

Bidding Requirements, Contract Forms and Conditions of the Contract
ADDENDUM
Section 00900

ADDENDUM No. 4

Date January 24, 2013
City of Austin
Project Name Martin Hill Transmission Main Segment A, Segment B, Segment C
FDU 3960 2207 7244
Subproject ID No. 2028.001

This Addendum forms a part of Contract and clarifies, corrects or modifies original Bid Documents, dated December 10, 2012. Acknowledge receipt of this addendum in space provided on bid form. Failure to do so may subject bidder to disqualification.

A. Project Manual Revisions:

1. Delete Section 0020 in its entirety and replace with the attached Section 0020.
2. Amend the following Geotechnical Baseline Report Martin Hill Transmission Main Segments A and B Section 2. Project Description Table 1 Summary of Reach Information.

DELETE

Table 1 Summary of Reach Information

ADD

Attached Table 1 Summary of Reach Information

3. Amend the following Geotechnical Baseline Report Martin Hill Transmission Main Segments A and B Section 4. Construction Considerations and Baseline Conditions 4.2 Trench Construction

DELETE

"Excavation in the Georgetown Formation Limestone may be more efficiently accomplished using blasting as measured rock strength (UCS) exceeds 6,000 psi on average and is expected to range up to 13,000 psi: blasting Georgetown formation rock trenches east of the lower UPRR ROW is therefore allowed."

ADD

"Excavation in the Georgetown Formation Limestone may be more efficiently accomplished using blasting as measured rock strength (UCS) exceeds 6,000 psi on average and is expected to range up to 13,000 psi: blasting Georgetown formation rock trenches east of the **upper Capital Metro ROW** is therefore allowed."

4. Amend the following Geotechnical Baseline Report Martin Hill Transmission Main Segments A and B Section 4. Construction Considerations and Baseline Conditions 4.4.1 Excavation of Tunnel Reaches

DELETE

"It is anticipated that Contractors will use pipe jacking as a means of advancing the RBM/TBM through the shorter reaches and conventional tunneling using a TBM pushing off of a preliminary liner for longer reaches."

ADD

"Contractors will use pipe jacking as a means of advancing the RBM/TBM through **all but Reach 11** and conventional tunneling using a TBM pushing off of a preliminary liner for **Reach 11.**"

5. Amend the following Geotechnical Baseline Report Martin Hill Transmission Main Segments A and B Section 4. Construction Considerations and Baseline Conditions 4.4.1 Excavation of Tunnel Reaches

DELETE

"It is likely that karsts (voids) will be encountered during tunnel construction and provisions have been included in the Contract Specifications (658S, SP658S and Specification 02300) for mitigation should mitigation be required."

ADD

"It is likely that karsts (voids) will be encountered during tunnel construction and provisions have been included in the Contract Specifications for mitigation should mitigation be required."

6. Amend the following Special Provision to Standard Specification Item 658S Void and Water Flow Mitigation 658S.1 Description,

ADD

"For the Martin Hill Transmission Main, Segments A, B, and C Project, excavation refers to methods of subsurface material removal for open-cut construction and shaft installation."

This addendum consists of 5 page(s)/sheet(s).

J Baker 1/24/13

Approved by OWNER

Kimberly S. Carter 24 January 2013

Approved by ENGINEER/ARCHITECT

END



Bidding Requirements, Contract Forms and Conditions of the Contract
INVITATION FOR BIDS
Section 00020

Following is a summary of information for this Project. Bidder is cautioned to refer to other sections of the Project Manual, Drawings and Addenda (Bid Documents) for further details.

The City of Austin, hereafter called OWNER, is requesting sealed written Bids for furnishing all labor, materials, equipment, supervision, and incidentals, and for performing all Work required for the following Project:

Martin Hill Transmission Main Segment A, Segment B, and Segment C

Located at: McNeil Drive, Austin, Texas

CIP ID# 2028.001

IFB# 6100CLMC403

The Work consists of furnishing all tools, labor, materials, equipment, and miscellaneous items necessary for the complete construction of approximately 17,500 linear feet of 54-inch water main and appurtenances, all pavement restoration, general restoration, testing, traffic control, erosion and sedimentation controls, tree protection, and connection to existing facilities to place the Martin Hill Transmission Main in service.

Bid Documents may be obtained at One Texas Center, 505 Barton Springs Road, 7th Floor File Room, Austin, TX 78704 upon a deposit of \$100.00 for each set of Bid Documents. Deposit check shall be made payable to City of Austin. Deposit will be refunded upon return of Bid Documents in good condition within two weeks of the time set for opening of Bids.

