

ADDENDUM #1  
Locust Force Main Replacement/Rehabilitation  
Alternative Delivery Procurement and Management Assistance  
Contract #2025-30  
REGIONAL WATER RESOURCE AGENCY

DATE: March 24, 2025

The attention of persons and businesses bidding on this project is called to the following change in the drawings and/or specifications and/or bid documents:

*The written statements of clarification, interpretation or corrections hereby modify the bidding documents by addition, deletions, or corrections and shall become a legal and binding part of the Contract Documents for this project. Bidders shall acknowledge receipt of the addendum by inserting its number and date in the Proposal Form. Failure to do so may subject the bidder to disqualifications.*

**1. Will surveying and geotechnical services be included in the route study phase of the project in the 30% design?**

RWRA anticipates preliminary surveying and geotechnical study to be included in the scope of these services to help evaluate route alternatives and other potential challenges.

**2. How is this project being funded, and what is the budget?**

This project is being funded via a KIA loan, the total budget for construction is \$18.3M.

**3. Would RWRA consider postponing the opening date due to such a short turnaround?**

RWRA will postpone the opening date to April 17<sup>th</sup> at 2:00 P.M. local prevailing time. The Submittal of Statement of Qualifications shall be addressed and delivered to Regional Water Resource Agency, Attn: Tonya Smith, Purchasing and Administration Manager, East Treatment Plant, 1722 Pleasant Valley Road, Owensboro, KY 42303.

**4. Is this force main conveying sanitary only, or combined sewer flow?**

This force main conveys combined sewer flow.

**5. Can RWRA give more detail on the First St intersections and what should be done with those during the project?**

The City has recently re-worked several First St intersections to include brick pavers. These intersections must either be protected, or replaced to the existing standard if disturbed during construction of this project. Alternative methods of construction (i.e. directional drilling, etc.) and alternate routes and locations may be evaluated as options.

**6. Is RWRA set on the existing flow path?**

RWRA is open to evaluating alternate routes and locations for new force main installation, including different streets, cross country or other possibilities.

**7. Does RWRA have a preferred pipe type for this project?**

No pipe material is prohibited at this point. RWRA has generally utilized PVC for direct bury and HDPE for directional drilled projects. However, especially due to the size of this force main, RWRA is open to evaluating other options.

**8. Will bypassing be required during the replacement of this force main?**

It is anticipated that Bypass Pumping will likely be required.

**9. What is the existing force main pipe type and size, and has RWRA had any major issues with it in the past?**

The existing force main was installed in 1955/56 and is a 30" PCCP pipe. While RWRA has done various small repairs to the pipe over the years, RWRA has not experienced any major issues with the existing PCCP. The section in front of the Owensboro Convention Center from the Locust PS to the cross connect (Walnut north of 1<sup>st</sup>) was replaced with 30" DI in 2013.

**10. There appears to be a railroad crossing needed no matter what route is chosen, what are RWRA's thoughts on crossing the railroad?**

A crossing somewhere is inevitable, whether in a street, a field or under one of the existing bridges. Currently RWRA crosses the railroad tracks with two force mains in two different locations, once at Ebach and Texas, and again behind Owensboro Grain Edible Oils. Working with the railroad should be taken into account early in the project and planning made accordingly. RWRA has found old plans that indicate there may be a 60" casing pipe under the railroad at Ebach and Texas, but RWRA cannot verify this information.

**11. Would RWRA consider alternative routes for force main in order to assist with impacts to businesses and residences?**

RWRA is open to evaluating alternative routes to mitigate impacts to business and residences. The existing location of force main has multiple conflicts with major local businesses and residences. Eliminating these conflicts through an alternative route could be beneficial to both RWRA and the public but would have to be evaluated for other potential impacts. When choosing routes and working through phasing there will be many homes and businesses impacted. Planning must be made early on to ensure smooth construction with the public and businesses. Public involvement meetings may also be required to keep the public informed on conflicts and evaluate public questions and concerns.

**12. Can RWRA provide more information regarding where and how the force main is tied and discharged at the plant?**

RWRA anticipates the replacement of the force main all the way to the headworks building, which will involve working around other force mains, utilities, etc. There is potential to evaluate alternatives to modify piping and connections at the plant to improve processes. The extents of this scope are undetermined and dependent on budget.

**13. Can RWRA provide a map of the force main, as well as other force mains/pipes/manholes in the area? Can RWRA also provide some notes on pipe sizes, cross connects, routing of existing pipes for reference, etc.?**

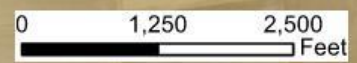
RWRA can provide the attached map.

**14. Does RWRA have pictures/video of the current force main route through town?**

RWRA can provide the video located at this link:

<https://www.youtube.com/watch?v=eVmAR3QMZAQ>

# Existing Condition



Locust 30" FM needs to be replaced from PS to plant

Center and Dublin share 30" HDPE FM from Dublin to plant

Abandoned Dublin to Locust Connection (14" DIP)

26" HDPE

Existing Locust/Center crossover valve currently out of operation

30" DI (2013)

30" PCCP

26" HDPE