



## **BRUNSWICK-GLYNN COUNTY JOINT WATER & SEWER COMMISSION**

June 7, 2019

**PROJECT:** IFB No. 19-017 – 2016 SPLOST North Mainland Phase II & III  
Improvements Division I – CIPP Sewer for the BGJWSC

**ADDENDUM:** Two (2)

**DUE DATE:** TUESDAY, JUNE 18, 2019 – 12PM, NOON

**THIS ADDENDUM IS FOR THE PURPOSE OF MAKING THE FOLLOWING  
CLARIFICATIONS:**

**1) QUESTION:** Will water be allowed to flow downstream or does it need to bypass directly to Academy Creek?

**ANSWER:** Water will be allowed to flow downstream

**2) QUESTION:** Is there a Dropbox link to plans?

**ANSWER:** Yes. Please contact Christa Free at [cfree@bgjwsc.org](mailto:cfree@bgjwsc.org) for access to the Dropbox link.

**3) QUESTION:** Should bypass be established during cleaning?

**ANSWER:** Bypass should be on hand in case of emergency.

**4) QUESTION:** What is the minimum thickness?

**ANSWER:** 18mm

**5) QUESTION: Is there a debris dumpsite?**

**ANSWER: Yes, there will be a laydown yard/dumpsite available at 139 Indigo Drive, Brunswick GA, 31525**

**6) QUESTION: How will water used by the selected firm be metered/charged?**

**ANSWER: The charges for the water will be the responsibility of the contractor. Please contact Kalem Head with JWSC Meter Division to secure a hydrant meter, 912-261-7130 or [khead@bgjwsc.org](mailto:khead@bgjwsc.org)**

**7) QUESTION: Should asphalt removal be included in point repairs?**

**ANSWER: Please make Asphalt Removal a separate line item in Point Repairs in your proposal and use the bid form dated May 30, 2019 for your proposal. This bid form can be accessed using the solicitation website: <https://www.bgjwsc.org/invitation-to-bid-no-19-017-2016-splost-north-mainland-phase-ii-iii-improvements-division-i-cipp-sewer-for-the-bgjwsc/>**

**8) QUESTION: There are no existing utilities shown on any plans provided. Does the JWSC know of any existing utilities through the CIPP route?**

**ANSWER: The water line runs across Old Jesup Road and Whitlock Ave. The JWSC can provide GIS mapping that shows known water and sewer infrastructure. The contractor will be responsible to determine and account for all other existing utilities locations.**

**9) QUESTION: Are there current flows available for the 42 inch line?**

**ANSWER: That line currently uses 3500gpm pumps**

**10)QUESTION: In regards to the railroad, is there a culvert or ditch available for the bypass?**

**ANSWER: Yes, there are existing culverts that can be utilized under the railroad in the vicinity for by-pass piping. Please see attached proposed by-pass piping schematics, sheets C2.9 and C2.10.**

**11)QUESTION: Has the permit for the railroads been applied for?**

**ANSWER: Thomas and Hutton is currently working on the permits for CSX and Norfolk Southern railroads, but they will not be in hand by the time bids are due.**

**12)QUESTION: Will the firm be permitted to saddle the manhole?**

**ANSWER: All new manhole structures required shall have precast, monolithic base/invert sections and conform to the JWSC Standards for W&S Design and Construction. No “dog house” type manhole structures will be allowed.**

**13)QUESTION: What is the length of point repair and will it be lined?**

**ANSWER: Assume repair is 20 feet. After any point repair is made, CIPP lining will be continuous between manholes. This includes gravity main sections that have been point repaired or replaced.**

**14)QUESTION: CIPP Manhole Submittals?**

**ANSWER: All manhole construction shall conform to the JWSC Standards for W&S Design and Construction. Please visit the BGJWSC website for these Standards:**

**<https://www.bgjwsc.org/departments/planning-and-construction/>**

**15)QUESTION: Section 02956 2.1.1 states to use standard Portland cement on manholes prior to installing protective coating. Generally 28 days is adequate cure time for standard Portland. This will add significant time for bypass pumping which will cause significant costs to the project. Will an alternative be allowed to reduce bypass pumping costs?**

**ANSWER: To clarify, if Standard Portland Cement is used, then it must be well cured as specified. Alternate high-strength concrete products can be submitted for review as needed.**

**16)QUESTION: Due to the conditions of the existing manholes, high pressure cleaning of the manholes could yield the manholes in a condition that is not repairable. Will these manholes be replaced if this condition exists?**

