

Klickitat County Port District No. 1
ADDENDUM NO. 1

2013-10 – Marina Way Overlay Project
September 17, 2012

THIS ADDENDUM MAY CHANGE THE TERMS AND CONDITIONS OF THE CONTRACT
***** REMEMBER TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM *****

Q1. Who is responsible for pavement striping and shoulder aggregate?

A1. The Port is responsible for all pavement striping and shoulder aggregate. The Contractor will not be required to provide any road striping or shoulder aggregate.

Q2. Is a Material Transfer Device or Vehicle (MTD/V) required?

A2. No, a MTD/V will not be required for this project.

Q3. Will the areas at the NE corner of Larch and Bingen Point Way and at the SW corner of Larch and Marina Way be paid for as 'HMA for Pavement Repair'?

A3. No. These areas will be paid for as 'HMA for Approach' (Bid item #11) as specified in the Contract Documents.

Q4. Who is responsible for maintaining the detour road?

A4. The Contractor is responsible to maintain the condition, including watering for dust control, of the detour route, including Maple Street, throughout the period of construction and/or use.

Q5. Who is responsible for moving the rocks located at the east end of the detour road (at Bingen Point Way)?

A5. The Port is responsible for removing and replacing these rocks.

Q6. How much additional asphalt coverage is to be provided at the NE corner of Larch and Bingen Point Way and at the SW corner of Larch and Marina Way?

A6. Approximately two feet (2') to three feet (3') beyond the current edge of pavement at the midpoint of the curve. The limits will be staked in the field by the Engineer.

Q7. How must traffic be handled for the repairs at the NE corner of Larch and Bingen Point Way and at the SW corner of Larch and Marina Way?

A7. This is left to the discretion of the Contractor. However, the Port suggests addressing the former area with flaggers and the latter location during the period in which Marina Way is closed.

Q8. What is the depth of the existing asphalt?

A8. This information is not known. There is evidence of previous overlays and patches that make any broadly applicable statement impossible. Depth is likely to range from two inches (2") to five inches (5") depending on the location.

Q9. Which cracks must be sealed?

A9. All cracks remaining after the repair areas are completed that are more than one-quarter inch (1/4") in width at the root.

Q10. Can material be disposed of on site?

A10. No. The contractor is responsible for disposing of material off site as set forth in Section 01 74 19.

Q11. Who is responsible for any drainage and shoulder work?

A11. The Port will complete all drainage and shoulder work before the Contractor begins work.

Q12. How many manholes and valve cans exist in the area to be overlaid?

A12. There is one manhole lid and no valve cans in the area to be overlaid. However, valve cans may exist in the general work area adjacent to the area to be overlaid. The manhole lid must be adjusted to grade with a collar or similar means.

Q13. Who is responsible for providing access to the detour road at Maple St.?

A13. The Port will remove the cable gate and one post to provide a 24 foot (24') wide entry point.

Q14. Can emulsified asphalt be used as the Geotextile Reinforcement tack coat?

A14. Yes. CSS-1 will be required as the tack coat at the Geotextile Reinforcement areas in lieu of the specified asphalt binder. The application rate at these areas must be increased to 0.30 gallons per square yard. The Emulsified Asphalt for Tack Coat used will be measured and paid for in Bid Item #7. No other changes are noted.

Q15. When can work begin on the detour road?

A15. The Contractor will be responsible for coordinating use of the detour road with the Port and the developer of Lot 24 to limit conflict with concrete trucks and other construction vehicles.

Q16. Which WSDOT specification is used?

A16. 2012.

Q17. What type of rock is required to surface the detour road?

A17. WSDOT Crushed Surface Top Course (1"-0 or 3/4"-0 CSTC) or ODOT Dense-Graded Base Aggregate (1"-0 or 3/4"-0) is acceptable.

Q18. Can additional questions be asked?

A18. Yes. Additional questions may be asked of the Port's engineer at up until the time of noon, September 18, 2013. Questions should be addressed to Darrin Eckman at deckman@tennesoneng.com. Questions posed after that date and time will remain unanswered.