CITY OF KIRKLAND

NE 85TH ST PED-BIKE CONNECTION
114TH AVE NE TO 6TH ST
JOB NO. 37-24-PW CIP No. STC1070000

ADDENDUM NO. 3
TO THE PLANS, SPECIFICATIONS, PROPOSAL AND CONTRACT

Issued This Date: Friday, January 31, 2025
Bid Opening: **Unchanged – February 5, 2025**
Place of Opening: City Hall, Council Chambers

Notice to All Plan holders:
This Addendum No. 3, containing the following revisions, additions, deletions, and/or clarifications is hereby made part of the Plan and Contract Documents for the above-named project. Bidders shall take this Addendum into consideration when preparing and submitting their bids and it shall be attached to the Contract Documents.

Contractors shall acknowledge receipt of this Addendum in the place provided on Proposal page 7. Failure to do so may disqualify the Bidder from consideration of its bid.

All other requirements of the contract documents remain in effect.

CONTRACT DOCUMENTS:

Item 1:
Location: Plans
Description: Sheets RP1, RP2, RP3, RP4, RP5, DD1 – Replace in their entirety with the revised sheets, sheets 12-16, 28 which are included as an attachment to this addendum

Item 2:
Location: Special Provisions Section 2-09 Structure Excavation
Description: Special Provision Section 2-09.4 Measurement has been supplemented to include “The measurement for Structure excavation will include the horizontal limit of gravel borrow backfill beyond the soil reinforcement area for structural earth walls, and any excavation beyond the toe of the wall.”

Item 3:
Location: Special Provisions Section 6-13 Structural Earth Walls
Description: Special Provision Section 6-13.3(3) Excavation and Foundation Preparation has been supplemented to include “Any temporary shoring or extra excavation provided by the Contractor for the structural earth wall shall be in accordance with Section 2-09.3, and will be paid as the “Structure Excavation Class A Incl. Haul” Bid item in Section 2-09.”

Item 4:
Location: Special Provisions Section 7-20 Detention Vault
Description: Special Provision Section 7-20.3(2) Excavation and Foundation Preparation Page 138 Line 44 has been revised to read "Backfill around vaults shall consist of Gravel Borrow per Section 9-03.14(1). Backfill on top of the vault shall consist of Crushed Surfacing Top Course per Section 9-03.9(3).

QUESTIONS AND ANSWERS:

This informal section is issued as part of the Invitation to Bid in order to document responses to questions raised during the bidding process received via email. In the event of a conflict between information in the Questions and Answers below and the bidding documents, the terms of the bidding documents shall apply.

A. Special provision 6-19.3(3)B states that "water level in the shaft excavation must be always maintained at 10ft above the existing ground surface…". The geotech report (section 5.3.4) recommends maintaining the water level 5-feet above grade for the internal piers only. Please confirm the special provision requirement only applies to the drilled shafts at the internal piers (where the existing grade is lower than the abutments).
    a. Yes, the special provision requirement only applies to the drilled shafts at the internal piers.

B. Special provision 6-19.3(3)B states that "water level in the shaft excavation must be always maintained at 10ft above the existing ground surface…". The geotech report (section 5.3.4) recommends maintaining the water level 5-feet above grade for the internal piers only. Please confirm the special provision requirement only applies to the drilled shafts at the internal piers (where the existing grade is lower than the abutments).
    a. The City has confirmed that the requirement to maintain the water level in the shaft above the existing ground surface is only required for the interior piers. The language in the special provisions section 6-19.3(3)B shall remain as is, at 10ft above the existing ground surface.

C. The construction sequencing plan shows precast concrete barriers starting at about station 16+35 and continuing to just before station 30+00. Will we be allowed to use them starting at station 11+00?
    a. The awarded contractor will be allowed to submit modified traffic control plans (plus additional TCPs as needed for the work) for review.

D. When we are working behind the concrete barriers on 85th will the limited work hours (9am to 3pm) noted in specification section 1-08.0(2) under the heading of Arterial Streets apply? Or will we be allowed to work the 8-hour period between 7am to 6pm also noted in the same specification section.
    a. Contractors are not limited to the working hours listed in special provision section 1-08.0(2) if working behind the barrier and not impacting the travel

lanes.

E. Can a description of scope be provided for bid item 29 Shoring or Extra Excavation Class B with pay quantity of 2500 SF be provided? It is unsure what this bid item covers.
    a. The description of scope is supplemented by WSDOT Standard Specifications 2025. Chapter 2-09 as a whole provides clarity on what the bid item covers. The quantity is based on the Engineer's assumption of how the work may be built but actual measured quantities may vary for this bid item according to the Contractor's means and methods.

F. There is no bid item for Shoring or Extra Excavation Cl. A specific for the wall. Can you confirm how this excavation and replacement with import is to be paid? Is the import of this Gravel Borrow considered incidental to another item?
    a. Excavation for the wall is included in the Structure Excavation Cl. A Incl. Haul bid item. Gravel Borrow for this backfill is included in the Gravel Borrow Incl. Haul bid item.

G. Is it acceptable to include temporary shoring in lieu of excavating the [area outside the structural wall strap zone]?
    a. Proposal to be determined during construction.

H. Payment for underdrain is incidental to Bid Item #49 per the special provisions. What is bid item #57 used for?
    a. Underdrain is not included in bid item #49.

I. Roadway plan and profiles call out 6" stamped concrete and details show 4" stamped concrete. Please let us know which is the intention.
    a. The roadway plan legend should be revised to 4" to match the details on RD3.

J. Special Provision 8-02.3(17) states, "The Contractor shall repair and restore existing irrigation system damaged by construction. Repair and restoration work shall be as directed by Engineer." In order to price this work as part of a Lump Sum item, it is necessary to understand the nature, scope and extents or quantity of the work to be done. What restoration and repair work does the Engineer anticipate directing?
    a. There is existing irrigation along 85th near 6th Street and up to the median island. If the contractor were to damage these lines in any way or damage the electrical connection when installing the radar controller equipment, we have this included as part of the lump sum item.

K. Special Provision 1-10.2(2) states, "The Contractor shall provide a minimum of two (2) flaggers, one (1) traffic control supervisor, and at least one (1) PCMS board during all working hours when temporary traffic control or permanent lane closures are in place. This shall be included in the lump sum Bid item 'Project Temporary Traffic Control'." Is this level of staffing required if work is occurring in

a closed lane behind temporary concrete barrier? The flaggers especially would seem unnecessary expense in that situation. If alternate minimum staffing is required working behind barrier, please clarify what the minimum is.

a. For this project, we are requiring minimum staffing for two flaggers during working hours of the project. We've included the cost within the LS bid item.

L. Please confirm how temporary concrete barrier is measured and paid for this project.

a. This is included in the LS Project Temporary Traffic Control item.

M. Is the work to form and pour the concrete curbs on the bridge included with the deck item? If not, where is that work included?

a. Yes, this is included in the bridge deck item.

Sincerely,

Vincent Wen, P.E., Project Engineer, Perteet

George Minassian, P.E., Interim Capital Projects Manager, City of Kirkland

SEC. 5, T. 25 N, R. 5 E, W.M.

