

**NARROWS PUMP STATION FORCE MAIN LINING
WAREHAM, MASSACHUSETTS**

QUESTIONS FROM POTENTIAL BIDDEERS WITH ANSWERS

1. *Q: Being that the Bid Documents were obtained through Wareham, MA site, could you please advise how I can verify if we have been listed as a Planholder/Bidder.*

A: The list is on the Town of Wareham website.

2. *Q: There is an existing air release valve at station 3+15, is this to be renewed and or put into a vault? or lined through and abandoned?*

A: This air release valve will be lined through and abandoned.

3. *Q: What sizes and materials are the sideline connections to be reinstated? A tee will have to be installed at these locations with additional Primus connectors.*

A: Information on these connections is not available in record drawings. Connections are to be verified during CCTV inspection prior to lining.

4. *Q: Can you clarify the payment items 12 and 13 for additional connector sets and when are these paid? They will be required at all excavations where the force main is cut. The word additional is confusing to imply some are included in other items.*

A: Items 12 and 13 are for connectors in addition to those used on this lining project. The Town wishes to purchase extra connectors to use for future connections.

5. *Q: Section 01150-6, #7 B requires sealing around liner at lateral connections. At these locations the installation will include Primus connectors, tees and a coupling to the branch line*

A: Seal per manufacturer's instructions

6. *Q: Do you have soil boring logs that would show the depth of the water table for dewatering purposes, or will an allowance be created for Well Point Systems if required?*

A: There are no known boring logs along the force main route. An allowance will not be created for Well Point Systems if required. The contractor can select the excavation dewatering method(s).

7. *Q: Drawing S-1 and C-10 are included which details work at the Vault, will you establish a pay item for this work- Construction of a new Gooseneck high Point?*

A: The gooseneck and headworks modification is its own bid item,

8. *Q: Can the force main be shut down and if so for how long for transition to the bypass*

A: Assume the pump station cannot be shut down but will have to be coordinated with the Owner and determined in the field.

9. *At the railroad tracks the contractor is not allowed access in that area, how will the temporary bypass be installed to carry the product in this area?*

A: It is anticipated that the bypass will connect into the Hynes pump station force main, which runs under the railroad parallel to the Narrows pump station force main. Refer to sheet C-9.

10. *Q: Does the engineer have a suggested bypass plan? Specifications state the owner provides the temporary bypass under the base bid. Please provide the plan so we can determine if there is any phasing or excavations we are required to perform. - is it Buried, or above ground?*

A: The contractor can design the temporary bypass to meet project needs. There are no requirements for phasing or excavation.

11. *Q: As the Alternate is for the contractor to provide the Bypass instead of the owner, I would rather that the value is not included in the overall bid for comparison with other bidders. This value will be deducted if the owner decides to perform the work. Making the item an allowance puts all contractors on a level field, and reduces the owners costs. This could be a direct pass through item to the owners vender without markup.*

A: Acknowledged.

12. *Q: Drawing C-1, note #5 under Civil requires backfilling excavations daily in the roadway. Can these be covered with steel plates, the work in the excavations may take several days for each run.*

A: Covering excavations with steel plates is acceptable.

13. *Q: Can you provide a detail or description of the method to make the 18" x 16" Transition with the Primus Liner or Reducer?*

A: The most appropriate method of making the transition is to be determined by the contractor and the lining manufacturer.

14. *Q: Section 01010-2, E., 3 requires the contractor to repair the force main defects, how will this be compensated?*

A: The payment for repairing the force main defects as necessary prior to lining is included in Bid Item 7 and described in Section 01150 in paragraph 1.9.B(7)B.

