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February 18, 2016

TO: PLANHOLDERS

SUBJECT: OCT TRENCH DRAIN
PROJECT NO. 091573
CONTRACT NO. 070154

ADDENDUM NUMBER ONE

This addendum is issued to amend the following:

BIDDING DOCUMENTS

A. SECTION 00 11 13 – ADVERTISEMENT FOR BIDS

1. **REPLACE** the 'Sealed Bid Date/Time/Location' information as follows:

Sealed Bid Date/Time/ Location:	Bids will be received at the Front Reception Desk, Port Administration Office, One Sitcum Plaza, Tacoma, Washington <u>until 2:30 P.M. on February 23,</u> <u>2016, 3:00 P.M. on February 22, 2016,</u> at which time they will be publicly opened and read aloud.
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DRAWINGS

A. DRAWING SHEET G2.0 - SYMBOLS, ABBREVIATIONS, & GENERAL NOTES

1. **REPLACE** the published Sheet G2.0 with revised Drawing Sheet G2.0 (Attachment A)

B. DRAWING SHEET C2.1 - DRAINAGE AND PAVING SECTIONS & DETAILS - SHEET 1

1. **REPLACE** the published Sheet C2.1 with revised Drawing Sheet C2.1 (Attachment B)

Receipt for this addendum shall be indicated in the space provided in Section 00 41 00, Bid Form.

END OF SECTION

ATTACHMENT A – Revised Drawing Sheet G2.0

ATTACHMENT B – Revised Drawing Sheet C2.1

GENERAL NOTES:

1. THESE NOTES CONTAIN GENERAL INFORMATION AND ARE NOT NECESSARILY COMPLETE FOR CONSTRUCTION PURPOSES. THE CONTRACTOR SHALL VERIFY INFORMATION SHOWN ON THE DRAWINGS, IN THE SPECIFICATIONS AND OTHER DOCUMENTS, AND BRING ANY CONFLICTS TO THE ATTENTION OF THE ENGINEER BEFORE BEGINNING THE AFFECTED WORK. THE ENGINEER WILL RESOLVE ANY SUCH CONFLICTS.
2. THE TERMINAL WILL BE OPERATIONAL 24 HOURS, 7 DAYS A WEEK. THE CONTRACTOR SHALL KEEP ITS WORKERS, MATERIAL, AND EQUIPMENT CLEAR OF ALL SHIPPING AND CONTAINER HANDLING OPERATIONS AND SHALL NOT IN ANY WAY HINDER OR DISRUPT TERMINAL OPERATIONS. CONTRACTOR SHALL HAVE CONTINUOUS COORDINATION WITH THE PORT. SEE SPECIFICATION SECTION 01 14 00 FOR WORK RESTRICTIONS.
3. PROJECT DATUM AND SURVEY CONTROL: REFER TO DWG C1.0 FOR ESTABLISHED PROJECT CONTROL POINTS. THE CONTRACTOR SHALL PERFORM ALL SURVEYING AND STAKING REQUIRED DURING CONSTRUCTION.

4. LOCATIONS OF EXISTING UTILITIES SHOWN HEREIN HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN, AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THESE PLANS.

5. THE CONTRACTOR SHALL USE A UTILITY LOCATION SERVICE FAMILIAR WITH THE SITE. DOCUMENTATION OF ALL LOCATES SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION. INFORM THE ENGINEER OF ANY POTENTIAL CONFLICTS OR INTERFERENCES FOR RESOLUTION PRIOR TO PERFORMING EXCAVATIONS.

6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY SEDIMENTATION AND EROSION CONTROL (TESC) FACILITIES. REFER TO THE APPLICABLE DRAWINGS AND THE SPECIFICATIONS FOR PLANS AND DETAILS THAT DESCRIBE THE MINIMUM TESC FEATURES REQUIRED.

AS CONSTRUCTION PROGRESSES AND SEASONAL CONDITIONS DICTATE, THE CONTRACTOR SHALL REVISE TESC FACILITIES AND CONFIGURATIONS AS NECESSARY TO ENSURE COMPLETE SILTATION CONTROL AND THAT NO SEDIMENT LADEN WATER ENTERS THE NATURAL OR PIPED DRAINAGE SYSTEM.

DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY ITS ACTIVITIES AND TO PROVIDE ADDITIONAL TESC FACILITIES THAT MAY BE NEEDED TO PROTECT THE SITE, ADJACENT LAND AND EXISTING DRAINAGE FEATURES. REMOVE TESC FACILITIES AT COMPLETION OF THE PROJECT.

7. THE CONTRACTOR SHALL KEEP ALL ON-SITE PROJECT AREAS CLEAN AT ALL TIMES BY SWEEPING. WASHING AND/OR USE OF A WATER TRUCK TO CLEAN PAVED AREAS ARE/IS NOT ALLOWED.
8. ANY DAMAGE INCURRED TO ANY PART OF THE SITE OR BOUNDARY NOT SPECIFICALLY DESIGNATED FOR DEMOLITION SHALL BE REPAIRED, REPLACED, AND/OR RECONSTRUCTED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE, TO THE PREDISTURBED CONDITION AS DIRECTED BY THE ENGINEER.

9. EXCESS SOIL SHALL BE TEMPORARILY STOCK PILED OUTSIDE OF TERMINAL WORK AREA. EXACT LOCATION SHALL BE AS DIRECTED BY ENGINEER. STOCK PILE LOCATION SHALL BE ASSUMED TO BE WITHIN 1,000 FEET OF WORK AREA. PORT WILL SAMPLE AND TEST MATERIAL PER SPECIFICATION SECTION 01 35 43.19 PRIOR TO ALLOWING CONTRACTOR TO REMOVE AND DISPOSE OF MATERIAL OFF-SITE. THE CONTRACTOR SHALL DISPOSE OF EXCESS OR UNSUITABLE MATERIALS AS INDICATED IN THE SPECIFICATIONS. REFER TO SPECIFICATION SECTION 01 35 43.19 FOR DISPOSAL REQUIREMENTS.

10. CONTRACTOR AREAS FOR STAGING, LAYDOWN, STORAGE OF MATERIALS AND EQUIPMENT SHALL BE COORDINATED WITH THE ENGINEER. REFER TO SECTION 01 14 00 WORK RESTRICTIONS IN THE SPECIFICATIONS FOR ADDITIONAL SITE ACCESS INFORMATION.
11. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE ADEQUACY OF EXISTING STRUCTURES AND UTILITIES TO SUPPORT CONSTRUCTION EQUIPMENT AND LOADS.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL INSTALL AND MAINTAIN SHORING AND BRACING NECESSARY TO PROTECT WORKERS, UTILITIES AND OTHER IMPROVEMENTS AND EXCAVATIONS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REMOVAL OF TEMPORARY SHORING AND BRACING.

13. ALL DEVIATIONS FROM THESE PLANS SHALL BE RECORDED ON A SET OF "AS-BUILT" OR RECORD DRAWINGS. THE CONTRACTOR SHALL SUBMIT "AS-BUILT" DRAWINGS TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS, SEE SECTION 01 70 00, EXECUTION AND CLOSEOUT REQUIREMENTS.

14. THE WASHINGTON STATE 2014 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, AS PREPARED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT), SHALL APPLY TO WORK AS IDENTIFIED IN THE SPECIFICATIONS.

15. FOR BASIS OF BID FOR SAW-CUTTING AND FOR PAVEMENT DEMO, CONTRACTOR SHALL ASSUME EXISTING ASPHALT PAVEMENT THICKNESS IS NOMINALLY 8-INCHES THICK. THICKNESS OF HMA PATCH SHALL MATCH EXISTING.

16. PRIOR TO COMMENCING DEMOLITION OPERATIONS, IMPLEMENT EROSION AND SEDIMENT CONTROL PLAN.
17. PRIOR TO PAVEMENT DEMOLITION, THE CONTRACTOR SHALL SAW-CUT WHERE NOTED.

18. ALL DEMOLITION MATERIAL, INCLUDING PAVEMENT, AND EXCESS SOIL, EXCEPT AS NOTED AND/OR SPECIFIED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE COMPLETELY REMOVED AND DISPOSED OF BY THE CONTRACTOR. AS SPECIFIED IN THE CONTRACT DOCUMENTS.

19. INSTALLATION OF PAVEMENT MARKINGS / STRIPING IS NOT IN CONTRACT (NIC). ANY EXISTING STRIPING WITHIN AREA TO RECEIVE HMA OVERLAY AND OUTSIDE LIMITS OF EXISTING PAVEMENT REMOVAL OR MILLING SHALL BE REMOVED PRIOR TO PAVING IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATION SECTION 8-22.3(6).

