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**TYEE STATION SERVICE SWITCHGEAR & 15kV GENERATOR CONSTRUCTION PROJECT**

**ADDENDUM NO. 1**

**Date:** March 26, 2024

**Bids Due:** June 7, 2024 @ 4:00 p.m. AKDT (no change)

**Page(s):** Six (6) Pages Total

- Notes:**
1. Bidders must acknowledge receipt of addenda in the appropriate place on the *Addendum Acknowledgment and Signature Page Form* (see, page 1 of Attachment No. 9 to the Request for Proposals).
  2. This addendum provides additional and/or modified information to the Project Request for Proposals (RFP) and the associated documents. This addendum forms a part of the Contract Documents. This addendum is posted on SEAPA's website at <https://www.seapahydro.org/opportunities/bids-projects>; no hard copy will be sent.
  3. All other terms and conditions of the original Request for Proposals and associated documents are unchanged.

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**INQUIRIES/CLARIFICATIONS**

1. Will alternate equipment manufacturers who utilize and are Eaton-authorized to construct using specified Eaton Components (breakers, cassettes), be acceptable in lieu of Eaton providing the complete assemblies?

**SEAPA RESPONSE: Alternate equipment manufacturers are authorized if they are EATON-authorized to construct and use the EATON breakers and cassettes as specified.**

2. Regarding the existing equipment slated to be removed from the powerhouse, could you please provide a list of equipment, annotated with estimated weights? Especially interested in the station transformers and existing generator(s).

**SEAPA RESPONSE: The heaviest items to be removed include:**

- **Diesel Generator:** original prints show it on a skid with a 250-gallon fuel tank at a (wet) weight of about 12,500 lbs. Note: fuel tank is not the same as was shown on the original prints (see Fuel Tank response below).
- **Two Station Service Transformers:** weigh 6,280 lbs. each. Note: these are dry-type transformers.
- **15kV Gear:** Located on 3<sup>rd</sup> deck and remaining station service gear can be split apart into sections so are likely not more than a few hundred pounds once the breakers are removed.

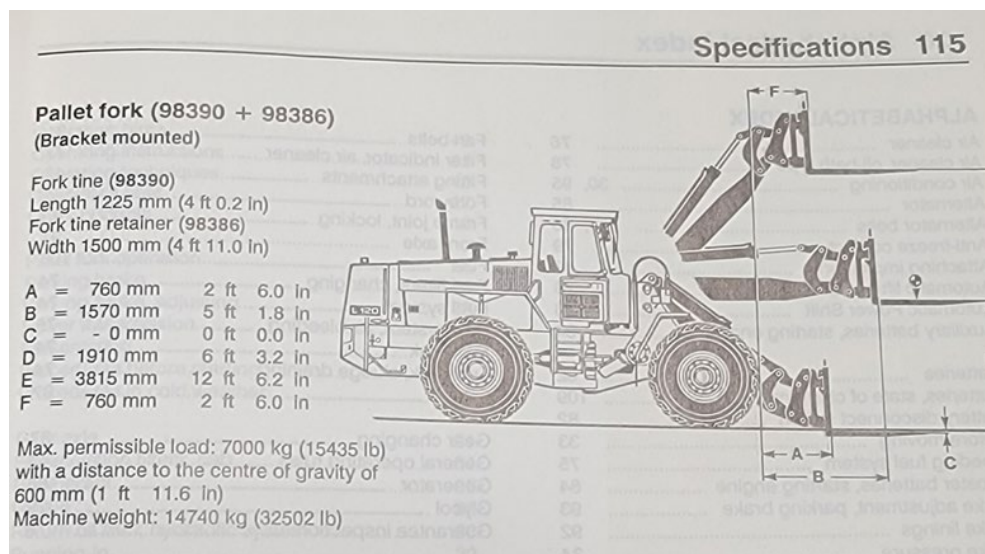
- **Fuel Tank:** There is no 250-gallon fuel tank on a skid. The actual fuel tank is approximately a 750 gallon tank housed in a building extension (see pictures below). It will not fit out the door of the building extension. The Contractor will likely choose to cut the tank into pieces to remove. SEAPA will remove the fuel from the tank to the extent possible before work begins. Contractor will be responsible for residual sludge and/or diesel if any is present in very bottom of tank.