15. *Q: Pay item #8 require the Liner to be CCTV after installation. That is not per the manufacturers Procedures. Will you delete the requirement and use visual inspections at the open pits for the final inspection? Is the requirement for the contractor to remobilize after one year and tv at this time? That would require additional excavations at that time. Please clarify*
- A: The pay item for CCTV after lining has been deleted.
16. *Q: To make a site visit at approximately station 93+22. Do we need to make an appointment to gain access through the Towns Property?*
- A: Make an appointment with the Superintendent of the WPCF to access this site.
17. *Q: Section 01050-2 F, Massachusetts Coastal railroad- Specification states contractor bears inspection requirements and other requirement costs. What are these costs? Do we need Railroad protective insurance, flagmen, etc while lining under the tracks?*
- A: There is no coordination necessary with the railroad.
18. *Q: Drawings state the contractor is not permitted in the railroad right of way, however section 02866-1 requires special insurances and certificates to work in this area. Please clarify. It also requires that if flagmen and inspectors are requires this cost is on the contractor. Will you establish a line item for an allowance for these costs, if they are required?*
- A: Acknowledged.
19. *Q: Please confirm the pipe as specified in 02615-2, 2.1 A and B is class 53, cement lined with Zinc and asphalt coated, and also in section 15062. In structures the pipe will have a special coating. Would the pipe require a Protecto 401 coating to the inside for all installed pipe?*
- A: Protecto 401 coating may be submitted and reviewed during submittal process as an “or equal” provided it meets the requirements of the Specifications.
20. *Q: Will you provide water for the testing of the liner at no charge to the contractor?*
- A: The Town will provide water at no charge for testing the liner.
21. *Q: What is the engineers estimated value of the project?*
- A: \$2.5 million.
22. *Q: When is the last day for questions?*

A: Refer to the Town of Wareham website.

23. *Q: Drawing C-1, General Note # 14 states initial paving will be placed two months before final paving is placed. Base course before winter and final paving Spring of 2023. There is no detail for the final paving required on Minot Ave and Narrows Road, please advise the paving requirements.*

A: The Town will be responsible for final paving on Minot Avenue and Narrows Road.

24. *Q: What is the size of the Air Release/Vacuum manhole at station 70+08? Drawing C-11 and specification 03420 do not indicate sizing required.*

A: The Air Release/Vacuum manhole is a precast concrete manhole with a minimum 8-foot diameter.

25. *Q: On the Profile drawings, what are the numbers written above the stationing points, below the -20 number, referring to?*

A: These numbers provide the ground elevation at that point.

26. *Q: At sanitary manholes, such as the one at Station 5+82, is there any action required by the contractor? Can you provide details of the pipe within the manholes on the mains?*

A: There is no record information for the manholes along the main. It is anticipated that if no connections are found during the initial inspection, the manholes can be lined through.

27. *Q: There is an abandoned service at Station 21+00 (ditto Station 24+03). Is it required to keep the service active with a new Tee, or should the liner go through this without excavation and reinstatement of the service lateral?*

A: After confirmation during the initial inspection that the services are not active, the liner can go through without excavation and reinstatement.

28. *Q: Do the new fittings require an epoxy or special coating? The 45 degree bends, tees, reducers, etc? specification 02625 mention only cement lining with an asphaltic sealcoat*

A: Cement lining with an asphaltic seal coat.

29. *Q: Station 74+50 there is a note to coordinate with owner for locations of connections, but I do not see a connection at this location. Will you provide a list of connections required along the run and advise the size of the reconnection?*

A: There are new buildings at this location. In general, record information about the number, location and sizes of connections is not available. It is anticipated these will be determined during the initial inspection.

30. *Q: Please advise the scope of work at the sewer manhole at station 87+25.*
- A: It is anticipated that this manhole will be lined through.
31. *Q: There is no profile shown from station 87+25 to station 93+22. Can you advise the depth of the main at station 93+22, and are there any bends in this final section?*
- A: There is no record information available regarding the configuration or depth for this section of pipe. As noted on the plan, a test pit is required.
32. *Q: T=Sheet C-11 for the detail for the Air release valve, the tee is shown as a 18x18x12 FLG tee, but the blind flange is shown as a 18"*
- A: The tee should have a 12-inch flange.
33. *Q: With the mandatory pre-bid meeting moving to June 24th and questions due no later than seven days prior to the bid date, will the bid date also be adjusted to allow for a questions deadline that is between the mandatory pre-bid meeting date and the bid date?*
- A: See Town of Wareham website.
34. *Q: My pipe vender just questioned the material, import material have a 20 week lead time, domestic have an 8 week lead time. Are there any requirements to Buy American Specifically?*
- A: There are no specific requirements for sourcing materials.
35. *Q: Plan Sheet C-3, STA 3+20 seems to show an ARV. Is this ARV to be abandoned and lined past?*
- A: The air release valve approximately at station 3+20 will be lined through and abandoned.
36. *Q: Plan Sheet C-3, STA 24+05 seems to show a connection point which leads to a valve pit. Please clarify the potential scope work at this location?*
- A: After confirmation during the initial inspection that the service is not active, the liner can go through without excavation and reinstatement.
37. *Q: Due to the postponement of the mandatory pre-bid meeting. It's requested that the bid date be moved out to provide reasonable time between the site walk and pre-bid meeting and the bid date.*
- A: Acknowledged.

