LAKE HAVASU CITY, ARIZONA
ADMINISTRATIVE SERVICES DEPARTMENT
♦ PROCUREMENT ♦

INVITATION TO BID
PORT DRIVE AND QUEEN'S BAY LIFT STATION UPGRADES
PROJECT NO. B25-PW-107027-028-500661
ADDENDUM NO. 3
MAY 23, 2025

Attention is called to the following changes, additions, clarifications and/or deletions to the original solicitation and they shall be considered in preparing submissions:

CHANGE IN THE OPENING DATE: ***NEW BID OPENING DATE IS JUNE 4, 2025.***
There is no change in the opening time. **Submissions are due no later than 3:00 p.m., Arizona Time,** at the City Clerk's Office, 2330 McCulloch Blvd. N., Lake Havasu City, AZ 86403 or electronically via the City's DemandStar Network at **https://www.demandstar.com/app/buyers/bids/496803/details** .

If your bid is already in transit, the City Clerk's Office will hold it for opening on the New Bid Opening Date unless we are notified otherwise. If your bid has already been electronically submitted via DemandStar, you do have access to make changes prior to the time of the opening. Bidder may then email a Receipt Confirmation to Purchasing@lhcaz.gov which will be placed with your bid package.

ITEM ONE (1): QUESTIONS AND ANSWERS

Questions 1: What are the dimensions of each wet well?

Answer 1: Port Drive has a 10 foot diameter with a 25 foot depth. Queen's Bay has a 10 foot diameter with an 18 foot depth.

Question 2: Will all piping and brackets be removed from the wet wells for rehabilitation?

Answer 2: Yes.

Question 3: Will all piping and brackets be removed from the wet wells by the City or by the contractor?

Answer 3: City staff will remove pumps, floats, and discharge piping.

Question 4: Are the submerged pipes to be reused and do they require coating?

Answer 4: They will not be reused.

Question 5: Will new pipes be provided and will they need coating?

Answer 5: The City will be installing the new piping. They will not need to be coated.

Question 6: Will the piping in the air relief vault that is being cut into require coating?

Answer 6: The existing pipe material and lining will be field verified. The Contractor will repair the existing pipe coating per manufacturer recommendations. The repair procedure will need to be submitted to the Owner and Engineer for approval.

Question 7: Will backup diesel bypass pumps be required to be onsite in the event of a power failure?

Answer 7: The following is to be provided for the electric bypass pumping systems, which are the primary bypass pumps to be used while the wet well is out of service:

1. Dual electric pump skids per the revised construction drawings (see Attachment A)
2. Contractor to provide “Smart Cover monitoring” at each manhole that the bypass pumps are pumping out of. The smart cover will detect levels in the manhole and send High Level alarms and monitoring by email and text to the Contractor and City.

As a backup system to the electric bypass pumps, the Contractor is to provide either A) a dual diesel pump skid for each electric bypass pump skid that is equipped with a “Co-pilot monitoring system” that will automatically turn on the backup diesel pumps if a high level is detected in the wet well or B) provide a temporary automatic transfer switch and generator to provide power to the electric bypass pump systems.

Question 8: Do you have records of the anticipated flows for the bypass pumping?

Answer 8: The daily flow at Port Drive is between 150K and 200K gpd. The Queen’s Bay daily flow is around 50K gpd.

Question 9: Do you require a redundant pump on the bypass?

Answer 9: Yes. See Answer 7.

Question 10: Are as-built drawings available for the lift stations?

Answer 10: Most of the as-builts as available.

Question 11: Is there a schedule from the City on the time it will take to remove and re-install piping, etc.? Does that time count against the calendar days for the project? Also the bypass time during this operation?

Answer 11: The Contractor is to provide bypass for the duration of the Project Calendar Days. The bypass pumping shall be in place for three (3) days at the start of the project for the City to remove existing equipment and prepare the site for the Contractor’s wet well rehabilitation. After wet well rehab is complete, the City will require up to five (5) days time to perform installation of pumps, related items, and testing. At the completion of the City’s testing, the Contract shall remove the bypass equipment.

Question 12: Will the City be removing the electrical and floats as well? Will we have to work around the cables?

Answer 12: Pump cables will be removed but floats and transducer wires will remain in the well.

Question 13: Who is responsible for draining and cleaning of the wet well? Will we need to vault and haul any raw sewage?

Answer 13: Lake Havasu Wastewater will drain and clean the wet wells.

Question 14: Do we need to carry an allowance for structural inspection and repair? Queen's Bay seems to have a lot of degradation.

Answer 14: The City will coordinate the structural inspection of the wet well to take place after the Contractor completes the abrasive blasting at each location. This inspection will be performed by the City's Engineering Consultant at zero cost to the Contractor.

Question 15: Do we need any permits? I.E. – Is dustless blasting required?

Answer 15: Permits are not required by ADEQ for in-kind replacement work. Abrasive blasting of the wet well at the Port Drive lift station will require dustless abrasive blasting. An abrasive blasting submittal is required and shall be submitted to the City for approval ten (10) days prior to commencement of work.

