



CITY OF ROCKVILLE
ROCKVILLE, MARYLAND

Addendum #4
Invitation for Bid (IFB) No. 26-25
Water Main Rehabilitation Program – Externally Funded Projects
August 20, 2025

ATTENTION ALL BIDDERS:

The following addendum is being issued to amend and clarify certain information contained in the above named IFB. All information contained herein is binding on all Bidders who respond to this IFB. Specific parts of the IFB have been amended. Bidders are required to acknowledge receipt of the addendum by signing in the appropriate space at the end of the addendum. Failure to do so may subject your bid to disqualification. No provided answer to a question may in and of itself change any requirement of the IFB. The following revisions /deletions / additions are listed below; new language has been double underlined and marked in red bold (ex: **new language**) and language deleted has been marked with a double strikeout (ex. ~~language deleted~~).

CLARIFICATION

Clarification #1:

City notes are attached

Clarification #2:

Corrected Bid table is attached

Clarification #3:

Additional items listed in addendum 1, Clarification 2 will be renumbered as following to match the revised bid table

Item No. 22 Tree Removal > 6-inches to <= 12-inches

Item No. 23 Tree Removal > 12-inches to <= 18-inches

Item No. 24 Tree Removal > 18-inches to <= 24-inches

Item No. 25 Tree Removal > 24-inches

Item No. 26 Removal and Disposal of Asbestos Concrete Materials

Item No. 27 Root Pruning

Item No. 28 Night Work

Item No. 29 Permanent Pavement Markings

Clarification #4:

Temporary bypass piping shall be used to serve all customer water services disrupted by construction activities and to provide temporary fire hydrants for all existing hydrants taken out of service by construction activities. It is anticipated that all bypass piping will be buried at driveway and road crossings. Water meters are generally located just outside of the public right of way in sidewalks, driveways, or grassy areas.

Clarification #5:

Asbestos concrete pipes vary from 6" to 8" in diameter.

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ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME IN THE INVITATION FOR BID (IFB).

Additionally, please be sure to submit all required forms with your bid per this addendum and the solicitation instructions.

ACKNOWLEDGE RECEIPT OF ADDENDUM NO. 4 BY SIGNING BELOW AND RETURNING A COPY OF THE ADDENDUM WITH YOUR BID OR ACKNOWLEDGING IN YOUR BID.

ISSUED BY: TJ ELLISON, PRINCIPAL BUYER, August 20, 2025

NAME OF BIDDER: _____

BID DUE DATE: 2:00 P.M. (ET), Wednesday, September 3, 2025



GENERAL NOTES

March 2013

1. The Applicant is the entity for which the City of Rockville Department of Public Works (DPW) has issued a permit. For DPW projects where a permit is not applicable, the entity for which the City contract is issued shall be considered the Applicant in these notes. The Applicant is responsible for all contractors, agents, subcontractors or other entities completing work under this permit and/or approved plan.
2. The Applicant must arrange a pre-construction meeting prior to commencing any work. Provide at least 48 hours of notice to the following: City Project Inspector listed in the permit, City Forestry Inspector at 240-314-8713, if required by either a DPW and/or Forestry permit, and DPW Sediment Control Inspector at 240-314-8879, if required by permit.
3. The Applicant must contact the following entities at least 48 hours prior to any excavation: City Department of Public Works Transportation Division at 240-314-8500 (traffic signal locates, red light cameras and speed cameras), City Utilities Section at 240-314-8567 (City water, sewer and storm drain locates) and Miss Utility at 1-800-257-7777 or other Miss Utility approved methods (WSSC, Pepco, Washington Gas, Verizon, Comcast, etc. locates).
4. Information concerning existing underground utilities was obtained from available records. The Contractor must determine the exact location and elevation of existing utilities by digging test pits at the utility crossings well in advance of trenching. If clearance is less than shown on this plan, contact the Professional Engineer who stamped the design plans before proceeding with construction.
5. Maintain a minimum one-foot vertical clearance between all City utilities crossing any other utility. Unless otherwise noted, maintain a five-foot horizontal clearance with between a City utility with any other utility or structure. The only exception is that there shall be a ten-foot horizontal clearance between City water and sewer mains.
6. At the end of each day, all trenches shall be backfilled, all equipment secured and the area left in a safe condition. Steel plates are allowed to remain no longer than seven days. Plates are to be notched (recessed) and pinned to the roadway. Plates must be large enough to allow a minimum of one-foot bearing on all four sides of the pavement surrounding the excavation. The steel plate requirements only apply to public streets.
7. The public road utility patch shall be in accordance with City Standard Detail #60, or as shown on the plans. All trenches in public streets shall be filled with compacted Graded Aggregate Base (GAB) from below the pavement to the top of the pipe embedment zone or to a depth of five-feet, whichever is less.

