

**PUD NO. 1 OF SKAGIT COUNTY  
COLLEGE WAY: URBAN TO LAVENTURE PIPELINE REPLACEMENT PROJECT  
ADDENDUM NO. 6**

Date of Issue: January 31, 2025

**To All Planholders and/or Prospective Bidders:**

**The time and place of bidding remains** 10:00 AM, Wednesday, February 5, 2025, at Public Utility District No. 1 of Skagit County.

Acknowledge receipt of this Addendum in the space provided in the BID FORM. Failure to do so may subject the Bidder to disqualification.

The following changes, additions, and/or deletions are hereby made a part of the project bid documents for the College Way: Urban to LaVenture Pipeline Replacement Project and shall have the same effect as if set forth therein.

**A. INSTRUCTIONS TO BIDDERS**

- a. Section 6.06 – Contract Time. Remove 50 Consecutive Working days and Replace with 65 Consecutive Working days.

**B. AGREEMENT**

- a. Remove any reference to 50 consecutive working days and replace with 65 consecutive working days.

**C. SUPPLEMENTARY GENERAL CONDITIONS**

- a. Section 6.1 – Time for Completion (Contract Time), remove any reference to 50 consecutive working days and replace with 65 consecutive working days.

**D. RESPONSE TO QUESTIONS**

| Question   | Response  |
|--|---|
| STA 39+81.5, STA 39.81.5, & STA 39+90.5, show a 12x12 tee/butterfly valve, but then show 8” piping off the tee, then 12” fittings, and then it says connecting to existing 8”.   | The call out for mainline pipe south of the tee, should be 12”, not 8”. |
| What is the depth of the asphalt for the driveway repairs?   | Depth of asphalt is 4" for driveway repair                              |
| 1.8 Item 7 – Flaggers, says measurement of flaggers shall be by the number of hours flagging is actually taking place. Is that hours worked or hours in the day? For example, if we have two flaggers, flagging an 8-hour shift, is the payment 8 hours or 16 hours? | Two flaggers flagging an 8-hour shift is 16 hours.                      |

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|--|---|
| Given the new alignment and increased complexity of the work with existing utilities and driveway accesses, we assess it will take an additional 30 working days to complete this project for a total of 80 working days. Will the District consider increasing the Working Days prior to bid closing? | The District will increase the working days an additional 15 days, for a total of 65 working days.  |
| It was mentioned in the pre-bid meeting by another contractor that having a night shift option for some of the work, like the long services, would be beneficial, and we agree. Will that be allowable?  | The District permit does not allow for night work. Contactors wishing to conduct night work are responsible for obtaining modifications to existing permits or obtaining new permits that allow night work. |
| Addendum 4, item 70 Excavation for the pipe pulling pit, does not identify landscape restoration in the bid item. Will this be covered under force account?  | Any landscape restoration regarding this bid item will be paid for under this bid item.   |
| Item 70 lists the excavation and backfill by contractor but does not identify if shoring is to be provided. Will shoring and trench safety be provided by the contractor for this work, and if so will that be paid under item 70 or item 11?  | Shoring and trench safety will be provided by the contractor. Shoring and Trench safety will be paid for under Bid Item 11.   |

This Addendum consists of this cover page (2) and pre-bid meeting minutes of January 29, 2025 (2), for a total of **four (4) pages**.



01/31/2025

Mark C. Handzlik, P.E., Engineering Manager



**College Way: Urban to LaVenture Pipeline Replacement Project**  
**Pre-Bid Meeting Agenda**  
**January 29, 2025**  
**10:00 AM**

Chris Shaff, Capital Project Engineer welcomed everyone and called the Pre-Bid Meeting to order at 10:00 AM.

In attendance were District staff: Chris Shaff, P.E., Capital Project Engineer; Mark C. Handzlik, P.E., Engineering Manager; Mark Semrau, P.E., P.M.P, Capital Program Manager; Bill Trueman, Engineering Supervisor; Tyler Scott, Maintenance Superintendent; Catherine Price, Contract Coordinator; Michelle Peters, Engineering Administrative Assistant; Catherine Cain, Engineering Technician; and Josh Frizzell, Earthworks; Riley Anderson and Rich Cantu, NW; Hugh Davis, TRICO; and Brad Wyman, ICI.

