Addendum No. 1
TANK ACCESS ROAD IMPROVEMENTS

PWP Bid No.: WA-2019-070
TMWA Capital Project No.: 14-0015
December 20, 2018

The following information, clarifications, changes and modifications are by reference incorporated into the bid documents for the above referenced project. Any work item or contract provision not changed or modified will remain in full force and effect. The bid date and time and construction schedule remain the same.

QUESTIONS AND RESPONSES

Question No. 1: Since this project is a road project would TMWA be willing to waive the Builders Risk Insurance required in Section 5.03?

Response to Question No. 1:

Yes, TMWA is waiving this requirement.

Question No. 2: Detail A/D1 does not appear to define a depth of Rip/ Rap; please clarify

Response to Question No. 2:

Layer thickness shall be the upper limit of D_{100} 0r 1.5 times the upper limit of D_{50}. Oversized stones shall be interlocked with smaller rock to reduce movement, ensure uniform coverage, and reduce void space.

Question No. 3: The Technical Specifications do not appear to contain a criteria for acceptance of Roadway Grading & Aggregate Base; specifically, is moisture conditioning, roller compaction and compaction testing a requirement?

Response to Question No. 3:

Acceptance of the final roadway will be based on performance and appearance rather than testing for optimum moisture content or relative compaction. The surface shall be smooth and stable without visible rutting or deformation from construction equipment. In general, a 4% crown or slope toward the ditch side of the road is optimum, but less grade may be acceptable as long as low spots that may collect water are not present. Compaction will be required, and may be by rubber-wheeled rolling, smooth steel drum rolling, staggering construction equipment wheel paths, and any other means that result in the smooth stable final surface described above. If native material can be graded, blended, processed, and compacted to perform adequately without moisture conditioning, no additional water will be required. However, material too dry or wet to perform adequately will need to be conditioned, blended, or processed to provide the desired road surface.

QUESTION CUT-OFF DATE: December 28, 2018
END OF ADDENDUM NO.:1