

**ADDENDUM NO. 1
TO THE
CONTRACT BID DOCUMENTS
FOR
ST. HELENS DOCK BULL RAILS REPLACEMENT
PROJECT NO. M-544**



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THIS ADDENDUM IS HEREBY MADE A PART OF THE CONTRACT BID DOCUMENTS TO THE SAME EXTENT AS THOUGH IT WERE ORIGINALLY INCLUDED THEREIN.

BIDDERS MUST ACKNOWLEDGE RECEIPT OF ALL ADDENDA ON THE BID PROPOSAL FORM. BID PROPOSALS THAT FAIL TO ACKNOWLEDGE ALL ADDENDA MAY BE CONSIDERED IRREGULAR AND REJECTED.

ISSUED THIS 5th DAY OF March 2026

Bashar Al-Daomi, PhD, PE
Engineer II
City of St. Helens, Oregon

ITEM NO 1. REVISION TO BID DOCUMENTS

1. REPLACE page 57 “Part 3 2024 Oregon Standard Specifications for Construction” with REVISED “Part 3 2024 Oregon Standard Specifications for Construction”.
2. REPLACE Special Provisions & Technical Specifications SECTION 01600 PROGRESS PAYMENT, Page 01600-1 with REVISED Special Provisions & Technical Specifications SECTION 01600 PROGRESS PAYMENT, Page 01600-1

ITEM NO 2. ANSWER TO QUESTIONS

1. *The picture shows one section of the dock that was installed last year; will this project’s scope require new steel bull rails for other sections of the dock to look the same?*

Yes, the new section shall also be galvanized to match the existing installation. However, the new bull rails will be installed 4-inch above the dock surface to create extra space for securing ratchet straps, hooks, and chains.

2. *Do you have a specification or part # for the 118 heavy duty cleats and how they need to be fastened?*

8" cleats all the way through dock same as bull rail w 1/2" bolts. Please use stainless steel through-bolts with nuts locking for the best installation. Fastening shall be completed by drilling through the glulam below the bull rail.

3. *For the demolition and removal of the existing wooden rails, the electrical conduit will need to be removed and reinstalled once the new rail is installed. What does a connection to the new rail look like?*

For the demolition and removal of the existing wooden rails, all attached electrical conduits must be carefully uninstalled and protected during demolition. Please refer to Sheet G3 for reference. All electrical conduits and any other utilities attached to the existing wooden rails must:

- **Be protected, maintained during demolition,**
- **Be reinstalled and secured to the new bull rails using the installation notes provided in this ADDENDUM No. 1.**

Public notification needs to be posted at the docks to inform users about the work time window and the temporary service disruption. No work is permitted on weekends and holidays.

4. *Would we need an electrician to disconnect the power and reinstall it once completed?*

No, there will be no work with power. Only removing the wooden bull rails, installing new steel bull rails and reinstalling the electrical conduits to steel bull rails.

5. *Is this a public dock or will a TWIC or other pass be required?*

This is a public dock.

6. *I'm assuming that we'll be using the same holes and not having to re-drill the glulam. Is this correct?*

Contractor will be required to drill holes into the new steel bull rails to install the new cleats.

7. *What days will the area be available for installation, and will those days be consecutive?*

General working hours: 8:00 am - 5:00 pm, Mon-Fri excepting weekends and legal holidays. Work hours involving City infrastructure are 8:00 am to 4:30 pm.

8. *The print shows the bull rail at a 2" between the bottom of the rail and deck. Another one shows it 4" to the bottom of the bull rail. The print shows a lag bolt but the drawings show a bolt with a plate and nut. I would appreciate the clarification on these issues.*

The scope of work for this project is to install steel bull rails: 2 in × 2 in × 0.120 in wall thickness with height 4-inch above the dock surface.

9. *What is the coating on the rails?*

Galvanized

10. *What are the locations of the cleats?*

Location of new cleats will match the location of existing cleats.

11. *Is a building permit required? If so, who pays for it?*

No Building permit is required.

12. *Are all the Bull Rails currently steel?*

The bull rails are currently wooden

ITEM NO 3. Wooden Bull Rail Removal and Steel Bull Rail Installation

1. Removal of Existing Wood Bull Rail

- Remove the upper wooden bull rail (approximately 3 inches in height) along the dock edge for about 1,244 linear feet (exact field dimensions to be verified by the contractor).
- Do not remove the lower wood block (3-inch height). The lower block shall remain in place if their condition is very good or be replaced from other sides of the dock to provide secondary support for electrical conduits. No need to construct the lower blocks. Please see the photo below for reference.