WATER LINE CONSTRUCTION NOTES:

(1) INSTALL 1" WATER SERVICE FOR IRRIGATION PER C.O.K. STD. PLAN CK-W.18. SEE SHEETS LP1-LP5 AND ID1-ID2 FOR IRRIGATION PLANS AND CONNECTION DETAILS.

CONSTRUCTION NOTES:

1. ADJUST EXISTING CATCH BASIN TO GRADE.
2. ADJUST JUNCTION BOX TO FINISHED GRADE.
3. LANDSCAPING PLANTER PER DWG. NO. LP1-LP5.
4. CEMENT CONC. SIDEWALK PER C.O.K. STD. PLAN CK-R.23.
5. CEMENT CONC. CURB AND GUTTER TYPE A PER C.O.K. STD. PLAN CK-R.17.
6. CONSTRUCT STRUCTURAL EARTH WALL, SEE WALL PLANS AND DETAILS ON DWG. NO. WP1-WP5.
7. INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD. PLAN F-45.10-05. INCLUDED IN CURB RAMP PAY LIMIT.
8. PEDESTRIAN BRIDGE, SEE BRIDGE PLANS DWG. NO. S1-S36.
9. TYPE 410C CURB, SEE DETAIL ON DWG. NO. RD1.
10. INSTALL BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL PER WSDOT STD. PLAN C-22.45-07 WITH EXTRUDED CURB TYPE 6 PER WSDOT STD. PLAN F-10.42-00. SEE DETAIL ON DWG. NO. RD2.
11. INSTALL BEAM GUARDRAIL ANCHOR TYPE 11 PER WSDOT STD. PLAN C-23.70-01 WITH EXTRUDED CURB TYPE 6 PER WSDOT STD. PLAN F-10.42-00. SEE DETAIL ON DWG. NO. RD2.
12. PEDESTRIAN CHAIN LINK SIDEWALK SAFETY RAIL PER C.O.K. STD. PLAN CK-R.51A. PANEL HEIGHT 4'.
13. EXTRUDED CURB TYPE 6 PER WSDOT STD. PLAN F-10.42-00.
14. CONSTRUCT CURB RAMP TYPE PERPENDICULAR A PER DETAIL ON DWG. NO. RD1 AND WSDOT STD. PLAN F-40.15-04.
15. CHAIN LINK FENCE TYPE 4 PER WSDOT STD. PLAN L-20.10-03.

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3. FOR WALL PROFILE AND STATIONING INFORMATION SEE DWG. WP1-WP5.
4. LOCATION OF JOINTS IN CURB TO MATCH JOINT LOCATIONS IN CONCRETE PAVEMENT.
5. JOINTS TO HAVE A DEPTH TO 1" ABOVE BOTTOM OF CURB OR BE FULL DEPTH.
6. CONNECT TO CURB AND GUTTER USING 1/2" JOINT SEALER.

LEGEND:

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- OVERLAY 2" HMA CL 1/2" PG 58H-22 OVER 7" HMA CL 1/2" PG 58H-22 OVER 5" CSTC
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- 8.5" CEMENT CONC. PAVEMENT OVER 4" CSTC
- (1) 4" STAMPED CONC. PAVEMENT OVER 4" CSTC, SEE DWG. NO. RD3
- LANDSCAPING, SEE LANDSCAPING PLANS DWG. NO. LP1-LP5

HORIZONTAL SCALE
20 0 20 40
FEET

VERTICAL SCALE
5 0 5 10
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DWG. NO. RP1

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RP1	##	##	AS SHOWN	JANUARY 2025

NO.	REVISION	BY	REVIEW	DATE
1	STAMPED CONC. DEPTH UPDATE	VWW	VWW	1/31/2025

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NE 85TH ST PED-BIKE CONNECTION

ROADWAY PLAN AND PROFILE

SHEET 12 / 100

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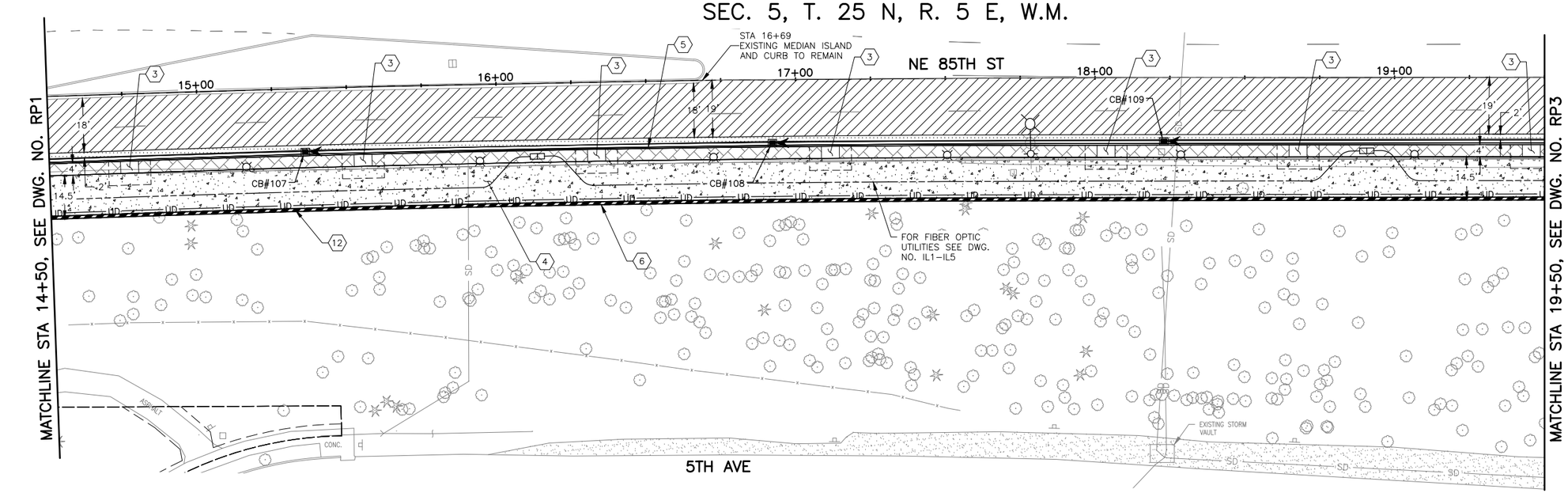

