

ADDENDUM NO. 1

CITY OF PORTSMOUTH, NH

PROPOSED BRIDGE REPAIRS

**MARKET STREET OVER TIDAL BASIN (NHDOT BRIDGE NOS. 240/106 & 241/106),
KEARSARGE WAY OVER PAN AM RAILWAYS (NHDOT BRIDGE NO. 240/132),
& RECREATION TRAIL OVER MARKET STREET (NHDOT BRIDGE NO. 220/143)**

This Addendum forms part of the Contract Documents and modifies the original Drawings and Specifications dated February 2020. This Addendum consists of 8 pages of modifications to the contract documents consisting of pages ADDM-1 through ADDM-8, Pre-Bid Meeting Attendance List (2 pages), and Pre-Bid Meeting Notes (6 pages).

Bidders shall acknowledge receipt of this addendum by writing the words "Addendum No. 1" on the line provided for such on page 00300-1 of the Bid Form. Failure to do so may disqualify the bidder and their bid.

SPECIFICATIONS

1. Section 00111 Advertisement for Bids:

Revise the third paragraph to read:

Bidders must be listed on the NHDOT "Prequalified Contractor's List" with a classification of bridge and/or bridge rehabilitation, or provide written documentation from NHDOT as of the date and time of the Bid Opening. Alternatively, Bidders may be listed on the MaineDOT "Contractor Prequalification Status" list with a category of "Bridge" but must also provide a list of at least three relevant projects completed within the last three years and contact information for the Owner or Engineer for each project.

2. Section 00200 Instructions to Bidders:

Revise Article 3.01 to add:

F. Bidders not listed on the NHDOT "Prequalified Contractor's List" with a classification of bridge and/or bridge rehabilitation but listed on the current MaineDOT "Contractor Prequalification Status" list with a category of "Bridge" shall provide a list of at least three relevant projects completed in the last three years and contact information for the Owner or Engineer for each project. If Bidders are not listed on the NHDOT "Prequalified Contractor's List", it must be because prequalification was not previously obtained, or because prequalification has lapsed; Bidders that have been removed from the NHDOT prequalification for cause shall be considered non-responsive.

3. Section 00410 Bid Form:

Revised Article 7.01 to add:

- D. List of at least three relevant projects completed in the last three years if bidder is not on the NHDOT "Prequalified Contractor's List" with a classification of bridge and/or bridge rehabilitation but listed on the MaineDOT "Contractor Prequalification Status" list with a category of Bridge.

4. Section 00520 Agreement Between Owner and Contractor for Construction Contract

Revised Article 4.02.C to read:

C. Market Street (EB and WB) over Tidal Basin

The Contract Times for the Work specified for Market Street (EB and WB) over Tidal Basin include a maximum of 130 calendar days on site which shall be counted consecutively once the contractor begins work at the project site, and shall achieve final completion on or before August 28, 2020.

GENERAL CLARIFICATIONS

1. The Pre-Bid meeting was held on February 25, 2020 and the attendance list is enclosed with this Addendum. The following questions were received during the pre-bid meeting, which are repeated below with responses in *italics*.

General

Question #1: Since the project is not state-funded, would the City accept Bidders prequalified in Maine if their prequalification status for NHDOT has lapsed?

Yes, the City will accept Bidders listed on the current MaineDOT "Contract Prequalification Status" in the category of "Bridge". However, if the Bidder is not listed on the NHDOT "Prequalified Contractors List", but is prequalified with MaineDOT, then the Bidder shall also submit a list of recently completed similar projects, as described in further detail under the Specifications section of this Addendum.

Market Street over Tidal Basin

Question #2: Can the final completion date for the Market Street joint replacement project be extended?

The required final completion date of the Market Street joint replacement project has been extended from Friday, August 21, 2020 to Friday, August 28, 2020 via this Addendum.

Question #3: Is there a staging area available for use by the Contractor?

A staging area is not specifically identified in the contract documents. It is suggested that prospective bidders contact owners of nearby properties, including the Albacore Park and/or the Market Street Marine Terminal (NH Port Authority), regarding potential staging locations.

Kearsarge Way over Pan Am Railways

Question #4: Can the pavement on the bridge deck be removed with a reclaimer or miller?

Pavement on the bridge deck may be removed with a reclaimer or pavement milling machine; however, any damage caused to the deck as a result of pavement removal operations shall be repaired to the Engineer's and City's satisfaction, at the sole expense of the Contractor.