38. *Q: Is there a minimum ID or cross section flow area required for the temporary bypass piping?*

A: The contractor can design the temporary bypass to meet project needs.

39. *Q: Is there a preferred/required bypass layout available for where the bypass piping can be located along the project length? And are there associated bypass detailing for street crossings, etc.*

A: The contractor can design the temporary bypass to meet project needs.

40. *Q: Spec section 01010 paragraph 3.3.A states that the construction will be divided into phases or sequenced appropriately. Please confirm that this phasing is the phasing/sequencing listed in paragraph 3.3.E. Also, is there any other phasing within the lining installation and testing?*

A: The contractor should develop a specific phasing plan with the manufacturer if necessary.

41. *Q: Plan sheet C-11, Air Release Manhole detail, are the two 18" gate valves outside of the manhole structure existing or new valves to be installed under this contract? If existing, do these gate valves need to be reinstated or will they be abandoned?*

A: The two gate valves are to be installed as shown as part of this contract.

42. *Q: Plan sheet C-2 includes a note regarding replacing an existing 90-deg bend with two 45-degree bends prior to lining. Are these two 45s to be lined or will the lining tie into the 45s?*

A: The lining will start immediately after the two 45-degree bends.

43. *Q: Will the bypass be required to include connections to where there is existing connections to the existing force main?*

A: This will be determined by the bypass company.

44. *Q: Will Narrows Restaurant and Indian Neck PS need to be connected to the temporary bypass?*

A: Yes.

45. *Q: How long can the existing pump station on plan sheet C-2 be shutdown?*

A: Assume the pump station cannot be shut down but will have to be coordinated with the Owner and determined in the field.

46. *Q: Plan sheet C-9, please include detail of SMH at approx. STA 87+20. Is there any contract work to be performed at this location?*

A: It is anticipated that this manhole will be lined through.

47. *Q: Spec Section 01515 paragraph 3.2.B.5- this requirement requires a full 7 calendar days prior to temporary bypass pumping system upon satisfactory completion of the demonstration testing. Please clarify what demonstration testing is?*

A: The demonstration testing in this case refers to testing and acceptance of the liner installation.

48. *Q: Spec section 01515 paragraph 3.2.A.3- what is the 100-year flood elevation for the temporary pumps, fuel storage, and other appurtenances to be located above?*

A: The base flood elevation is 15 feet. The intent is for the Contractor to protect all temporary pumps, fuel storage, and appurtenances from flood damage.

49. *Q: Approx station 8325 there is a second force main, can we tap into it for discharging our bypass so we dont cross the railroad with the bypass.*

A: It is anticipated that the bypass will discharge into the Hynes pump station force main in this vicinity.

50. *Q: Is there a bypass plan or expected route for this work?*

A: This is to be determined by the General Contractor.

51. *Q: Is there an erosion control plan?*

A: Best management practices will apply. Erosion control notes and details are on Sheet C-12.

52. *Q: What is the recommended PSI for the pressure test of the liner?*

A: 1-1/2 times the operating pressure of 35-psi.per manufacturer's instructions

53. *Q: Please clarify the actual out put flow of the pump station at Merchant Way.*

A: 300,000 gallons per day.

54. *Q: How often does the pump station cycle and what is the duration.*

A: The Town is to provide this information to the successful bidder.

