ADDENDA

TO

NORTH MAIN STREET BRIDGE AND CULVERT REPAIR

TOWN OF MARLBOROUGH, CONNECTICUT

ADDENDUM NO. 1
APRIL 25, 2018

Consulting Engineers
Chester, Connecticut
Prospective Bidders and all concerned are hereby informed that the following changes are made as part of the Contract Documents. All documents should be amended accordingly.

**CONTRACT ADDENDA ITEMS**

1) Additional guiderail system installation and removal has been added to the contract as part of this Addendum. Please see attached SK-1 for layout for additional guide rail systems.

2) Please take note of “Contractor Notes” on Sheet 9 of 9 of the Contract Drawings for further direction in regard to roadway closing. If for some unforeseen reason, continuous coordinated successive construction becomes delayed for more than one week, such that the road is closed with no physical work occurring on site, then the roadway shall be reopened and Work shall proceed while maintaining through traffic. Maintenance and Protection of Traffic required to perform Work on an open roadway is the Contractor’s responsibility and shall be provided at no additional cost to the Owner. The Contractor shall provide necessary temporary means to maintain roadside safety measures in accordance with AASHTO standards in areas adjacent to public vehicular traffic where existing or proposed guiderail and/or bridge rail are not properly installed. Roadside safety measures shall be approved by Owner.

3) Individuals from the public have requested millings from similar construction projects in the past. The Owner does not object to providing millings to individuals requesting them. However, some of these millings were used to illegally fill lands. For this reason, the Owner requires documentation of the disposal location of millings produced from this project. The Owner asks that the Contractor direct any individuals requesting millings from this project to the Town Planner’s office.

**PRE-BID MEETING MINUTES**

The pre-bid meeting was held 2:00 PM, April 18, 2018 at the Marlborough Town Hall, 26 North Main Street, Marlborough, CT. The following were in attendance:

<table>
<thead>
<tr>
<th>NAME</th>
<th>COMPANY</th>
<th>TELEPHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peter Hughes, A.I.C.P.</td>
<td>Town of Marlborough</td>
<td></td>
</tr>
<tr>
<td>Brian Gombotz</td>
<td>H.E. Butler Construction, Co. LLC</td>
<td>860-642-3880</td>
</tr>
<tr>
<td>Graham Johnson</td>
<td>New England Infrastructure, Inc.</td>
<td>978-293-3535</td>
</tr>
<tr>
<td>Todd Machnik</td>
<td>Machnik Bros. Inc.</td>
<td>860-434-1330</td>
</tr>
<tr>
<td>Yves Lebel</td>
<td>Larosa Earth Group, LLC</td>
<td>203-235-1770</td>
</tr>
<tr>
<td>Jason Pazzagilia</td>
<td>Pazz Construction</td>
<td>860-961-2364</td>
</tr>
<tr>
<td>John McLavohlan</td>
<td>D&amp;V Marin Construction Co. Inc.</td>
<td>203-237-2605</td>
</tr>
<tr>
<td>Gino Triono, Jr.</td>
<td>Trademark Contractors</td>
<td>860-582-3006</td>
</tr>
<tr>
<td>Shannon Bostiga</td>
<td>Aero Crane Service</td>
<td>860-291-2436</td>
</tr>
<tr>
<td>Abbey Jessee</td>
<td>Mattern Construction Inc.</td>
<td>860-822-8457</td>
</tr>
</tbody>
</table>

Peter F. Hughes from the Town and Aaron L. Mortensen, P.E. from Nathan L. Jacobson & Associates, Inc. discussed the following prior to opening the meeting up for questions:

1) Attending the pre-bid meeting is not mandatory.

2) Minutes of the pre-bid meeting will be provided in an addendum to bidding document holders. Information provided in this addendum will govern over any information provided verbally in the meeting.

3) Project primarily consists of concrete repair to the top slabs and parapets of an existing bridge and culvert on North Main Street. The project also includes the installation bridge rail and guiderail systems on both the bridge and culvert. The bridge and guiderail systems are proposed to be powder coated. Waterproofing membrane, protective bituminous pavement layer and full depth roadway construction is also included in the contract.
4) The roadway is allowed to be closed for construction. However, the roadway shall be closed for the minimum amount of time possible. Refer to Contractor Notes on Sheet 9 of 9.

5) Bid Period is from April 6, 2018 to Thursday, May 3, 2018.
   a) Bids due at the Town Clerk’s Office by 2:00PM on May 3, 2018 to be read publicly aloud immediately thereafter in the conference room.

6) Drawings, project manual, and addenda are available at Town Clerk’s Office for $110.00 non-refundable fee. PDF’s may be provided upon request via email to amortensen@nlja.com after the receipt of the non-refundable fee.

7) Complete bid submission includes: Bid (Proposal) Form [p.15]; Bid Bond in the amount of 5% of the Bid [p.21]; Statement of Bidder’s Qualifications [p.23]; Non-Collusion Affidavit of Bidder [p.29]; and, if the bid exceeds $500,000, a DAS Certificate and Update (Bid) Statement.

