

SAUSALITO-MARIN CITY SANITARY DISTRICT
COLOMA PUMP STATION REPLACEMENT PROJECT

Addendum No. 2

The following modifications to the scope of work for the Coloma Pump Station Replacement Project shall modify the Contract Documents as described. Work included in this Addendum shall be incorporated into and accomplished in accordance with all project requirements. This addendum contains 5 pages including attachments.

IMPORTANT: Receipt of this Addendum must be acknowledged in the space provided on the Bid Form when your bid is submitted. Failure to acknowledge receipt of this addendum may constitute grounds for rejection of the bid.

Addendum Items:

2.1 Section 02467A, Drilled Concrete Piers:

1. Under paragraph 1.02.A, add the following item 3:
“3. 336.1 – Specification for the Construction of Drilled Piers.”
2. Under paragraph 1.04, add the following items L and M:
“L. Submit stability plan including equipment, methods and material for drilled pier shaft until placement of concrete is complete.
M. Submit volume of concrete placed at each drilled pier location.”
3. Under paragraph 3.01.A, add the following item 4:
“4. Installation of drilled piers shall generally conform to the requirements stated in ACI 336.1.”
4. Under paragraph 3.01.F.1., add the following item b:
“b. Coordinate casing withdrawal with concrete placement so that the concrete pressure head exceeds the anticipated outside soil and water pressure above the bottom of the casing at all times during casing withdrawal.”

2.2 **Bidder Questions and Answers:**

Q1: Wet Well: Is the location of the old & new wet well coincidental and the same?

A1: See Attachment 1 showing and overlay of existing and new facilities. Note that this is an approximation. It is the contractor's responsibility to field verify both existing and new facilities.

Design drawings for the existing Whiskey Springs pump station are available for reference on the District's website at;

<http://sausalitomarincitysanitarydistrict.com/doc/2611/>

Q2: Sewage Bypassing, Spec 02552 – Does the District have a bypass schematic (plan view) for bypass Systems 1, 2 & 3? Can you confirm that all three of these bypass systems will run simultaneously for the duration of Coloma PS construction? Can you confirm that Systems 1 & 2 are to be electrically powered, and System 3 is to be a diesel bypass for the purpose wet weather bypassing only?

A2: The bypass plan is based on flowrates, redundancy requirements, pipe materials, etc. Placement of hoses and types of pumps are up to the Contractor but must be approved by plan submittal. This approach is intended to allow some flexibility in means and methods. The bypasses will run simultaneously where live sewers are flowing. If flow is delivered to Scotties for dry weather, Scotties will require backup power and primary and backup electric pumps. (The existing pump does not have a backup and is powered from the Whiskey Springs pump station, so once the station is demolished you will not be able to use it. In addition, it does not have the required capacity for wet weather storm events.) All pumps will need to be electric due to noise ordinances. They can be submersible or dry, or a combination, as long as redundancy exists for both pumping and power. The one exception to this is during storm events which may trigger the required 4.2 MGD pumps. In this case the pumps are operated for emergency conditions for which there are no noise level requirements. Consequently, these pumps can be diesel powered which means you would not need a large generator for backup. They typically operate only a few times each winter and for relatively short periods of hours to a few days depending on the storm event.

Q3: Staging Area; There looks to be very little staging area (besides parking spots) on Coloma Street. Can the District provide any additional staging area suggestions for pump station construction? Can the grass areas south of the Coloma Station on Bridgeway be used for construction staging if areas are fenced off, maintained & restored by Contractor at completion?

A3: This is a possibility as long as no trees are damaged. It will ultimately be up to the City to approve. Privacy fencing would be required as suggested. All staging should be included in your encroachment permit application including the staging along

Coloma identified in Addendum 1. Another suggestion is to use the generator pad area and encroach a bit to the South if approved by the City.

Q4 Adjacent Whiskey Springs Condos & Commercial Businesses: Are we required to perform any preconstruction surveys for adjacent facilities? Is vibration monitoring a requirement of this contract? The Miller Pacific soils report says yes, but specifications are silent. Please advise if pre / post surveys & vibration monitoring is a requirement of this Contract

A4: Miller Pacific's report is for information only, and is not a contract document. There will be no vibration monitoring. The only preconstruction requirements are to CCTV existing pipes and to photo document preconstruction conditions. See Section 02260, "Excavation Support and Protection" for additional geotechnical requirements during construction.

Q5: Pedestrian traffic: Can the West side of Bridgeway pedestrian traffic be detoured to the East side of Bridgeway for the duration of construction (West sidewalk and pedestrian path closed at Coloma & Bridgeway)?

A5: The project limits extend to the curb along Bridgeway. For safety and access the walking path may be close as suggested. The duration of closures should be minimized to the extent possible.

Q6: Scotty's Pump Station: Are any of the paved areas in front of the Dry Cleaners or the Tai Chi business available for bypass equipment staging? Please see Google Earth street view from Bridgeway showing a large sewage bypass pump and piping parked in front of the cleaners. Can the Contractor be expected to utilize this area for bypass equipment for this project?



A6: Yes, you may stage in the same location the District has staged. This has been done for the past 5 years. The paved area is a City easement and the landscaped area is owned by the District.

Q7: Are we required to restore and replace the mature landscaping at Scotty's PS after it has been abandoned?

- A7: No, this will be completed in a follow up project specifically for landscaping of both project sites.
- Q8: Earthwork, Shoring & Dewatering: Off-haul of Soils & Bay Mud for Disposal: The Analytical Sciences report indicates that soil samples at Borings 1 & Boring 2 exceed reporting detection limits for corrosivity, some CAM Metals, Mercury, Resistivity and Anions. Please advise if excavated soils will need to be classified as Contaminated or Hazardous soils for off-haul and disposal purposes.
- A8: The corrosive nature of the soil is related to pipe materials and protection. In the event hydrocarbons are discovered (such as an old oil fuel line or similar as Sausalito use to be a ship building yard) then you would need to follow requirements of Sec. 01364, "Underground Storage Tank Removal." This would represent a change of conditions which would validate a PCO if not related to the required removal of the underground fuel tank.
- Q9: Dewatering: Given potential contamination of soils, please advise if water filtration (sand & carbon filters) will be required for treating ground water prior to discharge into SMCS D system? Will testing of ground water be required prior to discharge?
- A9: Unless noticeable hydrocarbons, oil, etc. are experience in groundwater, it can typically be discharged to the sewer. If noticeable, the water would require testing. In the event filtration, etc. is required and not identified in contract, a PCO would be submitted for the additional requirements. I do not anticipate problems with contaminated soil or water as the train tracks and oil lines used for ship building were located across Bridgeway from the project site, and the underground fuel tank was decommissioned decades ago.
- Q10: Dewatering: Is there a cost for the Contractor to discharge groundwater into the sewer collection system (is a flow meter required to measure groundwater discharges from this project that will be the basis of a discharge fee by the District)?
- A10: There will be no fee for discharge to the sewer system as long as no silt or debris is discharged. In the event downstream lines require cleaning, downstream pumps are damaged or a line is plugged resulting in a spill as a direct result of the Contractor's work then those costs would be the Contractor's responsibility.
- Q11: Traffic Control: What are the hours for a lane closure on Southbound and Northbound Bridgeway?
- A11: There are no hour limits for traffic control, only noise limits and construction hours as defined by the City.

This Addendum No. 2 shall become part of the Contract and all provisions of the Contract shall apply thereto.

Addendum 2, Attachment 1