NOTE: The water treatment plant next to Port Drive lift station is a sensitive area with potential for cross contamination via abrasive blasting airborne dust.

Question 16: At Queen's Bay, is it okay to tie in the discharge bypass at the valve vault instead of the flowmeter manhole?

Answer 16: The City is not changing any piping or valves in the valve vault and is fine with tie in there. Updated drawings for Queen's Bay to reflect this request have been provided (see updated M-01-Q in the attachment).

Question 17: Is there water infiltration in the pump stations?

Answer 17: The City is not aware of any water infiltration. Per the historical water levels for Lake Havasu, the max water level over the last 12 months is 449 feet. With this in mind, dewatering shouldn't be needed. The lower part of the wet well is typically in the best shape, since that part is always below the water line. Structural issues in wet wells are typically above the waterline where the H2S off-gassing causes corrosion. So water infiltration is unlikely and dewatering should not be needed.

Question 18: Plans for the Port Drive and Quen's Bay Project indicate an electrical tie-in at each pump station to operate the electrical bypass systems. However, the Special Provisions dictate the contractor is responsible for all temporary power (see screenshot). Please clarify.

B. POWER

All power for lighting, operation of Contractor's plant or equipment or for any other use as may be required for proper completion of the Work to be performed under the provisions of these Contract Documents, shall be provided by the Contractor at its sole cost and expense.

Answer 18: The Contractor may utilize the existing electrical service (with modifications) to run the electric bypass pumps only. All other power needs by the Contractor during construction are to be provided by the Contractor at their expense.

Question 19: Are we going to have to bid for the pump replacement?

Answer 19: The City will be responsible for pump replacement.

Question 20: What is the availability of power at each site?

Answer 20: See sheets E-02P and E-02Q in the attached revised plans.

Question 21: Where are the manhole tie-ins (influent and outflow)?

Answer 21: There are no permanent connections to the manholes for the bypass suction lines. Temporary piping is to be dropped into the manhole through a temporary manhole cover. Bypass pump discharge piping is to be connected to existing piping per the construction drawings.

Question 22: Will the wet well be drained before work commences?

Answer 22: Yes. See Answer 13.

Question 23: Would it be possible to tie the wet well pump outflow directly to the existing exit line at a point after the check valve (in order not to bypass the meter)?

Answer 23: Yes. See Answer 16.

Question 24: Can we receive as-builts and flow data?

Answer 24: Yes. See Answers 8 & 10.

Question 25: What is the depth of the manholes at each site?

Answer 25: The Queen's Bay manhole is roughly 5 feet deep and the both the Prot Drive manholes are roughly 16 feet deep.

Question 26: what is the water table depth? Will dewatering be required?

Answer 26: Lake water levels seem to be about 450 feet above see level per Google Earth. Per the Port Drive lift station record drawing, the bottom of the wet well is at 457.1 feet. Per the Queen's Bay lift station record drawings, the bottom of the wet well is at 463.5 feet.

Water infiltration has not been witnessed in the past, so dewatering is not expected. However, the Contractor will provide a bid adder to include dewatering at each lift station site. Provide a cost for each site for the duration of the wet well rehabilitation.

If dewatering is required, the City will adjust the contract duration accordingly to account fr the construction delay to add dewatering.

Question 27: Who is responsible to drain and clean the wet wells after the pumps are removed by LHC Wastewater staff?

Answer 27: See Answer 22.