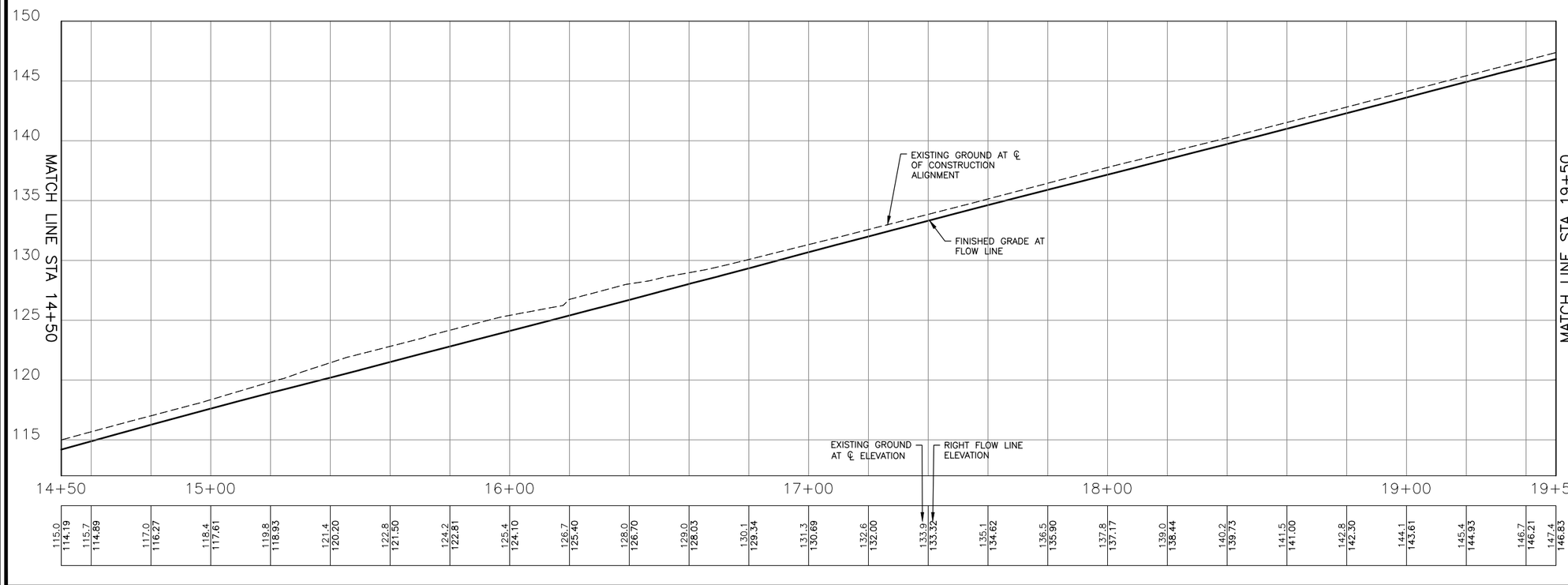

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HORIZONTAL SCALE
20 0 20 40
FEET

VERTICAL SCALE
5 0 5 10
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ROADWAY PLAN AND PROFILE

SHEET 13 / 100

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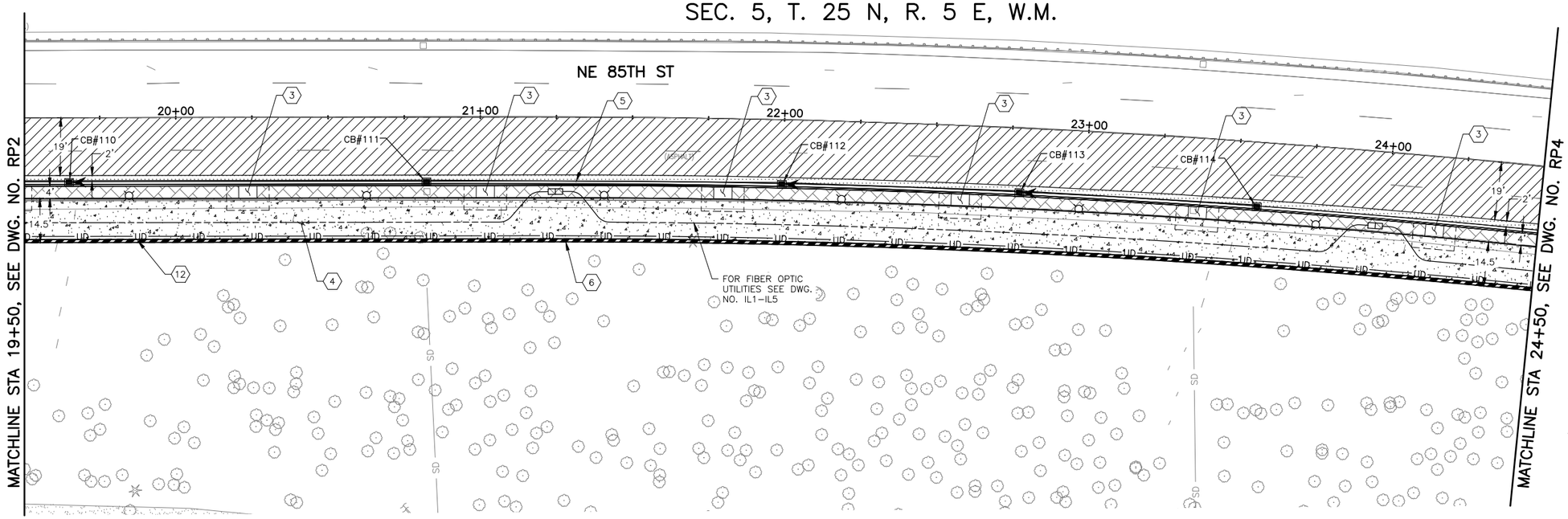

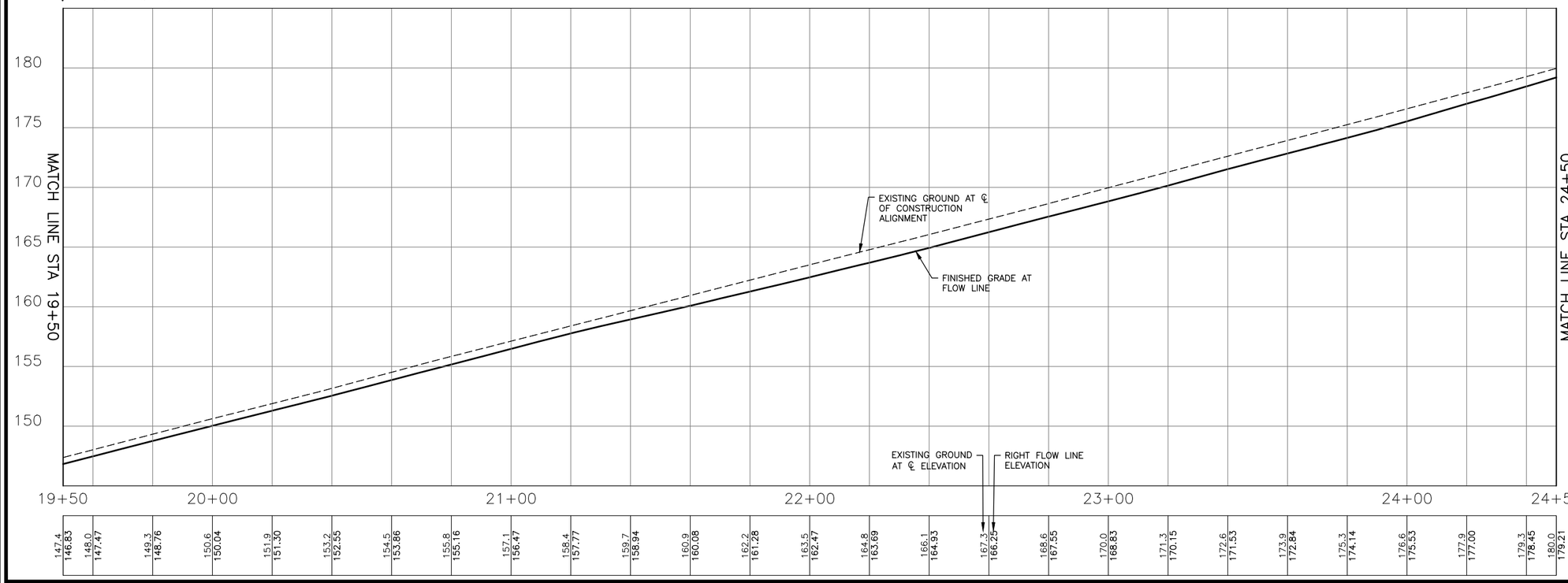

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HORIZONTAL SCALE
20 0 20 40
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VERTICAL SCALE
5 0 5 10
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ROADWAY PLAN AND PROFILE