Sealed Bids will be received at the Contract Management Department, 105 W. Riverside Dr., Suite 210, Austin, Texas 78704 and then publicly opened and read aloud in the **SUITE 210 Conference Room**.

ALL BIDS ARE DUE PRIOR TO (Austin time) January 31, 2013 at 11:00 am.

ALL COMPLIANCE PLANS ARE DUE PRIOR TO (Austin time) January 31, 2013 at 3:00 pm.

BIDS WILL BE OPENED AT (Austin time) January 31, 2013 at 3:00 pm.

ALL BIDS AND COMPLIANCE PLANS NOT RECEIVED PRIOR TO THE DATE AND TIME SET FORTH ABOVE WILL NOT BE ACCEPTED FOR CONSIDERATION. The time stamp clock in **SUITE 210** is the time of record and is verified daily with the local time service (512-476-7744).

All CONTRACTORS must be registered to do business with OWNER prior to submission of a Bid. All Subcontractors must be registered with the OWNER prior to execution of a contract. Prime Contractors are responsible for ensuring that their Subcontractors are registered as vendors with the City of Austin. Registration can be done through the OWNER's on-line Vendor Registration system. Log onto <https://www.ci.austin.tx.us/vss/Advantage> and follow the directions.

All City procurements are subject to the City's Minority-Owned and Women-Owned Business Enterprise Procurement Program found at Chapter 2-9-A of the City Code, as amended. The Program provides Minority-Owned and Women-Owned Business Enterprises (MBEs/WBEs) or Disadvantaged Business Enterprises (DBEs) full opportunity to participate in all City contracts. Goals for MBE/WBE or DBE participation are stated for each solicitation. Information on achieving the goals or documenting good faith efforts to achieve the goals are contained in the MBE/WBE Procurement Program Package or DBE Procurement Program Package attached to the solicitation. When goals are established, Bidders are required to complete and return the MBE/WBE or DBE Compliance Plan with their Bid. If a Compliance Plan is not submitted prior to the date and time set forth in the solicitation, the Bid will not be accepted for consideration. (See Section 00820 for MBE/WBE requirements on "no goal" solicitations.)

All Bids shall be accompanied by an acceptable Bid guaranty in an amount of not less than five percent (5%) of the total Bid, as specified in Section 00100, Instructions To Bidders.

Performance and payment bonds when required shall be executed on forms furnished by OWNER. Each bond shall be issued in an amount of one hundred percent (100%) of the Contract Amount by a solvent corporate surety company authorized to do business in the State of Texas, and shall meet any other requirements established by law or by OWNER pursuant to applicable law.

Minimum insurance requirements are specified in Section 00810, Supplemental General Conditions.

Minimum wage rates have been established and are specified in Section 00830, Wage Rates and Payroll Reporting.

Contract Time is of the essence and all Work shall be substantially completed within 500 Calendar Days after date specified in the Notice to Proceed, in accordance with the Bid Form, Section 00300. Final completion shall be achieved within 30 Calendar Days after substantial completion. Liquidated damages are \$1,500 per Calendar Day for failure to substantially complete the work and \$1,000 per Calendar Day for failure to achieve final completion within 30 Calendar Days after substantial completion, in accordance with the Bid Form, Section 00300.

OWNER reserves the right to reject any or all Bids and to waive any minor informality in any Bid or solicitation procedure (a minor informality is one that does not affect the competitiveness of the Bid).

A mandatory Pre-Bid Conference will be held on December 18, 2012 at 10:00 am
(date) (time)

(Austin time) at 625 E. 10th Street-Waller Creek Center, Austin, Texas 78701
(location)

Austin, Texas. Attendance is mandatory unless otherwise stated. Bidders must attend any mandatory Pre-Bid Conference and are encouraged to attend any non-mandatory Pre-Bid Conference to ensure their understanding of Owner's bidding and contracting requirements, particularly MBE/WBE Procurement Program requirements. If the Pre-Bid Conference is mandatory the Bidder must arrive and sign-in within fifteen (15) minutes of the scheduled start time of the meeting, otherwise the Bidder will not be allowed to submit a Bid for the project.

The persons listed below may be contacted for information regarding the Invitation for Bid. If the Bidder contacts any other City employee, including Council Members and members of Boards and Commissions, the Bidder may be found in violation of Ordinance No. 20111110-052, dated November 10, 2011, regarding Anti-Lobbying and Procurement. The text of that Ordinance may be viewed at <http://www.cityofaustin.org/edims/document.cfm?id=161145>.

