

1.2 RELATED SECTIONS

- A. The Work of the following Sections is related to the Work of this Section. Other Sections, not referenced below, may also be related to the proper performance of this Work. It is the Contractor's responsibility to perform the Work required by the Contract Documents.
- B. Section 013300 – Submittal Procedures
- C. Section 015700 – Erosion Control and Pollution Prevention

1.3 REFERENCES

- A. Drawings and Specifications
- B. Alaska Department of Transportation and Public Facilities (ADOT&PF) Standard Specifications for Highway Construction (SSHC), 2015 edition.

1.4 QUALITY ASSURANCE

- A. Contractor shall arrange for as-built survey of the barge landing area prior to construction of a temporary barge ramp to document the existing conditions of the beach and any riprap revetment that would be traversed.

1.5 SUBMITTALS

- A. Section 013300 – Submittal Procedures: Requirements for Submittals
- B. Submit a work plan with details for installation and removal of the temporary barge landing, including details on protection of existing riprap rock. Submit at least 2 weeks prior to commencement of work.
- C. Submit a work plan showing location of the proposed truck scale. Submit at least two weeks prior to installation of the truck scale. Include in the submittal the following information on the proposed scale:

- 1. Owner of the scale.

2. Manufacturer's name, model serial number, maximum capacity, and type of scale (single beam, double beam, self-reading, etc.).
 3. Date(s) the scales were installed and/or adjusted.
 4. Scale service company inspections and accuracy checks (attach copy).
 5. Division of Measurement Standards inspections and accuracy checks (attach copy).
 6. Time and dates of notification of any malfunctions
- D. Submit a traffic control plan, including traffic control signs, warning signs, and barriers. This includes traffic control at the barge landing access point and at the materials storage site entrance from the access road. Include the location of the truck scale in the traffic control plan.

PART 2 PRODUCTS

2.1 IMPORTED MATERIAL

- A. Imported fill required to construct a barge landing ramp shall be the responsibility of the Contractor.
- B. Fill material for the temporary barge ramp shall be gravel material Type B as per the ADOT&PF standard specifications:

"Aggregate containing no muck, frozen material, roots, sod or other deleterious matter and with a plasticity index not greater than 6 as tested by ATM 204 and ATM 205. Meet the following gradation as tested by ATM 304. Sieve percent passing by weight no. 200 0-10% determined on the minus 3-inch portion of the sample."
- C. Contractor shall be responsible to protect any existing riprap revetment. Lost or damaged riprap due to actions by the Contractor shall be replaced and paid for by the Contractor.

2.2 TRUCK SCALE

- A. The truck scale shall be State certified. The scale and electronic computerized weighing system shall comply with requirements of ADOT& PF Standard Specifications for Highway Construction, 2015 edition, Section 109-1.02 Measurement for Quantities.

PART 3 EXECUTION

3.1 GENERAL

- A. Request underground utilities to be located and marked within and surrounding construction areas no less than three working days before performing underground Work within the project area.
 1. Should uncharted or incorrectly charted piping or other utilities be encountered during excavation, consult utility owner immediately for directions. Coordinate with the Owner's Representative and utility companies in keeping respective services and facilities in operations. Repair damaged utilities to satisfaction of utility owner.

2. Provide a minimum 48-hour notice to utility company and the contracting officer before interrupting any utility.
3. Maintain and protect existing utilities to remain.

3.2 PREPARATION

- A. The Contractor shall ensure environmental and site control measures are in place and working properly before the start of work.
- B. Protect structures, utilities, walkways, pavements, and other facilities from damage caused by the work.
- C. Prevent surface water and groundwater from entering excavations, from ponding on prepared subgrades, and from flooding the project site and surrounding area.
- D. Protect subgrades from softening, undermining, washout, and damage by rain or water accumulation.
- E. All excavation shall occur within the work area as identified on the drawings.
- F. Provide traffic control signs and barriers, per the traffic control plan, prior to transport of materials from the barge site to the storage site.

3.3 WATERING OF GRAVEL ROAD

- A. The Contractor shall water the gravel access road between the barge landing and material storage site once per day, on days when active hauling is occurring.

