



Addendum No. 3

Chalk Bluff Water Treatment Plant Backup Power Generator

PWP Bid No.: WA-2019-039

TMWA Capital Project No.: 13-0023

January 4, 2019

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, Responses, and Modifications

A. Question No. 1:

Due to the existing roof penetration being offset from the generator centerline can the muffler be different than the one drawn?

Response to Question No. 1:

The existing roof penetration for the exhaust pipe is NOT offset from the centerline of the proposed generator pad. The existing roof penetration for the exhaust pipe is directly inline with the centerline of the proposed generator pad.

Question No. 2:

Can the mounting of the muffler be on the Generator itself and similar to the configuration on the Glendale job? With the same as that muffler the offset of the roof penetration can be accounted for with placement of the muffler discharge opening.

Response to Question No. 2:

Muffler selection and mounting shall be designed by the generator supplier. Reference Part 2.05 I. of Technical Specification 26 32 13 Diesel Medium-Voltage Generator Set. The roof hanging option depicted in the drawings is presented as one option and is similar to the design incorporated for the existing generator. Please note that seismic and vibration issues must be considered and mitigated in the design.

Question No. 3:

The 2mw exhaust is 18 inches and the existing roof opening appears to be less as it was originally set up for the 2 stroke Detroit which is no longer made.

Response to Question No. 3:

The inside clear diameter of the existing roof penetration thimble is 16-1/2". The existing roof penetration thimble can be modified, by removing the inner sleeve, to accommodate an 18" diameter exhaust pipe.

Question No. 4:

Can the top of the concrete pad be at existing floor level? The existing thin cosmetic pad is to be removed and the new pad will be 19 inches all below grade. This will make the generator easier to work on as OSHA would require fall protection when working on the upper portion of the engine if the specified pad height is used. Also as floor grade the seismic characteristics would be better.

Response to Question No. 4:

Yes, the top of the proposed generator pad may match the existing adjacent finish floor elevation. The overall thickness of the reinforced concrete pad shall be as depicted in Standard Detail 0330-056D Concrete Equipment Pad – Type D. For this application, the thickness shall be 27-inches. The existing concrete floor slab is 6-inches thick.

Question No. 5:

In reference to the neutral grounding resistor could a high impedance resistor be used and limit the current to 10 amps. Thus 10 amps into 2400 volt would require 240 ohm resistance. The newer protective relays no longer need high amperage to trip. The 10 amp 10 second is what was done on the Glendale job and on the North Virginia site. Allowing a high amperage to build in 10 seconds could cause a lot of problems.

Response to Question No. 5:

The Neutral Grounding Resistor shall be as specified in Part 2.12 of Technical Specification 26 32 13 Diesel Medium-Voltage Generator Set.

Question No. 6:

For the exhaust roof cap can the roof pitch be obtained?

Response to Question No. 6:

The existing roof penetration thimble is level.

Question No. 7:

In the concrete pad can a trench be provided for the fuel lines to go on the left side of the engine inside the skid? There are several reasons for this as the Mitsubishi engine supply line points are different than indicated.

Response to Question No. 7:

No. The fuel lines may be run on the surface of the generator pad or adjacent floor slab.

Question No. 8:

Can the new switchgear replacement doors be made out of aluminum of the same gauge?

Response to Question No. 8:

No. The replacement switchgear doors shall be steel and match existing door thickness and color.

End of Addendum No. 3