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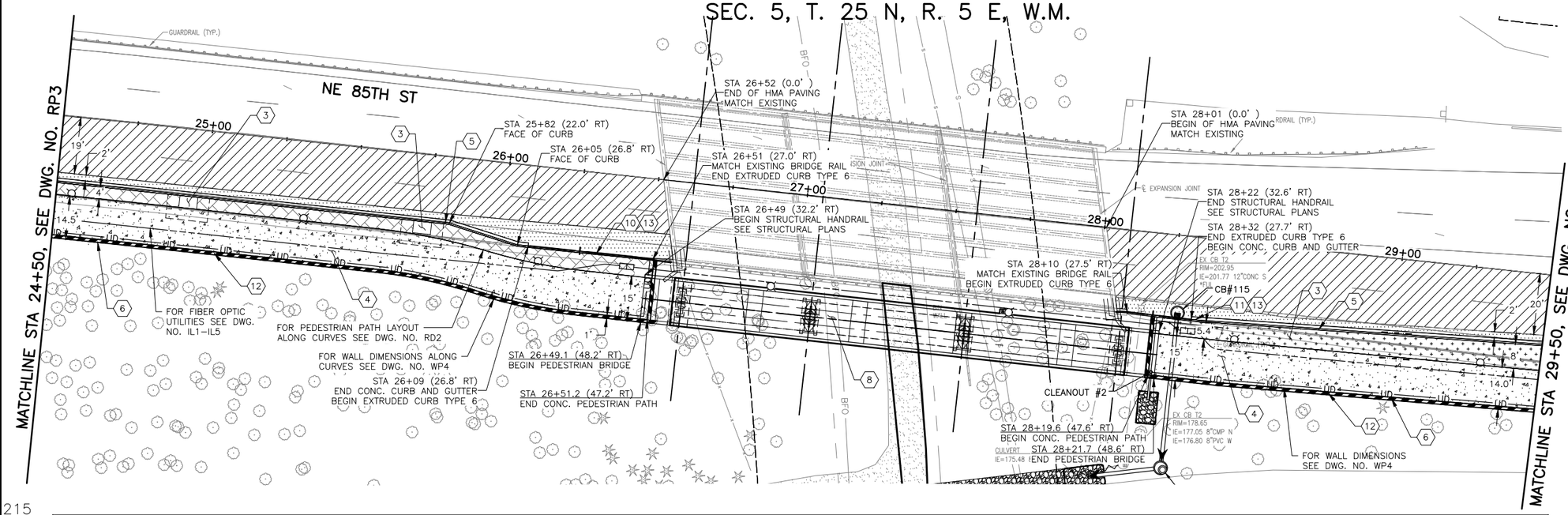