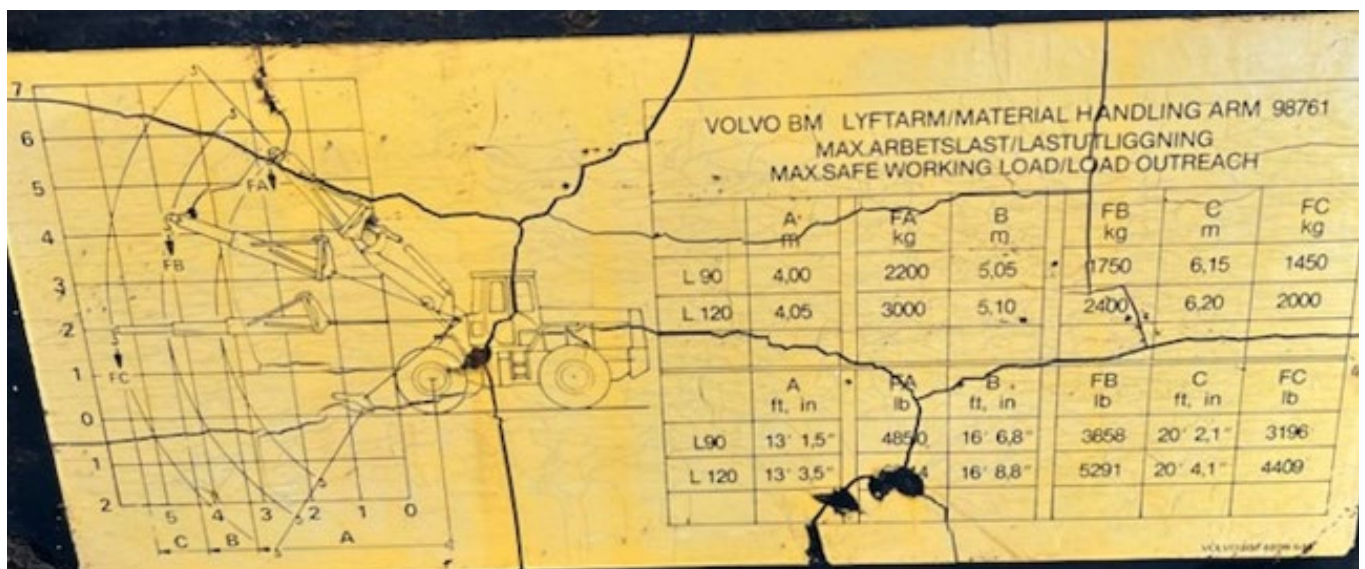
- Diesel Generator:** Contractor is responsible for means and methods, however it is anticipated that removal may involve jacking it up, placing it on a set of "hillman rollers", then rolling it out through the double doors of the Generator Room over to the roll up door where it could be removed from the building. SEAPA's onsite Volvo L120 Loader with fork attachment is available should the contractor choose to use it (see response to question 3 below).

3. Does SEAPA have on-site equipment capable of loading/offloading from the barge? If yes, please provide weight restrictions.

**SEAPA RESPONSE:** There is a Volvo L120 Loader on site with forks (picture from Operating Manual):



and a "picking boom" (photo of a boom working load chart):