8. DPW normal working hours are Monday through Friday, except holidays, from 7 a.m. to 5 p.m. The City observes the following holidays: New Year's Day, Martin Luther King's Birthday, President's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, Thanksgiving Friday and Christmas Day, and all days of general and congressional elections throughout the State. The Contractor will not be permitted to close lanes or do any work that requires the services of the City forces, outside of the normal working hours, unless listed in the permit or authorized by DPW in writing. However, the Contractor, with verbal permission of DPW may be permitted to work outside of the normal work hours for clean-up activities or other such items that do not adversely impact traffic, residents or City services.
9. Traffic must be maintained on all roadways within the construction area as directed by DPW. No lane closure shall be permitted between 7:00-9:00 A.M. or 3:30-6:00 P.M. Monday through Friday. An exception is that lane closures are permitted on secondary residential streets at any time during normal working hours. Deployment and design of all traffic control devices shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). If required, traffic control plans shall be reviewed and approved by the Chief of the Traffic and Transportation Division. DPW may suspend lane closure or other traffic controls at any time during, or in advance of, inclement weather events.
10. Sheet piling and shoring is the total responsibility of the Applicant. A Professional Engineer licensed in the State of Maryland shall seal these drawings. Provide three copies to DPW for informational purposes only.
11. In addition to all City permits, the Applicant is responsible to ensure that all necessary Federal, State and/or Montgomery County approvals and/or permits have been obtained in association with this approved plan.
12. Shop drawings must be prepared and sealed by a Professional Engineer licensed in the State of Maryland prior to fabrication. The Professional Engineer who sealed the design plans (but not the shop drawings) must approve the shop drawings for conformance to the approved design. Provide three copies of approved shop drawings to DPW prior to construction. Standard pre-cast structures previously approved by the Maryland State Highway Administration, Montgomery County and Washington Suburban Sanitation Commission do not require a shop drawing submission. Use actual field soils data for design of pipes and structures. All pipes and structures in paved areas shall be designed for HS-20 vehicle loading.
13. Upon completion of construction, the Applicant shall provide three sets of red lined As-Built prints (24" x 36") for review and approval by DPW. The drawings must contain the original approval signatures and Professional Engineer's seal and signature (a scanned image of the original mylar is acceptable). The As-Built shall be sealed by a Professional Engineer or Professional Surveyor, as appropriate and must be licensed by the State of Maryland. The seal shall note that it is only for the As-Built and shall include an as-built certification acceptable to DPW. Upon receipt of written approval, the Applicant shall provide approved As-Built mylar drawings along with the original mylars (with all original signatures) to DPW prior to the release of the permit.
14. The Applicant must comply with the Montgomery County Noise Control Ordinance. Please refer to the Montgomery County Department of Environmental Protection at 240-777-7770, askdep@montgomerycountymd.gov, or www.montgomerycountymd.gov/DEP.