20. MATERIALS AND CONSTRUCTION REQUIREMENTS FOR CAST-IN-PLACE CONCRETE TO BE PLACED AROUND TRENCH DRAIN SHALL BE IN ACCORDANCE WITH 2016 WSDOT M41-10, STANDARD SPECIFICATIONS, SECTION 6-02, USING WSDOT CLASS 4000P. EXPANSION JOINTS AND ASSOCIATED JOINT MATERIAL & SPACING SHALL BE AS RECOMMENDED BY THE TRENCH DRAIN MANUFACTURER.

ABBREVIATIONS:

&	AND	N	NORTH
±	APPROXIMATELY	NAD	NORTH AMERICAN DATUM
@	AT	NAVD	NORTH AMERICAN VERTICAL DATUM
☒	CENTERLINE	NCD	NEARSHORE CONFINED DISPOSAL
Ø	DIAMETER	NIC	NOT IN CONTRACT
°	DEGREES	NIM	NORTH INTERMODAL
"	EQUALS	NGVD	NATIONAL GEODETIC VERTICAL DATUM
'	INCHES, SECONDS	NOM	NOMINAL
	FEET, MINUTES	NO	NUMBER
		NSF	NATIONAL SANITATION FOUNDATION
		NW	NORTHWEST
ACI	AMERICAN CONCRETE INSTITUTE	OC	ON CENTER
ACP	ASPHALT CONCRETE PAVEMENT	OCT	OCTAGONAL
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION	OD	OUTSIDE DIAMETER
AMP	AMPLITUDE	OHW	ORDINARY HIGH WATER
APPROX	APPROXIMAT (-E, -LY)	OPP	OPPOSITE
APWA	AMERICAN PUBLIC WORKS ASSOCIATION	P	POINT LOAD
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	P/C, PC	PRECAST
AWS	AMERICAN WELDING SOCIETY	PC/PS	PRECAST/PRESTRESSED
AWWA	AMERICAN WATER WORKS ASSOCIATION	PDA	PILE DRIVING ANALYZER
BMP	BEST MANAGEMENT PRACTICE	PERP	PERPENDICULAR
BOT	BOTTOM	PL	PLATE
		PS	PRESTRESSED
CBC	CALIFORNIA BUILDING CODE	PSF	POUNDS PER SQUARE FEET
CIP	CAST IN PLACE	PSI	POUNDS PER SQUARE INCH
CJ	CONSTRUCTION JOINT	PT	POINT
CJP	COMPETE JOINT PENETRATION	PVC	POLY VINYL CHLORIDE
CLR	CLEAR (-ANCE)		
CONC	CONCRETE	R, RAD	RADIUS
CONT	CONTINUOUS	R/C	REINFORCED CONCRETE
COMM	COMMUNICATION(S)	REINF	REINFORC (-E,-ED,-ING,-MENT)
		REQ'D	REQUIRED
DEMO	DEMOLISH OR DEMOLITION	RPM	RADIATION PORTAL MONITOR
DIA	DIAMETER		
DIP	DUCTILE IRON PIPE	S	SECONDS, SOUTH
DWG(S)	DRAWING (-S)	SCHED	SCHEDULE
		SD	STORM DRAIN
EA	EACH	SE	SOUTHEAST
EHW	EXTREME HIGH WATER	SHT	SHEET
EL, ELEV	ELEVATION	SIM	SIMILAR
ELW	EXTREME LOW WATER	SPA	SPACE
EMBED	EMBEDMENT	SPECS	SPECIFICATIONS
EQ	EQUAL (-LY)	SQ	SQUARE
EW	EACH WAY	SS	SANITARY SEWER/STAINLESS STEEL
EXIST, EX	EXISTING	SSP	SHIP SHORE POWER
EXP JT	EXPANSION JOINT	STIFF	STIFFENER
		STRUC	STRUCTURE
FB	FLAT BAR	SWPPP	STORMWATER POLLUTION PREVENTION PLAN
fc	COMPRESSIVE STRENGTH	SYMM	SYMMETRICAL
FT	FEET, FOOT		
FW	FIRE WATER	T&B	TOP & BOTTOM
fy	YIELD STRENGTH	TEMP	TEMPORARY
		TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
GALV	GALVANIZE (-D)	THRU	THROUGH
GPS	GLOBAL POSITIONING SYSTEM	TMC	TACOMA MUNICIPAL CODE
GR	GRADE	TOPO	TOPOGRAPHY
H	HIGH	TPU	TACOMA PUBLIC UTILITIES
HAS	HEADED ANCHOR STUD (-S)	TWC	TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL
HDPE	HIGH DENSITY POLYETHYLENE	TYP	TYPICAL
HMA	HOT MIX ASPHALT		
HSS	HOLLOW STRUCTURAL SECTION	UHMW-PE	ULTRA HIGH MOLECULAR WEIGHT POLYETHYLENE
HORIZ	HORIZONTAL	UNC	UNIFIED NATIONAL COARSE
		UNO	UNLESS NOTED OTHERWISE
IBC	INTERNATIONAL BUILDING CODE		
IE	INVERT ELEVATION	V	VOLT
IEBC	INTERNATIONAL EXISTING BUILDING CODE		
IN.	INCH (-ES)	W	WIDTH
		W/	WITH
JT	JOINT	W/O	WITHOUT
		WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
KIP,KIPS	KILOPOUND(-S)		
L	LENGTH		
LB, LBS	POUND(-S)		
LOC	LOCATION		
LF	LOAD FACTOR		
LLH	LONG LEG HORIZONTAL		
LLV	LONG LEG VERTICAL		
LT	LONG-TON		
MAX	MAXIMUM		
MECH	MECHANICAL		
MH	MANHOLE		
MHHW	MEAN HIGHER HIGH WATER		
MIN	MINIMUM		
MJ	MECHANICAL JOINT		
MLLW	MEAN LOWER LOW WATER		
MSL	MEAN SEA LEVEL		