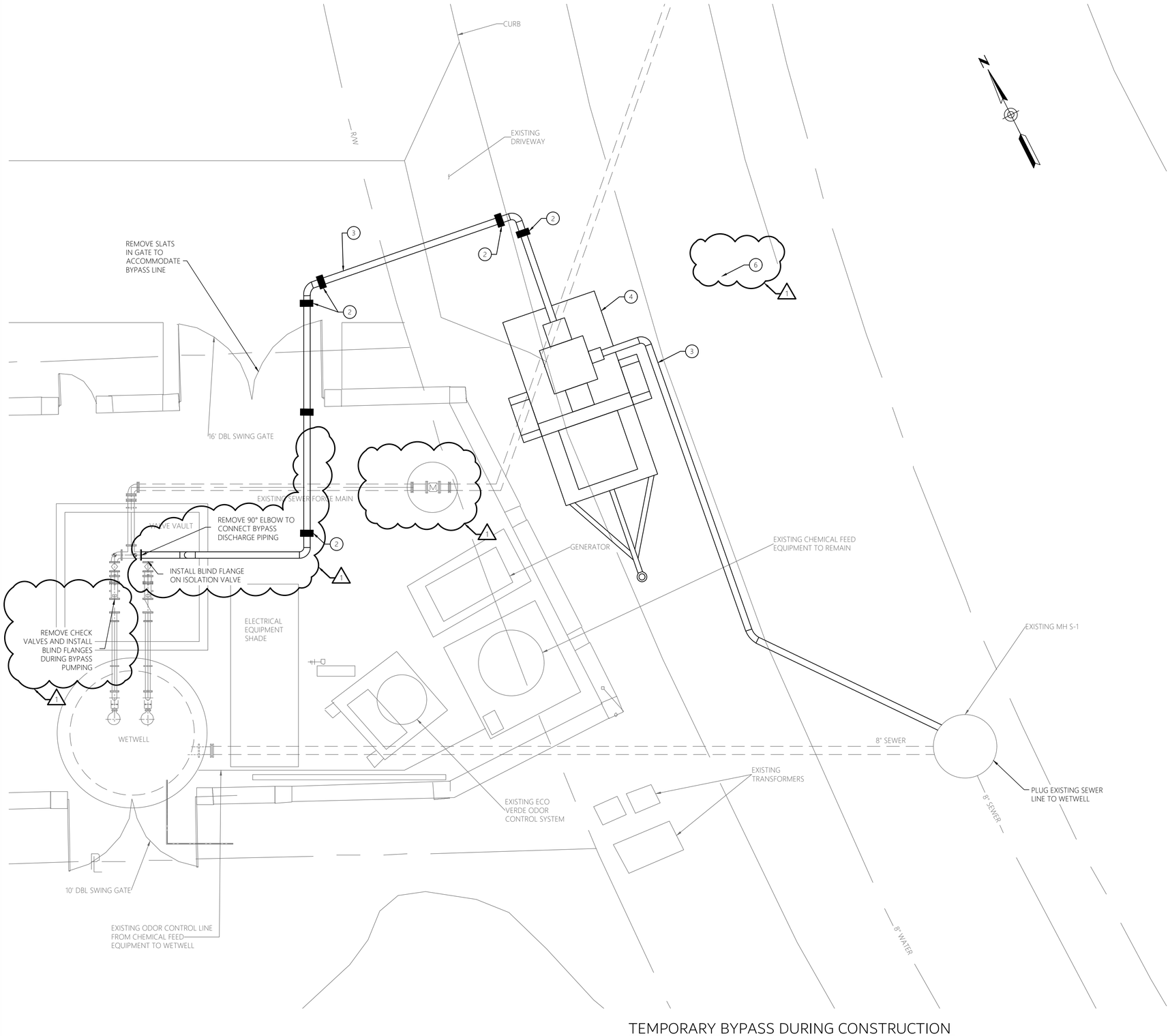
Question 28: Will today's sign in sheet be uploaded to the website?

Answer 28: The sign in sheet was provided as an attachment to Addendum 2.

ITEM TWO (2): REVISED PLAN SHEETS

Revised plan sheets for M-01Q, M-01P, E-02P, and E-02Q have been provided in Attachment A to this addendum.

Andrew Klos, CPPB
Senior Procurement Specialist



TEMPORARY BYPASS DURING CONSTRUCTION

SCALE: 1" = 4'

CONSTRUCTION NOTES

	DESCRIPTION
1	6" 90° ELBOW
2	CONTRACTOR TO PROVIDE SANDBAGS TO PLACE ON TOP OF TEMPORARY PIPING AS NEEDED TO PREVENT MOVEMENT
3	TEMPORARY 6" HDPE PIPE. INSTALL PIPING ABOVE GROUND. SUCTION LINE TO BE ROUTED THROUGH TOP OF MANHOLE. INSTALL PLYWOOD COVER OVER MANHOLE FOR ODOR CONTROL DURING BYPASS OPERATIONS. CUT HOLE IN PLYWOOD FOR SUCTION LINE
4	6.5 HP, 400 GPM WITH 32 FEET OF HEAD. ELECTRIC POWERED BYPASS PUMPING SYSTEM CONNECTED TO ON SITE ELECTRICAL SYSTEM. ELECTRICAL PLAN AND MCC/VFD LAYOUT FOR BYPASS PUMP TO BE SUBMITTED FOR ENGINEERS APPROVAL. PROVIDE 2 ELECTRIC BYPASS PUMPS.
5	DURING TEMPORARY BYPASS CONNECTION THE CONTRACTOR TO CLOSE ONE LANE OF SWANSON AVENUE TO TRAFFIC. PROVIDE TRAFFIC CONTROL AND BARRICADE. SUBMIT TRAFFIC CONTROL PLAN TO CITY APPROVAL.

Rev No.	Revision Note	Date	Design	Drawn	Checked
1	ADDENDUM 3 - TWO ELECTRIC PUMPS TO BE PROVIDED PER BYPASS SYSTEM.	5/16/2025	VS	JL	BH
1	BYPASS CONNECTION TIE-IN REVISED AS SHOWN				

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(602) 629-0206
http://www.ncseng.com/

HORIZ SCALE IN FEET
2 0 2 4

Registered Professional Engineer (Civil) CERTIFICATE NO. 40714 BRIAN A. HAMRICK Date Signed 05/16/25 ARIZONA, U.S.A.

