

BID ADDENDUM NO. 1

This Bid Addendum modifies the City of Portsmouth bid package for the Replacement of NH Route 33 over Pan Am Railways and Roadway Approaches, State Project No. 10665, FHWA Project No. BRF-X-018-2(66), as follows. Part 1 contains brief notes of the mandatory July 22, 2008 Pre-bid Meeting. Part 2 addresses questions received from prospective bidders via fax and email, and at the Pre-bid Meeting. Part 3 amends the Contract Documents.

Part 1 – Mandatory Pre-bid Meeting Notes

Meeting Date and Time: July 22, 2008, 10:00-10:45 AM

Location: City of Portsmouth DPW conference room at Peverly Hill Road, Portsmouth, NH

Attendees: See attached list

A. INTRODUCTIONS

Tim Bryant introduced the design team and Debbie Finnigan, and explained the roles of the individuals for VHB. He then requested that everyone sign-in on the sign-in sheet provided. He then touched on the following subjects:

- Addenda will be posted to the City's official website (website address is provided in the Contract Documents).
- Questions must be received in-writing by July 31 and should be submitted directly to Debbie Finnigan.
- Final Completion of the project is August 31, 2010

B. GENERAL PROJECT OVERVIEW

Pete Clary provided a general overview of the project including:

- Project limits
- Existing conditions including roadway configurations
- General scope of work including new bridge over Hampton Branch of Pan Am Railways, new signal installations, modifications to existing signals, limits of step box widening and full box reconstruction, reconfiguration of Greenland Road intersection, Islington Street intersection, and the closure of Plains Avenue at the Peverly Hill Road intersection.
- Building demolition on cemetery property is part of this contract; demolition of building at the proposed soccer facility will be by others. Asbestos survey has been completed and sites are clear of asbestos.

- There are specific drainage improvements that are within the well protection buffer zone. Selected catch basins will require oil separators as detailed in the plans.
- Relocation of monuments in the Plains Park area will be required.
- Relocation of main cemetery entrance, along with stone pillars, will be required.
- City property at southwest corner of Pevery Hill Road may be made available for staging of office trailers only.
- Construction phasing for the east and west ends of the project is independent of the bridge phasing, therefore construction at these ends can be completed at any time.
- Construction phasing for the bridge was described.

Debbie Finnigan provided a general overview of the traffic signal installation and coordination requirements specific to this project. She also noted the differences between the NHDOT equipment required at Griffen Road intersection and the other signal equipment which will be per Portsmouth DPW specifications. Emergency preemption will be installed at all traffic signal locations.

C. UTILITIES

Linda Greer presented the following utility information:

- Utility companies indicated that they are ahead of the schedule that is outlined in the Contract Documents under the Prosecution of Work section.
- Potential utility conflicts are outlined in the Prosecution of Work section. Test pits are required prior to construction in these outlined areas.
- PSNH has transmission lines with existing anchors that are impacted by the proposed roadway. PSNH will remove the anchors.
- All contact information for utility companies can be found in the Prosecution of Work section of the Contract Documents.

D. RIGHT-OF-WAY

Linda Greer provided the following Right-of-Way information:

- The Nature Conservancy (TNC) property has the following special requirements as noted in the Contract Documents:
 - All trucks need to be washed prior to entering the property.
 - Special seeding mixes are required, along with requirements for handling of topsoil and fill material.
 - A Railroad Farm Crossing will be installed south of the proposed bridge as a part of this contract (an allowance is included in the contract for this crossing). Coordination with the property owner and the Railroad will be required.

- The Cavalry Cemetery has the following special requirements as noted in the Contract Documents:
 - Construction fencing needs to be placed along the property line to provide a barrier between construction activity and the grave sites.
 - A new waterline service is to be installed under this contract on the Calvary Cemetery. Coordination and inspection will be needed from the City of Portsmouth's Water Department.

