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## **Addendum No. 2**

### **Fleish Tunnel Project**

PWP Bid No. WA-2014-184  
June 3, 2014

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.

#### **CLARIFICATION, QUESTIONS AND RESPONSES**

**Clarification No. 1:** In regard to delays due to weather, the specified contract time assumes that zero weather days will occur during construction of the project. See Supplementary Conditions 00800 Article 3. This assumption is to remain. A contract time extension due to weather delay may only be approved by the Project Representative.

**Question No. 1:** Can engineers office location be moved to the "parking" area west of the RR crossing at the end of the paved segment of Quillici Ranch Road? This would be better suited for office space, generator usage/servicing, sanitary facilities, etc. and would be a good deterrent to the general public from proceeding beyond the watch of the office toward the site, project sign location, debris dumpster location for weekly trash removal, etc..

**Response to Question No. 1:** No, as TWMA does not own the property at the end of Quillici Ranch Road. However, TMWA will allow the engineers office to be located at the Fleish Forebay parking area located above the hydro plant.

**Question No. 2:** Please clarify the units for bid item D2, what is "Sfsa?"

**Response to Question No. 2:** Square feet of surface area.

**Question No. 3:** Can an alum. 6" or 8" dia. discharge pipe be laid along the top of the existing flume to the tanks located at the Steamboat discharge point?

Response to Question No. 3: Yes, to the extent possible. The flume ends approximately 1000 ft. upstream of the allowable point of discharge at the Steamboat Ditch. If river flows drop (as anticipated in late summer), to a point that does not allow for hydro plant generation, the flume can be used as a point of discharge as long as discharge flows from the tunnel can be contained within the non-flume hydro canal section located between the upper and lower flume sections. TMWA will accommodate

construction of bulk heads within the flume to allow for construction water and discharge water should river water levels drop off.

**Question No. 4:** Can spoils/muck from the south portal development and portal excavation be stockpiled in a separate area near the south portal?

**Response to Question No. 4:** No, there is no space in this area for the spoils/muck material. All spoil/muck materials are to be stockpiled at the designated stockpile area on the Nevada side of the project.

**Question No. 5:** Are the portal areas considered as laydown and staging areas? And would these areas be required to be covered w/ 4" of Class II base?

**Response to Question No. 5:** No, portal areas are not considered as laydown or staging areas. Disturbance at the upstream/downstream portal areas is to be minimized and contained to less than an acre of aggregate area of disturbance. Covering the two portal areas with 4" of Class II base is not required.

**Question No. 6:** Can "tracked" or other equipment be transported over the RR tracks on the lowboy trailers and unloaded on the eastern side and then the equipment can be "walked" to the work sites if larger equipment cannot be transported directly to the site due to the switch backs?

**Response to Question No. 6:** Unlikely in that space on the East side of the RR tracks is limited and the approach ramp to the RR-crossing may not allow a lowboy trailer to clear while transitioning across the tracks. Flagging and crossing of the RR tracks with tracked equipment can be coordinated with the Rail Road.

**Question No. 7:** Can the bid date be postponed at least one week?

**Response to Question No. 7:** Please refer to Addendum No. 1, Clarification Item No. 1. The bid opening date has been extended to June 17, 2014.

**Question No. 8:** Can the Local Preference Affidavit be submitted as an uncompleted document if we are not asking for the Local Preference? The local unions will have issues with a project in California requiring Nevada driver license or ID cards for union members in CA.

**Response to Question No. 8:** Yes. If a bidder does not want to seek or be eligible to receive a preference in bidding on the project in accordance with NRS 338.1389, the Local Preference Affidavit need not be completed. A bid may still be deemed complete even if the Local Preference Affidavit is not completed or signed; however, Bidders who fail to complete and sign the Local Preference Affidavit will not be considered for, nor eligible to receive, the preference in bidding authorized by NRS 338.1389.

**Question No. 9:** Payroll records will be maintained for the project, however payroll taxes will be paid for the employees into the State of California. Can you please waive the requirement to make available for inspection within Nevada all payroll records related to the project? Payroll records will be

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maintained at the main (Corporate) office in CA.

**Response to Question No. 9:** TMWA is not willing to waive this requirement. Notwithstanding the location of portions of the work in California, contractors shall be required to comply with NRS 338.070. All records maintained pursuant to subsection 5 of NRS 338.070 (including payroll records) must be open to inspection of TMWA in Nevada at reasonable hours.