**ANSWER: Contractor shall inspect all surfaces specified to receive a protective coating prior to surface preparation. Any discoveries of questionable condition are to be reported to the project manager for a repair/replacement determination to be made by the Engineer and owner. BGJWSC calls for a 5,000 psi at 4 gpm sprayer based on Sewpercoats spec**

**17) QUESTION: If the manholes fail during the cleaning process what is the repair method?**

**ANSWER: Any discoveries of questionable condition are to be reported to the project manager for a repair/replacement determination to be made by the Engineer and owner.**

**18)Section 02956 3.1 D4 states “Spray application of calcium aluminate will have a minimum finished thickness of ½ inch”. Due to the condition of the existing manholes, additional thickness may be needed. How will the additional thickness be paid for if needed?**

**ANSWER: This shouldn’t be an issue, as the manholes are to be built back to a consistent wall finish with concrete before application of the calcium aluminate coating. It will be up to the contractor to properly prep base coat/rebuild the manhole to allow a consistent ½” calcium aluminate application. Contractor should account for any anticipated amount of over-application to ensure the minimum ½”.**

**19)QUESTION: Section 02956 3.1 E references vacuum testing manholes via ASTM C 924. This ASTM is for testing concrete pipe sewer lines 4-24”. Formerly under the jurisdiction of Committee C13 this practice was withdrawn in December 2013 with no replacement because of safety concerns when conducting this test. Additionally, according to the National Association of Precasters, vacuum testing a manhole system that is already subjected to hydrostatic pressure (groundwater) may exceed the design limits of critical flexible connectors leading to system failure. Will a visual inspection and thickness test be sufficient for testing due to the severe deterioration of the existing manholes?**

**ANSWER: The negative atmosphere required in the vacuum testing specs is minimal. Newly repaired/replaced manholes should well be able to withstand this testing.**

**20)QUESTION: In lieu of Cretex Seals at the top of manholes, will the engineer allow spraying to top of ring and cover with cementitious material?**

**ANSWER: No; BGJWSC staff feels that the cementitious coating does not sufficiently bond to the iron.**

**21)QUESTION: Will street closures be allowed for manhole replacement and bypass pumping at 9<sup>th</sup> Street and Norwich Street?**

**ANSWER: To be determined by the City/County R/W permitting official, as appropriate. Contractor should plan accordingly.**

**22) QUESTION: What is the depth of the force main at B&W Grade Road that is to be rerouted?**

**ANSWER: It is estimated to have approximately 4' cover. Force main should be tied into manhole at the bottom of new manhole to reduce splashing.**

**23) QUESTION: Would the contractor be allowed to reroute the force main on opposite side to manhole 40350440 due to the close proximity to the light pole?**

**ANSWER: Yes**

**24) QUESTION: Can Old Jesup Road be closed between Community Road and Whitlock for bypass purposes?**

**ANSWER: To be determined by the City/County R/W permitting official, as appropriate. Contractor should plan accordingly and work with the proper city/county personnel. Due to traffic patterns in this area BGJWSC assumes any road closures/work would need to be performed at night.**

**25) QUESTION: Are there any Vertical footage amounts available?**

**ANSWER: Invert and frame elevations are provided on the plans to determine individual vertical footage. Total vertical footage of manhole repairs is 840 VF. Total vertical footage of manhole cleaning is 60 VF.**

**26) QUESTION: Are the specs asking for an application of cementitious mortar, calcium aluminate ½ inch, and a 100ml application of epoxy on top of the mortar? Both materials?**

**ANSWER: Reference to epoxy coatings are deleted from the specifications. Coating shall include the 100% Calcium Aluminate coating as specified.**

**27) QUESTION: How long can the force main be shut down for a tie in at Manhole 40350440?**

**ANSWER: Depending on the day/time of week, shut down time would be 1-2 hours. This time would extend if done in the evening hours.**

**28) QUESTION: Is there an existing coating already previously applied to these manholes?**

**ANSWER: Most manholes were coated at one point with epoxy, however most of it has deteriorated. Some were coated with cementitious coating which is also in poor condition.**



**All applicants under this Invitation for Bid are kindly requested to acknowledge receipt of this Addendum in original only.**

**ACKNOWLEDGEMENT  
ADDENDUM: TWO (2)**

**DATE:** \_\_\_\_\_

**The above Addendum is hereby acknowledged:**

\_\_\_\_\_  
**(NAME OF BIDDER)**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Title**