E. PERMITS

Tim Bryant provided a brief summary of the permitting requirements including:

- Alteration of Terrain permit is included in the contract documents however the Contractor must amend this permit after his SWPP is developed prior to beginning construction.
- There are potentially archaeologically sensitive sites at Plains Park and along Route 33 near the Calvary Cemetery. Archaeological reconnaissance has been conducted at these sites and yielded no archaeologically significant artifacts, however the Contractor is advised that if artifacts are uncovered, the City shall be notified.

F. PROJECT SPECIFICATIONS (CONTRACT DOCUMENTS)

Tim Bryant continued discussion regarding the Contract Documents:

- This project is a Federal Aid project, therefore all Federal requirements shall be adhered to, including wage rates.
- Fuel and Asphalt price adjustment items are included in the contract; however the special attentions were not included in the Contract Documents. These special attentions are included in this Addendum No. 1.
- Inspection & Materials Testing by an independent testing agency is the responsibility of the contractor as outlined in Special Provision Section 1011. An allowance has been included in item 1011 for this work. The City and Engineer will determine the necessary frequency for testing.
- Waterline installations will be inspected by City of Portsmouth DPW inspectors.
- Per City ordinance, work hours are from 7:00am thru 6:00 pm Monday thru Friday.
- Salvage of some existing items removed to the City is required.
- As-built plans will be the responsibility of the Contractor. Additional information regarding requirements for as-built plans is provided in this Addendum. Clarification on the exact requirements will be provided in an addendum.

G. CONSTRUCTION LAYOUT / CENTERLINE STAKING

Tim Bryant noted that the Contractor will be responsible for all construction layout & survey. VHB will provide the contractor with digital copies of the survey base plan and other selected plan sheets for the contractor's use in construction layout.

H. BRIDGE INFORMATION

Greg Goodrich provided a general description of the new bridge:

- Construction will be phased, beginning with the south half of the bridge, followed by the removal of the existing bridge once traffic is shifted over onto phase 1 construction. Once phase 2 construction is completed, the existing pedestrian bridge may be removed, after pedestrian access is provided on the new bridge.
- The proposed bridge is a 45' long prestressed adjacent voided slab structure on full-height abutments.
- The abutments are constructed on a spread footing. Wingwalls are "u-back" wings with stepped footings and flying "butterfly" style wing ends.
- Bridge skew is 38-degrees right of normal, which requires the adjacent beams to be "stitched" together instead of using one or two continuous transverse post-tensioning strands.
- There are existing Fairpoint Communications lines along the first bay at the south side of the bridge. These lines should be abandoned prior to the start of construction, however this should be confirmed prior to construction because they are located directly adjacent to required sheeting locations.

I. MSE WALL INFORMATION

Greg Goodrich presented a general description of the MSE wall at the southeast quadrant of the bridge:

- MSE wall is 300' long.
- The wall is to be constructed directly adjacent to the Calvary Cemetery. Due to the proximity of the wall relative to the existing graves, sheeting will be required to contain the excavation.
- The wall will require an ashlar stone pattern architectural finish. (For clarification, it was noted that the face of the abutments and wingwalls do not require form liners, they will have a plain surface).
- As noted in Special Provision Section 592 there are currently only two NHDOT approved MSE wall systems.

J. RAILROAD INFORMATION

Tim Bryant noted the railroad requirements included in the Contract Documents:

- In addition to the bridge construction site, there are two other locations within the project limits that will require railroad flagging and inspection services.
 - Drainage crossing to the north of the bridge (jacked pipe). This work is not covered under the Memo of Understanding between the Railroad and the City in which the Railroad agreed to provide flagging and inspection services for the

- bridge replacement at no cost to the project. See Part 2, #2 in this Addendum for clarification on payment of potential flagging costs for this drainage crossing.
- Farm crossing installation to the south of the bridge. See Part 2, #2 in this Addendum for clarification on payment of potential flagging costs for this farm crossing.
 - Railroad clearance required for bridge construction is outlined in the Contract Documents.
 - A Railroad Services Agreement will be required between the Contractor and the Railroad, similar to the example provided in the Contract Documents.
 - Railroad flagging services at the bridge construction site will be provided at no cost to the Contractor under the Memo of Understanding between the Railroad and the City.