Question #5: General clarification of railroad requirements.

Boise Cascade owns the railroad spur under the northern span. Boise Cascade has no specific requirements for construction work over their track and have defaulted to Pan Am Railways. The train schedule for the Boise Cascade railroad spur is highly variable. The Contractor will be required to coordinate with Boise Cascade and/or Pan Am Railways to identify when deliveries have been requested to estimate the train schedule and need for railroad flaggers.

Pan Am Railways owns the railroad spur under the southern span. Encroachment on railroad property or the use of equipment that could impact the track, should it fail, will require a flagger. If there is no possibility of something falling onto the tracks, then no flagger would be required. The example received from Pan Am is that if there is a crane onsite with a boom of 100', it would need to be located more than 100' away from the track for railroad flagger to not be required.

Flagging would not be necessary if temporary shielding is constructed above the 17'-8" required vertical clearance; however, the Engineer and Pan Am Railways will need to review and approve the Contractor's proposed temporary shielding system, and Pan Am will need to determine that the shielding system eliminates all possibility of something falling onto the tracks.

Refer to the Pre-Bid Meeting Notes for additional railroad discussion points.

Recreation Trail over Market Street

The following questions regarding the Recreation Trail Bridge were received at the Pre-Bid Meeting. Responses to these questions are in progress and will be issued as part of Addendum No. 2, currently scheduled to be issued on or before 3/6/20.

- Question #6:** If the City determines that Bid Alternate 1 and/or Bid Alternate 2 will not be pursued, can this work be removed from the contract via an Addendum?
- Question #7:** What are the pedestrian accommodation requirements?
- Question #8:** What are the Market Street traffic control requirements?
- Question #9:** What are the right-of-way limits?
- Question #10:** Will the Contractor have access to the bridge from the Osprey Landing side?
- Question #11:** Will the vegetation on the Osprey Landing side, to be removed by the City, be removed prior to Contractor mobilizing? What will be the removal limits? Could the Contract indicate that the clearing will achieve a minimum horizontal clearance from the bridge to the nearest limb/tree?
- Question #12:** Will the chain-link fence at the toe of the approach trail slope, near the softball field, be required to be repaired or replaced?
- Question #13:** Will an invasive species control and management plan be required?
- Question #14:** Will the City allow the use of steel posts with a steel plate to retain soil and repair the erosion at the southwestern bridge approach? Widening of the approach pavement is necessary per the approach rail installation detail, and placement of embankment material as noted on the plans will require removal and reinstallation of the chain link fence at the toe of slope.
- Question #15:** Can the hand method be used for paving the approach trail, or is machine method required?
- Question #16:** The plans indicate that paving of the approach sidewalk must meet ADA requirements. What level of trail reconstruction or regrading is anticipated to be necessary to meet ADA requirements?
- Question #17:** Which of the 18 expansion joint glands are to be replaced? The contract quantity for this work is only 9.
- Question #18:** Is the intent to remove the gates from the approach spans?
- Question #19:** Is only the chain-link fence on the main span being replaced, or is the chain-link fence on the approach bridge spans also being replaced?
- Question #20:** Is the intent to paint the entire rail system black, even components that are to remain and are currently galvanized?

Question #21: For the limited deck repair work, would the City allow partial depth concrete repair with conventional concrete in lieu of elastomeric concrete? If partial depth repair is cannot be used, would or the City consider alternate material to elastomeric concrete?

Question #22: What are the requirements and limits of the structural steel painting?

Question #23: Can the Temporary Girder Support System (Item 550.191) be revised to be paid as per each instead of one unit? If so, it is suggested the City consider adding two temporary shoring items, one for short shoring systems and one for tall shoring systems.

Question #24: What is the treatment of cracks at anchor bolt locations where there is no spalled, or potentially spalled, concrete?

2. The following questions were received prior to or after the pre-bid meeting, which have been repeated below with responses in *italics*.

General

Question #1: Please confirm material testing costs in Section 14.01 of the General Conditions are not paid for by the Contractor.

Material testing is to be paid for by the Engineer, not the Contractor.

Market Street over Tidal Basin

Question #2: Can the date in Article 4.02C in the Agreement change from 8/21/20 to 10/1/20?

Paving for the Market Street Gateway Project is planned to commence no later than September 1, 2020; therefore, the Market Street joint replacement project shall be completed prior to that date. The final completion date for Market Street in Article 4.02C in the Agreement has been extended from August 21, 2020 to August 28, 2020 via this Addendum.