6554

G2.0

SHEET 2 OF 13

CONTRACT/CONS: 070154

MASTER ID NO: 91573

PHASE: ISSUED FOR BID

OCT TRENCH DRAINAGE

SYMBOLS, ABBREVIATIONS, & GENERAL NOTES

APPROVED: *[Signature]*

DIR OF ENG: 2-18-16

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TACOMA, WA 98421-2300

JUV: 2/3/16

CHECKED BY: DATE

VHN: 2/3/16

PROJ. ENGR: DATE

SECTION: 34

RANGE: OJE

TOWNSHIP: 21N

DAT-HRZ: WAB3-SF

SCALE: AS SHOWN

PARCEL: OCT

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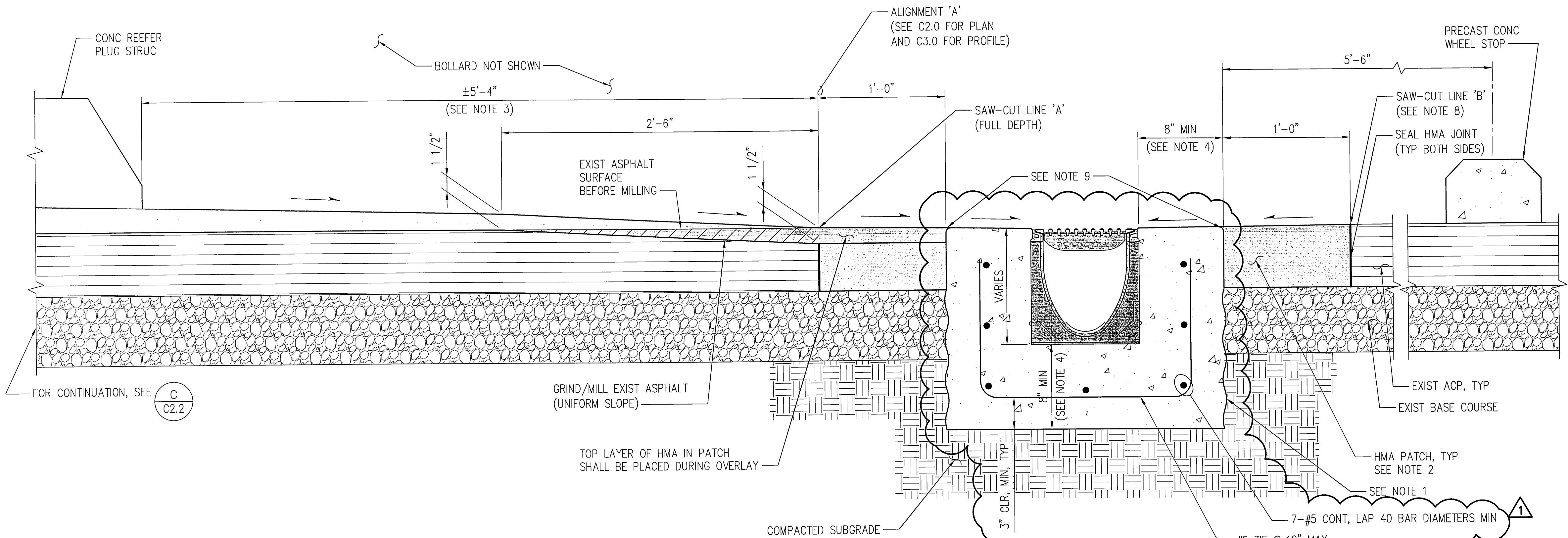
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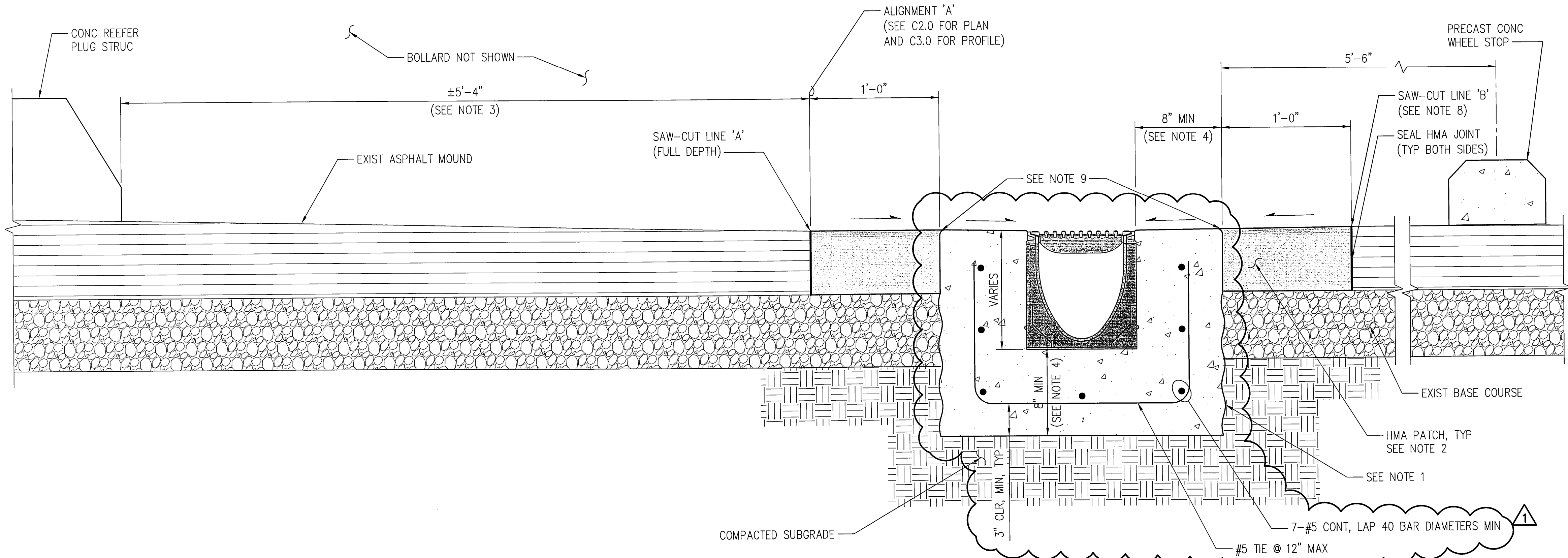
2/17/16

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ISSUED FOR BID



SECTION - TRENCH DRAIN @ HMA OVERLAY
 SCALE: NTS



SECTION - TRENCH DRAIN @ EXIST ASPHALT MOUND
 SCALE: NTS

NOTES:

