

1355 Capital Blvd. • P.O. Box 30013 • Reno, NV 89520-3013  
P 775.834.8080 • F 775.834.8003

## **Addendum No. 3**

### **Fleish Tunnel Project**

PWP Bid No. WA-2014-184  
June 6, 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 are as noted in addenda.

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

#### **CLARIFICATION**

Clarification Item No. 1: Page 13 of the Bid Documents has been revised and is included at the end of this Addendum. Please replace page 13 of the bid form package with the attached Revised Page 13.

#### **QUESTIONS AND RESPONSES**

**Question No. 1:** What is the direct phone number/person that controls UP railroad crossing at project?

**Response to Question No. 1:** Two contacts: Mike Upton 402-501-1237, [mupton@up.com](mailto:mupton@up.com) and Eddie Recio 530-388-0302

**Question No. 2:** What protection(s) are to be placed at penstock crossing?

**Response to Question No. 2:** The road adjacent to the penstock has accommodated up to a 336 track hoe without impacting or coming into contact with the penstock. The penstock cannot have contact with any wheeled or track equipment. TMWA will provide the necessary protections for this facility.

**Question No. 3:** What are the limits requiring BMPS at project access roads?

**Response to Question No. 3:** Dust control measures are to be implemented on all access roads. Project access road BMP limits extend from the stockpile yard turnoff to roads connecting both the upstream and downstream portals. BMP's are to be implemented at the stock pile yard and stockpile access road as required by the Nevada SWPPP. Please reference Section 02290 of the project specifications.

**Question No. 4:** Define working hours, days etc.; Can contractor work on TMWA holidays?

**Response to Question No. 4:** See Clarification No. 2 of Addendum # 1 regarding working hours. Determining hours of operation, length of shifts, and numbers of crews will be left to the

Contractor. It is in the best interests of both TMWA and the Contractor to complete the work as efficiently and effectively as possible. Therefore, scheduling of the Work will be at the Contractor's discretion. Work is permitted on TMWA Holidays with prior approval from the Project Representative. See General Conditions 00700 2.03 A.

**Question No. 5:** Extended schedule may require weather days and snow removal to return to work. Is snow removal at contractor's expense or can project be delayed until next Spring?

**Response to Question No. 5:** See Clarification No. 1 of Addendum No. 2. "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." Additionally, please see Clarification No. 10 of Addendum No. 1 in regard to Snow removal, "Snow removal will be considered extra work and shall not be included in the bid. The successful contractor will be compensated for snow removal per Section 7 of the General Conditions on a T&M basis, with approval of the Project Representative. TMWA may elect to provide snow removal from access roads under separate contract.

**Question No. 6:** Does TMWA have a preferred list of SWPPP contractors?

**Response to Question No. 6:** No, TMWA does not have a preferred list of SWPPP Contractors.

**Question No. 7:** Spec. section 02290 1.02.D states that the owner has obtained approval from the ditch operator of Steamboat Ditch Company . What are the conditions of approval or requirements of the ditch operator for discharge into the Steamboat Ditch?

**Response to Question No. 7:** In general, the license agreement to discharge tunnel construction water to the Steamboat Ditch includes the following:

- Submittal of plans prepared by the contractor for review and approval by the Steamboat Ditch Company prior to implementing discharge facility improvements.
- Facility's (tanks or ponds) be included in the plan to allow for suspended solids to settle out and prevent excessive turbidity at the point of discharge.
- Discharges may not exceed the safe carrying capacity of the ditch as will be determined at the sole discretion of the Steamboat Ditch Company.
- Discharges may not contain any hazardous waste or substances.
- Reasonable care and caution must be utilized so as not to cause damage or destruction to the Steamboat Ditch.

**Question No. 8:** Where will the discharge point be if the steamboat ditch is not in service while tunnel excavation is still in progress and would this be covered under a change order?

**Response to Question No. 8:** Discharge to the Steamboat Ditch will be allowed whether the Steamboat Ditch is in service or not. Additionally, please see the response to Question 3 of Addendum 2, "...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."

---

1355 Capital Blvd. • P.O. Box 30013 • Reno, NV 89520-3013  
P 775.834.8080 • F 775.834.8003

**Question No. 9:** Spec. Section 02420, 3.03 B, "The Engineer may request blast-monitoring activities independently of the contractor's blast monitoring..." Will the owner or engineer be responsible for the cost of the Independent Monitoring by others?

**Response to Question No. 9:** Yes, but the Owner reserves the right to require the Contractor to subcontract such work and to reimburse the Contractor according to applicable provisions in the Contract.

**Question No. 10:** Spec. section 02775 Drains and Underdrains, 2.01. B calls for tunnel underdrains, where are the underdrains to be located in the tunnel invert concrete liner? They are not shown on the drawings..

**Response to Question No. 10:** No tunnel underdrains are currently included for this Project. If tunnel underdrains are added at a later date, then this section shall apply.

**Question No. 11:** Can the bid date be postponed at least one week.

**Response to Question No. 11:** Please refer to Addendum No. 1, Clarification Item 1. The bid due date has been extended to June 17, 2014.

**Question No. 12:** Bidders Safety Information form is asking for the Experience Modification factor to be issued by the employer's insurance company in Nevada. The project is located in California and will be covered by California workman compensation insurance. Can this form be omitted from the bid package?

**Response to Question No. 12:** No. As a preliminary matter, the comment that the "project is located in California and will be covered by California workman compensation insurance" is not accurate. The project is located in both Nevada and California. Contractor is required to provide proof of worker's compensation insurance as required by applicable law, including to the extent applicable, California law and/or NRS 616B.627 or proof that compliance with the provisions of Nevada Revised Statutes, Chapters 616A-D and all other related chapters is not required. With respect to the request to omit the Bidder's Safety Information, TMWA will not waive the requirement to complete that form. TMWA has modified that form to provide additional clarifications, and bids should include a completed copy of the modified form, which is attached at the end of Addendum No. 3. Please replace page 13 of the bid form package with the attached Revised Page 13.

**REVISED PAGE 13 – BID SCHEDULES**

(Cont)

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS**

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
  - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal, State or Local department or agency.
  - b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or Local) terminated for cause or default.
  
2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\_\_\_\_\_  
Signature of Authorized Certifying Official

\_\_\_\_\_  
Title

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date

I am unable to certify to the above statement. My explanation is attached.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**BIDDER’S SAFETY INFORMATION**

State of Nevada Bidder’s Safety Factors			State of California Bidder’s Safety Factors		
Year	“E-Mod” Factor <sup>1</sup>	OSHA Incident Rate <sup>2</sup>	Year	“E-Mod” Factor <sup>1</sup>	OSHA Incident Rate <sup>2</sup>
2012			2012		
2013			2013		
<sup>1</sup> E-Mod (Experience Modification) Factors are issued by the National Council on Compensation Insurance (NCCI).  <sup>2</sup> OSHA Incident Rate is the number of OSHA Recordable Accidents multiplied by 200,000 and then dividing that result by the total number of annual man-hours. Please refer to the U.S. Department of Labor Occupational Safety and Health Administration’s website for calculating worksheets and current requirements.			<sup>1</sup> E-Mod (Experience Modification) Factors are issued by the Workers’ Compensation Insurance Rating Bureau of California (WCIRB)  <sup>2</sup> OSHA Incident Rate is the number of OSHA Recordable Accidents multiplied by 200,000 and then dividing that result by the total number of annual man-hours. Please refer to the U.S. Department of Labor Occupational Safety and Health Administration’s website for calculating worksheets and current requirements.		