

TOWN OF COLCHESTER
RAPALLO VIADUCT FORCE MAIN REPAIR

ADDENDUM NO. 3

July 12, 2021

This addendum modifies the original bid document dated June 10, 2021, Addendum No. 1, and Addendum No. 2. Please acknowledge receipt of this addendum in the space provided on the bid form. Failure to do so may subject the bidder to disqualification.

QUESTIONS, ANSWERS, AND CLARIFICATIONS

The following questions were received and are answered below for clarification:

Question 1

You list Primus liner or equal - Primus is a German product and they require payment in advance. Is there any accommodation for this, possibly in the form of payment for stored materials?

Answer 1

Payment for stored materials can be accommodated upon inspection, transfer of Title to the Town of Colchester, and insurance covering the stored materials naming the Town of Colchester as the insured party. Payment will be for direct costs only.

Question 2

The trail access is shown at approximately 1.25 miles - will we be able to bring tri-axles with trailers and other heavy equipment all the way to the site? If not, what is the maximum weight or size equipment allowed?

Answer 2

We do not recommend driving tri-axles and trailers to go on this part of the trail, because there are no turn around areas capable of accommodating vehicles of that size. Typical Municipal (6 yard) dump trucks and Backhoes (CAT 310 and 710) have been used at the project site recently without incident. Off-loading of equipment trailers may occur at the Smith Street Entrance.

Question 3

Coordination and wastewater hauling is listed with Colchester DPW and East Hampton Joint Facilities. Is the contractor to include any wastewater hauling in the base bid, or just the alternate rate?

Answer 3

Coordination efforts are part of the base bid and a required portion of this work, however, the fee to haul wastewater is separate as a bid alternate, as shown on bid form.

Question 4

Can final testing be 15 psi with air?

Answer 4

Pressure testing of the repaired sewer force main shall comply with requirements outlined in Section 02570 Section 3.7. Per paragraph D, all components shall be tested at 150 psi, and per paragraph F the repaired segment of force main shall be filled with water to 150 psi and pressure shall be maintained for a minimum of 2 hours and shall have zero leaks. A 15 psi air test will be unacceptable.

Question 5

The specifications call out that thrust blocks be properly cured before the pressure testing can be performed on the pipe repair. Is this truly a requirement for this project?

Answer 5

If the Contractor deems a thrust block is necessary, it must be fully cured prior to testing, or it must be a precast unit.

The testing of the FFRP should occur after the liner has been installed, complete with reducer and FFRP connector. Testing shall comply with Section 02570 as referenced above. Testing of the FFRP repair will be completed prior to final connection with the existing unrepaired force main. The Contractor must check that the backfill, connectors, reducers, and supports around the FFRP are properly cured and set prior to backfill.

Question 6

Is there a hydrant or water source close to the project area?

Answer 6

No, any water needed must be procured and transported to the site via the Smith Street access point.

Question 7

The contractor has to remove the fasteners that were installed for previous repair work prior to performing this repair. Please clarify the type of these fasteners and the method(s) of the previous repair(s).

Answer 7

The previous repairs used threaded bolts from for Class 52 solid sleeve repair clamp and mega-lugs.

CONTRACT PLANS & SPECIFICATIONS

Make the following changes, revision, additions, and/or deletions to the Contract Documents:

No further revisions from Addendum No. 3.

END OF ADDENDUM NO. 3