3.4 OPERATION OF TRUCK SCALE

- A. The Contractor shall be responsible for operation and maintenance of the truck scale, electronic computerized weighing system, and power.
- B. Operation of the truck scale and electronic computerized weighing system shall comply with requirements of ADOT& PF Standard Specifications for Highway Construction, 2015 edition, Section 109-1.02 Measurement for Quantities.

3.5 PERMITTING

- A. The Contractor shall obtain permits from USACE for the barge landing and any required dredging.

3.6 PROTECTION OF RIP RAP AT BARGE LANDING

- A. The Barge Landing work plan shall include details on how fill materials will be kept separate from the existing riprap material, including the use of geotextile fabric, and the method of placement and final removal of the fill material.
- B. Do not remove riprap unless authorized by the City.
- C. Damaged riprap revetment shall be restored to pre-construction condition.

3.7 EXCAVATING

- A. All excavations, trenching, and shoring shall comply with the rules and regulations as established by OSHA Construction Safety and Health Regulations 29 CFR, Part 1926, Subpart P, Excavation, Trenching and Shoring. OSHA Pamphlet 2226, Excavation and Trenching Operations, can be used as an additional aid.
- B. Dewatering
 - 1. Discharge of water from the work area shall be in accordance with the Construction Stormwater Pollution Prevention Plan and the Contractor's Temporary Erosion and Sedimentation Control Plan. Discharge of waters shall be undertaken such that no damage occurs to temporary or permanent drainage control features, and there is no unacceptable discharge of sediment off site.
- C. Handling and Disposal of Unsuitable Soils
 - 1. All unsuitable excavated material and debris shall be properly disposed of at a location approved by the Owner's Representative.

3.8 STOCKPILING

- A. Install stormwater controls silt fence around the perimeter of areas of stockpiled materials prior to placement of materials. Place silt fence around the base of the E-1 stockpile following final grading.
- B. Do not place stockpiled materials until the condition of the underlying surface has been accepted by the by the Owner's Representative.
- C. E-1 stockpiles shall be finish graded with maximum side slope of 2H:1V and maximum height of 40 feet. Track-walk the E-1 stockpile perpendicular to face of slope.

3.9 RESTORATION

- A. The Contractor shall remove the barge landing prior to final completion of the project.
- B. Material placed for a barge landing ramp shall be removed prior to project closeout. Material removed from the site shall be disposed in an area approved by the Owner's Representative.
- C. The Contractor shall replace riprap that was removed. Re-grade underlying embankment as needed prior to placement of riprap. Place stones to the pre-construction thickness. Match the existing riprap toe, existing riprap thickness, and existing height of riprap on either side. Replace underlying filter fabric/filter rock to match existing. Damaged filter fabric shall not be re-used, but shall be replaced. Place riprap in a well-graded mass with a minimum of voids. Fill in unacceptable voids with smaller stones. Place riprap to its full course thickness in one operation. Avoid displacing the underlying material. Do not place riprap with methods likely to cause segregation.
- D. Manipulate the rock sufficiently using a backhoe, rock tongs, or other suitable equipment to secure a reasonably regular surface and stability.
- E. The outer face (plane) of the replaced riprap shall match the outer surface (plane) of the riprap on either side.

- F. Materials placed for access routes constructed above the tidelands, including upland areas, shall be removed prior to project closeout.
- G. Areas used to temporarily store stockpiled riprap or other materials shall be restored to pre-construction condition. Restore the beach to pre-project condition.

PART 4 MEASUREMENT AND PAYMENT

4.1 MEASUREMENT

- A. Measurement for Barge Landing includes all equipment, materials, and labor to obtain a USACE permit, install a temporary barge landing, maintain access roads (traffic control), prepare and close out stockpile sites, and restore the barge landing site.
- B. Watering of Gravel Roads includes the cost to water the gravel access road between the barge landing and stockpile site a minimum of one time per day when trucks are actively hauling.
- C. Measurement for Truck Scale will include all costs to install, operate, and maintain the truck scale and electronic computerized weighing system.