- IN LOCATIONS WHERE EXISTING SUBGRADE CANNOT HOLD A VERTICAL EXCAVATED EDGE FOR TRENCH DRAIN CONSTRUCTION, EXCAVATE ADDITIONAL WIDTH FOR PLACEMENT OF FORMS TO CONSTRUCT TRENCH DRAIN. AFTER CONCRETE HAS SET FOR MIN OF 7 DAYS, FILL VOID SPACE BETWEEN CONCRETE TRENCH DRAIN AND SOIL WITH CDF TO BASE OF WHERE HMA PATCH WILL BE PLACED.
- PROFILE ON DRAWING C3.0 SHOWS TOP OF EXISTING PAVEMENT ELEVATION AT ALIGNMENT 'A' (SAW-CUT LINE 'A') AND APPROXIMATE LOCATION OF SAW-CUT LINE 'B'. PROFILE ON DRAWING C3.0 ALSO SHOWS TOP OF OUTSIDE CONCRETE EDGE ELEVATION FOR TRENCH DRAIN. TOP OF TRENCH DRAIN GRATE IS 1/2-INCH LOWER THAN TOP OF OUTSIDE CONCRETE EDGE ELEVATION. TOP OF HMA PAVEMENT PATCH ON EACH SIDE OF CAST-IN-PLACE CONCRETE TO SAW-CUT LINE 'A' AND 'B' SHALL BE FLUSH WITH TOP OF CONCRETE AND EXISTING ASPHALT PAVEMENT, SHALL HAVE UNIFORM SLOPE, AND SHALL BE THE VERTICAL TRANSITION FROM EXISTING PAVEMENT TO TOP OF THE CONCRETE AROUND THE TRENCH DRAIN.
- SEE DRAWING C2.0 FOR LOCATION OF ALIGNMENT.
- MINIMUM THICKNESS OF CAST-IN-PLACE CONCRETE AROUND TRENCH DRAIN SHALL BE PER MANUFACTURER'S RECOMMENDATIONS BASED ON LOAD CLASS OF TRENCH DRAIN SELECTED, BUT IN NO CASE SHALL BE LESS THAN 8-INCHES.
- BEGINNING AND END OF ALIGNMENT 'A' IS AT BEGINNING AND ENDING OF TRENCH DRAIN AND GRATE (NOT CAST-IN-PLACE CONCRETE AROUND TRENCH DRAIN).
- ALIGNMENT 'A' REPRESENTS THE SOUTHWEST SIDE OF THE TRENCH DRAIN CONSTRUCTION AS SHOWN ON SECTION 'A' AND 'B' OF DRAWING C2.1. CENTER OF TRENCH DRAIN LOCATION IS AN OFFSET FROM ALIGNMENT 'A' BASED ON WIDTH OF TRENCH DRAIN PRODUCT PROCURED AND FINAL WIDTH OF CAST-IN-PLACE CONCRETE AROUND TRENCH DRAIN (SEE NOTE 4 ABOVE).
- CENTER OF EXTRUDED CURB SHALL BE ALIGNED WITH CENTER OF TRENCH DRAIN AND MAINTAIN SAME OFFSET FROM REEFER PLUG STRUCTURES AS TRENCH DRAIN.
- SAW-CUT LINE 'B' (FULL DEPTH). AVOID CAUSING EXIST BASE COURSE FROM SLOUGHING. (TYP BOTH SIDE).
- BOTH OUTSIDE EDGES OF CONCRETE SHALL BE AT SAME ELEVATION. TOP OF GRATE SHALL BE 1/2" LOWER THAN OUTSIDE EDGES OF CONCRETE. FOR ELEVATION OF CONCRETE OUTSIDE EDGES, SEE PROFILE ON DRAWING C3.0.

<div>6554</div> <div>C2.1</div> <div>SHEET 7 OF 13</div>	OCT TRENCH DRAINAGE				DRAINAGE AND PAVING SECTIONS & DETAILS - SHEET 1			
	CON/CONS:	070154	TOWNSHIP:	21N	RANGE:	03E	SECTION:	34
	MASTER ID NO:	91573	DAT-HRZ:	WA83-SF	VERT:	MLW	PARCEL:	OCT
	PHASE:	ISSUED FOR BID	PARCEL:	OCT	DRAWING SCALE:	AS SHOWN		
	APPROVED: <i>[Signature]</i>		JUV	2/3/16	CHECKED BY	DATE		
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