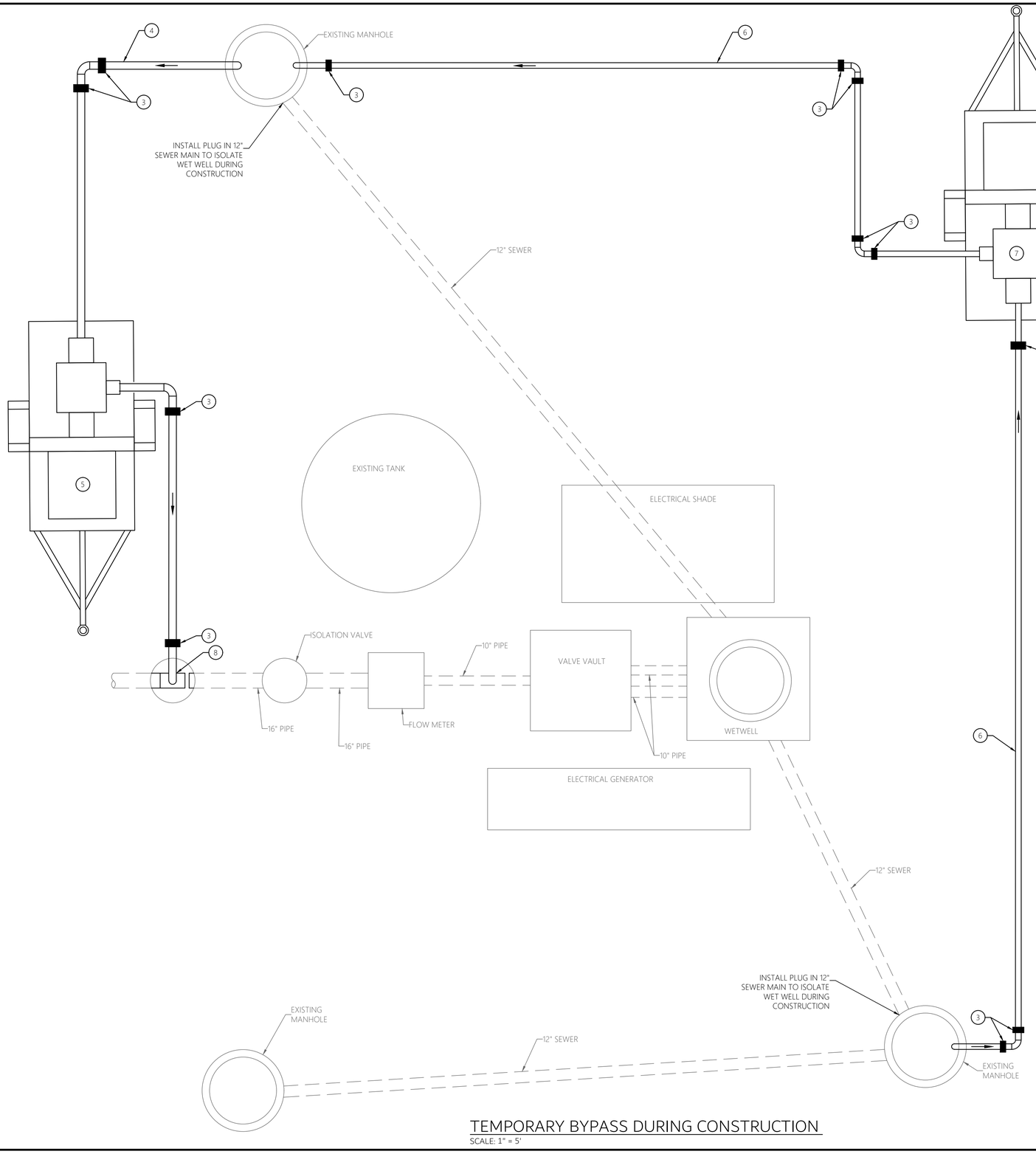
EXPIRATION DATE: 06/30/25

Sheet Title:
TEMPORARY BYPASS DURING CONSTRUCTION-QUEENS BAY LIFT STATION

Project name
PORT DRIVE AND QUEENS BAY LIFT STATION UPGRADES

Project Location
LAKE HAVASU CITY

Drawn By:	HN	Date:	4/17/2025
Design By:	VS	Date:	4/17/2025
Approved By:	BH	Date:	4/17/2025
Client Project No.	PW-2S-107028-500661 PW-2S-107027-500661	Sheet	M-01-Q

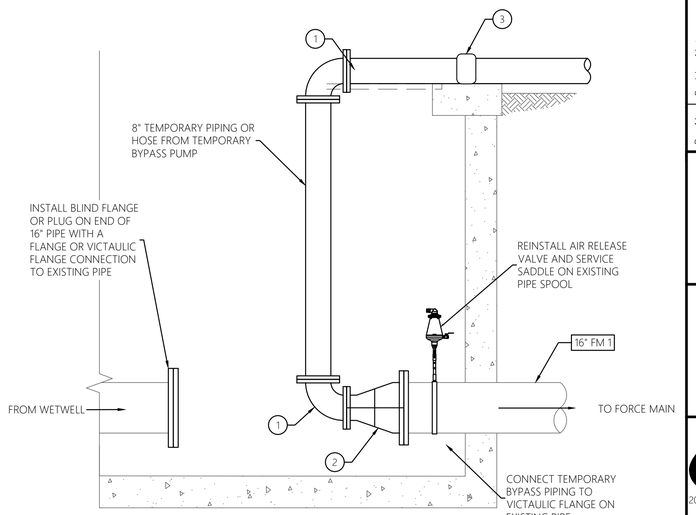


TEMPORARY BYPASS DURING CONSTRUCTION

SCALE: 1" = 5'