4.2 PAYMENT

- A. The cost to import riprap material for restoration of the barge landing area due to lost or damaged riprap material shall be subsidiary to the pay item Earthwork for Barge Landing.
- B. Payment shall be made under the following units:

<u>Item</u>	<u>Pay Unit</u>
Barge Landing	Lump Sum
Watering of Gravel Roads	Lump Sum
Truck Scale	Lump Sum

END OF SECTION 310000

SECTION 313700

RIPRAP MATERIAL

PART 1 GENERAL

This section includes the labor and equipment to procure, transport, and stockpile of 2,900 tons of Class II riprap rock. Riprap shall meet requirements the State of Alaska Department of Transportation and Public Facilities Standard Specifications for Highway Construction, 2015 edition, and as described in this section.

1.1 SUBMITTALS

The following shall be submitted in accordance with Section 01300 – Submittals.

- A. Pre-delivery Submittals
 - 1. Rock Quality. Laboratory results of tests specified to identify quality of materials.
- B. Samples:
 - 1. Submit 150 pound sample of armor rock materials to testing laboratory.
 - 2. Submit 150 pound sample to the State of Alaska Department of Transportation and Public Facilities (ADOT&PF), Northern Region.
 - 3. Test Reports. Report shall include certified and complete test results stating the rock quality meets requirements.
- C. If barge displacement method is used for measurement, submit water loading charts certified by a professional engineer, as required by ADOT&PF Standard Specifications for Airport Construction Section 90-02.

1.2 QUALITY ASSURANCE

- A. Furnish riprap material from single source throughout the Work.
- B. Samples shall be tested per the AASHTO T 96 procedure.
- C. Assist the Owner's representative at the quarry site to determine if the riprap meets gradation and shape requirements of the specification.

PART 2 PRODUCTS

2.1 MATERIALS

- A. Class II Riprap: Shall be obtained from an approved source, and shall be free from Unsuitable Materials. Rock, after processing, shall be hard, angular, and have no more than 50% wear at 500 revolutions as determined by AASHTO T 96. Neither the breadth nor thickness of any piece of Riprap rock shall be less than one-fourth its length. All Riprap Rock shall have a minimum density of 165 pounds per cubic foot, unless otherwise approved by the Owner's representative. Operations of loading, placement or stockpiling shall be conducted in a manner which will prevent breakage.
- B. Class II Riprap shall meet the following gradation requirements:

50-100% weighing 200 pounds or more
0-15% weighing up to 25 pounds
0-10% weighing more than 400 pounds

2.2 ROCK QUALITY

- A. Rock shall not be shipped from the quarry site until acceptance by the Owner's representative for rock quality, shape, and gradation.
- B. Rock samples shall be tested per AASHTO T 96 procedure. Testing shall be the responsibility of the Contractor and shall be performed by an independent commercial test laboratory approved by the Owner's Representative. The Contractor shall furnish certified, complete copies of all test results to the Owner's Representative prior to acceptance of materials.
- C. The Owner reserves the right of quarry investigation by an independent registered geologist or registered engineer.
- D. The Contractor shall assist the Owner's representative at the quarry site to determine if the riprap meets this section's gradation requirements. Dump a sample of riprap material over a level area. Assist the Owner's representative to sort and measure the rocks to determine if the riprap is within the specifications.

PART 3 EXECUTION

3.1 STOCKPILING

- A. Material stockpiles shall be constructed in lifts not exceeding 5 feet and the final height of stockpile shall not exceed 10 feet. Any method of stockpiling which could cause segregation within the stockpile or excessive breakage will not be permitted.
- B. Do not place stockpiled materials until the underlying surface has been surveyed and accepted by the Owner's Representative.
- C. The final stockpile shall be graded into a uniform shape prior to final as-built survey.

3.2 MEASUREMENT

- A. Measurement of materials shall be by weight (tons). Measurement of weight can be completed with truck scales or the barge draft method.
 - 1. Measurement by truck scale shall be completed according to Section 310000 Barge Landing.
 - 2. Measurement by barge displacement shall be in accordance with ADOT&PF Standard Specifications for Airport Construction Section 90-02 as follows:

“Barge Displacement Method. When the barge displacement method is proposed the Contractor shall furnish water loading charts, certified by a Professional Engineer for all barges utilized in the hauling of the material. If barge hauled material is stockpiled, loss shall be estimated by the Engineer and shall be deducted from the total weight measured to allow for stockpile loss. Any material wasted or lost between the barge and the point where it is placed in final position shall be estimated and the loss deducted by the Engineer.”

