



June 16, 2010

**ADDENDUM 1  
RAILROAD SALVAGE BID  
BJWSA**

Dear Prospective Bidder:

Please note the following changes and/or clarifications to the bid document noted above. Specifically, these changes will modify the bid documents that were issued to interested potential bidders and posted on the BJWSA website May 24, 2010.

**Interested firms should review supplemental bid material and any addenda posted to the BJWSA website, [www.bjwsa.org](http://www.bjwsa.org), as such material and addenda may impact the bid documents and schedule prior to the opening date, July 2, 2010 at 2:00 p.m. Firms may also contact Paula Power by email at [paulap@bjwsa.org](mailto:paulap@bjwsa.org) or via phone, (843) 987-9294. Access to the rail easement for viewing prior to the bid can be arranged at any time for the convenience of interested companies.**

**It is important also that all questions be posed to the BJWSA Purchasing Division (email above) no later than June 28, 2010, close of day. Every effort to get information posted to the website and notification to all interested potential bidders will be made prior to bid opening.**

To date, the following information has been posted to the website, [www.bjwsa.org](http://www.bjwsa.org) and listed close to the bottom left of the portal page.

- **Rail Road Salvage Bid**
- **Rail Road Survey Exhibit**
- **Inspection Report (in 4 parts)**

**Changes/Clarifications to the Bid Document:**

Please note the following changes to the bid document noted and reference pertinent pages:

**1. Clarification to the Rail Line termination points:** The AMJ mile post 443.76 as currently noted in the bid documents does not accurately reflect the RR salvage easement and northern most terminus. The easement of the old CSX line (Port Royal Rail Road) in Yemassee, SC terminates at the **North 310951.56 East 2047167.43 and noted as 158762 mile marker on the survey**, said termini of the

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western and northern points and as particularly described in the Office of the Register of Deeds Plat Book 129, pages 33-48.

The terminus in Port Royal is closest to the AMJ 467 and ends at the southern most point of Highway 802 AKS Ribaut Road as shown on the Deeds Plat Book as noted above. The bid documents shall reflect the salvageable materials resident within this Port Royal Rail Road Corridor as described herein.

**2. Crossing materials shall be left in place at intersections** if there will be a cost to BJWSA for the removal of materials and reconditioning the intersections. BJWSA is interested in the greatest net salvage value of bid line 1, and does not care to remove the crossings if there is a charge associated with this activity.

**3. Rail track materials** behind the gated, locked, fenced area by/through the old depot structure on Depot Road in Beaufort, SC will be conveyed to the awarded bidder with the sale of the track materials (Line 1). The depot building does not convey.

**4. The Swing Bridge only** across the Whale Branch River is to be removed. The concrete pedestal and bulkhead shall be left in place.

**5. Any concrete trestles**, or concrete materials of no value to the awarded bidder for such salvage items may remain in place if the bidder chooses. BJWSA is interested in the greatest net salvage value of materials.

**6. All signaling devices** (overhead, in the crossings, and other) along the railway shall remain in place undisturbed as they belong to another State agency.

Please acknowledge receipt of this addendum when preparing your bid response.

Again, check the website, [www.bjwsa.org](http://www.bjwsa.org) for updates. We appreciate your interest in doing business with BJWSA.

Paula Power  
Purchasing Manager