CONSTRUCTION NOTES

	DESCRIPTION
1	8" 90° ELBOW
2	REDUCER 16"X8"
3	CONTRACTOR TO PROVIDE SANDBAGS. TO PLACE ON TOP OF TEMPORARY PIPING AS NEEDED TO PREVENT MOVEMENT
4	TEMPORARY 8" HDPE PIPE. INSTALL PIPING ABOVE GROUND. SUCTION LINE TO BE ROUTED THROUGH TOP OF MANHOLE. INSTALL PLYWOOD COVER OVER MANHOLE FOR ODOR CONTROL DURING BYPASS OPERATIONS. CUT HOLE IN PLYWOOD FOR SUCTION LINE
5	30 HP, 900 GPM WITH 65 FEET OF HEAD. ELECTRIC POWERED BYPASS PUMPING SYSTEM. CONNECTED TO ON SITE ELECTRICAL SYSTEM. ELECTRICAL PLAN AND MOPO PLAN FOR BYPASS PUMP TO BE SUBMITTED FOR ENGINEERS APPROVAL. PROVIDE TWO PUMPS PER BYPASS PUMP SYSTEM.
6	TEMPORARY 6" HDPE PIPE. INSTALL PIPING ABOVE GROUND. SUCTION LINE TO BE ROUTED THROUGH TOP OF MANHOLE. INSTALL PLYWOOD COVER OVER MANHOLE FOR ODOR CONTROL DURING BYPASS OPERATIONS. CUT HOLE IN PLYWOOD FOR SUCTION LINE
7	5 HP, 400 GPM WITH 20 FEET OF HEAD. ELECTRIC POWERED BYPASS PUMPING SYSTEM CONNECTED TO ON SITE ELECTRICAL SYSTEM. ELECTRICAL PLAN AND MOPO PLAN FOR BYPASS PUMP TO BE SUBMITTED FOR ENGINEERS APPROVAL. PROVIDE TWO PUMPS PER BYPASS SYSTEM.
8	BYPASS CONNECTION SHOWN AS PER DETAIL IN SHEET M-01



BYPASS CONNECTION DETAIL

SCALE: NTS

2.5 0 2.5 5

HORIZ SCALE IN FEET

Contact Arizona 811 at least two full working days before you begin excavation

ARIZONA811 Call 811 or click Arizona811.com

Rev No	Revision Note	Date	Design	Drawn	Checked
1	ADDENDUM 3 - TWO ELECTRIC PUMPS TO BE PROVIDED PER BYPASS SYSTEM.	5/16/2025	VS	JL	BH

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Registered Professional Engineer (Civil) 40714 BRIAN A. HAMRICK Date Signed 04/4/25 ARIZONA, U.S.A.

EXPIRATION DATE: 06/30/25

Sheet Title:
TEMPORARY BYPASS DURING CONSTRUCTION PORT DRIVE LIFT STATION

Project name
PORT DRIVE AND QUEENS BAY LIFT STATION UPGRADES

Project Location
LAKE HAVASU CITY

Drawn By:	HN	Date:	4/17/2025
Design By:	SW	Date:	4/17/2025
Approved By:	RN	Date:	4/17/2025
Client Project No:	PW-2S-107028-500661 PW-2S-107027-500661	Sheet	M-01-P