2. Steel Bull Rail Installation

- Install new steel bull rail tube:
 - ❖ 2 in × 2 in square steel tube
 - ❖ 0.120 in wall thickness
- The bottom of the new steel bull rail shall be installed 4 inches above the dock surface to provide clearance for securing ropes, chains, and ratchet straps.
- Approximate installation length: 1,244 feet (field verification required).
- Steel tube shall run continuously along the edge of the dock as shown in the plans.
- Finish:

- ❖ Steel bull rails shall be hot-dip galvanized to match the existing steel bull rails.

3. Electrical Conduit Support Reinstallation

Reinstall the existing Kindorf Half-Slot Channel (9/16 in × 7/8 in slots) to secure electrical conduits to the new bull rail system.

A. Reinstallation Location

Kindorf channels shall connect the existing lower wood block, and the new steel bull rail tube to support and secure electrical conduits.

B. Drilling Requirements

- Drill 9/16-inch diameter holes through both walls of the steel bull rail tube.
- Total number of holes required: approximately 120 holes along the alignment.

C. Bolt Assembly (per connection)

Provide the following hardware:

- 1/2 in × 3 in hex bolt
- ASTM A307 Grade bolt
- Hot-dip galvanized

D. Washers

Install two hot-dip galvanized flat washers per bolt:

- One washer under the bolt head
- One washer under the nut

E. Nuts

- 1/2-inch hot-dip galvanized hex nut
- Lock nut or double-nut installation preferred

4. Kindorf Channel Orientation

- Use Kindorf Half-Slot Base Channel.
- Channel height is approximately 6 inches.
- Channel shall be installed to secure electrical conduits and attach to the steel bull rail tube.



Kindorf Channels

Channels and Bantam Channels

Half Slot Base

$\frac{9}{16}$ " x $\frac{7}{8}$ " Slots on $1\frac{1}{2}$ " Centers $\frac{3}{4}$ " from End

B-907HS
 $1\frac{1}{2}$ " x $\frac{3}{4}$ " x 14 ga.

B-903HS
 $1\frac{1}{2}$ " x 3" x 12 ga.

B-905HS (12 ga.)
B-905HS-M (14 ga.)

5. Protection of Existing Utilities

- The existing water pipe shall remain in place.
- Do not relocate, modify, or damage the pipe.
- Contractor shall protect the pipe and all utilities during installation operations.



Part 3

2024 Oregon Standard Specifications for Construction

https://www.oregon.gov/odot/Business/Pages/Standard_Specifications.aspx

SECTION 01600

PROGRESS PAYMENTS

1.1 PROGRESS PAYMENT AND RETAINED AMOUNTS

The City shall pay Contractor for all work completed in accordance with terms and conditions of the Contract Documents in accordance with the procedures described below and elsewhere in the Contract Documents.

A. Progress Payments

- On a monthly basis, during performance of the work, the Contractor shall prepare an estimate of the value of Contract work completed on a form approved by the City and submit to the Project Manager. Applications for payment will be reviewed and processed by the City in accordance with the applicable provisions of the Contract Documents. The pay application shall also provide such supporting documentation as the City or the other applicable provisions of the Contract Documents may require. Certified payroll must be submitted for review with or prior to pay application submittal.
- It is understood that the monthly estimates shall be approximate only, and all monthly estimates and partial payments shall be subject to correction in the estimate rendered following the discovery of an error in any previous estimate, and such estimate shall not in any respect be taken as an admission of the City of the amount of work done or of its quality or sufficiency nor as an acceptance of the work or the release of the Contractor of any of its responsibility under the Contract.
- The City shall not be liable for interest on any late or delayed payment caused by any claim or dispute, any discrepancy in quantities, any failure to provide supporting documentation or other information required with the estimate or as a precondition to payment under the Contract, or due to any payment the City has a right to withhold under the Contract.

B. Retained Amounts

The City shall retain five percent (5%) of the amount earned on all progress payments. Monies retained will be released to Contractor following Final Acceptance of the Work by the City. Contractor's monthly payment applications and invoices shall include retainage as a line item.

1.2 FIELD DOCUMENTATION OF BID ITEM QUANTITIES

Daily Bid Item Logs shall be the basis of recording and documenting all pay quantities. The City's Construction Inspector is responsible for ensuring that all quantity measurements are made and documented in accordance with the Contract Documents. Bid quantity entries, including supporting documentation, serve as both partial and final verification that correct payments are made on all pay applications and invoices.

The Contractor's foreman or superintendent shall sign the daily bid item log receipts in the possession of the City Construction Inspector for Contract Bid Items completed as specified. The bid item log shall be signed by both the City Construction Inspector and the Contractor's authorized representative within 24 hours of completion of bid items that meet specifications. It is the responsibility of the Contractor to ensure the log is signed daily for the work completed. At a minimum, the bid item log shall contain the following: Bid item reference number, location of work, stationing of construction, description of work, quantity of work completed, and plan sheet reference number.

