
June 6, 2025

IFB SA 2501, Gainesville 36-Inch Discharge Main

Addendum #3

THIS SOLICITATION IS HEREBY AMENDED AS FOLLOWS:

1. CHANGES TO THE CONTRACT SPECIFICATIONS:

- a. DELETE from Section 01 20 00 Part 2.02 B: “The contract bid price will not include the cost of valves.”

2. QUESTIONS AND RESPONSES

All other solicitation terms, conditions and provisions remain unchanged and in full force and effect.

Acknowledgement: Any Bidders submitting a bid response for the above-named solicitation shall take note of the following changes, additions, deletions, clarification, etc., in the Contract Documents, which shall become a part of and have precedence over anything shown or described in the Contract Documents, and as such shall be taken into consideration and be included in the Bidder’s response. All other terms and conditions of the Invitation for Bids shall remain unchanged.

Bidders must acknowledge receipt of this amendment by signing and returning this addendum with the bid response prior to the bid submission due date and time.

Authorized Signature

Date

Name Printed

Title

Company Name

Direct all inquiries to Sprocurements@pwwater.org

Questions and Response

1. **Question:** The Plan Sheets indicate the proposed trenchless crossing under the railroad to be 207 LF of 54-inch steel casing however the Norfolk Southern Railway Company Agreement (Railway Agreement) provided in Appendix E indicates this same crossing to be 157 LF. Please clarify which document reflects the owner's intent. Further, if the proposed trenchless crossing varies in length from that shown in the Railway Agreement, will the Service Authority or contractor be required to amend this Railway Agreement and, if so, what is the anticipated timeline for the resubmission and approval of an amended Railway Agreement.

Response: The length of the 54-inch steel casing under the railroad is 207 LF as shown on Sheet C-104. No amendment to the Railway Agreement is needed.

2. **Question:** Q&A #10 in Addendum #1: The question was if the Contractor is responsible for paying the cost of the licensing agreement and the response stated that it is already paid, however the contractor is responsible for the application and associated fees. Please clarify if the fees referred are only for the coordination application and do not include the cost to pay the flaggers and inspectors.

Response: Contractor shall be responsible for cost of Support Services (to include flaggers and inspectors) as deemed necessary by NSR.

3. **Question:** Q&A #11 in Addendum #1: The question was if the contractor has to include NSR flaggers or inspectors and the response stated to refer to Appendix E. I would like to request further clarification if Prince William County is responsible for payment of the flaggers and inspectors and the contractor is only responsible for coordinating.

Response: See response to Question 2.

4. **Question:** May we visit the site of the bore under the NSR or does this require special coordination? If special coordination, please advise how our sub may gain access to the site.

Response: Contractor may only enter the NSR property with NSR Division Engineer's prior approval. See Appendix E, Part 9 "Entry Upon Premises". If bidders wish to visit the site with no entry onto NSR property, they shall coordinate with PW Water. Please contact Jay Vaghani at jvaghani@pwwater.org.

5. **Question:** I wanted to confirm if the deadline for submitting questions was also extended. If so, I have an inquiry about the bore under the railroad tracks. The plan indicates it should be 207 feet, but the railroad permit states around 150 feet. Please verify the correct length.

Response: See response to Question 1. Yes, Revised bid due date is June 20, 2025.

6. **Question:** Supplementary Conditions Section 1.2 limits regular weekday work hours to 7:00 a to 5:00 pm however the Railway Agreement, Exhibit A, Note 2 requires all pipe jacking operations to be executed on continuous, non-stop, 24/7 basis until complete. Please clarify.

Response: All piping jacking operations shall be executed on a continuous, non-stop, 24/7 basis until complete. For the pipe jacking operations only, Contractor shall be responsible for compensating the owner for PW inspection staff overtime. For all other work, regular weekday work hours shall be limited from 7:00 am to 5:00 pm.

7. **Question:** If the jacking operations are executed on continuous, non-stop, 24/7 basis as stipulated in the Railway Agreement, will the contractor be required to compensate the owner for staff overtime and consultant support for the extended work hours, see Supplementary Conditions Section 1.2?

Response: See response to Question 6.

8. **Question:** Drawing C-104, Note 11 as well as Technical Provision Section 33 50 00 for Trenchless Installation specifies the casing pipe to have a minimum wall thickness of 0.781 inches. The Railway Agreement's Pipe Data sheet indicates the casing pipe to have a wall thickness of 0.719 inches. Please clarify.

Response: The thickness of the 54-inch steel casing shall be 0.781 inches.

9. **Question:** Supplementary Conditions Section 1.11 states the insurance requirements set forth in the General Conditions shall apply, unless otherwise indicated here. Will the contractor be required to obtain railroad protective insurance?

Response: Contractor shall not be required to obtain railroad protective insurance.

10. **Question:** General Requirement Section 01 20 00, Section 2.02 indicates the cost of valves is not to be included with Bid Item #2. Where should the bidders include the cost of valves?

Response: Cost of valves shall be included in Bid Item #2. See Part 1 "Changes to Contract Specifications" of this addendum.

11. **Question:** Do you have a Google Earth file (.KMZ) that you can share that shows the path of the new water line?

Response:

Google Earth file may be requested via email by contacting Jay Vaghani at jvaghani@pwwater.org.