Question #3: Will the interface bond between the prefabricated expansion joint and concrete sustain over time; particularly when sand and debris accumulate in the joint?

The proposed EMSEAL joint system has been evaluated versus the short- and long-term needs of this bridge and is anticipated to perform acceptably.

Question #4: Please provide contact information for the EMSeal Joint System.

*Andy Castillo
Director of Sales
Bridge and Highway Division
EMSEAL Joint Systems, LTD
25 Bridle Lane, Westborough, MA USA 01581
Direct: (508) 599-3239
Mobile: (508) 330-7900
Fax: (508) 836-0281
E-mail: acastillo@emseal.com*

Kearsarge Way over Pan Am Railways

Question #5: What is the horizontal clearance from the railroad tracks?

Pan Am Railways did not provide a minimum horizontal clearance. Their requirement is that if there is not a possibility of something falling onto the track, then a flagger would not be required. See response to Question #6 for additional information.

Question #6: Are railroad flaggers needed if full-depth repairs are shielded?

If the temporary shielding for full-depth repairs is located above the 17'-8" vertical clearance, and Pan Am concurs that the proposed shielding system eliminates all risk of debris falling onto the tracks, then railroad flaggers are not required. The Contractor shall coordinate with Pan Am Railways regarding the need for railroad flaggers for partial-depth repairs if temporary shielding is not used. However, prospective bidders should consider the possibility that temporary shielding may be required for partial depth repairs to avoid the need for railroad flaggers.

Question #7: Is the Contractor paying for the first 20 days of railroad flagging?

The allowance for Item 624.1 Railroad Protection was developed assuming one railroad flagger for 8 hours per day. The allowance also includes administration fees such as for the Railroad Service Agreement and for review of a temporary shielding submittal. Based on those assumptions, railroad flaggers will be available for 20 days. If prospective bidders believe the allowance is low based on the information contained in this Addendum and in the contract documents, prospective bidders may submit further questions or comments in writing prior to 3/6/2020.

Question #8: Will a railroad flagger be required for the expansion joint removal work?

The expansion joint removal/replacement work is located adjacent to the Boise Cascade railroad spur. Boise Cascade does not have specific requirements regarding railroad flagging and have defaulted to Pan Am Railways. Pan Am Railways will not require a flagger if there is no possibility of fouling the track; see response to Question #5 for additional information.

Question #9: Can Item 616.171, Portable Traffic Signals (PTS) System be revised from a per unit item to a per month item?

Item 616.171 has been bid as a per unit item because the duration that the PTS system will be necessary may vary depending on each Bidders approach to the project. The City will consider making partial payments for this item that considers work such as the installation, uninstallation, and the continued operation and maintenance of the system.

Question #10: The Typical Abutment Concrete Repair Detail on contract drawing sheet 23 indicates the bridge seat is to be replaced. Please confirm the intent of this detail.

The intent of the project is to repair, not replace, the abutment bridge seat. Surface repairs proposed to the abutment bridge seats are not anticipated to require temporary shoring of the girders. The intent of the Typical Abutment Concrete Repair Detail is to illustrate and detail the surface repairs.

Question #11: The quantity for full-depth repairs seems low based on visual observation of the condition of the underside of the deck.

Ground penetrating radar (GPR) was used on the top side of the deck, between the curbs, and results indicate approximately 35% of the deck shows signs of possible deterioration. The GPR Report is included in the contract documents, for reference. Hoyle, Tanner personnel also hammer-sounded the underside of the deck and found that approximately 5% of the deck area is delaminated. The repair quantities in the contract reflect Hoyle, Tanner's inspection findings and incorporate contingency quantity to account for potential growth in the delaminated areas.

Recreation Trail over Market Street

The following questions regarding the Recreation Trail Bridge were received prior to or after the Pre-Bid Meeting. Responses to these questions are in progress and will be issued as part of Addendum No. 2, currently scheduled to be issued on or before 3/6/20.

Question #12: On contract drawing sheet 32, there is a note on the approach section of the north side near Abutment A1 that states "remove existing handrail posts.....and fill with grout", what posts go back in this area?

Question #13: On contract drawing sheet 33, the "Proposed Approach Ramp Typical Section" calls for resetting the existing handrail. The existing handrail supports are welded to the posts and will likely become damaged when removing them from the posts. Is the intent to reset the handrails?

Question #14: On contract drawing sheet 34, the “Typical Anchor Bolt Repair Detail” indicates Item 512.01 is to be used but should this be Item 512.02 as the repair will extend behind the rebar and anchor bolts?