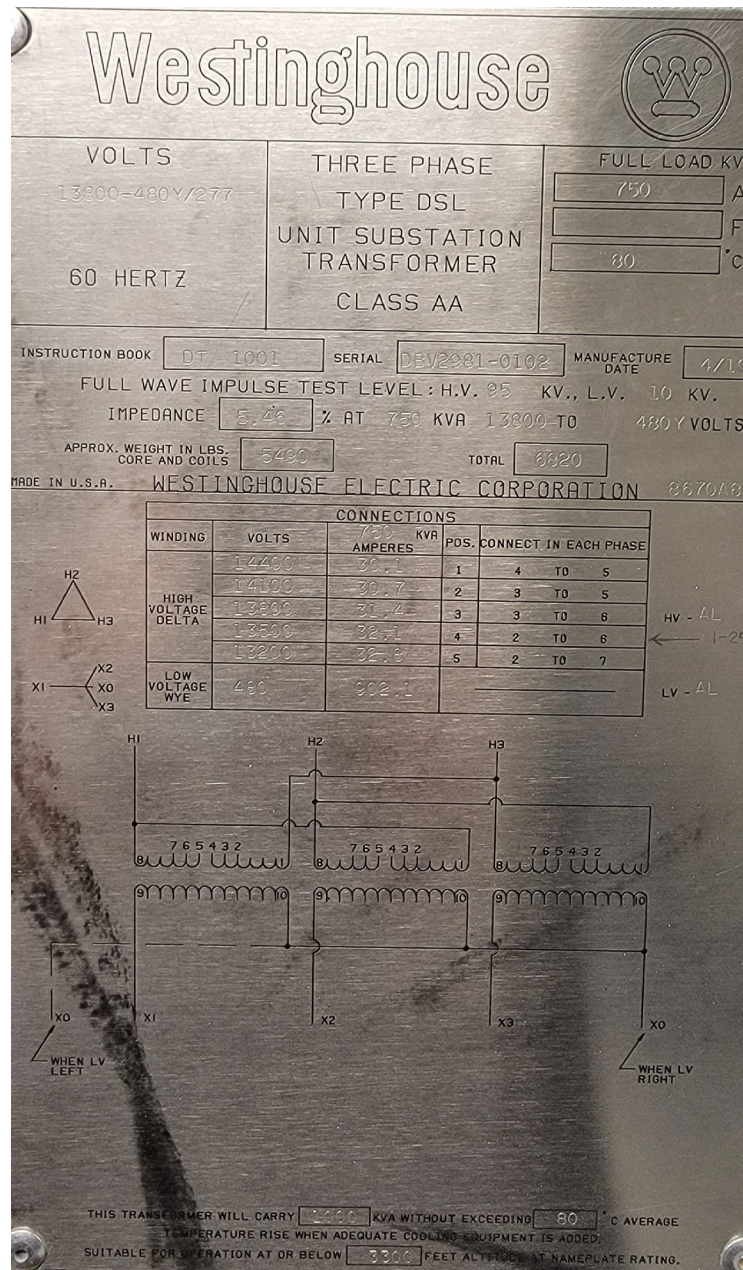


4. In the Tye Aircraft and Runway SOP, it is noted that “The Tye Facility typically utilizes an air carrier for its crew changes...” could you please identify the air carrier(s) that are familiar with the procedures for landing at Tye?

**SEAPA RESPONSE:** Sunrise Aviation, Inc., PO Box 1440, Wrangell, Alaska 99929; P 907.874.2319; email: sunriseaviation@gci.net

5. Has any testing been performed on the existing station transformers to determine PCB status?

**SEAPA RESPONSE:** The station service transformers are the dry type. The following is the transformers’ name plate:



6. Please provide an estimated quantity of oil (in gallons) in the existing station service transformers.

**SEAPA RESPONSE:** See response to #5 above.

7. Specification 26 00 00.00 26 1.3 requires the contractor to submit a procedure for Transformer Removal. Please confirm whether this plan must include only physical removal from site, or if it must also include disposal/recycling.

**SEAPA RESPONSE:** Yes, the plan also includes disposal/recycling.

8. Can SEAPA provide aerial photos of the site?

**SEAPA RESPONSE:** Photos are provided on pages 6 and 7 of the RFP.

**RECORD OF PRE-BID TELEPHONE CONFERENCE:**

A telephonic pre-bid conference was held on March 22, 2024 at 2:00 PM AKDT. The following attendees participated in the conference:

	<b>Attendee</b>	<b>Company Name</b>
1.	Robert Gambill	Northern Powerline Constructors
2.	Vince McElmurry	RMC Engineering Services, LLC
3.	Eric McCabe	Electric Power Constructors
4.	Robert Siedman, P.E.	SEAPA CEO
5.	Mark Hilson, P.E.	SEAPA Project Manager
6.	Sharon Thompson	SEAPA Contracts Administrator

The purpose of the meeting was for Owner to provide bidders with its responses to bidders' inquiries and requests for clarification. The following is a record of the inquiries, clarifications, and responses during the conference:

**INQUIRIES/CLARIFICATIONS DURING PRE-BID CONFERENCE:**

1. Regarding the site's barge landings and access – I understand there's only one water level or tide where you can get access?

**SEAPA RESPONSE:** It depends on the draft of the barge. There is a barge out of Wrangell that has a smaller draft but we typically try and get in to the Tye barge landing site with a 6' plus tide and then try and mobilize out before that tide ends. There are approximately 6 hours between tide changes. If you pick a 6' plus tide and then try to get a 4' to 6' tide back, you typically have 6 hrs to unload.

2. As far as timelines go, the lead time is very long – is there anything that ties the completion of the project to the end time? I'm not sure if the lead times and day of completion are compatible.

**SEAPA RESPONSE:** SEAPA will work with the successful contractor to work around short-and-long, lead-time items that need to be procured for installation during plant outages. For example, if a longer lead-time item isn't received in time for an outage window, then the construction completion date of October 31, 2025 may need to be extended. Contractors should anticipate that longer lead-time items such as the switchgear and transformers will need to be ordered right away after receiving a notice to proceed and those items will take a longer outage window. Shorter lead-time items will likely take a shorter outage window. We can't have a plant outage from November 1, 2025 through April 1, 2026, so if installation cannot be complete by October 31, 2025, we may have to extend the completion date until our outage window in 2026.

3. Who is responsible for the protection relay PLC programming settings? Is it all on the contractor?

**SEAPA RESPONSE:** The PLC programming is complete. The successful contractor will be responsible to help integrate the programming.

**End of Addendum No. 1**