

## Addendum No. 6

### Highland Canal RCB Project

#### Contract No. 0809-105

#### PWP #WA-2009-11

The following information is by reference incorporated into the bid document for the above referenced project.

#### Outstanding Questions thru 10/8/08

1. What is the TMWA Required Project Category?
2. Flagger Questions (overtime cost/hours available/protocol)?
3. Can we work over the tracks? Can a crane be set up next to the tracks and swing loads over the tracks? Can a concrete pumper be set up over the tracks at the east end?
4. What are the UPRR insurance requirements?
5. Where can construction water be obtained and how much?
6. Will UPRR require shoring/How much time for UPRR to review shoring plan?
7. Better define area where type 2 base is required outside of access road.
8. At what locations will the crossing over the railroad tracks be provided?
9. How many LF of the existing ditch are concrete lined?
10. Is there a disposal site available for waste soils or shall excess materials be removed from the site?
11. Concrete arch substitution request?
12. What happens if encounter boulder in structural prism of the train?
13. Will trains be parked on track preventing access?
14. When will the UPRR at grade crossing be ready to use?
15. Questions in regards to sealing random visible cracks?

#### Answers:

1. TMWA has designated this project as a "Water Supply" category project. This category is defined in the attached amended SUPPLEMENTARY CONDITIONS. The amended SUPPLEMENTARY CONDITIONS replaces the SUPPLEMENTARY CONDITIONS in the original bid documents. Read this section in its entirety. Many sections have been clarified.
2. TMWA will pay all UPRR flagmen costs, including overtime work or weekend work if necessary. It is believed that flagmen hours run from 7 am to 3:30. Contractor will need to coordinate his work activities with the UPRR flagmen.

3. Based upon a review of UPRR minimum safety requirements section on its website and discussions with UPRR personnel, it is anticipated that the Contractor will be able to move equipment and materials over the tracks. Such activities, presumably focused at the east end of the project, will need to be coordinated with the UPRR flagmen and local operations manager.

4. UPRR additional information:

The insurance requirements are in the revised Supplementary Conditions.

Information relative to permits and rights-of-way provided in Bid Addendum #2 is still valid.

5. Contractor can provide his own construction water or TMWA will provide a construction water source at no charge from reclamation ponds located at the Chalk Bluff Treatment Plant located in west Reno (at the northwest corner of McCarren Boulevard and West Fourth Street). Contractor will provide his own equipment to establish this construction water station.
6. *After discussions with some trench safety specialists, we have been told that it has been the practice of the UPRR to require submission of a project shoring plan, to include Cooper loading calculations, for their approval prior to construction. This approval process can be time consuming. It is the judgment of these specialists that shoring will be required, for both worker safety and Railroad protection.*

*It has been brought to our attention that the UPRR will have special shoring requirements that will need to be addressed in our bid. These requirements could greatly affect the final price. Please clarify what will be needed by all bidders.*

UPRR will require that the Contractor prepare and submit for approval a Shoring Plan. The Shoring Plan shall strictly adhere to the UPRR “Guidelines for Temporary Shoring” which are attached to this addendum. Once a properly prepared shoring plan is submitted to the UPRR (per the requirements specified in the “Guidelines for Temporary Shoring”), the Contractor should plan on the UPRR review process taking 4 weeks. If the review of the properly prepared shoring plan takes more than 4 weeks, the Contractor will be entitled to an extension in Contract Time pursuant with Article 8.04 of the General Conditions.

Additional information may be obtained from the following web site:

<http://www.uprr.com/aboutup/operations/specs/shoring/06.shtml>

Sheet C4, C5, C6, C10 and C11

Delete these sheets in their entirety and replace with the revised Sheets (attached).