Part 2 – Questions from Prospective Bidders

1. What is the expected volume of train traffic, what is the rail line carrying, and at what speed are the trains traveling at?

Response: These details are addressed in the Prosecution of Work section of the Contract Documents, under the “Maintenance of Railroad Traffic” section. It is expected that, on average, two freight trains per week will pass through the site at approximately 10 mph. Please note that the Railroad maintains the right to vary the schedule as needed throughout the life of the project. Also take note that the Railroad will provide flagging at no cost to the Contractor for the construction of the bridge, per the Memorandum of Agreement between the City and the Railroad.

2. Could a pay item be created for flagging in order to provide a mechanism for the contractor to recover additional costs of flagging separately, instead of having to include this in costs for other items?

Response: Flagging costs for the farm crossing construction, if incurred, may be paid for under Special Provision Section 1008 – Alterations & Additions As Needed, Item 1008.29 – Upgrade Legal Farm Crossing. Special Provision Section 1008 – Alterations & Additions As Needed, Item 1008.11 – Alterations and Additions As Needed – Unanticipated Work has been amended to clarify that flagging costs for the drainage pipe jacking, if incurred, may be paid for under item 1008.11.

3. Is Railroad Liability Insurance required by the Contractor and if so, is there a pay item for it?

Response: No separate pay item for Railroad liability insurance is included. Costs for the required Railroad liability insurance should be included in other contract items.

4. What is the size of the jacked pipe (under railroad, north of bridge)?

Response: As shown in the roadway plans, the pipe diameter is 36 inches (not including sleeve).

5. Does the NH Governor and Executive Council have to approve the awarding of this construction contract?

Response: No.

6. Do you anticipate any delay by NHDES in their amending the permit based on the Contractor's SWPP?

Response: NHDES required that the permit be amended so we do not anticipate any delay.

7. Will the discovery of artifacts in the Plains Park region or Cemetery require the job to be stopped?

Response: Work stoppage will depend upon the nature of the findings, as determined by the archaeologist. If artifacts are found, work should be suspended until such time as the archaeologists can make a determination and provide guidance. The archaeologists are located in Portsmouth and have been very responsive.

8. The wage rates for "Ironworker, Reinforcing" are not included in the wage rate schedule. Can these rates be provided?

Response: The NHDOT Labor Compliance Office could not provide wage rate data for "Ironworker, Reinforcing". The CONTRACTOR will be required to submit a rate to the NHDOT Labor Compliance Office for approval.

9. Can the DPW yard (on Peverly Hill Road) be made available as a construction material staging area?

Response: No, not at the present time.

10. What exactly can be staged at the corner of Peverly Hill Road on the City's property?

Response: Office trailer(s) only.

11. The asphalt binder performance grade cannot be found in the contract documents, should a binder grade be specified for this job?

Response: Special Provision Section 401 – Plant Mix Pavements – General has been added to clarify. See Part 3 of this addendum.

12. Is waterproofing or other coatings/membranes required on the bridge?

Response: Waterproofing membranes and/or coatings are required at the bridge as shown in, but not limited to, bridge sheet numbers 21, 23, 25, 26, 28, 29, 31, 34, 36, 49, and 52.

13. Are half-sized sets of the Contract Plans available?

Response: Yes, they are available after, or in conjunction with, the purchase of a complete set of Bid Documents, which includes full-sized plans, at an additional charge of thirty - five dollars (\$35.00) (non-refundable), payable by check to The City of Portsmouth. The half-sized plans are available from the Finance/Purchasing Department at City Hall from 9:00 am to 3:30 pm Monday through Friday.