PART 4 MEASUREMENT AND PAYMENT

4.1 MEASUREMENT

- A. Measurement for Riprap Material includes all equipment, materials and labor for performing the work to procure, test rock samples, provide rock sample to ADOT&PF, provide quality assurance on shape and gradation, transport, and stockpile Class II rip rap rock.
- B. Payment shall be based on delivered quantities, measured in tons, by truck scale or by the barge draft method.
 - 1. Contractor shall provide barge draft tickets or truck scale tickets as the basis of payment.
 - 2. Use of either truck scales or barge draft as the basis of payment will be at the contractor's discretion.

4.2 PAYMENT

- A. Payment shall be made under the following units:

<u>Item</u>	<u>Pay Unit</u>
Riprap Material	Ton

END OF SECTION 313700

SECTION 321123

AGGREGATE SURFACE MATERIAL

PART 1 GENERAL

This section includes the labor and equipment to procure, transport, and stockpile Aggregate Surface Material (Aggregate Surface Course, Grading E-1). Materials shall meet the State of Alaska Department of Transportation and Public Facilities Standard Specifications for Highway Construction, 2015 edition, and as described in this section. Work also includes testing of materials for compliance to this specification.

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

- A. American Association of State Highway and Transportation Officials (AASHTO)
 - 1. T96, Standard Method of Test for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine.
 - 2. T104, Standard Method of Test for Soundness of Aggregate by Use of Sodium Sulfate or Magnesium Sulfate.

- B. Alaska Department of Transportation and Public Facility (ADOTPF) Standard Specifications for Highway Construction (SSHC), 2015 edition.

1.2 DEFINITIONS

- A. Aggregate Surface Materials: Aggregate material meeting all the requirements for ADOT&PF Surface Course, Grading, E-1.

1.3 SUBMITTALS

The following shall be submitted in accordance with Section 013000 – Submittals.

- A. Pre-delivery Submittals
 - 1. Aggregate Quality. Laboratory results of tests specified in this section to identify quality of materials.
 - 2. Rock Gradation, Size, and Angularity. Test Results using methods specified in this section for gradation and size of materials produced.

- B. Samples:
 - 1. Submit a 150 pound sample of aggregate surface material to testing laboratory.
 - 2. Submit a 150 pound sample of aggregate surface material to the State of Alaska Department of Transportation and Public Facilities, Northern Region.

3. Test Reports. Reports shall include certified and complete test results stating the Aggregate Surface Materials meet the requirements of the specified tests.

1.4 QUALITY ASSURANCE

- A. Furnish Aggregate Surface Material from single source throughout the Work.
- B. The tests to which the Aggregate Surface Materials shall be subjected are included in Table 703-1.
- C. Testing shall be the responsibility of the Contractor and shall be performed by an independent commercial test laboratory approved by the Owner's Representative. The Contractor shall furnish certified, complete copies of all test results to the Owner's Representative.
- D. Aggregate Surface Material Acceptance. Aggregate Surface Material shall not be shipped from the quarry site until acceptance by the Owner's representative. Aggregate Surface Material shall be accepted following receipt of test results and following inspection of the Owner's representative.

1.5 SUBMITTALS

- A. The Contractor shall cooperate with the Owner's Representative in obtaining and providing samples of all specified materials.
- B. Contractor shall submit certified laboratory test certificates for Aggregate Surface Material testing methods identified in Table 703-1 in this section.
- C. If barge displacement method is used for measurement, submit water loading charts certified by a professional engineer, as required by ADOT&PF Standard Specifications for Airport Construction Section 90-02.