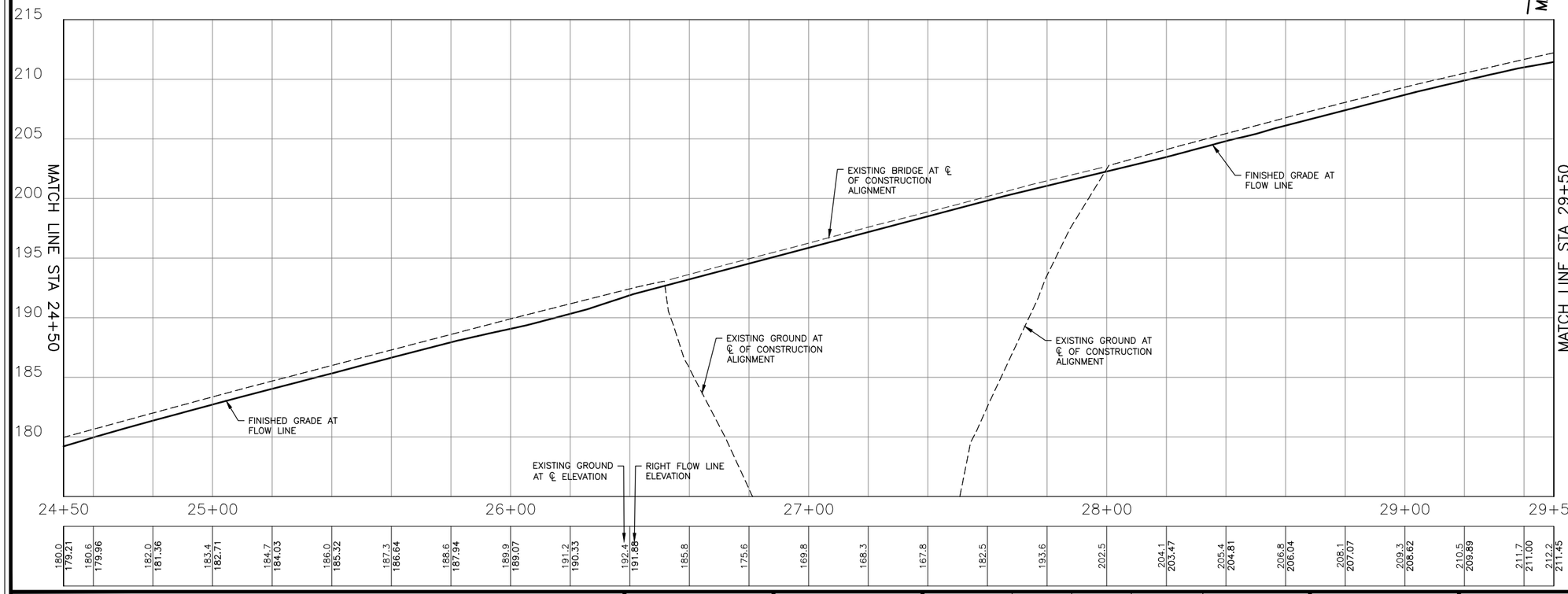

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5 0 5 10
FEET

DWG. NO. RP4

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FILE	ENGR.	REVIEW	SCALE	DATE
RP4	##	##	AS SHOWN	JANUARY 2025

NO.	REVISION	BY	REVIEW	DATE
1	STAMPED CONC. DEPTH UPDATE	VWW	VWW	1/31/2025

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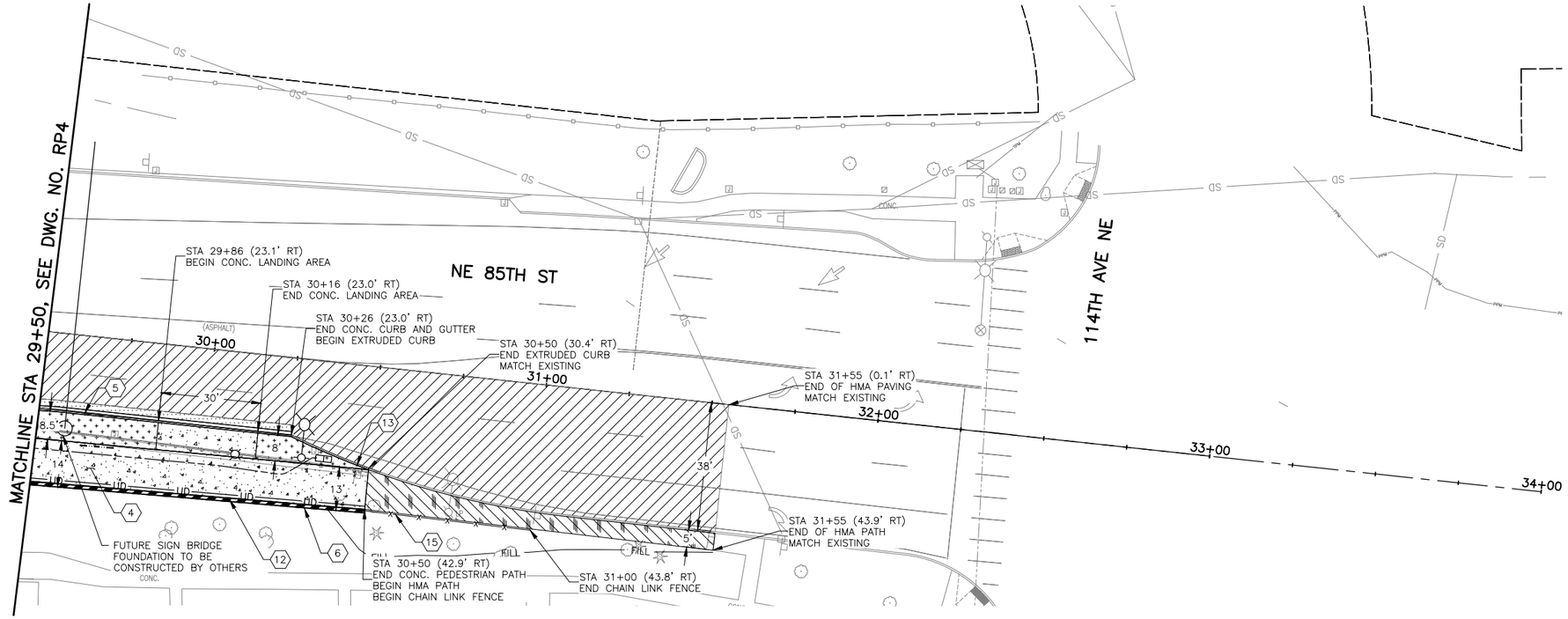
NE 85TH ST PED–BIKE CONNECTION

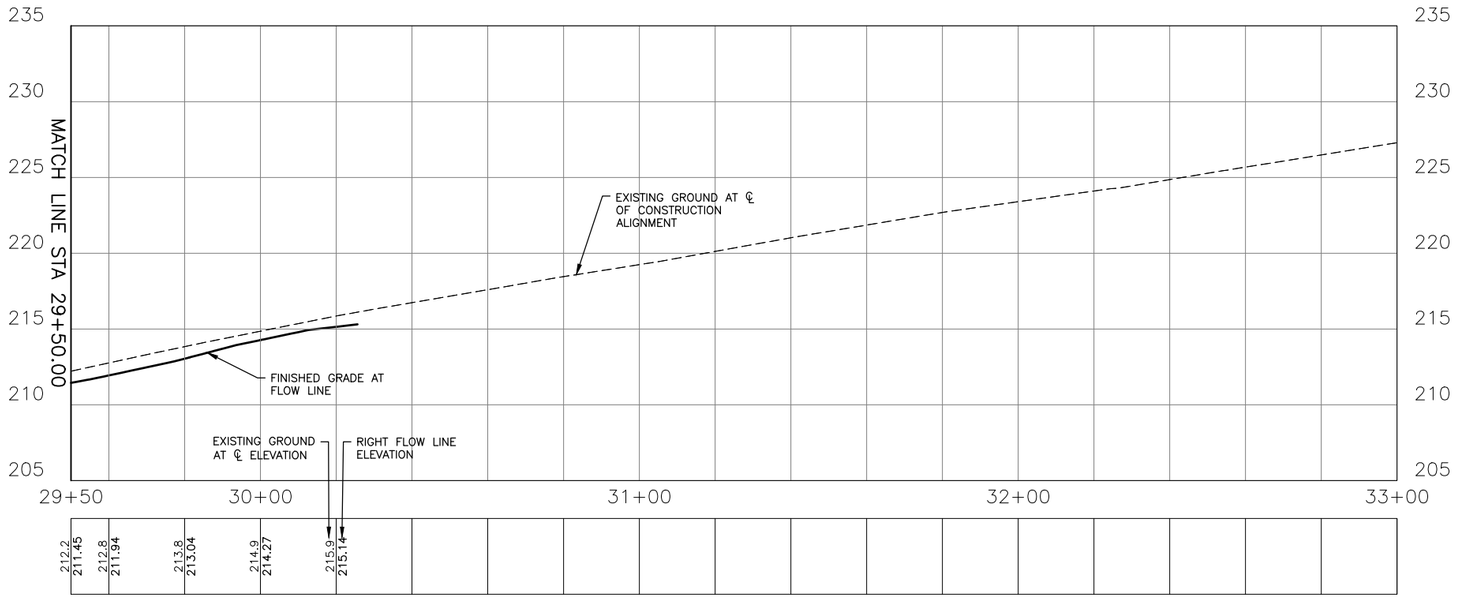
ROADWAY PLAN AND PROFILE

SHEET 15 / 100

Jan 31, 2025 - 1:23pm nancy.eaton X:\kirkland, city of\Projects\20210013 - ne 85th st ped-bike\CADD\02 - plan sheets\20210013 RP.dwg Layout Name: RP4

SEC. 5, T. 25 N, R. 5 E, W.M.





CONSTRUCTION NOTES:

1. ADJUST EXISTING CATCH BASIN TO GRADE.
2. ADJUST JUNCTION BOX TO FINISHED GRADE.
3. LANDSCAPING PLANTER PER DWG. NO. LP1–LP5.
4. CEMENT CONC. SIDEWALK PER C.O.K. STD. PLAN CK–R.23.
5. CEMENT CONC. CURB AND GUTTER TYPE A PER C.O.K. STD. PLAN CK–R.17.
6. CONSTRUCT STRUCTURAL EARTH WALL, SEE WALL PLANS AND DETAILS ON DWG. NO. WP1–WP5.
7. INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD. PLAN F–45.10–05. INCLUDED IN CURB RAMP PAY LIMIT.
8. PEDESTRIAN BRIDGE, SEE BRIDGE PLANS DWG. NO. S1–S36.
9. TYPE 410C CURB, SEE DETAIL ON DWG. NO. RD1.
10. INSTALL BEAM GUARDRAIL TYPE 31 NON–FLARED TERMINAL PER WSDOT STD. PLAN C–22.45–07 WITH EXTRUDED CURB TYPE 6 PER WSDOT STD. PLAN F–10.42–00. SEE DETAIL ON DWG. NO. RD2.
11. INSTALL BEAM GUARDRAIL ANCHOR TYPE 11 PER WSDOT STD. PLAN C–23.70–01 WITH EXTRUDED CURB TYPE 6 PER WSDOT STD. PLAN F–10.42–00. SEE DETAIL ON DWG. NO. RD2.
12. PEDESTRIAN CHAIN LINK SIDEWALK SAFETY RAIL PER C.O.K. STD. PLAN CK–R.51A. PANEL HEIGHT 4'.
13. EXTRUDED CURB TYPE 6 PER WSDOT STD. PLAN F–10.42–00.
14. CONSTRUCT CURB RAMP TYPE PERPENDICULAR A PER DETAIL ON DWG. NO. RD1 AND WSDOT STD. PLAN F–40.15–04.
15. CHAIN LINK FENCE TYPE 4 PER WSDOT STD. PLAN L–20.10–03.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN PIPE, EXISTING CATCH BASINS, AND STORM MANHOLES SHOWN IN THESE PLANS ARE TO BE PROTECTED, UNLESS OTHERWISE NOTED ON THE DRAINAGE PLANS.
2. SEE DRAINAGE PLANS, PROFILES, AND DETAILS FOR ALL PROPOSED DRAINAGE ELEMENTS.
3. FOR WALL PROFILE AND STATIONING INFORMATION SEE DWG. WP1–WP5.
4. LOCATION OF JOINTS IN CURB TO MATCH JOINT LOCATIONS IN CONCRETE PAVEMENT.
5. JOINTS TO HAVE A DEPTH TO 1" ABOVE BOTTOM OF CURB OR BE FULL DEPTH.
6. CONNECT TO CURB AND GUTTER USING 1/2" JOINT SEALER.