Part 3 – Amendments to Bid Documents

1. Add the attached 1 page Special Attention “Asphalt Cement” to the end of the Special Attention section of the Contract Documents.
2. Add the attached 3 page Special Attention “Fuel Adjustment” to the end of the Special Attention section of the Contract Documents.
3. In Special Attention “As-Built Plans”, append the following sentence to the end of the first sentence:

“Additionally, the CONTRACTOR shall provide an As-Built Survey, signed by a Licensed Surveyor in the State of New Hampshire, to serve as a record of the as-built construction. To assist the CONTRACTOR with the preparation of the As-Built Plans the CONTRACTOR will be provided with the electronic base file including the proposed features and line work as shown on the highway General Plan sheets.”

4. Add the attached 1 page Special Provision “Amendment to Section 401 – Plant Mix Pavements – General” after Special Provision “Amendment to Section 105 – Control of Work”.
5. Replace Special Provision Section 1008 – Alterations & Additions As Needed, Item 1008.11 – Alterations and Additions As Needed – Unanticipated Work, with the attached Special Provision Section 1008 – Alterations & Additions As Needed, Item 1008.11 – Alterations and Additions As Needed – Unanticipated Work.
6. In Special Attention “General Requirements”, replace the second sentence of the first paragraph of the “Record Documents” section on page SA-2 that begins “These documents will be turned over...” with:

“These documents will be turned over to the Engineer and Owner at the end of the project and will serve as a supplement to the record of the as-built construction.”

Supersedes Spec. Att. dated 7/30/75, 5/9/83, 12/5/84,
2/12/92, 10/19/93, 5/9/94, 1/26/95, 12/30/96, and 02/24/97

SA

July 21, 2008

SPECIAL ATTENTION

ASPHALT CEMENT

All bid items involving asphalt concrete mixtures listed in Sections: 403, Hot Bituminous Pavement; 404, Recycled Bituminous Pavement; and 411, Plant Mix Surface Treatment; containing asphalt cement will be subject to a price adjustment. This adjustment will take effect when the monthly price for asphalt cement as furnished by the Bureau of Materials and Research differs from the base price contained in the proposal by more than ten percent of the base price.

The price adjustment will be based on the approved job mix formula(s) percent of asphalt cement in the materials incorporated in the work.

The base price of asphalt cement for this Contract is:

\$ 647.50 per ton on English Projects.

\$ 713.55 per metric ton on Metric Projects.

The **monthly price** of asphalt cement will be furnished by the Bureau of Materials and Research on the first business day following the 14th calendar day of each month.

The contract prices of Hot Bituminous Pavement, Recycled Bituminous Pavement and Plant Mix Surface Treatment will be paid under the respective items in the contract. The price adjustment, as provided herein, upwards or downwards, will be made at the end of each month in which the work was accomplished as follows:

When the monthly price is more than 110% of the base price, a contract adjustment will be made under Item 1010.2 based on; [monthly price less 110% of base price] X [approved job mix formula percent of asphalt cement] X [tons of pavement used].

When the monthly price is less than 90% of the base price, a contract adjustment will be made under Item 1010.2 based on; [monthly price less 90% of base price] X [approved job mix formula percent of asphalt cement] X [tons of pavement used].

When no item for Asphalt Cement Adjustment is included in the contract no adjustments will be made.

Item 1010.2 Asphalt Cement Adjustment¹

Dollar

¹ Not a bid item

July 17, 2008

SPECIAL ATTENTION

FUEL ADJUSTMENT

(a) The shortage of all products in relation to the national and worldwide energy situation has made future costs of fuel unpredictable. For this reason, a price adjustment clause is being inserted in this contract to provide for either additional compensation to the Contractor or payment to the State, depending upon an increase or decrease in the price of fuel.

(b) The fuel usage factors, which will be applied to the several items of the Contract shall be those set forth in Table 1.

(c) Price adjustment will be based upon the quantity of fuel incorporated in the work as determined by the factors in Table 1.

When the monthly sales price determined per paragraph (f) is more than 110% of the fixed base price set forth in paragraph (e), a contract adjustment will be made under Item 1010.15 based on: [monthly sales price less 110% of the fixed base price] multiplied by [item quantity eligible for payment during month] multiplied by [fuel factor].

