

## Bidding Addendum

**Addendum No. 3** for Halifax County Service Authority, Cowford Road WWTP Pump Station Conversion and Force Main. Wiley|Wilson Comm. No. 213178.00, dated December 5, 2017.

To: All Bidding Document Holders of Record

From: Wiley|Wilson  
Lynchburg, Virginia

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*This Addendum contains 1 page and listed attachments and forms a part of the bidding documents and modifies the Project Manual and Drawings dated, September 30, 2015, as noted below. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject bidder to disqualification.*

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End of Addendum No. 3

### ATTACHMENTS

- Plan Holder Clarifications (December 5, 2017)



Wiley|Wilson

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Matthew Corbet Pillow, P.E.  
Engineer

**ADDENDUM #3  
HALIFAX COUNTY SERVICE AUTHORITY (HCSA)  
COWFORD ROAD WWTP PUMP STATION CONVERSION AND FORCE MAIN  
WILEY|WILSON COMMISSION NO.: 213178.00**

DATE: December 5, 2017

TO: All Potential Bidders/Offerors

**Clarifications**

1. Clarification: All 10-inch sanitary force main pipe shall be rated for a minimum 250 psi.
2. Clarification: 16-inch sanitary sewer pipe shall be **ductile iron** as specified within the 24-inch steel casing pipe. All pipe within the Norfolk Southern right-of-way shall be ductile iron. 16-inch sanitary sewer pipe not within the steel casing pipe shall be **PVC C905 DR25**.
3. Clarification: The below listed pump station wet well lining systems are approved for use in this project. The lining system is required to properly fit a wet well with an inside diameter of **10.5 ft**. It is the responsibility of the Contractor to confirm proper fit of HDPE lining systems.
  - Agru Sure Grip HDPE lining system as specified on plan sheet C-205.
  - GSE Studliner HDPE lining system as specified on plan sheet C-205.
  - Tnemec lining system as specified in Specification 333105 – Submersible Pump Station, Section 2.10 Pump Station Painting and Coating of the Project Manual.
4. Clarification: The intent is not to install the 16-inch ductile iron pipe through the concrete culvert on the Norfolk Southern property. Coordination with Norfolk Southern to relocate the alignment of the jack and bore northwest of the current location will take place after the project is awarded. It is anticipated that a design adjustment will require 120 days to gain railroad approval for these changes. This section of the project shall not be included on the project schedule critical path.