



CITY OF PORT ARTHUR, TEXAS
ADDENDUM NO. ONE (1)
June 6, 2023

BID FOR: NORTH SEWER PLANT WATERLINE

BID NUMBER -P23-049

The following clarifications, amendments, deletions, additions, revision and/or modifications are made a part of the contract documents and change the original documents only in the manner and to the extent hereinafter stated and shall be incorporated in the contract documents.

Provisions of this addendum shall take precedence over requirements of the original contract documents and all **BIDDERS ARE REQUESTED TO ACKNOWLEDGE SAID PROVISIONS IN THE SUBMISSION OF THEIR BID.**

Addendum as follows

1. **DEADLINE:** Sealed Bid submittals must be received and time stamped by **3:00 p.m., Central Standard Time, Wednesday, June 14, 2023.** (The clock located in the City Secretary's office will be the official time.) All bids received will be read aloud **at 3:15 p.m. on Wednesday, June 14, 2023** in the City Council Chambers, City Hall, 5th Floor, Port Arthur, TX. You are invited to attend.
2. Typically, KCS Railroad requires Cooper E-80 shoring for bore pits, of the depth that this project requires. The details shown on the drawings for the bore pits, are shored with trench boxes. Trench boxes are not Cooper E-80 rated. The last 2 bores we performed under KCS Railroad required Cooper E-80 shoring. Please verify. **I called KCS and verified that Cooper E-80 is used if the boring is happening within the R/W. For this project we will be at least 50' out of the railroad and all boring will be done outside the Railroad R/W. We can use conventional dry bore method.**
3. KCS uses a third party (Bartlett & West) flagger and construction observer for all their bores. Again, typically this costs roughly \$3000 per day. Will this cost be subsidiary to the construction or can an allowance be added to the bid for this expense **I verified that KCS is using Wilson Company as their third-party flagger and construction inspector. This cost will be part of the construction cost. Flagger and inspector are at a rate of \$2,700 per day and \$500 mobilization fee. Flagger is only needed when boring under the railroad and the construction inspector is required to inspect the shoring and the casing. Otherwise, the contractor can dig and make preparation. We will need to verify when the permit has been executed. The City is working on this now.**
4. Railroad Protective Liability insurance will be required to be purchased to perform this bore. This requirement should be mentioned in the railroad permit. Please verify. See below



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INSURANCE REQUIREMENTS:

Show The Kansas City Southern Railway Company and its Affiliates, 427 W. 12th St., Kansas City, MO 64105 as a Certificate Holder for the following:

- Maintain **comprehensive general liability (GL)**, and contractual liability insurance with minimum limits of \$2,000,000 per occurrence, \$4,000,000 aggregate;
- **Auto liability** coverage in the amount of \$1,000,000 combined single limit;
- Provide or require minimum statutory **worker's compensation coverage** for all covered employees who are on KCS and its Affiliates property;
- No policy will be canceled or materially altered without first giving KCS and its Affiliates thirty (30) day's prior written notice;
- Commercial general liability policy will name The Kansas City Southern Railway Company and its Affiliates as additional insured;
- Will contain a waiver of subrogation in favor of KCS and its Affiliates.
- **IMPORTANT:** The name on the insurance certificate **MUST** match the name on the License Agreement.

Show The Kansas City Southern Railway Company and its Affiliates, 427 W. 12th St., Kansas City, MO 64105 as the Insured for the following:

- **Railroad Protective Liability Insurance (RPLI)** naming The Kansas City Southern Railway Company and its affiliates as insured - \$2,000,000 per occurrence, \$6,000,000 aggregate. To obtain this policy, please visit www.123ocp.com. The RPLI is typically provided by the Contractor

PLEASE NOTE: ***The GL and RPLI are TWO separate policies, they cannot be combined on one form since KCS is the Certificate Holder on the Liability Insurance and the Insured on the Railroad Protective Liability insurance*******

5. The dry bore entry pit will need to be 40' long. Is the city easement wide enough for this? If not, does the city have a temporary construction easement for this pit? **Yes, the city will need to secure easements for this bore to include temporary easement.**
6. This entry pit will be in the steel yard of the property. This area appears to be paved. Will cement stabilized sand be required for backfill of the pit? What type of surface restoration will be required? This pit will be approximately 40' long x 8' wide x 20' deep, so stabilized sand will be a significant cost. **Restoration will be in kind. So, if construction requires demolition of paved surfaces then we will need to restore that paved surface. Select fill will be required at 2' 6" min at the top of the surface. I would like to re-use the existing material that was excavated in between the river sand 1.5' required at the bottom and the 2.5' select fill on top.**
7. Bid Schedule has only two (2) pages D-1 & D-7

If you have any questions, please contact the Purchasing Division at 409-983-8160.



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NOTE: ALL PAGES OF ADDENDA MUST BE SIGNED AND SUBMITTED WITH YOUR BID DOCUMENTS

Yolanda Scypion-Goudeaux
Yolanda Goudeaux
Purchasing Assistant

Signature of Proposer

Date

Company Vendor Name