GEOTECHNICAL NOTES

November 2016

1. The Applicant shall be responsible for all subgrade inspection and soil compaction testing associated with any work within a City right-of-way, private property subject to a public access easement, or private property subject to City easement for public utilities or public improvements; and/or any work associated with a sediment control facility, or stormwater management practice. This work shall be completed by or under the supervision of a Professional Engineer licensed in the State of Maryland. For the purposes of these notes and associated approved plans, this Engineer shall be referred to as the Geotechnical Engineer and shall be an independent firm from the Applicant.
2. Any plans subject to NRCS-MD Pond Code 378 Standards/Specifications, as shown on the plans, shall supersede these notes when these notes are less stringent or in case of conflict. Any reference to the Engineer in the 378 Standard/Specifications shall be the Professional Engineer who stamped and sealed the design plans. Any reference to the Geotechnical Engineer shall be the Geotechnical Engineer as defined above or the Geotechnical Engineer who completed certain aspects of the pond design.
3. All inspections, tests, supporting data, reports, and certifications shall be provided to the City of Rockville Department of Public Works (DPW) and shall be sealed by the Geotechnical Engineer. Daily inspection reports, if requested by the City, can be provided without being immediately sealed by the Geotechnical Engineer. These reports shall be compiled, reviewed, sealed and then submitted to DPW at a later date as agreed upon by the City.
4. The Geotechnical Engineer shall approve all fill materials that are used for the project. The Geotechnical Engineer shall obtain samples of proposed fill materials and perform all required testing to determine that fill materials are in conformance with this plan.
5. The Geotechnical Engineer shall provide a report that certifies the subgrade preparation and fill/backfill placement are in conformance with this plan. The certification applies to all fill, backfill, and subgrade operations subject to this plan as detailed in Note #1, including utility trenches. When constructing new roadway pavement this certification report shall be provided prior to the placement of Graded Aggregate Base (GAB). All other certifications shall be provided as requested by the City.
6. All fill and/or backfill material shall be free from organics, frozen material, rocks/stones greater than one and a half inches in any dimension, waste metal products, unsightly debris, toxic material, or other deleterious materials; shall be a minimum of 105 pounds per cubic foot for the maximum dry density according to AASHTO T-180, Method C; and shall not have a liquid limit greater than 30 nor a plasticity index greater than six according to ASTM D-4318. All other materials shall meet the requirements stated in Category 900 of the latest edition of the Maryland State Highway Administration (MSHA) Standard Specifications for Construction and Materials.

7. Compact the material that is one foot below the top of subgrade to at least 92 percent of the maximum dry density per AASHTO T-180. Compact the top one foot to at least 97 percent of the maximum dry density. When necessary, add water or dry the layer in order to compact to the required density. Generally the material shall be within two percent of the optimum moisture content but may be outside of this range if approved by the Geotechnical Engineer.
8. Fill and backfill materials must completely fill all spaces under and adjacent to the structure or pipe. For Stormwater Management embankments, the Applicant shall scarify each lift with a sheepsfoot roller or claw to a minimum depth of two-inches prior to placing the next lift. The Applicant shall scarify embankments parallel with the centerline of the dam core and perpendicular to the principal spillway. Bedding shall be provided in accordance with details indicated on the construction drawings. At no time during the backfilling operation shall driven equipment be allowed to operate closer than four-feet, measured horizontally, to any part of a structure. Under no circumstances shall the Applicant drive equipment over any part of a corrugated metal pipe unless there is a compacted fill of 24-inches or greater over the structure or pipe.
9. At a minimum, compaction tests shall be completed for every lift of fill or backfill. The testing frequency shall be at least once per 150 linear feet of trench or once per 1,500 square feet of fill. At a minimum, there shall be at least one compaction test per lift and a least two compaction tests per day. The Geotechnical Engineer shall supply DPW with certified compaction test results, including certification of pipe bedding subgrade and fill subgrade.
10. Prior to placing any roadway fill on existing grades (original grade after topsoil has been stripped, fill prepared by others outside of this plan or fill not prepared under the supervision of the Geotechnical Engineer), scarify the minimum top eight-inches of soil material. Compact this layer to the compaction requirements in these Notes. Proof-roll this compacted layer using a fully loaded dump truck (minimum 20 ton payload capacity). The Geotechnical Engineer shall inspect the proof-rolling and determine if the subgrade is acceptable or if there are areas that require remediation. Subgrade areas that fail proof-rolling shall be remediated to the satisfaction of the Geotechnical Engineer by either of the following methods:
 - A. Scarifying, moisture conditioning, and re-compaction of the subgrade materials.
 - B. Undercutting soft or unsuitable areas of subgrade and backfilling with compacted select borrow (MSHA Section 916).
 - C. Undercutting of soft or unsuitable areas of subgrade and placing a layer of geotextile covered by # MSHA 57 coarse aggregate (Table 901A).