LEGEND:

- STRUCTURAL EARTH WALL
- DETECTABLE WARNING SURFACE
- PLANING BITUMINOUS PAVEMENT AND OVERLAY 2" HMA CL 1/2" PG 58H–22
- OVERLAY 2" HMA CL 1/2" PG 58H–22 OVER 7" HMA CL 1/2" PG 58H–22 OVER 5" CSTC
- 11" HMA CL 1/2" PG 58H–22 OVER 5" CSTC
- 6" HMA CL 1/2" PG 58H–22 OVER 4" CSTC
- 4" HMA CL 1/2" PG 58H–22 OVER 4" CSTC
- CEMENT CONC. SIDEWALK PER C.O.K. STD PLAN CK–R.23
- 8.5" CEMENT CONC. PAVEMENT OVER 4" CSTC
- 1 4" STAMPED CONC. PAVEMENT OVER 4" CSTC, SEE DWG. NO. RD3
- LANDSCAPING, SEE LANDSCAPING PLANS DWG. NO. LP1–LP5

HORIZONTAL SCALE
20 0 20 40
FEET
VERTICAL SCALE
5 0 5 10
FEET

DWG. NO. RP5

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FILE	ENGR.	REVIEW	SCALE	DATE
RP5	##	##	AS SHOWN	JANUARY 2025

NO.	REVISION	BY	REVIEW	DATE
1	STAMPED CONC. DEPTH UPDATE	VWW	VWW	1/31/2025

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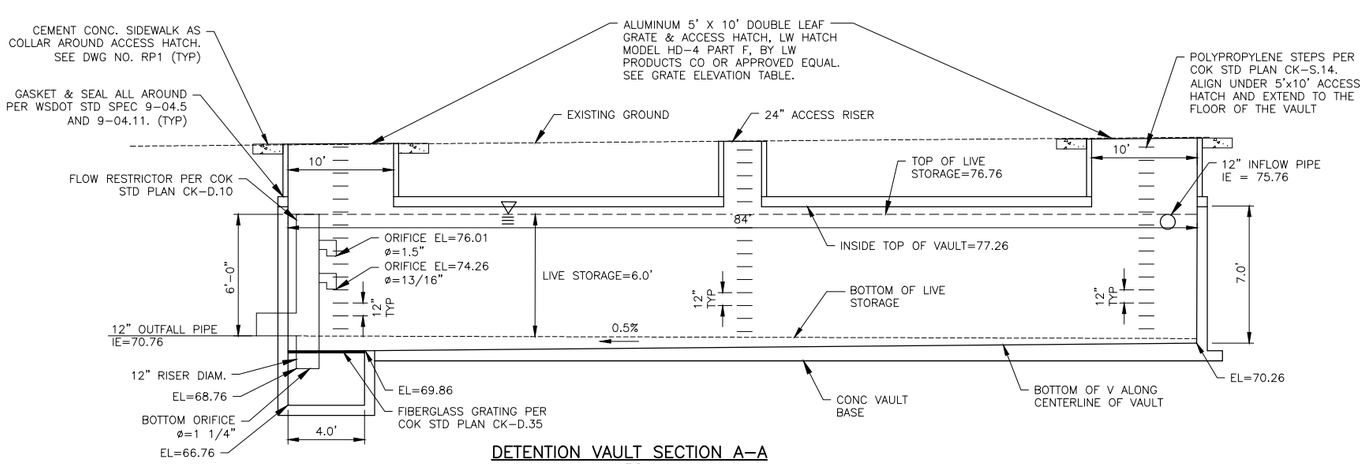
NE 85TH ST PED–BIKE CONNECTION

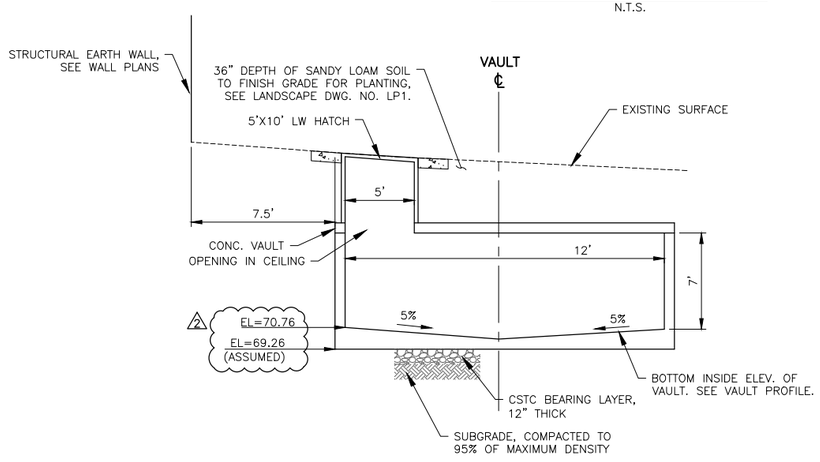
ROADWAY PLAN AND PROFILE

SHEET 16 / 100

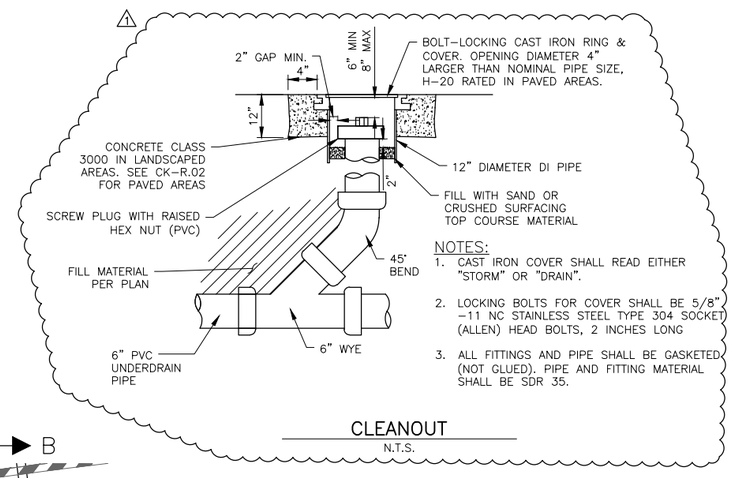
Jan 31, 2025 - 1:24pm nancy.eaton X:\kirkland, city of\Projects\20210013 - ne 85th st ped-bike\CADD\02 - plan sheets\20210013 RP.dwg Layout Name: RP5



DETENTION VAULT SECTION A–A
N.T.S.