When the monthly sales price determined per paragraph (f) is less than 90% of the fixed base price set forth in paragraph (e), a contract adjustment will be made under Item 1010.15 based on: [monthly sales price less 90% of the fixed base price] multiplied by [item quantity eligible for payment during month] multiplied by [fuel factor].

(d) The Contractor warrants that its bid prices for this Contract include no allowances for any contingency to cover increased costs for which adjustment is provided herein.

(e) The fixed base price of fuel will be:

\$ 4.5125 per gallon on English Projects.

\$ 1.1922 per liter on Metric Projects.

This price is used solely to compute price adjustments. The fuel price will be the lower bulk retail price of low sulfur diesel fuel for Boston as published by the Journal of Commerce and will include current Federal and State taxes.

(f) The monthly sales price of fuel will be determined by the Department on the 15th calendar day of each month. When the 15th calendar day falls on a Sunday, the price on the first

business day following the 15th calendar day will be utilized. Monthly sales prices will be set in the same manner as indicated in paragraph (e).

(g) The contract prices for the several items will be paid under the Contract. The price adjustment, when such adjustment is called for as provided in paragraph (c), will be made subsequent to the month in which the work was accomplished.

(h) No price adjustment will be allowed beyond the Project completion date unless there is a Department-approved extension of time. Price adjustments will not be made on quantities adjusted as a result of the final audit.

(i) The Department will not be responsible for computing or otherwise indicating price adjustments except to the prime contractor, which must make its own arrangements with its subcontractors.

(j) When no item for Fuel Adjustment is included in the contract no adjustments will be made.

Pay items and units:

1010.15 Fuel Adjustment¹ \$

¹ Not a bid item.

Table 1 - FUEL FACTORS

² Item 403.6 shall be calculated using the “All Other Items” category rate.

³ Also excluded are all supplementary agreements, extra work and per specification items.

SPECIAL PROVISION

AMENDMENT TO SECTION 401 – PLANT MIX PAVEMENTS – GENERAL

Amend the second sentence of 2.2 to read:

On this project the grade of bituminous material to be used shall be PG 64 -28.

SPECIAL PROVISION

SECTION 1008 -- ALTERATIONS & ADDITIONS AS NEEDED

Item 1008.11 - Alterations and Additions As Needed - Unanticipated Work

This section is intended to provide and pay for certain measures which may be required during construction. This section is also intended to provide and pay for certain delays which may be required during construction due to archaeologically sensitive areas within the project limits. Engineering judgment indicates that a reasonable estimated dollar allowance is in order in setting up the contract.

Description

1.1 The Contractor may be required to adjust, relocate, or reconstruct certain items found to be in conflict or infringe on the proposed work.

1.2 If the Contractor is required by the Railroad to pay for a separate flagger for the drainage crossing construction north of the bridge, the additional flagging will be paid for under this item.

1.3 The Contractor may be required to delay or cease operations in the archaeologically sensitive areas of the project as identified on the plans.

1.4 A qualified representative from an archaeological consulting firm shall be notified if any potential archaeological resources are discovered. This person has the authority to instruct the Contractor to discontinue the work operation at that location for the investigation and assessment of potential archaeological resources.

Materials

2.1 Materials required to adjust or reconstruct structures or facilities encountered in the work shall conform to those designated in the Materials section for the class of work being performed.

2.2 The Contractor is to provide aid and assistance to the archaeological consulting firm in assessing any potential archaeological resources that are discovered, as practicable.

Construction Requirements

3.1 The Contractor shall perform all necessary work to relocate, adjust, reconstruct structures or construct items in accordance with the respective classes of work required.

3.2 Damage to facilities due to negligence or careless operation shall be repaired at no extra cost to the Department.

3.3 The Contractor shall provide all necessary aid, assistance, traffic control, and maintenance of traffic measures necessary to make the assessment of significance and during the documentation period. The Contractor may need to provide a man (laborer), the piece of equipment performing the excavation activities, the operator of that piece of equipment, and employee of sufficient authority over the worksite to assist during any delays caused by discovery of potential archaeological resources for as long as necessary.