DPW may approve an alternate approach for soil remediation/improvement if it is recommended and sealed by the Geotechnical Engineer.

11. Except when specified, do not place layers exceeding eight-inches un-compacted depth. Place the material in horizontal layers across the full width of the embankment. Perform all rolling in a longitudinal direction along the embankment. Begin at the outer edges and progress towards the center. Vary the travel paths of traffic and equipment over the width of the embankment to aid in obtaining uniform compaction.
12. Uniformly grade areas to a smooth surface, free of irregular surface changes. Grade and prepare the subgrade section to the lines, grades, cross sections and/or elevations shown on the plans. At all times, maintain the subgrade surface in such condition as to readily drain.

13. Do not place backfill or fill soil material on surfaces that are muddy, frozen, or contain frost or ice. Vehicular and equipment traffic shall be distributed across the prepared surface in such a manner as to prevent disturbance. Repair any damage to the prepared subgrade to the satisfaction of the Geotechnical Engineer. The Geotechnical Engineer must approve the storage or stockpiling of heavy loads on a roadway subgrade.
14. Unsuitable existing fill, soft or loose natural soils, organic material, and rubble shall be stripped to approved grades as determined by the Geotechnical Engineer.
15. Protect all structures and utilities from any damage in the handling, processing or compacting of embankment or backfill material. Exercise caution near arches, retaining walls, culverts and utility trenches to prevent undue strain or movement. The Geotechnical Engineer may require the use of specially selected material adjacent to structures to protect against damage. Do not use rock greater than one and a half inches in any dimension adjacent to structures.
16. When placing and compacting embankment on hillsides or against existing embankments, continuously bench the slopes where the slope is steeper than 4:1 when measured at right angles to the roadway or embankment centerline. Perform the benching operation as the embankment is constructed in layers. Maintain a bench width of at least five-feet. Begin each horizontal cut at the intersection of the original ground and the vertical sides of the previous cut. If the material cut from the benches meets fill requirements, compact this material along with the new embankment material.
17. When placing fill over existing pavement, thoroughly break up, scarify, or remove the pavement as specified or as directed by the Geotechnical Engineer.
18. Prior to the placement of asphalt pavement, proof-roll the compacted graded aggregate base (GAB) layer using a fully loaded dump truck (minimum 20 ton payload capacity). The Geotechnical Engineer shall inspect the proof-rolling and determine if the GAB is acceptable or if there are areas that require remediation. GAB areas that fail proof-rolling shall be remediated to the satisfaction of the Geotechnical Engineer by either of the following methods:
 - A. Scarifying, moisture conditioning, and re-compaction of the GAB materials.
 - B. Undercutting soft of unsuitable areas of GAB and replacing with compacted GAB.

DPW may approve an alternate approach for GAB remediation/improvement if it is recommended and sealed by the Geotechnical Engineer. The Geotechnical Engineer shall provide a sealed approval of the GAB prior to placement of asphalt. DPW may accept an oral or email approval while the final approval and reports are being compiled and completed.

INVITATION FOR BIDS #26-25
WATER MAIN REHABILITATION PROGRAM - EXTERNALLY FUNDED PROJECTS

SECTION V: BID PRICING FORM

**THIS FORM MUST BE COMPLETED AND INCLUDED WITH THE BID SUBMITTAL.
 FAILURE TO SUBMIT THIS FORM SHALL DEEM THE BIDDER NON-RESPONSIVE.**

IN ACCORDANCE WITH ALL TERMS, SPECIFICATIONS AND REQUIREMENTS, WE PROPOSE TO FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND SERVICES AND THE PERFORMANCE OF ALL WORK NECESSARY FOR THE PROJECT. PROVIDE PRICING BELOW TO INCLUDE OVERHEAD, PROFIT, TAXES, INSURANCE AND OTHER APPLICABLE FEES AND COSTS. ALTERATIONS TO THIS FORM OR BID ALTERNATES (UNLESS OTHERWISE SPECIFIED) ARE NOT ACCEPTABLE. LINE ITEMS LEFT BLANK OR MARKED "\$0" SHALL DEEM THIS BID NON-RESPONSIVE.

