

ADDENDUM NUMBER 1
BREWSTER STREET DRAINAGE OUTFALL

BID PROPOSAL #69-15

Bid Due Date and Time: July 16, 2015 at 2 pm – **BID DATE HAS BEEN CHANGED**

Issued: 7-14-15

This Addendum forms part of the original document marked: **Brewster Street Drainage Outfall, Bid Proposal #69-15.**

The following changes and/or additions are to be made to the Contract Documents.

SPECIFICATIONS

1. INVITATION TO BID

- a. **1st Paragraph - Change** the Bid Date from “July 16, 2015 at 2 PM ” to “**July 23, 2015 at 2 PM**”.
- b. **4th Paragraph – Replace** the 2nd and 3rd sentences with the following:
“**Substantial completion must be achieved not later than March 15, 2016. Final Completion must be achieved by May 15, 2016.**”
- c. **5th Paragraph – Change** “1 PM, July 14, 2015” to “**1 PM July 17, 2015**”.

GENERAL

2. Plan Holder Questions and Responses

- a. **Question:** Is the City responsible for the administrative aspects and oversight item of the Wetlands Permit? Project Specific Condition #5 of the Wetlands Permit indicates “A Coastal Wetlands Egologist shall be on-site during construction of the outlet”. Is this the responsibility of the Contractor or the City? Likewise, Condition #23 and #25 indicates a qualified professional must monitor and inspect the Mitigation Areas. Will the Contractor be responsible for physical construction items only?
Response: The City will hire a Coastal Wetlands Egologist shall be on-site during construction of the outlet and will monitor and inspect the mitigation area. The contractor will be responsible for compliance with the conditions of the NHDES Wetlands permit.
- b. **Question:** Is the jacking subcontractor required to carry the Railroad specified limits or is it just the General Contractor?
Response: The General Contractor.
- c. **Question:** For your regular insurance on page 125 they say Public Liability at \$10M and then Property Damage Liability at \$10M. As GL is liability and property damage combined we need to know if their intent is for you to carry a total of \$20M or a total of \$10M.

For the Railroad Protective they have Public Liability at \$5M/10M and Property Damage Liability at \$5/10M. Again, insurance is written on a combined basis so are they asking for a total of \$5/10M or do they need \$10/20M?? In the past it has gone both ways so this does need to be cleared up.

We also need to know if it is work on Pan Am property or MBTA property as the named insureds differ."

Responses: Railroad Protective Liability must be for \$10 Million and the Public Liability must be for \$10 Million for a total of \$20 Million.

Also, the work is on Pan Am property.

d. Question: Is there a deposit required to the PanAm Railroad?

Response: Yes – The Allowance Bid Item 618.7 will be for that purpose.

e. Question: What are the sewer flows?

Response: The contractor shall be prepared on handle sewer flows from the existing sewer main on Brewster St. of 0 to 500 GPM.

f. Question: There currently are vehicles parked in the area of the proposed drainage easement. During the construction period will these vehicles be parked elsewhere?

Response: Yes – The City will address this issue.

3. PREBID MEETING MINUTES AND SIGN-IN SHEET - Attached

Please acknowledge this addendum within your proposal, failure to do so may subject a bidder to disqualification.

End of Addendum #1.

PREBID MEETING

PROJECT – BREWSTER STREET DRAINAGE OUTFALL

OWNER – CITY OF PORTSMOUTH, NH

DATE – 7-8-15

TIME – 10 am to 10:45 am

LOCATION – PORTSMOUTH DPW – 680 PEVERLY ROAD

Meeting Minutes

1. All at the meeting were informed that this was a mandatory Pre-Bid meeting.
2. Meeting attendees were introduced as follows:
 - City of Portsmouth staff:
 - Terry Desmarais – City Engineer
 - Dave Desfosses – Project Manager
 - Stantec
 - Rene LaBranche - Stantec
 - Meeting sign-in sheet is attached.
2. Project Background
 - Dave Desfosses provided a brief history of the flooding issues in the Brewster Street area, indicating that the flooding issues have occurred for over 30 years. There is backwater valve that allows storm water to enter the larger brick sewer interceptor that runs parallel to the railroad tracks, presently during high wastewater and storm water flow periods the valve closes and causes the stormwater to surcharge and flood the lower Brewster Street area. During these flooding events the City pumps the surcharging stormwater into North Mill Pond where you can see an eroded area.
3. The following Project Overview was presented:
 - Scope of Work
 - Construction of:
 - Various drainage improvements
 - New 36" Outfall with a headwall and rip-rap discharging into North Mill Pond
 - Tidal Wetland Mitigation work
 - Rail Road Crossing of six (6) tracks – with 48" steel sleeve
 - Two large water quality units
 - Sewer interceptor crossing by the proposed drainage lines
 - Installation of 36", 24", 18" and 15" drainage lines totaling around 800 feet of pipe.
 - Sewer main relocation
 - Base Bid includes installing the 48" sleeve by jack and bore under all six tracks
 - Bid Alternative No. 1 includes installing the 48" sleeve by jack and bore under three of the six tracks and the remaining three by open cut plus replacement of the track at each of the three open cut crossings