The Contractor will be provided a copy of all bid item logs. The Contractor's pay applications and invoices shall be equal to the bid items signed for and no more and shall reference bid item log receipt number on the appropriate pay request. Final quantities to be adjusted per project as-builts.

1.3 PAYMENT FOR EXTRA WORK

Extra Work done by the Contractor, as authorized and approved by the City, shall be compensated for in the manner described in Section 01300 – CLARIFICATION AND MODIFICATION OF WORK, and by Section 00196 of the OSSC, the more restrictive will apply. The compensation provided for Extra Work done by the Contractor constitutes full and final payment for the cost of the Extra Work, which cost is limited to:

- All reasonable costs of labor, materials, supplies, tools, equipment or machinery rental, power, fuel, lubricants, water and other similar operation expenses for the time that such of the above things are employed or used on such Extra Work and approved in writing by the Project Manager; and
- A markup amount not-to-exceed percentage allowances listed under Section 00196 of the OSSC. Costs shall be considered to cover and compensate the Contractor for profit, overhead, profit-and-overhead markups charged to Contractor by subcontractors and suppliers, general supervision, field office expense and all other elements of cost and expense not embraced within the cost of the Extra Work as described in this Section. No cost of off-site storage shall be included in the above description of cost unless off-site storage has been approved and directed by the City in writing. No other claims or reservations of right as to additional costs, prices, markups, costs not permitted by the OSSC included under this paragraph, disallowed costs or other future additional money or time shall be accepted; each change order shall be specific and final.

The method of determination and payment of cost, or credit to the City for any Extra Work shall be one of the following:

- A. Unit prices agreed on in writing and executed by the City before the Extra Work is commenced or unit prices already included in the Contract Documents, subject to all other conditions of the Contract. Mutual acceptance of a not-to-exceed lump sum properly itemized and supported by sufficient substantiating data to permit evaluation before the Extra Work is commenced, subject to all other conditions of the Contract.

- B. A not-to-exceed cost to be determined in a manner agreed upon by the parties plus a mutually acceptable fixed or percentage fee, agreed upon before the Extra Work is commenced and subject to all other conditions of the Contract.
- C. The force account method provided in these Contract Documents and governed by Section 00197 of the OSSC.
- D. Signed, daily reports in duplicate of the extra work to be paid for on a force account basis, shall be furnished to the Engineer by the Contractor. Materials used will be itemized and direct cost of labor and charges for equipment rental will be furnished by the Contractor or Subcontractor. The Contractor will provide names, identifications, and classifications of workmen, the hourly rate of pay and hours of work, and the size, type, and identification number of equipment and hours of equipment operation.
- E. Material charges shall be substantiated by vendors' invoices with copies of such invoices submitted with the reports, or, if not available, submitted with subsequent reports. In the event said vendors' invoices are not submitted within 15 days after completion of the work, the City reserves right to establish the cost of such materials at the lowest current price at which said materials are available in the quantities concerned, delivered to the location of the work. The Engineer will compare his records with the reports furnished by the Contractor, make any necessary adjustments, and compile the cost of extra work paid for on a force account basis on forms furnished by the Owner. When these extra work reports are agreed upon and signed by both parties, they shall become the basis of payment for the work performed.

1.4 PAYMENT WITHHELD

In addition to express provisions elsewhere contained in the Contract, the City may withhold from any payment otherwise due the Contractor such amount as determined necessary to protect the City's interest, or, if it so elects, may withhold or retain all or a portion of any payment or refund payment on account of:

- Unsatisfactory progress of the work not caused by conditions beyond the Contractor's control
- Defective work not corrected
- Contractor's failure to carry out instructions or orders of the Owner or its representative,
- Work or execution thereof is not in accordance with the Contract documents
- Claim filed by or against the Contractor or reasonable evidence indicating probable filing of claims
- Failure of the Contractor to make payments to any subcontractor or suppliers for material or labor used in the performance of the Work
- Unsafe working conditions allowed to persist by the Contractor

When the grounds for withholding payment are removed, payment shall be made for amounts withheld because of them, and City shall not be liable for interest on any delayed or late payment.

1.5 FINAL PAYMENT

The amount of final payment will be the difference between the total amount due to the Contractor and the sum of all payments previously made. All prior partial estimates and payments shall be subject to correction in the final estimate and payment. After computation of the final amount due, and after Final Acceptance of the Project, final payment will be mailed to the Contractor's last known address as shown in the records of the City.