

Addendum No. 1

Sparks Feeder Main Phase IV (title corrected)

Bid # 0910-199

TMWA Project No. 01-017

March 5, 2010

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.

1. **The following clarification shall be made to Bid Item 7:** The existing 8-in cast iron main shall be abandoned in-place after all service and distribution connections/transfers to the new 36-in main have been completed. Existing valve boxes shall be removed. Conductors/risers shall be removed to a depth of at least 30-inches below final grade. Compacted Type II aggregate base shall be used to backfill voids associated with removal of the valve box and riser. Backfill compaction requirements shall be as per the typical trench requirements for the project.
2. **The following clarification shall be made to Bid Item 12:** There is no permanent patch requirement for work, within City of Sparks right-of-way, that lies outside of NDOT right-of-way. All asphalt patching, and maintenance thereof, is subject to review and approval by the City of Sparks or NDOT for their respective jurisdictional boundaries.
3. **The following changes are made to Drawing D6:**
 - a. The call-out referencing Detail 1 of Sheet P-1 for pavement replacements shall be deleted.
 - b. Following the note requiring traffic detector loop repair and reconnection resulting from damage during construction operations, the following note shall be added: *All traffic delineators, cross-walk markers and signage facilities damaged as a result of construction operations shall be replaced to the satisfaction of the governing agency.*
4. **The following clarification shall be made to Drawing D6:**
 - a. It is the intent of this Sheet to show the extent of pavement restoration requirements within NDOT right-of-way. Detail D6 provides the trenching permanent patching requirements applicable to the 36-in main, the 12-in transite section replacement and the 6-in transite section replacement. The limits for the rotomill requirements are also provided on the plan view. The NDOT requirement is for a 3-in depth mill & fill within the entire limits of the pavements restoration area as indicated on the plan view.

5. **The following modifications shall be made to the General Conditions, Article 7, Section 7.03, Subsection F:**
- a. Since provisions for labor and equipment schedules have not been included in the bid proposal, the following methodology shall be utilized for calculation of labor and equipment costs for compensation of T&M work:
 1. Hourly labor rates shall be calculated by application of a 1.30 multiplier to the actual hourly certified payroll data submitted by the Contractor to TMWA. Application of the 1.30 multiplier shall represent a fully-burdened cost for labor including all benefits, payroll taxes and profit. No additional billing mark-up shall be allowed.
 2. Equipment rates shall be based on equipment rental rates maintained by CALTRANS and include updated fuel costs. These rates can be found at:
<http://www.dot.ca.gov/hq/construc/equipmnt.html> and
<http://www.dot.ca.gov/hq/construc/misceqrr/index.htm>
6. **The following deletion shall be made to Section 00800, Supplementary Conditions, of the Specifications:**
- a. Article 7 shall be deleted in entirety.

End of Addendum No. 1