DETENTION VAULT SECTION B–B
N.T.S.



CLEANOUT
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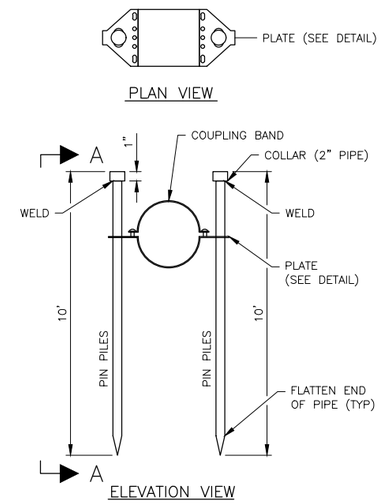
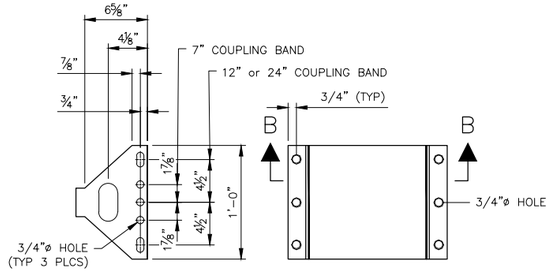
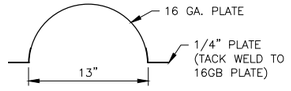


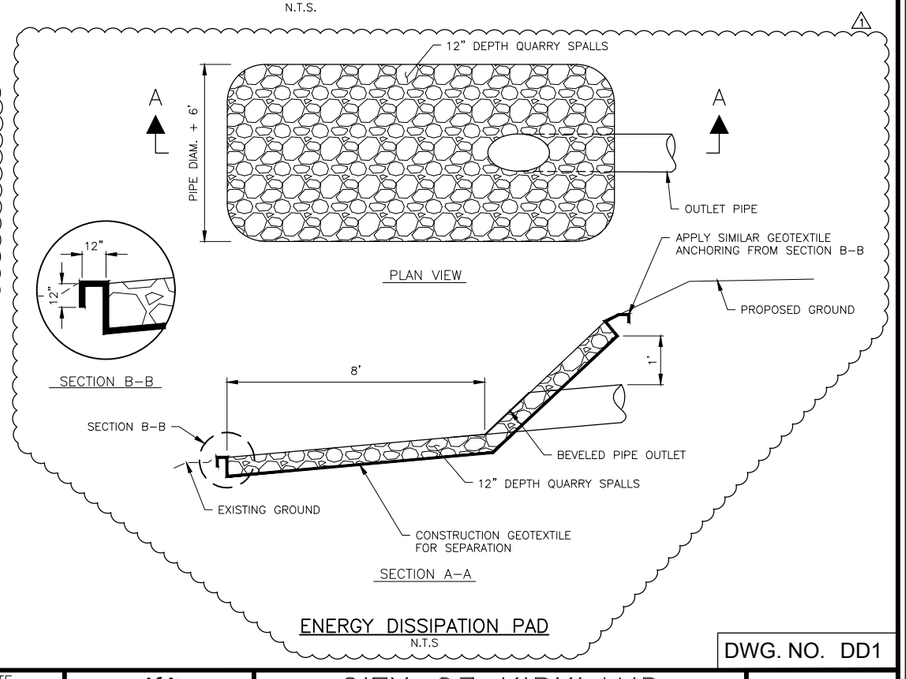




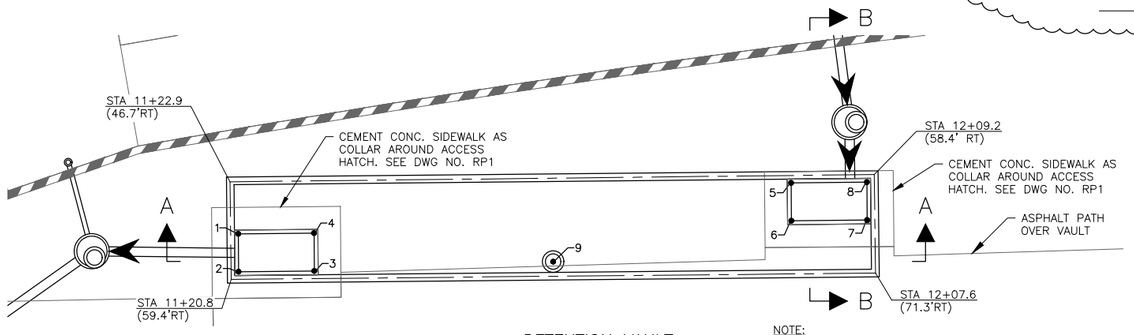
SECTION B–B

NOTE:
1. THE FIRST ANCHOR SHALL BE INSTALLED ON THE FIRST SECTION OF THE LOWER END OF THE PIPE AND THE REMAINING ANCHORS EVENLY SPACED THROUGHOUT THE INSTALLATION.
2. IF THE PIPE BEING INSTALLED HAS A CATCH BASIN ON THE LOWER END OF THE PIPE, THE FIRST PIPE ANCHOR MAY BE ELIMINATED.
3. WHEN CMP IS USED, THE ANCHORS MAY BE ATTACHED TO THE COUPLING BANDS USED TO JOIN THE PIPE, AS LONG AS THE SPECIFIED SPACING IS NOT EXCEEDED.
4. ALL PIPE ANCHORS SHALL BE SECURELY INSTALLED BEFORE BACKFILLING AROUND THE PIPE.
5. PLATE AND PIN PILE MATERIAL SHALL CONFORM TO ASTM A36 GALVANIZED AFTER FABRICATION PER ASTM A123.

PIPE ANCHORING DETAIL
N.T.S.



ENERGY DISSIPATION PAD
N.T.S



DETENTION VAULT
N.T.S.

NOTE:
1. SEE COK STD PLAN NO. CK D.35 FOR MORE INFORMATION.
2. STATION CALLOUT IS AT THE CENTERLINE OF THE DETENTION VAULT WALL.

ACCESS HATCH ELEVATION TABLE			
POINT NO	STATION	OFFSET	ELEV
1	11+22.77	53.68' RT	82.07
2	11+21.95	58.61' RT	81.55
3	11+32.11	60.18' RT	82.02
4	11+32.91	55.24' RT	82.26
5	11+97.88	58.06' RT	81.87
6	11+97.24	63.02' RT	81.34
7	12+07.47	64.24' RT	81.39
8	12+08.09	59.27' RT	81.86
9	11+64.36	63.91' RT	82.34

DWG. NO. DD1

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NO.	REVISION	BY	REVIEW	DATE
1	ENERGY DISSIPATION PAD DETAIL FLOW SPLITTER DETAIL UPDATE	TWC	VWW	1/20/2025
2	DETENTION VAULT ELEVATION UPDATE	TWC	VWW	1/31/2025

FILE	ENGR.	REVIEW	SCALE	DATE
DD1	##	##	AS SHOWN	JANUARY 2025

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NE 85TH ST PED–BIKE CONNECTION

DRAINAGE DETAILS

SHEET 28 / 100

Jan 31, 2025 - 1:04pm nancy_eaton X:\kirkland, city of\Projects\20210013 - ne 85th st ped-bike\CADD\02 - plan sheets\20210013 DD.dwg Layout Name: DD1

If discrepancies are discovered in the ground elevations which will materially affect the quantities of earthwork, the original computations of earthwork quantities will be adjusted accordingly.