55. *Q: Is the GC responsible for bypassing the connections into the existing main?*

- A: GC is responsible for bypassing and coordinating with the Town.
56. *Q: Can bypass be run down Route 6 if we cannot cross the rail road or rail road property?*
- A: No
57. *Q: What is the average daily flow that the Narrows Pump Station sees? Is there any historical data that can be provided?*
- A: Historical data can be provided. Average daily flow is over 300,00 gallons per day.
58. *Q: Can the Narrows Pump Station be utilized as the primary means of bypass?*
- A: Yes, if it is engineered properly.
59. *Q: If external pumping is required, will we have access to the wet well? If so, what is the elevation of the invert and allowable height we will be able to surcharge in order to pump?*
- A: Pumping out of a manhole.
60. *Q: As shown in Spec section 01515-2.1 The Narrows Pump Station table calls out duty pumps with no requirement, then states a VFD is required two lines down. Line 5. States that all pumps shall be critically silenced, suggesting the use of Diesel driven pumps? Please clarify.*
- A: Electric or non-electric driven pumps can be used.
61. *Q: As shown in Spec section 01515-2.1 The Narrows Pump Station table calls out Standby Pumps as Electric, is this required or can Diesel backup be utilized?*
- A: Electric or non-electric driven pumps can be used.
62. *Q: Will power be provided at the pump station for any electric driven pumps, or will backup generators be required?*
- A: Backup generators are required.
63. *Q: The plans show multiple FM service tie in`s to the FM to be lined, is the total flow of 7,240gpm accounting for these services? If not, what is the size, peak gpm that each service produces?*
- A: No.
64. *Q: On Drawing C-9 the FM crosses a RR, the plan states that “the contractor is prohibited access across RR property” Do you have a suggested bypass routing route for crossing?*

A: The bypass can tie into the Hynes pump station force main before it crosses under the railroad.

65. *Q: On Drawing C-9 the FM crosses a RR, the plan shows two 18" FM's. At the point of intersection, is the FM not involved with this project in use? If so, what flow is currently being conveyed? Also, is the second FM a gravity system at the SMH in Minot Avenue to the plant? Can this system be utilized?*

A: The second force main is the Hynes pump station force main. It is expected that this force main pipe will have capacity to convey the bypass.

66. *Can details of the existing pumps and main pump station at the Western end of the project be provided, and plans/drawings of the nearby manholes that were mentioned in the pre bid meeting?*

A: Will be provided to the successful bidder.

67. *Can details be provided for the parallel force main that was discussed at the pre bid meeting crossing Minot Avenue, the river, and the RR tracks into the WWTP that the Contractors might be able to tap into with the bypass be provided? (Exact location, pipe depth, pipe size and host pipe material, etc.)*

A: The Hynes pump station force main is similar in age, size, material and depth to the Narrows pump station force main.

68. *Will the Town be responsible for the disposal of debris cleaned out of the existing pipeline?*

A: No, the Town will not be responsible for the removal and disposal of debris.

69. *Can details be provided for the lateral connections and pump station lines entering the pipe to be lined? (Exact location, depth, pipe sizes, host pipe material, connection type tee or wye, details of the pumps feeding those laterals, etc.)*

A: These will need to be determined in the field.

70. *Can the Town verify that water from the hydrants along Minot Avenue will be available for this project throughout the winter months, and if there will be a cost for the water utilized for the project?*

A: Pending confirmation with the Water Department, but assume water will be available.

71. *Can more details be provided for the pressure testing required for the lined pipes, including the pressure/time requirements, and if just the lined pipe sections are to be tested, or the entire system after the later "tie-ins" have been made?*

A: Both.

72. *On sheet C-7 of the plans it is indicated that an existing ARV manhole is to be removed and replaced. Are there any details drawings or photos of the existing structure available?*

A: No photos are available

73. *Is there a minimum ID or cross section flow area required for the temporary bypass piping?*

A: This is to be determined by the bypass company.

74. *Is there a preferred/required bypass layout available for where the bypass piping can be located along the project length? And are there associated bypass detailing for street crossings, etc.*

A: No.

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A: Yes.

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A:Yes

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