3. Addendum No. 2 will be issued by close of business on Friday, March 6, 2020, which will address all questions related to the Recreation Trail Bridge. Questions from prospective bidders shall be submitted in writing by close of business on Tuesday, March 3, 2020 in order to be responded to in Addendum No. 2.

**PRE-BID OPENING ATTENDANCE LIST FOR
Proposed Bridge Repairs
MARKET STREET OVER TIDAL BASIN NHDOT BRIDGE NOS. 240/106 & 241/106,
KEARSARGE WAY OVER PAN AM RAILWAYS NHDOT BRIDGE NO. 240/132, &
RECREATION TRAIL OVER MARKET STREET, NHDOT BRIDGE NO. 220/143
City of Portsmouth, NH**

Location: Public Works Department, 680 Peverly Hill Road, Portsmouth, NH
Date: Tuesday, February 25, 2020 @ 2:00 PM

Hoyle, Tanner Project No.: 905108

NAME	COMPANY	TELEPHONE	FAX	E-MAIL
Aaron Lachance, PE	Hoyle, Tanner & Assoc., Inc.	(603) 431-2520 Ext. 23	(603) 431-8037	alachance@hoyletanner.com
Jillian Semprini, PE	Hoyle, Tanner & Assoc., Inc.	(603) 431-2520 Ext. 28	(603) 431-8037	jsemprini@hoyletanner.com
Rich Fowler	CFM CONSTRUCTORS	207-865-0000		Rkoczell@cfmconstructors
Mark Libby	Scott Construction Corp	207-415-3425		Marklibby88@gmail.com
Greg Scott	Scott Construction Corp	207-632-6521		Gscott207@gmail.com
Jonathan Coupl-Yu	ED Swett inc	603-997-2109		Jcoupl-yu@EDSwett.com
Mike Ferreri	EUROUS CORPORATION	603-527-3515	603-527-3547	mferran@metrucost.net

**PRE-BID OPENING ATTENDANCE LIST FOR
Proposed Bridge Repairs
MARKET STREET OVER TIDAL BASIN NHDOT BRIDGE NOS. 240/106 & 241/106,
KEARSARGE WAY OVER PAN AM RAILWAYS NHDOT BRIDGE NO. 240/132, &
RECREATION TRAIL OVER MARKET STREET, NHDOT BRIDGE NO. 220/143
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Location: Public Works Department, 680 Peverly Hill Road, Portsmouth, NH
Date: Tuesday, February 25, 2020 @ 2:00 PM

Hoyle, Tanner Project No.: 905108

NAME	COMPANY	TELEPHONE	FAX	E-MAIL
Ryan Flynn	City - Project PM			
Dave Desfosses	City			
ERIC Eby	City			

PREBID MEETING NOTES
PROJECT MANAGER TALKING POINTS

Project Name: Proposed Bridge Repairs, Market Street over Tidal Basin NHDOT Bridge Nos. 240/106 & 241/106, Kearsarge Way over Pan Am Railways NHDOT Bridge No. 240/132 , & Recreation Trail over Market Street, NHDOT Bridge No. 220/143

Project No.: 905108

Date of Conference: Tuesday, February 25, 2020 @ 2:00 PM

Location: City of Portsmouth, Public Work Department, 680 Peverly Hill Road, Portsmouth, NH

1. INTRODUCTIONS & SIGN-IN SHEET

2. SCOPE OF PROJECT

a. Discussion: Project consists of the following:

- Market Street (EB and WB) Bridges work consists of replacing the expansion joint and installation of bridge approach rail.
- Kearsarge Way Bridge work consists of repairs to the 2-span bridge, which generally consists of concrete bridge deck partial and full depth repairs, installation of a new barrier membrane, hot bituminous pavement, replacement of the expansion joint, and substructure concrete repairs. New expansion joint will be constructed behind the backwall.
 - Ground penetrating radar (GPR) was used on the top side of the deck (between curbs) and results indicate approximately 35% of the deck shows signs of possible deterioration. GRP report is included in the contract documents.
 - Hoyle, Tanner personnel inspected the deck underside and hammer sounding results indicate approximately 5% of the deck area is delaminated; full-depth repairs.
- Recreation Trail Bridge work consists of repairs to the 9-span bridge, which generally consists of concrete repairs to the piers, chain-link fence repairs including replacement of the chain-link fabric, and maintenance work. The work for the Recreation Trail is separated into two Bid Alternates and will be awarded at the City's discretion.
 - A site visit to this bridge will follow the pre-bid meeting.

b. NHDES Permit:

- Market Street (EB and WB) Bridges: The City obtained a permit for the Market Street Gateway Project, which covers the work to remove the existing guardrail adjacent to the bridge and installation of the new modified bridge approach rail.
- Permits have not been obtained for this project and are not required as long as impact areas are not exceeded.

