

ADDENDUM #1

SAGAMORE BRIDGE REPAIRS

NHDOT Project No. 14493A

City of Portsmouth Bid #32-10

**The bid proposal submittal date will be
*February 4, 2010 at 1:00pm.***

Questions and Answers from Pre-Bid Meeting, January 21, 2010

1. What is the weight of the inspection platform used for the 2005 inspection?

Response: The actual weight of the Hyrda-platform trailer used for the 2005 under-bridge inspection is not available at this time.

2. Is there a requirement to have a PE check the temporary construction loadings on the bridge?

Response: Yes. Refer to Special Provision Specifications Section 500 – Access For Bridge Construction.

3. Is it acceptable to store materials and equipment on the bridge?

Response: Some storage would be allowed on the bridge during the 16-day closure period as long as the loads do not overload the existing bridge. The storage loads must be considered in conjunction with other construction loadings such as a crane or other equipment and access platforms / scaffolding.

4. Are the Rehabilitation drawings from 1984 available for review?

Response: Yes. Drawings were made available for viewing after the meeting and will be posted on the City's website under the Bids And Proposals Section in PDF format.

5. Are there any pictures from 1984 work?

Response: No.

6. Will the State be raising the load limit posting (above the current 6 Tons) after the repair work is completed?

Response: No. The repairs are being implemented such that the current rating can be maintained until the bridge is replaced.

7. Can you explain the allowance work covered under Item 1008.1 ?

Response: This allowance is established to provide a means for payment of small additional work as ordered by the Owner or Engineer during construction that does not fall within the NHDOT standard or special provision specifications of another contract item. A bracing repair or welded plate repair would be covered under Item 550.1014 Structural Steel Repair – Type 4: Miscellaneous Structural Steel Repairs (pound). Note that work under Item 1008.1 must be authorized in writing and an agreed price for such work will be established prior to commencement of the work.

8. What is the distance from beams to water?

Response: The beams bear on top of the main bridge girders which are variable depth (from 7' at the center to 10'-6" at the piers) therefore the waterway clearances will vary depending on location along any given span. The approximate clearance below the bridge varies with the tidal water elevations. The clearance from the waterline to the bottom of the main girder at center span varies from approximately 12' to 20' depending on tide level (based on information shown the 1940 bridge construction drawings).

9. Could a barge be used?

Response: The use of a barge is not prohibited, however, additional permitting and other requirements involved with working from a barge in the water will be the responsibility of the Contractor. The NHDES Wetlands Bureau - Permit By Notification application that has been submitted by the owner would require modification by the Contractor.

10. Since the City has applied for wetlands Permit By Notification then what other permits need to be applied for by the Contractor?

Response: The Contractor would be responsible for all additional permitting requirements, which may include but is not limited to the following:

- U.S. Coast Guard Notice to Mariners – to advise of potential reduced vertical clearance, and other potential construction hazards such as overhead work, etc.
- NPDES (EPA) General Construction Permit Notice of Intent (NOI) may not be required since area of site disturbance is 0 acres; Contractor to verify requirement.

11. Is the waterway under the bridge a navigable channel?

Response: Yes.

12. Is there lead paint on the bridge?

Response: The presence of lead based paint has not been verified by testing at this time. The Contract Documents (Special Provision Section 500 – Structural Steel Subsection 1.4) currently require the contractor to handle and dispose of scaled paint and painted steel debris assuming it contains lead.

