

ADDENDUM NUMBER 1:
Peirce Island Bridge Rail Replacement Project
Bid Proposal #09-10

Issued: September 25, 2009
For Bids Due: October 6, 2009

- A. Bidding Requirements
1. **The bid due date has been changed to October 6, 2009 @ 2:00 p.m.**
Please acknowledge receipt of this addendum within your proposal, failure to do so may subject a bidder to disqualification.
 2. Increase the Allowance for the Uniformed Police Officer Traffic Detail to \$18,000 (rounded value). A revised Proposal Form page 10 is attached for the bidders use.
- B. Bidder's Questions
Sign in sheet was requested and is attached for reference.

How to determine rail post spacing on the bridge? *The actual rail post spacing is to be determined by the fabricator and be shown on shop drawing submittal per NHDOT Standard Specification Section 563. Maximum rail post spacing specified per NHDOT Bridge Design Manual Section 642.4.6a is as follows; 7'-5" with a brush curb and 8'-0" with a sidewalk. Do not scale the rail post spacing shown on the plans.*

Is a stamped design of the rail anchorage necessary? *No.*

Will jersey barriers be required when bridge rail is removed? *Yes. A line of connected barriers will be required to protect the work zone and any areas that have had railing removed. Bidders are referred to Section 2.7F of the Contract General Requirements regarding submittal and approval of a traffic maintenance and signing plan in accordance with MUTCD.*

One lane of traffic must be maintained at all times between the hours of 7 a.m. and 7 p.m. Two-way traffic must be restored at the end of each work day.

Is a second lines of barrier required to protect pedestrians while work is completed on the sidewalk side? *No. A line of barrier will be required between the work zone and travel lane, however cones may be used to delineate the area reserved for pedestrians.*

Will a temporary signal be considered for regulating traffic flow? *No. Due to the relatively low volume of traffic through the work zone and the long que and clear times that would result, a temporary signal will not be considered.*

In reference to Section 1.4A of the Contract General Requirements, can the first window be adjusted and based on the current bid and award dates? *No, the first window will not be adjusted. The City understands that lead time for rail fabrication essentially eliminates the possibility of a 2009 construction.*

The second work window of April 1, 2010 to May 28, 2010 remains unchanged.

The Contractor shall be responsible for all winter maintenance within the project limits. This shall include plowing and salting of roadways and pedestrian walks in a satisfactory and continuous manner (24 hours per day), in the event that winter conditions occur once traffic control measures have been installed.

What is the quantity or limits of work for Bid Alternate #1? *Bid Alternate #1 extends from the bridge approach rail to the end of the guardrail run on each corner. The total length of work under Bid Alternate #1 is roughly 550-feet. Also see General Note 3 for a description of the work.*

Is any hot bituminous pavement replaced as part of this project? *No.*

What is the load capacity of the existing bridge? *The bridge is not posted and therefore is rated to carry all legal loads.*

Are cored holes required for the installation of the through bolts on the sidewalk side? *The Contractor will be required to provide holes for the rail post anchor studs by penetrating the concrete deck in a manner that is neat and that does not result in damage to areas of adjacent concrete, including but not limited to, cracking and spalls.*

At the onset of construction, the Contractor will be required to demonstrate that his method of hole creation consistently provides the results described above to the satisfaction of the City.

Bidders shall provide sufficient provisions in their bid to account for field conditions and are expected to examine the site carefully when choosing their method of deck penetration.

It appears that the existing rail is coated with lead paint. Has this coating been tested? What is required for protection of workers and the public? *The paint has not been tested but it is considered likely that it is lead based.*

*The following text shall be added to the plans as a new General Note:
The steel portions of the existing bridge rail are assumed to be coated with a lead-based paint system. At the bridge site, the Contractor is responsible for the containment, proper management and disposal of all hazardous and*

special wastes generated by processes including, but not limited to, cutting, handling and loading of the existing steel rail. The City will assume generator responsibility for the lead paint chips resulting from rail removal and will sign all manifests used to transport this material. Further, at the bridge site, the Contractor is responsible for implementing appropriate OSHA-mandated personal protection standards related to these processes. Once the existing steel rail is removed from the bridge site, the Contractor is solely responsible for any hazardous or special wastes generated as a result of the transportation, storage, recycling or disposal of the lead-coated steel.

What is the estimated quantity and location for the concrete repair? Can concrete repair items be added and paid by unit price? Concrete repairs are intended for the curbs, backwalls and topside of the wing walls. The Contractor shall expect to prepare and repair up to 12sy measured as Class I and 23sy measured as Class II. Due to unknown concrete conditions, additional area of preparation and repair may be required. No additional area of preparation and repair will be allowed until approved by the City. If found necessary, all areas of preparation and repair in excess of those limits stated above will be paid separately based upon negotiated unit prices and measured quantities except as described below.

All concrete that is damaged as a result of the Contractors operations, including the coring or drilling of holes, shall be repaired at the Contractors expense. No quantity for these potential repair areas has been included in the above estimates.

**CITY OF PORTSMOUTH
PIERCE ISLAND BRIDGE RAIL REPLACEMENT
PROPOSAL FORM**

Notes:

1. All prices must be written in ink. Prices must be written in words as well as figures for the entire proposal. In case of discrepancy, the amount in words shall govern.
2. All prices given shall include items delineated in accordance with the Drawings, Specifications and Contract Documents, as well as any incidental items necessary to complete construction.

ALL 1 <u>Allowance:</u> Uniformed Police Officer Traffic Detail _____ Eighteen Thousand Dollars and no cents	\$18,000.00
BASE <u>Base Bid:</u> Rail, concrete repair, etc. See General Note #4. _____ dollars and _____ cents.	\$ _____

**CITY OF PORTSMOUTH
PIERCE ISLAND BRIDGE RAIL REPLACEMENT
TOTAL LUMP SUM BASE BID INCLUDING ALLOWANCE**

_____ dollars and _____ cents.	\$ _____
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ALT#1 <u>Alternate #1:</u> Replace w-beam rail with galvanized rail painted black. See General Note #3. _____ dollars and _____ cents.	\$ _____
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BID <u>Bid:</u> Hourly rate for traffic control Flagger _____ dollars and _____ cents per hour	\$ _____
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PUBLIC WORKS DEPARTMENT
CITY OF PORTSMOUTH
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PORTSMOUTH, NH 03801
(603) 427-1530 FAX (603) 427-1539

JOB _____

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

TUESDAY SEPT 22, 2009
MANDATORY PRE-BID
PEIRCE ISLAND BRIDGE RAIL
REPLACEMENT PROJECT

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= GREG SCOTT CPM CONSTRUCTORS, F(207) 865-4836

= REX BARRAS B.I.I. Fence + Guard Rail Inc.
BARRAS Inc @ motorcast.net 603-524-1415 FAX 524-1445

= KIM SUHR WYMAN AND SIMPSON, INC.
Po Box 40 207-737-4471 KSUHR@WYMANANDSIMPSON.COM
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= NORTH EAST EARTH 603 435 7989 Pittsfield NH
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