May 16, 2025 - 1:05pm
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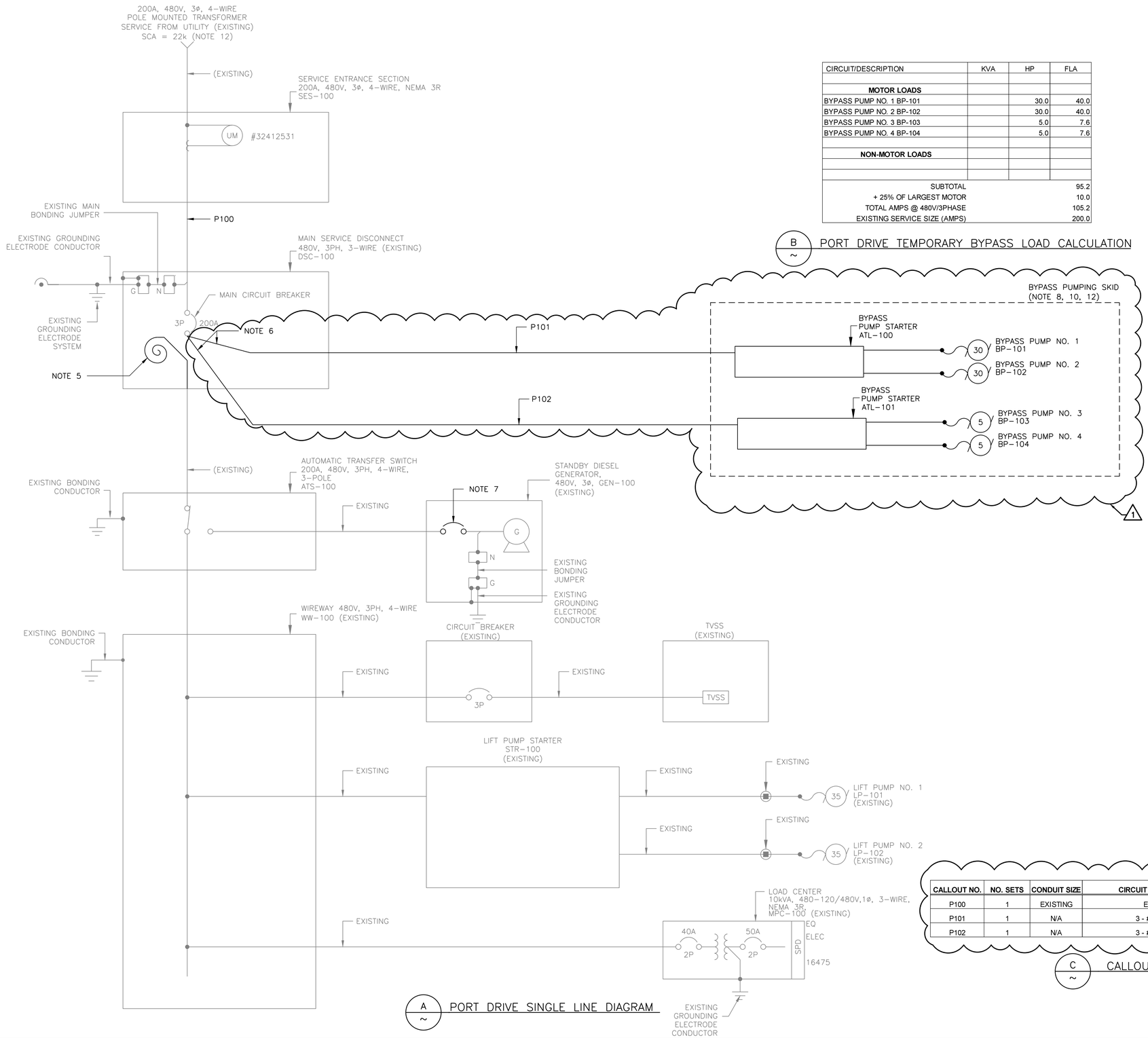

A ~ PORT DRIVE SINGLE LINE DIAGRAM

CIRCUIT/DESCRIPTION	KVA	HP	FLA
MOTOR LOADS			
BYPASS PUMP NO. 1 BP-101		30.0	40.0
BYPASS PUMP NO. 2 BP-102		30.0	40.0
BYPASS PUMP NO. 3 BP-103		5.0	7.6
BYPASS PUMP NO. 4 BP-104		5.0	7.6
NON-MOTOR LOADS			
SUBTOTAL			95.2
+ 25% OF LARGEST MOTOR			10.0
TOTAL AMPS @ 480V/3PHASE			105.2
EXISTING SERVICE SIZE (AMPS)			200.0

B ~ PORT DRIVE TEMPORARY BYPASS LOAD CALCULATION

CALLOUT NO.	NO. SETS	CONDUIT SIZE	CIRCUIT CONDUCTORS	CIRCUIT NO.'s
P100	1	EXISTING	EXISTING	DSC100-P1
P101	1	N/A	3 - #3, #6 GND	TEMP SKID 1
P102	1	N/A	3 - #8, #8 GND	TEMP SKID 2

C ~ CALLOUT SCHEDULE

NOTES:

1. ALL SHORT CIRCUIT INTERRUPTING AND PROTECTING DEVICES SHALL HAVE A SHORT CIRCUIT INTERRUPTING RATING EQUAL TO OR GREATER THAN THE AVAILABLE SHORT CIRCUIT ON THE BUS.
2. UNSIZED OVERCURRENT PROTECTIVE DEVICES SHALL BE SIZED PER ASSOCIATED EQUIPMENT MANUFACTURER'S RECOMMENDATIONS.
3. ALL OVERCURRENT PROTECTIVE DEVICES SHALL BE PROPERLY COORDINATED AS REQUIRED BY NEC AND SO AS TO ENSURE LOCALIZATION OF OVERCURRENT CONDITIONS TO THE CIRCUIT OR EQUIPMENT AFFECTED.
4. ALL EXISTING EQUIPMENT INFORMATION WAS GATHERED ON A SITE VISIT HELD MARCH 4, 2025. CONTRACTOR SHALL FIELD VERIFY EXISTING EQUIPMENT RATINGS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER AND ENGINEER IN WRITING OF ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND THE INFORMATION ON THIS DRAWING.
5. CONTRACTOR SHALL DISCONNECT AND SECURE EXISTING LOAD SIDE CONDUCTORS AT MAIN DISCONNECT SWITCH. AFTER COMPLETION OF BYPASS PUMPING PHASE, CONTRACTOR SHALL RETERMINATE EXISTING CONDUCTORS TO MAIN DISCONNECT SWITCH.
6. CONTRACTOR TO INSTALL TEMPORARY POWER CABLING TO LOAD SIDE TERMINATION OF MAIN DISCONNECT SWITCH FOR POWER OF BYPASS PUMPING SKID. TEMPORARY POWER CABLING SHALL HAVE 90 DEGREE CELSIUS INSULATION (MIN.) AND BE RATED FOR INSTALLATION IN DIRECT SUNLIGHT, HEAVY USE AND WET LOCATIONS.
7. CONTRACTOR SHALL DISCONNECT POWER AT GENERATOR MAIN CIRCUIT BREAKER DURING CONSTRUCTION.
8. TEMPORARY BYPASS PUMPING SKID IS A PREFABRICATED SKID THAT INCLUDES A PUMP STARTER, TWO PUMPS AND ASSOCIATED BRANCH MOTOR CIRCUIT WIRING. THE PUMP STARTER IS EQUIPPED TO OPERATE VIA FLOAT LEVEL SWITCH. FLOAT LEVEL SWITCHES SHALL BE INSTALLED WITHIN EXISTING WETWELL TO PROVIDE AUTOMATIC LEVEL CONTROL OF THE BYPASS PUMPS. REFER TO MECHANICAL SHEETS FOR LEVEL FLOAT INSTALLATION DURING TEMPORARY LIFT STATION BYPASS.
9. CONTRACTOR SHALL PROVIDE ALTERNATE POWER SOURCE TO BYPASS PUMPING SKID DURING PLANT POWER SHUT DOWNS FOR BOTH THE TIE IN OF THE BYPASS PUMP SKID TO MAIN DISCONNECT TO START THE BYPASS PUMPING PHASE AND THE RECONNECTION OF THE EXISTING PLANT AT THE CONCLUSION OF THE BYPASS PUMPING PHASE. THE EXISTING ONSITE GENERATOR SHALL NOT BE USED AS AN ALTERNATE POWER SOURCE. MAXIMUM ALLOWABLE PLANT SHUTDOWN TIMES ARE DEFINED IN SPECIFICATIONS.
10. CONTRACTOR SHALL RECEIVE WRITTEN APPROVAL FROM THE ELECTRICAL UTILITY COMPANY TO UTILIZE FULL VOLTAGE (ACROSS THE LINE) STARTING ON ANY MOTORS LARGER THAN 25HP PRIOR TO THE START OF BYPASS PUMPING.
11. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH OWNER ON THE STARTUP OF PLANT CONTROL SYSTEM UPON RE-ENERGIZATION OF EXISTING ELECTRICAL, INSTRUMENTATION AND CONTROL EQUIPMENT FOLLOWING BYPASS PUMPING PHASE.
12. CONTRACTOR SHALL VERIFY AVAILABLE FAULT CURRENT WITH ELECTRICAL UTILITY PRIOR TO FURNISHING OR INSTALLATION OF BYPASS PUMPING SKID. ENSURE BYPASS PUMPING SKID IS RATED SUFFICIENTLY FOR AVAILABLE FAULT CURRENT.

Rev No	Revision Note	Date	Design	Drawn	Checked
1	ADDENDUM 3 - TWO ELECTRIC PUMPS TO BE PROVIDED PER BYPASS SYSTEM.	05/21/2025	EMB	EMB	AGA

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http://www.ncseng.com/

Registered Professional Engineer (Deceased)
74459
AARON G. ARMENTA
Date Signed 05/21/25
ARIZONA, U.S.A.
EXPIRATION DATE: 12/31/27

Sheet Title: SINGLE LINE DIAGRAM - PORT DRIVE TEMPORARY BYPASS PUMING

Project name: PORT DRIVE AND QUEENS BAY LIFT STATION UPGRADES

Project Location: LAKE HAVASU CITY

Drawn By:	EMB	Date:	05/21/2025
Design By:	EMB	Date:	05/21/2025
Approved By:	AGA	Date:	05/21/2025
Client Project No.	PW-2S-107028-500661 PW-2S-107027-500661	Sheet	E-02P