13. What is the procedure for disposal of rust/scale if it is treated as lead-containing hazardous waste?

- a. Store potentially lead containing rust/scale and give to City ?**
- b. Will the City be considered the “generator” of any hazardous material?**

Response: The Contractor shall collect dispose of all hazardous waste in accordance with NHDOT Standard Specifications for Road & Bridge Construction, all applicable regulations, and as described in the Contract Documents. The Disposal of the rust/scale and existing structural steel collected by the Contractor as directed to facilitate the Engineer’s inspection and as required to perform the repairs work shall be placed in new 5 gallon plastic pails (or other approved containers) to be numbered and temporarily stored (protected from weather and spillage) pending testing. The Contractor shall retain the services of a qualified firm to perform appropriate sampling and testing to determine if the collected material is lead containing (hazardous) within 5 days of initial collection. If the material is not lead containing (hazardous) then the contractor shall dispose of all debris offsite in accordance with applicable regulations subsidiary to the overall project. The Contractor shall be considered the Generator of the waste material whether it be hazardous or not and shall be responsible for the appropriate handling, storage, testing, and disposal of such. Testing of the collected material shall be subsidiary to the overall project. If the collected rust/scale is found to be lead containing (hazardous) then the disposal of that lead containing material shall be measured and paid for under the contract allowance Item 1008.1 –Repairs And Replacement As Needed in accordance with NHDOT Specifications Sections 107.17 and 109. Note that work under Item 1008.1 must be authorized in writing and an agreed price for such work will be established prior to commencement of the work.

14. Is there any field painting required?

Response: No. Proposed structural steel is required to be shop primed only.

15. Are the field bolts – galvanized or black?

Response: Galvanized.

16. Can the floor grating be taken out to do work? Explain why not?

Response: The existing open grid steel floor grating is comprised of panels that are continuous over many floor beams each and are welded down to each existing floor beam.

17. Is the slot for the plate repair at the expansion joint cover plate filled with weld (does it have to be flush with top of plate)?

Response: No. However, fillet weld is required all around to top of the plate and any exposed edge that remains after welding must be ground smooth.

18. How will the bottom side of the expansion joint cover plate be accessed?

Response: Access to the bottom side is limited due to the proximity of the first floor beam to the abutment wall. There is approximately 18” of space from the face of the abutment to the web of the floor beam. The underside of the plate is accessible by ladder.

19. How will the weld for the bottom of plates be done?

Response: See response for question #18.

20. Police Detail – When & for what items will the contractor get reimbursed for Police Detail costs?

Response: There is no Police Detail reimbursement. The Police Detail for the pre-work Engineer’s inspection day(s) (Item 500.052) will be provided directly by the City. The Contractor shall coordinate scheduling with the Police Department as necessary. Any Police Details costs required to facilitate the Contractor’s work plan outside of the 16-day bridge closure period shall be subsidiary to the overall project as required by the Contract Documents Prosecution Of Work.

21. Can material be brought to site / stockpiled / or work performed prior to the 16-day bridge closure?

Response: The work limits are within the existing Right of Way that will remain active until the bridge closure. The Contractor will be responsible for procuring any right of entry agreements or other arrangements for use of private property near the site as described in the Contract Documents.

22. Can work be performed beyond 16-day bridge closure?

Response: If work is performed beyond the 16-day closure period the Contractor will be responsible for maintaining the alternating one-way traffic pattern and providing Police Details as required.

23. Will Police Detail reimbursement be made beyond the specified time frame?

Response: There is no Police Detail Reimbursement at any time.

24. Why doesn't City pay for Police Details whenever needed by contractor?

Response: Police Details during the bridge closure period are not required and the intent is that the work shall be completed within that timeframe. If the Contractors work plan or production rates are such that the work extends beyond the 16-day window, that bidder must carry the associated Police Detail costs at \$62.00 per man-hour.

25. Can the bridge closure go over 16 days?

Response: No. Unless significant increases of work ordered by the Owner or Engineer warrants additional time that shall be agreed upon prior to commencement of that work.

26. How can the Contractor plan their work not knowing the actual repair locations until the inspection is complete? This could impact the cost due to how the work would be staged.

Response: The repair locations identified on the drawings are based on the most recent NHDOT inspection and a 2005 hands-on inspection by FST. The intent of the inspection is to confirm and adjust (if necessary) the locations of deteriorated floor beams that need to be repaired. There may be some adjustments to the repair locations and/or quantity shown on the plans, but a complete reshuffling of the repair locations is not anticipated.

