

Document 00910

ADDENDUM NO. 1

Date of Addendum: 7/17/15

PROJECT NAME: Neighborhood Sewer Systems Improvements – Sunset Blvd.,
University Blvd., Westheimer St.

PROJECT NO: WBS No. R-002011-0065-4

BID DATE: July 23, 2015 (There is no change to the Bid Date.)

FROM: J. Timothy Lincoln, P.E., City Engineer
City of Houston, Office of the City Engineer
1002 Washington
Houston, Texas 77002
Attn: Robert C. Miles, P.E., Project Manager

TO: Prospective Bidders

This Addendum forms a part of the Bidding Documents and will be incorporated into the Contract documents, as applicable. Insofar as the original Project Manual and Drawings are inconsistent, this Addendum governs.

This Addendum uses the change page method: remove and replace or add pages, or Drawing sheets, as directed in the change instructions below. Change bars (|) are provided in the outside margins of pages from the Project Manual to indicate where changes have been made; no change bars are provided in added Sections. Reissued Drawing Sheets show the Addendum number below the title block and changes in the Drawing are noted by a revision mark and enclosed in a revision cloud.

CLARIFICATIONS

1. Q. According to the Geotechnical the Proposed Sewer will be below the water table. In order to install the dewatering the work zone of Westheimer around the clock. There is no way to dewater the project just running during work time weather it is 9:00 A.M. to 4:00 P.M. or working at night. You can NOT keep the water table controlled by only running during those periods. That means the area of the proposed sewer alignment would have to be closed until the pipe is installed and the pavement is restored. Then the question is if we have to close

the work zone area down around the clock would it be more economical and faster to Open cut the line or Bore the line. In order to completely maintain grade you are going to have a bore pit every 60LF.

A. Trenchless methods were directed to minimize impact on local traffic, residents and businesses. Dewatering facilities, if required, may be operated at construction shafts during non-work hours. The traffic control plan as approved minimizes traffic disruption for the project. Contractor shall not work more than two (2) sanitary segments simultaneously, as shown on the Traffic Control Plans (Sheet 56).

2. Q. I know traffic is of the most importance, you have proposed eight or nine services from both sides of the road. Besides the center lane (work Zone) being closed you will have disturbance to the curb lane where the tie-ins to the property owners connection are. I would like to propose to run a service line behind the curb on each side of the roadway and tie all the services into it then you would only have one line to the main on each side. Would this allow for an expedited time for repair and a lot less disruption to traffic?

A. In accordance with City of Houston Design Manual, Chapter 8, Paragraph 8.04 D.2., implementation of this proposal would require that the proposed 'back of curb' service line be treated as a public sewer, since it would parallel the street ROW and measure more than 50 feet in length. As such, it would require construction of additional manholes and increased line size and would result in higher cost to the City. The traffic control plan as approved minimizes traffic disruption for the project.



RK:EN:IMR:RCM:ack

END OF ADDENDUM NO. 1

DATED:

Ravi Kaleyatodi

RCM
EN
Ravi Kaleyatodi, P.E., CPM
Senior Assistant Director
Engineering and Construction
Division

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