May 21, 2025 - 4:07pm
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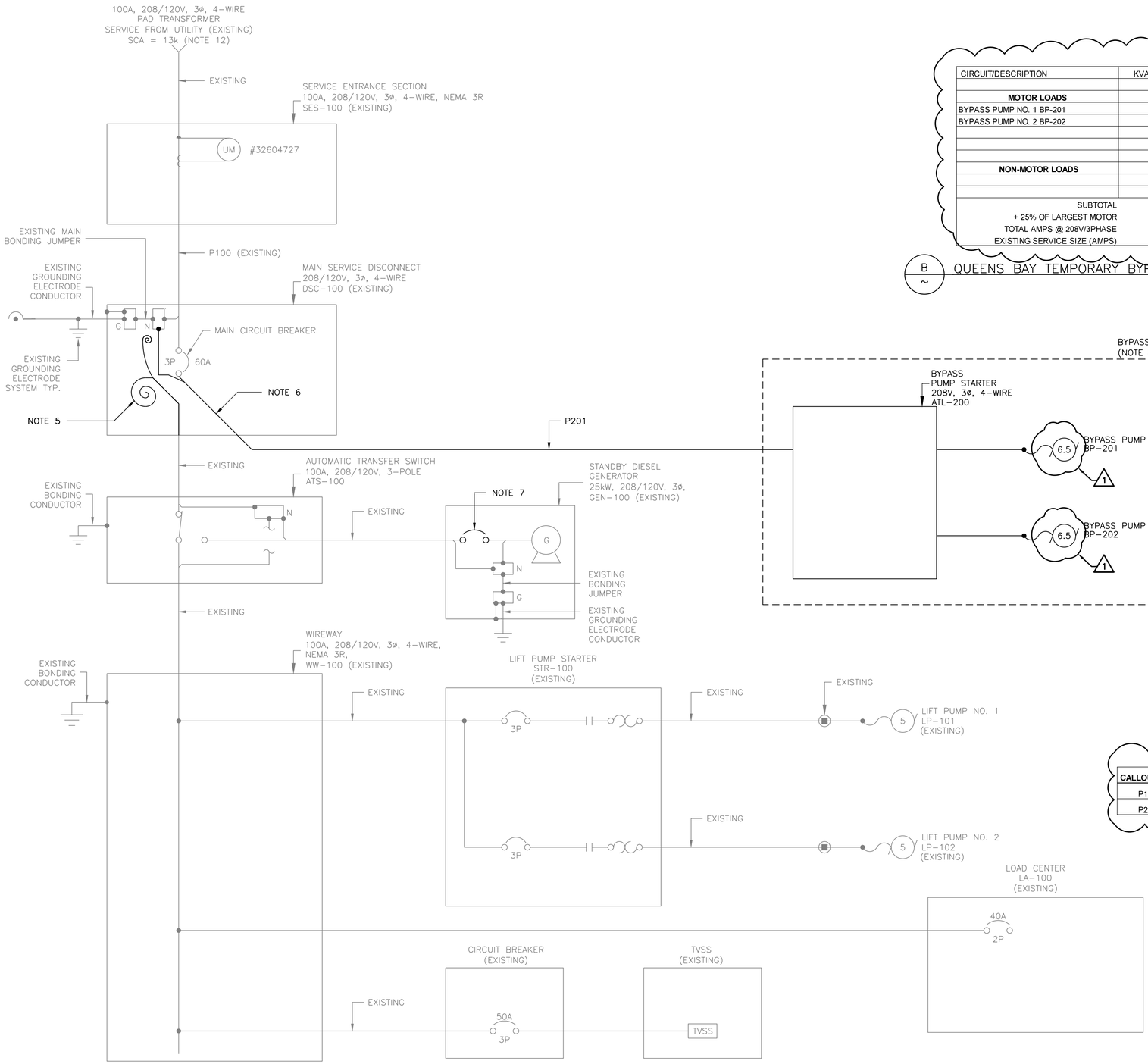

A ~ QUEENS BAY SINGLE LINE DIAGRAM

CIRCUIT/DESCRIPTION	KVA	HP	FLA
MOTOR LOADS			
BYPASS PUMP NO. 1 BP-201		6.5	24.2
BYPASS PUMP NO. 2 BP-202		6.5	24.2
NON-MOTOR LOADS			
SUBTOTAL			48.4
+ 25% OF LARGEST MOTOR			6.1
TOTAL AMPS @ 208V/3PHASE			54.5
EXISTING SERVICE SIZE (AMPS)			100.0

1

B ~ QUEENS BAY TEMPORARY BYPASS LOAD CALCULATION

CALLOUT NO.	NO. SETS	CONDUIT SIZE	CIRCUIT CONDUCTORS	CIRCUIT NO.'s
P100	1	1 1/2"	3 - #4, #4 NEUTRAL, #4 GND	DSC100-P1
P201	1	N/A	3 - #6, #6 NEUTRAL, #10 GND	ATL200-P1

C ~ CALLOUT SCHEDULE

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Rev No.	Revision Note	Date	Design	Drawn	Checked
1	ADDENDUM 3 - TWO ELECTRIC PUMPS TO BE PROVIDED PER BYPASS SYSTEM.	05/21/2025	EMB	EMB	AGA

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202 EAST EARLL DRIVE, STE 110
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Registered Professional Engineer (Electrical)
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AARON G. ARMENTA
Date Signed 05/21/25
ARIZONA, U.S.A.
EXPIRATION DATE: 12/31/27

Sheet Title:
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Project name
PORT DRIVE AND QUEENS BAY LIFT STATION UPGRADES

Project Location
LAKE HAVASU CITY

Drawn By:	EMB	Date:	05/21/2025
Design By:	EMB	Date:	05/21/2025
Approved By:	AGA	Date:	05/21/2025
Client Project No.	PW-2S-107028-500661 PW-2S-107027-500661	Sheet	E-02Q

May 21, 2025 - 4:07pm
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