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- The bid also includes Contingent Items for work items they may be required such as removal of contaminated soil or handling contaminated groundwater.
- Bid Opening Time/Date – 2 pm July 16, 2015 (Changed to July 23, 2015)
 - Contract Completion Dates – Substantial Completion is to be Dec. 31, 2015 and Final Completion May 15, 2015.
 - Last day City to receive questions: July 14th, 2015.
 - Liquidated Damages are \$500/day
 - Specified PLC, Software and Programming Subcontractor is Electrical Installations Inc. see the bid schedule and Section 00840, Item 1.05.
 - Contractor's Proposed Work Sequence Plan
 - Maintenance of Treatment Process plan must be submitted to the Owner and Engineer for approval – Contractors must be aware and consider that the Lebanon WTF is an operating facility that cannot be taken off-line for extended periods of time. Temporary wiring, if required, must be provided during construction.
3. Permits for the project:
- NHDES Wetlands
 - Army Corps
 - Shoreland NOI
 - Pan Am
3. Owner Comments – The City representatives reminded all meeting attendees that they must include with their bid the signed acknowledgement form certifying that they have reviewed the bid documents. In addition all were informed that there would be addenda posted on the City's website and that plan holders would not be mailed the addenda so the bidders must go to the website themselves for the addenda.
4. Issuance of Addendum No. 1 – will include minutes to this meeting and the sign-in sheet
5. Questions.
- a. Question - Can the City change the completion dates so that the work could be done in the winter?
Response – We will make a determination and address by addendum.
 - b. Question: Is a deposit to Pan Am required for the railroad inspector.
Response – We will make a determination and address by addendum.

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- c. Question: Can the sand fill to be installed between the steel sleeve and carrier pipe be replaced with flowable fill?
Response: Flowable fill cannot be used and we will determine if the sand can be deleted.
- d. Question: What is the cost estimate?
Response: Base Bid \$920,000 W/ Bid Alternative No. 1 - \$980,000

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- e. Question – Can you allow a period of time in the contract to order equipment, process submittal etc., to avoid using all the contract time before any construction activity takes place?
Response – We will clarify in the addendum.
- f. Question - What is the estimate for the project?
Response – We will clarify in the addendum.
- g. Question - Are there operational valves that will shut of flow so that the new actuated valves can be installed?
Response – Yes
- h. Question – Is the steam piping near new PLC- 2 to be cut and capped or relocated.
Response – The intent is for the steam piping to be relocated but the plan says cut and capped. We will change this by addendum.
- i. Question – Regarding the existing valves flex conduit, does the flex need to be replaced or temporarily wired?
Response – Either run temporary wiring while the new valve gets installed, or run the new conduit and signal cables from the new PLC first to the existing valves then remove the modulating valve.

Brewster St Outfall Reconstruction
Prebid Meeting
July 8, 2015



Sign in Sheet

Name Company Email Address Phone Number

Kevin Hayes Busby Construction civiltakeoffs@metrocast.net 724-7957
332-4554

Jason deWildt SUR Const. jdewildt@surconstruction.com

Bob Schulte SUR CONSTRUCTION BSCHULTE@SURCONSTRUCTION.COM 332-4554
(978)

Bryan Trumbly Albanese Bros. Inc. dwhitney@albanesebrus.com 454-8850

Pietro Ciano Albanese D & S pciano@albaneseds.com 978-937-0909 x13

Ross M. Rezell KINGSBURY COMPANIES ESTIMATING@KINGSBURY.CO.COM 603-399-6500
207-247-6023

Tammy Landolt D+C Construction tlandoltb@yahoo.com

Rich Verreia ADS Pipe Rich.verreia@ADSPIPE.COM 505-7287
