

**TOWN OF GEORGETOWN, MA
CULVERT AND ROADWAY UPGRADE AT
CENTRAL STREET (MA ROUTE 97) OVER PENN BROOK
MAY 2015**

Issued by: Coughlin Environmental Services, LLC

ADDENDUM No. 1

Date of Issue: May 26, 2015 (Issued by EMAIL)

The following clarifications/revisions to the Contract Documents and Specifications are being made by the Town of Georgetown relative to the above referenced Bid.

- 1.) If the selected contractor chooses to have National Grid perform the gas main relocation work, National Grid has indicated that the timetable for National Grid to mobilize on-site is approximately 2-3 months. If the selected contractor intends to have National Grid perform the relocation work, they should make the coordination of this work a top priority due to the long lead time.**
- 2.) On Sheet 8 of 14 of the plans within the detail for “Stream Crossing Standards Pipe Culverts 25% Infill”, a note incorrectly calls off the pipe as “Class 4 48” Dia. RCP”. This note should read “Class V 48” Dia. RCP”.**

The following items are to be added to Section 34 40 00 of the specifications:

- I. Roadway Closures will be allowed for a maximum four (4) week duration and the closure shall be coordinated with the Town and shall allow private property access to abutters.**

Contractor shall provide one (1) flashing message sign for 24-hour operations during the roadway closure period. Flashing Message Sign shall be similar to model DH250-MAG as manufactured by ADDCO, LLC with a minimum 44”x88” message panel or engineer approved equivalent. The town will provide one (1) additional Flashing Message Sign to be used during the full roadway closure period.

Contractor shall also provide, install, and maintain sufficient lengths of jersey barrier to fully restrict access by vehicles and pedestrians from entering the project site during the full roadway closure period.

- J. During nighttime operations including during all periods of roadway closure, contractor shall utilize the two (2) Flashing Message Signs and shall also provide, install, and maintain a minimum of twelve (12) orange plastic traffic barrels with flashers in order to help guide nighttime vehicular traffic around the project site.**

The following revisions to the Bid Schedule shall be made.

Revise the quantity for Item 21 (Temporary Traffic Control Signs) from 426 SF to 567 SF. See replacement Bid Schedule sheet included in this Addendum.

Section 01 22 00, Part 1.24 Traffic Management (Item 23) of the specifications shall now read:

1.24 TRAFFIC MANAGEMENT (ITEM 23)

- A. Traffic Management will be measured for payment per lump sum as detailed on the Traffic Management Plan provided with the Contract Drawings. Temporary use of jersey barriers, traffic horses, traffic cones, pedestrian fence, flashing message boards, and plastic drum barricades required to suitably secure a safe environment will be considered incidental to this item and will not be measured for payment.**

- B. Payment for Traffic Management will be paid at the unit price bid per lump sum. Payment on this lump sum basis shall also constitute full compensation for all equipment, rentals, labor, materials, transportation, one lane traffic operations, detours, route management, traffic management plan contracts, installation and removal of jersey barriers, traffic horses, traffic cones, pedestrian fence, flashing message boards, and flashing plastic drum barricades necessary for the work required in the Traffic Management Plan.**

QUESTIONS/RESPONSES

Pre-Bid Conference Questions

1.) How long is the anticipated bid review time period?

After the bid opening, it is anticipated that there will be an approximately two to three day review period by the engineer after which the engineer will provide recommendations for award to the Town of Georgetown. FEMA/MEMA will need to sign-off on the award of the project as well. We anticipate the Notice to Proceed will be issued in early June 2015.

2.) How long of a lead time is there for the fabrication of the precast structures?

This will vary based on the vendor chosen by the contractor. Contractors are encouraged to contact different vendors for more accurate estimates of fabrication lead times. However, approximately eight (8) weeks after shop drawing approval is an engineer's estimated lead time based on similar projects.

3.) Is the low flow period in August?

Refer to the flow data provided in the appendix of the bid documents for historical flow data.

4.) Will the road closures need to be finished by September in order to accommodate school bus routes?

This would be preferable, however, there is no requirement for this stipulated in the specifications.

Written Questions

5.) Can you clarify if the roads are shut down 24/7 during the allowable four week period?

Ideally, the roads would be re-opened at night during the initial utility phases of the work. We will allow for 24/7 closures to expedite work and minimize water resource impacts during the culvert installations. Additionally, the four week closure period does not necessarily have to be four consecutive weeks. We may allow for this closure period to be broken up if roadway safety is not compromised, such as between culvert installations.

6.) Would you consider changing the Gas Main Relocation item to an allowance?

Contractor methods, materials, equipment, and capabilities can vary significantly. The Town's preferred method to reduce overall project costs is to support and vertically raise the gas main, as needed, to allow for the culvert installations instead of full gas main relocation by National Grid. The preferred method also enhances the project timeline. For this reason, we feel it is appropriate to leave this item as is (lump sum) to keep bidding more competitive for the benefit of the project.

**TOWN OF GEORGETOWN, MA
HIGHWAY DEPARTMENT
CULVERT AND ROADWAY UPGRADE AT CENTRAL STREET (MA ROUTE 97) AT PENN BROOK**

-BID SCHEDULE-

ITEM NO.	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
		BROUGHT FORWARD				
17	1	CONTROL OF WATER/FLOW				
	LS	PER LUMP SUM				
18	1	48" RCP CULVERT WITH HEADWALLS & WINGWALLS (COMPLETE IN PLACE)				
	LS	PER LUMP SUM				
19	1	10'Wx7'D BOX CULVERT WITH HEADWALLS & WINGWALLS (COMPLETE IN PLACE)				
	LS	PER LUMP SUM				
20	2	DEMOLISH EXISTING CULVERTS/ PIPES				
	EA	PER EACH				
21	567	TEMPORARY TRAFFIC CONTROL SIGNS				
	SF	PER SQUARE FOOT				
22	400	POLICE DETAILS	42	00	16,800	00
	HRS	PER MANHOUR				
23	1	TRAFFIC MANAGEMENT				
	LS	PER LUMP SUM				
24	1	DEWATERING OF EXCAVATIONS				
	LS	PER LUMP SUM				
		CARRIED FORWARD				

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