Method of Measurement

4.1 Work authorized under this section will be measured as provided in 109.01; however when such work falls within the specifications for another item in the contract, the work will be measured according to the method of measurement for that contract item.

4.1.1 When utilized due to discovery of potential archaeological resources, this item will be measured in terms of delay and potential remobilization within the project limits. A delay of more than two hours requires the payment of a lump sum payment per occurrence.

Basis of Payment

5.1 Payment for work authorized under this section will be made on a dollar basis according to 109.04. The dollar limit set in the proposal will not limit the Engineer in the value of work performed under this item.

5.1.1 Payment of the amount set in the proposal will not be on a lump sum basis, except as noted in section 5.2 for archaeological delays, but only the amount determined for the value of the work ordered will be paid.

5.1.2 Repair work to damaged or injured portions of the existing facilities made necessary due to the negligence or carelessness of the Contractor will not be paid for.

5.2 Payment for work authorized under this section, as a result of delays caused by discovery of archaeological resources, will be made as a \$500.00 lump sum payment per occurrence.

5.2.1 Work associated with providing aid and assistance in making an assessment and potential documentation of potential archaeological resources will be subsidiary to the lump sum payment during the first two hours of delay.

5.2.2 All costs associated with mobilization and remobilization caused by discovery of archaeological resources is subsidiary.

5.2.2.1 Payment of traffic control and maintenance of traffic measures required will be paid under the appropriate item numbers.

5.2.2.2 If the assessment and documentation of an occurrence requires that a man (laborer), a piece of equipment, and/or foreman be present following the initial two hour delay period, these time and materials costs will be paid for as stipulated in Section 109.04.

5.2.2.3 No allowance for overtime pay will be allowed during the assessment and documentation during the initial 2 hours period.

5.3 The Bidder's attention is called to the dollar amount inserted in the proposal under these items, which dollar amount is the allowance the department has set up for the special work. This figure must not be altered by the Bidder on the proposal, and must be included to obtain the grand total of the bid.

Pay items and units:

1008.11	Alterations and Additions As Needed - Unanticipated Work	Dollar
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The allowance for Item 1008.11 on this project has been set as \$5,000.00.

PRE-BID CONFERENCE SIGN-IN SHEET

NH ROUTE 33 OVER PAN AM RAILWAYS AND ROADWAY APPROACHES

Municipally-Managed Bridge Project

City of Portsmouth, NH

State Project No.: 10665

FHWA Project No.: BRF-X-018-2(66)

TUESDAY, JULY 22, 2008 10:00 -11:00 AM

PORTSMOUTH DEPARTMENT OF PUBLIC WORKS – ADMINISTRATIVE OFFICE

Company Name	Attendee	Phone Number	Fax Number	E-Mail Address
E.T. & L. Corp.	Garry Balboni	978-897-4353	978-897-0779	gbalboni@etlcorp.com
E.T. & L. Corp.	Ashley Smith	978-897-4353	978-897-0779	
CPM Constructors	Greg Scott	207-865-0000	207-865-4836	gscott@cpmconstructors.com
Pike Industries Inc.	Frank Tilton	603-267-9957 x100	603-527-5101	ftilton@pikeindustries.com
Pike Industries Inc.	Chris Mathrison	603-436-4432	603-431-4682	cmathrison@pikeindustries.com
T. Buck Construction	Brian MacFawn	207-783-6223	207-783-3970	brian@tbuckcon.net
R.M. Piper Inc.	John Bousquet	603-536-4154	603-536-3429	jbousquet@rmpiper.com
Gove Construction	Chuck Locke	603-496-2400	603-433-0955	estimating@goveconstruction.com
Gove Construction	Henry Mellynchuk	603-431-8200	603-433-0955	estimating@goveconstruction.com