27. When will the inspection take place?

Response: The inspection work shall be scheduled cooperatively with the City, the Engineer, and Police Department to be performed within 2 weeks from receipt of Notice to Proceed from the Owner as described in the Prosecution Of Work to facilitate material procurement and work planning.

28. What will the inspection include?

Response: The Engineer will access the underside of the bridge to verify the prioritized locations and quantities the repairs to be installed. Refer to Special Provision Specification Section 500 – Access for Bridge Construction, Item 500.052 for additional information.

29. Will the City pay for the two inspection days to be done at the same time as the field measurements? Can field measurements be done during the inspection?

Response: Field measurements may be taken during the Engineer's inspection day(s) as long as the progress of the Engineer's inspection is not impeded by the Contractor's other activities. Access equipment, alternating one-way traffic control, and Police Details required for the Contractor's field measurements beyond the Engineer's inspection day or days shall be subsidiary to the overall project. The Engineer may complete the inspections in 1 day if possible.

30. What is needed for field measurements?

Response: The Contractor's field measurements should include all verifications required for steel fabrication detailing and planning of bridge access and repairs installation work, such as rivet head locations and projection, erection clearances, etc.

31. Are the drawings available electronically?

Response: The drawings are available on the City's website under the Bids And Proposals Section.

32. Will the City pay for police during the inspection?

Response: The City will provide Police Details directly during the Engineer's inspection days as described in the Contract Documents.

33. Work beyond 6:00 p.m. needs prior approval; who approves?

Response: The City. The Contractor shall submit a written request in advance through the Engineer for approval by the City.

34. Does the City/Engineers have to be listed as additionally insured?

Response: Yes.

35. Is All Risks Builders Insurance required?

Response: Builders Risk insurance is not required for this project.

36. The specifications call for a maintenance bond? Why required?

Response: The maintenance bond is required because the City will not be holding Retainage under this contract.

37. Will there be an Owner Representative / Resident Engineer on site during the work?

Response: Yes. A Resident Engineer will be on site up to 8 hours per day on most days of construction activity. Owner and Engineer cell phone contacts will be provided for questions and coordination during times outside of Resident Engineer presence.

38. Does the 16-day bridge closure include Saturdays and Sundays?

Response: Yes. As described in the Contract Documents.

39. Does the bidder have to submit paperwork in addition to being on the approved NHDOT Bridge Contractor list?

Response: Yes. The bidder must be Pre-qualified with NHDOT for Bridge Construction and shall submit documentation as evidence of such with bid. The bidders must also complete the Statement of Bidder's Qualifications as included in the Bid Documents.

40. The specifications state a 90 calendar day job from NTP and an end date of May 28th which will govern if the NTP is closer than 90 days to May 28th ?

Response: All sections of the work shall be complete within 90 days of a Notice To Proceed as stated in the Contract Documents

41. Are minimum wage rates (Davis-Bacon Wage Rates) required?

Response: No.

42. If the work schedule is 5 days vs. 7 days, the bid may come out different; how should bidders address in the bid?

Response: The Bidders shall present the most cost effective bid based on their individual work plan and state their intended work hours included in the Bid Proposal.

43. Are there liquidated damages for late completion date?

Response: Yes. \$500.00 per day.

44. Please explain note on framing plan at floor beam sister Location #59A ?

Response: The note leader indicates a typical line type for a deteriorated existing floor beam that will be sistered by a supplementary floor beam.

45. Are there utilities under the bridge?

Response: Yes. A waterline hanging from the floor beams on the east side off the bridge, conduits under the east sidewalk, and aerial utilities are nearby on the east side of the Bridge as shown on the drawings and discussed in the Prosecution Of Work.

46. Angle iron cross bracing hangers are between some floor beams; what do you do if a new beam ends up in this bay?

Response: The angle iron will be reworked in the field to be connected to the adjacent proposed supplementary floor beam as required.

47. When the debris shield plate is cut out for the sister beam placement will it be reattached?

Response: Yes. As shown on the drawings.

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

END OF ADDENDUM 1

Signature:

Date:





