The cross sections on Detail 3 on each of the sheets was expanded to show the location of the UPRR Track and to delineate the approximate UPRR Shoring Zone (Zones A and B). In addition, the cross sections show where no excavation will be allowed (within 12 feet of the track centerline). The Contractor shall also refer to Figure 1 in the UPRR "Guidelines for Temporary Shoring"

Sheet C2, Union Pacific Railroad – will be posted to the web site on 10/13/08

Delete Note number 2 in its entirety and replace with the following;

The CONTRACTOR will be required to comply with the UPRR "Guidelines for Temporary Shoring". This includes submitting a properly prepared Shoring Plan to UPRR for approval that is stamped by a licensed professional engineer in the State of Nevada who is familiar with railway loadings. The CONTRACTOR shall plan on the UPRR review process taking no more than 4 weeks from the time a properly prepared Shoring Plan has been submitted to UPRR.

The soil density requirements shown on Sheet C11, Detail A were modified.

7. *Please better define where Class 2 Aggregate Base is called out to be installed outside of access road limits shown.*
  - a. Sheet C3 – Type 2 Class B Aggregate Base shall be installed on the 15' wide access road and the 15' wide area delineated north of the north track from the east (coordinate: N. 14862488.05 E. 2240058.37) to the west (coordinate: N. 14862733.92 E. 2239557.63).
  - b. Sheet C4 to C11- Type 2 Class B Aggregate Base shall be installed 15' wide over the RCB per Sheet C11, Detail A.
  - c. Sheet C11 - Type 2 Class B Aggregate Base shall be installed along the retaining wall between the retaining wall and the railroad ballast and shall also be installed as necessary on the north side of the north track between the track and the existing access road necessary for the temporary UPRR crossing shown.
  - d. Sheet C14 – 3240 SF of Type 2 Class B Aggregate Base as noted.
8. Two track crossings will be provided. These are delineated on Sheets C11 and C3 on the project plans. One crossing is associated with the west end construction access road which will serve ultimately as a permanent maintenance road for the project. The other crossing is a temporary construction crossing at the east end of the project, approximately 100 feet west of the RCB that will be installed under the tracks.

9. Approximately 200 feet of existing concrete/shotcrete will need to be removed at the east end of the project. There are a few other short sections of greatly deteriorated shotcrete that will need to be removed as well along the length of the project.
10. Contractor will be responsible for finding a disposal site for waste material removed from the site.
11. TMWA will not consider a "concrete arch" substitution request.
12. If a large boulder is encountered within the structural prism of the UPRR track, it is expected that the Contractor will remove that portion of the boulder with a jack hammer or other suitable device that does not affect the structural integrity of the UPRR track.
13. It is not expected that trains will be parked along the track interfering with Contractor operations. All work will be coordinated with UPRR flagmen.
14. It is expected that the UPRR grade crossings will be available when the Contractor receives a "Notice to Proceed". If there are delays associated with the Railroad completing the crossings, then the construction period of 181 days will not commence until these crossings are complete and the Contractor is able to cross the tracks.

**15. Section 3/S-5, 1/S-6, 2/S-6, 3/S-6, 1/S-7 and 4/S-7:**

Add the following note:

Provide sawcut joints per Detail 9/S-4 in the slab at 12'-0" on center spacing for the entire length of section

**Division 7 on Sheet S-1:**

Modify the Notes as follows:

Delete Note 8 for the random visible cracks

Note 9 shall read:

All random cracks shall be grooved to a depth of ¼" and a top width of ¼". Sealant Manufacturer shall review and approve all joint configurations. Tool sealant as required to properly fill crack.

Note that only cracks on the surfaces that convey water need to be sealed.

**16. General Conditions, Page 17, paragraph A:**

Delete "Resident Agent"  
Replace with "Licensed Agent"

17. **Bid Date:**

Delete: "October 15<sup>th</sup>, 2008"

Replace with: "October 22<sup>nd</sup>, 2008"

Bids will be received until 2:00 p.m. and opened at 2:05 p.m.

This time extension is granted for time to review this addendum. Unless additional information becomes available, no additional Addendums will be issued. No further questions will be accepted.

18. The plan sheets provided with this addendum can be printed from a print shop at full size if your firm doesn't have that capability.

End of Addendum #6