PART 2 PRODUCTS

2.1 AGGREGATE BASE MATERIAL

- A. Aggregate Surface Material shall meet the requirements of ADOT Standard Specifications Section 703-2.03 as follows: Aggregate surface material shall consist of crushed stone or crushed gravel, consisting of sound, tough, durable pebbles or rock fragments of uniform quality, free from clay balls, vegetable matter, or other deleterious matters. Aggregate surface material shall meet the requirements of Table 703-1 as follows:

Table 703-1

Table 703-1 (ADOT 2015 Standard Specifications, page 399)		
PROPERTIES	AGGREGATE SURFACE MATERIAL	TEST METHOD
L.A. Wear, %	45, max.	AASHTO T 96
Degradation Value	45, min.	ATM 313
Fracture, %	70, min., 1 Face	ATM 305
Liquid Limit	35, max.	ATM 204
Plastic Index	10, max.	ATM 205

- B. Aggregate Surface Material shall meet the requirements of Table 703-2:

Table 703-2.
Gradation for Aggregate Surface Material
 Percent Passing by Weight

Table 703-2 (ADOT 2015 Standard Specifications, page 400)	
SIEVE	GRADATION, Surface Course, E-1
1 in.	100
3/4 in.	70-100
3/8 in.	50-85
No. 4.	35-65
No. 8	20-50
No. 50	15-30
No. 200	8-15

PART 3 EXECUTION

3.1 STOCKPILING

- A. Install stormwater controls around the perimeter of areas of stockpiled materials prior to placement of materials.
- B. Do not place stockpiled materials until the underlying surface has been surveyed and accepted by the by the Owner's Representative.
- C. Any method of stockpiling which could cause segregation within the stockpile or crushing of material shall not be permitted.

3.2 MEASUREMENT

- A. Measurement of materials shall be by weight (tons). Measurement of weight can be completed with truck scales or the barge draft method.
1. Measurement by truck scale shall be completed according to Section 310000 Barge Landing.
 2. Measurement by barge displacement shall be in accordance with ADOT&PF Standard Specifications for Airport Construction Section 90-02 as follows:

***“Barge Displacement Method.** When the barge displacement method is proposed the Contractor shall furnish water loading charts, certified by a Professional Engineer for all barges utilized in the hauling of the material. If barge hauled material is stockpiled, loss shall be estimated by the Engineer and shall be deducted from the total weight measured to allow for stockpile loss. Any material*

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wasted or lost between the barge and the point where it is placed in final position shall be estimated and the loss deducted by the Engineer."

PART 4 MEASUREMENT AND PAYMENT

4.1 MEASUREMENT

- A. Measurement for Aggregate Surface Material includes all equipment, materials and labor for performing the work for testing, providing samples, procurement, transporting, and stockpiling Aggregate Surface Material.

- B. Payment shall be based on delivered quantities, measured in tons, by truck scale or by the barge draft method.
 - 1. Contractor shall provide barge draft tickets or truck scale tickets as the basis of payment.

 - 2. Use of either truck scales or barge draft as the basis of payment will be at the contractor's discretion.

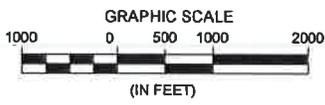
4.2 PAYMENT

- A. Payment shall be made under the following units:

<u>Item</u>	<u>Pay Unit</u>
Aggregate Surface Material	Ton

END OF SECTION 321123

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**CITY OF KOTZEBUE
CAPE BLOSSOM ROAD FILL MATERIAL**

OVERVIEW DRAWING

KOTZEBUE, AK

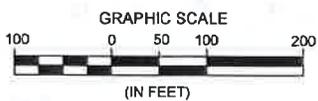
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C-1

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CITY OF KOTZEBUE
CAPE BLOSSOM ROAD FILL MATERIAL

BARGE LANDING
SITE DRAWING

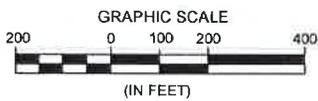
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C-2

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DATE: 08-19-2016

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CITY OF KOTZEBUE
CAPE BLOSSOM ROAD FILL MATERIAL

BARGE LANDING
BATHYMETRY
KOTZEBUE, AK

AECOM

C-3

JOB NO: 60512396
DATE: 08-19-2016

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