8) This is a lump sum project with three-unit price items. Item number one is the lump sum item to provide all work proposed in the contract except for the unit price Work. The three-unit price items are Concrete Pavement Removal, Variable Depth Patch, Class “S” Concrete. The Total Base Bid is the sum of all 4 items defined in the base bid schedule.

9) Owner has 60 days to award the project after the bid opening.

10) Payment and Performance bonds are required.

11) 5% retainage will be held through substantial completion. 1% retainage will be held after substantial completion until final completion.

12) Full insurance policies to be approved prior to the issuance of the Notice to Proceed.

13) Work shall not start prior to June 22nd. Please take note of road closure requirements and coordinate the closure with material fabrication and delivery to site prior to starting work and closing the road.

14) After the issuance of the Notice to Proceed, construction time is 90 days to substantial completion and 120 days to be ready for final payment.
   a) Liquidated Damages are $750 and $100 per day respectively.

15) This project is funded by the Town of Marlborough.

16) This is a prevailing wage rate project. State labor laws will be strictly enforced, or otherwise submitted to the Labor Dept.; certified payroll forms will be properly filled-out or returned to Contractor for correction.

17) Land Use permits are anticipated to be obtained by the Town prior to start of work. Contractor shall obtain temporary permits that may be needed for construction.

18) CTDOT Encroachment permit is required for detour signs on Route 2, Exit 12 off-ramp. The CTDOT has received Contract Drawings for their review but have not commented as of the date of this Addendum.

19) Road closures shall only occur for active work areas. If the Contractor schedules to perform repairs on one structure at a time, the road shall remain open at the other structure location. If contractor plans to perform work on both structures simultaneously, the roadway may be simultaneously closed at both locations.
20) The contract states that the contractor prevent concrete chips and other materials from dropping below the structure. The Conservation Commission requested we be more specific and include these details on the drawings. Therefore, our drawings will be revised to include the following language:

   a) Prior to the start of concrete or bridge railing work, construct a platform at the culvert/bridge openings where work is being performed. The platform may float, suspend from the structure, articulate from a vehicle above, or placed by similar methods approved by the engineer. The design of the platform is the contractor’s responsibility and shall conform to the contractor’s proposed means, methods, techniques, sequences, and site safety. The platform shall have solid sides and deck to capture all construction debris and prevent it from entering the watercourse below. If water is used in the demolition process, the platform shall be waterproof to capture construction wastewaters. If wastewater is generated, it shall be disposed of legally.

   b) Platforms shall be removed from beneath the culvert/bridge and stored outside the 100-year floodplain if a significant rainfall event (of 1" or greater) is forecast.

   c) Do not mix concrete materials on platform.

   d) Remove any concrete repair materials that inadvertently land in the watercourse below at the end of each workday.

21) All bridge rail and guide rail proposed shall be powder coated the color brown, exact color shall be approved by Owner. It is important to note that hot-dipped galvanized components to be powder coated shall not receive a water quench or chromate quench.

22) The chain link fence posts proposed are hot-dipped galvanized steel coated in Permacoat PC-40. The fence fabric is proposed as PVC-coated galvanized steel wire with the fence fabric class of 2B-fused and bonded in color black.

23) Mr. Hughes stated that the Town has 6 to 8 jersey barriers at the Town Public Works garage available for use by the Contractor for this contract. Barriers shall be returned by Contractor to the Town garage in the same, or better, condition in which they were borrowed.

24) Last day for bidders’ questions is April 23, 2018.

END OF MEETING MINUTES

END OF ADDENDUM NO. 1
TOWN OF MARLBOROUGH, CONNECTICUT

NORTH MAIN STREET BRIDGE AND CULVERT REPAIR

148' METAL BEAM RAIL (R-B 350) GUARDRAIL, POWDER COATED, SEE CTDOT STANDARD DRAWINGS

136' METAL BEAM RAIL (R-B 350) GUARDRAIL, POWDER COATED, SEE CTDOT STANDARD DRAWINGS

R-B TERMINAL SECTION, POWDER COATED, SEE CTDOT STANDARD DRAWINGS

R-B END ANCHORAGE TYPE IL, POWDER COATED, SEE CTDOT STANDARD DRAWINGS, (TYPE 3 PLACES)

WORK ALREADY INCLUDED IN BID ITEM NO. 1, NOT PART OF ADDENDUM

REMOVE 136' OF EXISTING THREE CABLE GUARDRAIL

REMOVE 165' OF EXISTING THREE CABLE GUARDRAIL

ANY ALTERATIONS TO THIS DRAWING MADE WITHOUT THE EXPRESSED WRITTEN APPROVAL OF NATHAN L. JACOBSON & ASSOCIATES, INC. WILL BE AT THE SOLE RISK OF THE PERSON OR FIRM MAKING SUCH UNAUTHORIZED ALTERATIONS AND NATHAN L. JACOBSON & ASSOCIATES, INC. WILL NEITHER HAVE NOR ACCEPT ANY LIABILITY OR LEGAL EXPOSURE ARISING FROM SAID UNAUTHORIZED ALTERATIONS.