3. BIDDING REQUIREMENTS

- a. NHDOT Prequalification – “Bridge Construction” and/or “Bridge Rehabilitation”. If received recently please send approval letter prior to bid opening.
- b. Documents submitted with Bid
 - Bid Guarantee – Section 00430 5% of Bid Amount
 - Bid Form – Must use form provided in electronic contract documents
- c. Bids due to the Finance/Purchasing Department, City Hall, 1 Junkins Avenue, Portsmouth, NH until Tuesday, March 17, 2020 at 2:00 pm at which time all bids will be publicly opened and read aloud.

4. CONTRACT REQUIREMENTS

- a. Bonds
 - Payment for 100% of contract amount
 - Performance for 100% of contract amount
 - Retainage:
 - See Section 00410 Article 6.03
 - 10% of the monthly payments until 50% of the original contract is invoice and approved.
 - No further amount will be withheld after 50% of the original contract is approved by the City.
 - Retainage will be reduced to 2% of the total contract value at substantial completion, in addition to retainage held for punch list items as determined by the City.
 - The final 2% retainage will be held until the warranty period has experience; 1 year from substantial completion (Section 00800 Article SC-7.17).
- b. Insurance
 - Levels of Coverage (Section 800, Supplementary Conditions, Article SC-6.04)
 - City of Portsmouth, Hoyle, Tanner and Pan Am Railways; Springfield Terminal Railway Company; Boston and Main Corporation shall be listed as additional insured.
 - Railroad Insurance
 - Builder’s Risk Property Insurance

5. TRAFFIC CONTROL

- Market Street (EB and WB) Bridges: Traffic will be maintained utilizing a single lane on the eastbound bridge and a single lane on the westbound bridge.
- Kearsarge Way Bridge: Traffic will be maintained utilizing a single lane of alternating traffic.
- Recreation Trail Bridge: Pedestrian traffic will need to be accommodated.

6. UTILITIES

a. General Requirements

- Overhead utilities and underground utilities are not anticipated to need relocation.

b. Market Street (EB and WB) Bridges:

- Electrical Conduits
- Sewer
- No overhead utilities

c. Kearsarge Way Bridge:

- Gas – Unitil
 - Coordination with Unitil will be required for areas of full-depth concrete repairs located over gas line. A temporary shielding plan shall be submitted to Engineer and Unitil for review prior to concrete removal.
 - Coordination with Unitil will be required when excavating around and exposing gas line (Item 206.19 Common Structure Excavation Exploratory).
- Railroad
 - Pan Am Railways owns the rail under the southern span (Span 1)
 - Boise Cascade owns the rail under the northern span (Span 2)
 - Discussion of railroad requirements in detail to follow.
- Overhead utilities running parallel to the west side of bridge, and cross south approach.

d. Recreation Trail:

- None

7. SPECIAL REQUIREMENTS / CONDITIONS

- a. Funding: City-only funding
- b. No DBE compliance requirements
- c. All proposed work will be constructed within the existing ROW shown on the plans.
- d. Work Hours 7 am to 6 pm Monday through Friday unless otherwise permitted by the City.
- e. Railroad Requirements:
 - Applicable to the Kearsarge Way Bridge – see Section 00850 Special Conditions Article 1.04.
 - Railroad Protective Liability Insurance
 - See Section 800, Supplementary Conditions, Article SC-6.04 for the specific requirements
 - Pan Am owns the rail under the southern span (Span 1). Contractor is responsible for coordination with Pan Am Railways to schedule railroad flaggers, as necessary.
 - There are 2 to 3 round trips per week at 10 mph.
 - Contract assumes railroad flaggers are assumed for 20 days
 - Additional days beyond 20 days shall be approved by the Engineer prior to scheduling
 - Contractor shall perform due diligence to coordinate with Pan Am Railways to avoid unnecessary costs for railroad flagging.
 - Nominal working hours for Pan Am Railways is 7:00 am to 3:30 pm – minimum 8-hour workday. Flagging outside of normal hours are billed at time and a half. Contractor shall receive approval from Engineer prior to scheduling railroad flagger outside of normal working hours
 - Any encroachment on railroad property or the use of equipment that could impact the track, should it fail, will require a flagger. Any potential to foul will require a flagger.
 - A maximum 17'-8" vertical clearance shall be maintained under span 1, measured from top of rail to bottom of shielding. Engineer and Pan Am Rail shall review and approve all temporary shielding.
 - If there is no possibility of something falling onto the tracks, then no flagger is required.
 - Contractor is required to enter into a Railroad Service Agreement prior to construction, see Appendix E of the contract documents for a sample of the agreement.
 - Boise Cascade owns the rail under the northern span (Span 2).
 - Coordinate maximum vertical clearance with Boise Cascade; box cars travel under this span.
 - Train schedule highly variable, and could be days without a train coming through. Coordination with Boise on when they have requested delivery will be necessary for Pan Am Railways to estimate the train schedule.