Capital Project Engineer Shaff stated that the purpose of the Pre-Bid was to briefly go over the re-design of the project and provide an opportunity for Bidder questions/answers.

Capital Project Engineer Shaff provided a project description/overview of the College Way: Urban to LaVenture Pipeline Replacement Project including, this work is to be done during normal daytime hours (Addendum #5), installation of approximately 4,400 linear feet of water distribution piping along College Way between Urban Avenue and North LaVenture Road, in the City of Mount Vernon, State of Washington, consisting of 12-inch and 8-inch, diameter class 50 ductile iron piping including fittings, thrust blocks, service connections, fire hydrants, branch and mainline valves, establishment of private water service connections, dewatering, appurtenances and incidentals, pavement repair, abandonment of existing valves in place, temporary traffic control, temporary erosion control, disinfection, and pressure testing, in estimated quantities identified in the bid proposal and as shown on the plans.

Capital Project Engineer Shaff reviewed the updated bid schedule. The question cutoff: Friday January 31, 2025, at 12:00 pm, bids due: Wednesday February 5, 2025 at 10:00 am, anticipated award date: Wednesday, February 12, 2025, anticipated notice to proceed issued: February 2025, anticipated start of construction: March 2025, and required completion of construction: 50 working days.

Capital Project Engineer Shaff stated project constraints are work hours and days: normal daytime work hours, unless changed via the approved row permit provisions, and contract days are 50 working days. He stated that scheduling constraints have not changed, District crew tie-ins (three-days' advance notice) and customers a minimum of 24-hours' notice when water is to be shutoff.

Capital Project Engineer Shaff reviewed bid schedule item revisions: #15 - Furnish, Place and Compact HMA for permanent patch, on College Way – Contractor must replace what is existing (4" min). He stated that the road surface could be anywhere from 6"-24"; the new bid schedule tonnage reflects this. From the center of the turn lane, 14' in either direction there is concrete under the HMA; this will only be an issue at crossings since the pipeline was moved from the center turn lane to the south sidewalk per Addendum. Bid items #23 & #24 - Short/Long Side Services, long side services can be open cut. Handzlik stated that there are individual pay items

for asphalt, crush surface, cold patch and saw cutting. Bid item additions of #68-#75 - temporary cold patch, fittings, excavation for pipe pulling pit, additional tie in stations, 6-inch concrete driveway entrance replacement, pedestrian railing. He also stated that customers must be able to get in and out of their driveways. Plan sheet #5 – District crew to do work within BNSF ROW and Plan sheet #5 & #6 – excavation for pipe pulling pit. Contractor asked if the communication vaults at the east end pose a conflict with pipe being placed outside the ROW. Handzlik responded that he anticipated the pipeline be placed alongside up against the vault on the southside. Contractor asked if there were time constraints for lane closures during the day; Shaff replied that there are none known, there is a full closure on the south most lane and sidewalks can be closed 24/7 in work areas.

Capital Project Engineer Shaff reviewed potential bid/proposal issues. He stated to use only the bid proposal form or addendum bid proposal form to submit bids; all pages of the form must be submitted with bid unless specific addenda pages are issued. Addenda acknowledgement form - if bid items or quantities are revised, a new bid proposal form will be issued. New forms were issued in Addendum #4.

Capital Project Engineer Shaff stated that the District would provide materials testing for the project. The Contractor is responsible for construction staking. Regarding service installation, the Contractor is responsible through and including the ball valve to test against.

Capital Project Engineer Shaff reviewed upcoming addendum items stating that at STA 39+81.5, sheet #10, should all be 12” connections and 12” pipe, there is no 8” pipe.

Capital Project Engineer Shaff Questions/Clarifications:

Sta 26+27.5, sheet 8, tie-in, the expectation is that the Contractor dig and shore, including traffic control and steel plating.

Is night work still acceptable? The District may consider it, we will check with the City.

The curb/gutter is expected to be protected.

Is class 50 or 52 piping acceptable? Yes.

Capital Project Engineer Shaff adjourned the meeting.