BID PRICE TABLE A – Water Main Rehabilitation Program

PAY ITEM	ITEM DESCRIPTION	QTY	UNIT OF MEASURE	UNIT COST	EXTENDED COST
1a	Install 6" thru 12" DIP Water Main; Trench Depth = 0 to 6-foot	20,000	LINEAR FOOT		
1b	Install 6" thru 12" DIP Water Main; Trench Depth = 6 to 9-foot	700	LINEAR FOOT		
1c	Install 16" DIP Water Main; Trench Depth = 0 to 6-foot	500	LINEAR FOOT		
1d	Install 16" DIP Water Main; Trench Depth = 6 to 9-foot	500	LINEAR FOOT		
2a	Install 6", 8" or 12" Water (Gate) Valves	100	EACH		
2a	Install 16" Water (Butterfly) Valves	10	EACH		
3	Install Fire Hydrants	50	EACH		
4	Install 1" and 2" Corporation	200	EACH		
5	Install 1" and 2" House Connection, copper type K.	1,600	LINEAR FOOT		
6	Install Water Meter Cocks	50	EACH		

PAY ITEM	ITEM DESCRIPTION	QTY	UNIT OF MEASURE	UNIT COST	EXTENDED COST
7	Furnish and Install 6.0-inch Hot Mix Asphalt (HMA) Surface Course (12.5 mm)	14,000	SQUARE YARD		
8	Furnish and Install Graded Aggregate Base (GAB)	15,000	TONS		
9	Furnish and Install Inlet Protection	40	EACH		
10	Furnish and Install Silt Fence	1,500	LINEAR FEET		
11	Furnish and Install MSHA #57 Stone	1,000	TON		
12	Remove and Replace Concrete Curb and Gutter	700	LINEAR FEET		
13	Remove and Replace Concrete Sidewalk	600	SQUARE YARD		
14	Remove and Replace Concrete Driveway Apron	35	CUBIC YARD		
*15	Furnish and Install Unfinished Concrete *Contingent Item	45	CUBIC YARD		
*16	Water Valve Vault *Contingent Item	5	EACH		
17	Furnish Test Pits – Water Service Line Materials	40	EACH		
18	Temporary Traffic Control for Roads with Speed Limit over 35 mph	150	LINEAR FEET		
19	Install Temporary 4" Water Main Bypass Loop for Commercial Areas	6,000	LINEAR FEET		
20	Remove Existing Water Main in State Highway Administration ROW	100	LINEAR FEET		

PAY ITEM	ITEM DESCRIPTION	QTY	UNIT OF MEASURE	UNIT COST	EXTENDED COST
21	Abandonment in Place of Existing Water Main	6,500	LINEAR FEET		
22	Tree Removal >6" to <=12"	10	EACH		
23	Tree Removal >12" to <=18"	10	EACH		
24	Tree Removal >18" to <=24"	20	EACH		
25	Tree Removal >24"	10	EACH		
26	Removal and Disposal of Asbestos Concrete Materials	6,500	LINEAR FEET		
27	Root Pruning	50	LINEAR FEET		
28	Night Work	600	LINEAR FEET		
29	Permanent Pavement Markings	7,000	LINEAR FEET		
WATER MAIN REHABILITATION TOTAL – A					

*Indicates Contingent Item

Write the Total Bid Price for the **Water Main Rehabilitation Program** in words:

EXCEPTIONS

All exceptions taken to the specifications contained in this document must be clearly indicated in the space provided below. Unless noted as an exception, the bidder will be held responsible for providing each component or standard called for.

The City Manager for the City of Rockville, Maryland retains the exclusive right to approve or reject any exception taken to the specifications contained in this bid. It is hereby agreed that if this bid is rejected due to an exception taken to a specification by the bidder, the rejection taken will be final and no further action may be taken.

Do you claim an exception to any specification to this bid? If yes, please explain.

COMPLETE AND RETURN WITH BID