- Item 624 Railroad Protection
 - Allowance = \$30,000
 - Includes costs for railroad flaggers, and administration fees (Engineering Review fee, Railroad Service Agreement fee, etc.)

- f. Related Work - see Section 00850 Special Conditions Article 1.05.
 - Market Street Gateway Project
 - Pavement and line striping under Gateway Project to be completed after Market Street (EB & WB) bridge joint replacement work.
 - Market Street (EB & WB) bridge joint replacement work shall be completed on or before August 21, 2020.
 - Contractor shall contact Dave Desfosses, Project Manager for the City of Portsmouth Department of Public Works, (603) 766-1411 prior to removal of traffic control.
 - Piscataqua River Bridge (I-95) Resurfacing and Rehabilitation
 - The temporary travel lane widths over Kearsarge Way shall be a minimum of 13'-0", unless otherwise coordinated with the MaineDOT Project Resident Engineering; Craig Hurd, (207) 446-1746.

- g. Recreation Bridge – Bid Alternates:
 - Bid Alternate 1:
 - Modifications to the existing bridge fence system
 - Modifications to the handrail attachments to the bridge fence system to meet ADA requirements
 - Seal concrete bridge deck
 - Route and seal cracks in concrete curbs
 - Clean expansion joints and replace damage expansion joint glands
 - Replace elastomeric seal between concrete curbs and steel girders with silicone joint sealant
 - Concrete repairs to the substructure at locations of bearing plates/anchor bolts
 - Removal of graffiti from substructure, and apply anti-graffiti coating
 - Vegetation removal
 - Repaving of sidewalk/trail approaches
 - Replacement of sidewalk/trail approach handrails
 - Bid Alternate 2:
 - Painting all structural steel

8. CONSTRUCTION SCHEDULE

- a. Anticipated Notice to Proceed Date: April 9, 2020
- b. Substantial Completion: September 23, 2020 (170 calendar days)
- c. Final Completion: October 26, 2020 (200 calendar days)
- d. Consecutive onsite duration:
 - Market Street (EB and WB) Bridges: 120 calendar days
 - Must be completed on or before August 21, 2020
 - Kearsarge Way Bridge: 200 calendar days
 - Recreation Trail Bridge: 90 calendar days
- e. Liquidated Damages are included at \$1,000/day for each day after the substantial completion and at \$1,000/day after final completion. Refer to Section 00520, Paragraph 4.03.

9. ADDENDUM

- a. All questions must be submitted in writing by C.O.B. on Tuesday, March 3, 2020.
- b. Addendum, if necessary, will be issued by C.O.B. on Friday, March 6, 2020.

10. OTHER

- a. DEVIATIONS FROM NHDOT STANDARD SPECIFICATIONS
 - Mechanical Connectors unit is by each not pound due to low quantity.
 - Recreation Trail – almost all items have a Special Provision
 - Elastomeric concrete required to repair spalls in concrete deck or curb is subsidiary to Item 535.1 due to minimal quantity required.
 - Modifications to existing bridge chain-link fence is measured along the centerline of the bridges (for the approach spans and main span) – Items 607.921 and 607.922).
 - For example, if there is 10' of chain link fence on each side of the bridge, then the linear foot quantity would be 10' instead of 20' (2 sides times 10').
 - Removal of invasive species is subsidiary to Item 201.1. Contractor shall coordinate with City Arborist prior to any clearing.
 - Repaving of trail approaches shall be meet ADA requirements.
 - Trail approach handrail will require drilling and grouting into existing concrete wingwalls.

11. QUESTIONS