AUTHORIZED CONTACT PERSONS

PROJECT MANAGER: Brenda Baker telephone (512) 974-1175 email Brenda.baker@austintexas.gov

CONTRACT COMPLIANCE REP.: Monica Lopez telephone (512) 974-7057

email Monica.Lopez@austintexas.gov

END

Table 1: Summary of Reach Information

Run	Station		Segment	Excavation Method	Alternative Excavation Method (s)	Length (ft)	Invert Depth		Rock Height Over Crown		Geology	Hydrogeology
	From	To					Min (ft)	Max (ft)	Min (ft)	Max (ft)		
1	5+79	14+64	A	Jack-and-Bore beneath McNeil Drive and Parmer Lane (depending on Karst mitigation requirements).		885	790.0	797.0	20.0	30.0	Edwards Limestone	Groundwater encountered 11-ft below ground surface.
2	14+64	24+43	A	Constructed as a trench.		979						
3	24+43	25+23	A	Jack-and-Bore beneath box culverts.		80	816.0	816.0	10.0	10.0	Edwards Limestone	Alignment located above the water table.
4	25+23	57+60	A	Constructed as a trench.		3237						
5	57+60	58+20	A	Jack-and-Bore beneath box culverts.		60	818.0	818.0	12.0	16.0	Edwards Limestone bedrock	Alignment located above the water table.
6	58+20	73+76	A / B	Constructed as a trench continuing from the end of Segment A to the access shaft at the lower UPRR undercrossing.		1566						
7	73+76	79+23	B	Jack-and-Bore beneath the lower UPRR track and protected trees.		547	790.0	795.5	2.0	18.0	Mixed face and Edwards Limestone	Alignment is located above the regional water table.
8	79+23	86+68	B	Constructed as a trench.		745						
9	86+68	88+03	B	Jack-and-bore beneath the upper Capital Metro track, between ROWs.		135	811.1	811.4	4.0	4.0	Georgetown Formation Limestone bedrock (Section 3.3.2)	Alignment is located above the regional water table.
10	88+03	98+43	B	Constructed as a trench.		1040						Alignment is located above the regional water table.
11	98+40	104+91	B	Constructed as a conventional bored tunnel under protected trees.	Jack-and-Bore beneath protected trees.	651	796.5	793.3	6.0	10.0	Georgetown Formation Limestone bedrock (Section 3.3.2)	Alignment is located above the regional water table.
12	104+91	110+82	B	Trench to start of Segment C		591						Alignment is located above the regional water table.



City of Austin

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Public Works Department, P.O. Box 1088, Austin, Texas 78767-8839

Administrative Offices: One Texas Center, 505 Barton Springs Road Telephone 512/974-7058

Date January 24, 2013

City of Austin

Project Name

Martin Hill Transmission Main Segment A, Segment B and Segment C

C.I.P. No. 2028.001

RE: Clarification Letter #5

This document provides answers to Contractor questions received to date.

These answers do not modify the Contract. Any modifications to the Contract will be through an Addenda.

Question: "On the plan sheets for the tunnels/bores, the primary liner is listed as Steel Casing for all reaches and for Reach 11, there is an added option for steel liner plate. The GBR (page 2) states "Reaches that cross under Parmer Lane, McNeil Road, the Railroads, and an area of protected trees (e.g., Reaches 1, 3, 5, 7, 9 and 11) must be constructed using trenchless methods and utilize a steel liner or steel casing for primary ground support. This will require the use of steel lagging or steel liner plate if ribs and lagging are used for primary ground support when tunneling and steel pipe if pipe jacking is used." Also, the GBR (page 19) states "A two-pass system will be employed using a steel liner/casing as primary ground support. The primary ground support may consist of liner plate, steel ribs and lagging (steel channel, or liner plate), or welded steel pipe with dewatering and ground improvement installed in advance of tunnel construction as required. A carrier pipe will be installed within the primary support independent of trenchless construction. As noted above, excavation and primary ground support will be designed by the Contractor using the data provided in this report and requirements provided elsewhere in the Project Manual including Specification 02300. The Contractor is responsible for means, methods and safety and should utilize more conservative criteria if deemed necessary to meet the objectives associated with these responsibilities." Please clarify the type of primary ground support permitted on the project for trenchless construction"

Answer: Bidders are directed to the requirements of Special Specification 02300 for the allowable primary ground support method. Table 1 of the GBR has been

amended to be consistent and is part of Addendum #4. Per Specification 02300 Section 1.1 B – Reach 11 is the only Reach that may be constructed using a TBM jacking off of a Primary Liner; this section is modified to allow Primary Ground Support consisting of steel ribs with wood lagging in addition to steel ribs with steel lagging or steel liner plate.