Earthwork quantities will be computed, either manually or by means of electronic data processing equipment, by use of the average end area method or by the finite element analysis method utilizing digital terrain modeling techniques.

(******)
The Contractor has the option of accepting the plan quantities in the original Bid Proposal for Roadway Excavation Including Haul. If the Contractor elects to choose this option, then the Contractor shall notify the Contracting Agency in writing before any construction activity occurs that the Contractor is accepting the plan quantities in the original Bid Proposal for Roadway Excavation Including Haul. Once the Contractor chooses to accept the original plan quantities in the original Bid Proposal, there shall be no adjustment allowed in those Bid Proposal quantities. In addition, if the Contractor chooses to accept the original plan quantities in the Bid Proposal, the Contractor is not required to conduct a survey to create either an Existing Ground DTM or a Maximum Excavation DTM, as defined in Special Provision 1-05.4.

Where the Plans indicate removal of existing pavements, those items shall be included in the measurement of roadway excavation and not measured separately.

2-03.5 Payment

Section 2-03.5 is supplemented with the following:

(******)
If the Contractor elects to accept the quantities in the original Bid Proposal for Roadway Excavation Incl. Haul, then the payments shall be made to the Contractor in two installments: 50% of the Roadway Excavation Including Haul quantity will be paid when the Contractor completes half of the roadway excavation schedule as defined in the Type A Progress Schedule and the remaining 50% of the quantity after all roadway excavation is completed.

2-09 Structure Excavation

2-09.4 Measurement

The second paragraph of Section 2-09.4 is supplemented with the following:

(******)
The measurement for Structure excavation will include the horizontal limit of gravel borrow backfill beyond the soil reinforcement area for structural earth walls, and any excavation beyond the toe of the wall.

END OF DIVISION 2

6-13.3(3) Excavation and Foundation Preparation

Section 6-13.3(3) is supplemented with the following:

(******)

Any temporary shoring or extra excavation provided by the Contractor for the structural earth wall shall be in accordance with Section 2-09.3 and will be paid as the "Structure Excavation Class A Incl. Haul" Bid item in Section 2-09.

6-13.3(5) Precast Concrete Facing Panel and Concrete Block Erection

Section 6-13.3(5) is supplemented with the following:

(April 2, 2012 WSDOT GSP)

Specific Erection Requirements for Precast Concrete Block Faced Structural Earth Walls

Landmark Retaining Wall

When placing each course of concrete blocks, the Contractor shall pull the blocks towards the front face of the wall until the male key of the bottom face of the upper block contacts and fits into the female key of the top face of the supporting block below.

A maximum gap of 1/8-inch is allowed between adjacent concrete blocks, except for the base course set of concrete blocks placed on the leveling pad. A maximum gap of 1-inch is allowed between adjacent base course concrete blocks, provided geosynthetic reinforcement for drains is in place over the gap at the back face of the concrete blocks.

Lock bars shall be installed in the female key of the top face of all concrete block courses receiving geogrid reinforcement. Gaps between adjacent lock bars in the key shall not exceed 3-inches. The lock bar shall be installed flat side up, with the angled side to the back of the concrete block, as shown in the shop drawings.

Geogrid reinforcement shall be placed and connected to concrete block courses specified to receive soil reinforcement. The leading edge of the geogrid reinforcement shall be maintained within 1-inch of the front face of the supporting concrete blocks below. Geogrid panels shall be abutted for 100 percent backfill coverage with less than a 4-inch gap between adjacent panels.

Backfill shall be placed and compacted level with the top of each course of concrete blocks, and geogrid reinforcement placed and connected to concrete block courses specified to receive soil reinforcement, before the Contractor may continue placing the next course of concrete blocks.

Mesa Wall

For all concrete block courses receiving geogrid reinforcement, the fingers of the block connectors shall engage the geogrid reinforcement apertures, both in the connector slot in the block, and across the block core. For all concrete block courses with intermittent geogrid coverage, a #3 steel reinforcing bar shall be placed, butt end to butt end, in the top block groove, with the butt ends being placed at a center of a concrete block.

Concrete Placement: Place concrete in a continuous operation to prevent seams or planes of weakness from forming in precast units. Comply with requirements of ACI 304R for measuring, mixing, transporting, and placing concrete. Thoroughly consolidate placed concrete by internal and external vibration without dislocating or damaging reinforcement and built-in items. Use equipment and procedures complying with ACI 309R

Identify pickup points of precast concrete units and orientation in Structure with permanent markings, complying with markings indicated on final Shop Drawings. Imprint casting date on each precast unit on a surface that will not show in the finished Structure.

Finish formed surfaces of precast concrete as indicated for each type of unit, and as follows:

Standard Finish: Normal plant-run finish produced in forms that impart a smooth finish to concrete. Small surface holes caused by air bubbles, normal color variations, and form joint marks, and minor chips and spalls will be tolerated. Major or unsightly imperfections, honeycombs, irregular surfaces, or structural defects are not permitted.

Examination

Prior to installation of the precast concrete vault, the Contractor shall examine the vault for compliance with dimensional and size requirements, including installation tolerances, true and level bearing surfaces, and other conditions affecting performance of precast concrete units. Any dimensional sizes and finishes not in accordance with the requirements shall be corrected by the Contractor prior to installation.

Excavation for Vault and Installation

The excavated area for the vault shall be dug with a minimum of 3 feet clearance around all walls to avoid obstructions when setting the vault. Temporary shoring or extra excavation shall be provided by the Contractor in accordance with Section 7-08.3(1)B of the Standard Specifications. All shoring used for the installation of the vault shall be paid as the "Shoring or Extra Excavation ~~Class~~Cl. A – Detention Vault" Bid item in Section 2-09. Extra care shall be taken to protect the nearby water main from damage or disturbance.

The vault shall be placed upon 12 inches minimum compacted thickness of crushed surfacing top course, or if water is present, on clean 2-inch minus railroad ballast, as a gravel foundation. Install precast units level, plumb, square, and true. Shore and brace precast concrete units to maintain location, stability, and alignment until permanent connections are installed. The correct placement of the storm vault is important in order to form a smooth surface.

Backfill around vaults ~~should~~shall consist of ~~pea gravel. In no case shall the material be saturated soil, or contain rocks in excess of 1-1/2" size, or organic materials. No voids should remain between the vault walls and backfill material.~~Gravel Borrow per Section 9-03.14(1). Backfill on top of the vault shall consist of Crushed Surfacing Top Course per Section 9-03.9(3).

Backfilling should be done after vault is completely assembled making certain to compact the backfill progressively from the bottom to the top surface. Compaction of