

Addendum No. 3

to

PROJECT MANUAL

for

LONG HILL ROAD RECONSTRUCTION

U.S.Route 1 to North of Hubbard Road

State Project #059-161

Federal Aid Project #1059(110)

Town of Guilford, Connecticut

Hon. First Selectman – Joseph S. Mazza

Selectmen

Charles Havrda

Cynthia Cartier

Carl Balestracci, Jr.

Gary MacElhinery

James A. Portley, P.E., Town Engineer and Director of Public Works

Bid No. 18-1516

November 30, 2016

Prospective bidders and all concerned are hereby informed that the herein noted formally issued Addendum Document reflects revisions to clarify and formalize responses to inquiries from the prospective bidders.

Prospective bidders and all concerned are hereby informed that the following changes are made as part of the Contract Documents and that they are notified to amend all documents accordingly and acknowledge receipt of this Addendum as a Required Statement with the Bid Proposal Package as so required by Division 01.

There will be no change in the Bid Opening Date due to this Addendum.

The following sections and items are issued and replace the like entitled sections and items:

INVITATION TO BID PAGE 14 of 39, SHEET 21 of 782; 1 page. Addend. page 3
Deletes the last paragraph of article 14.h.

ITEM #0707104A – BAFFLE, SHEET 333-4 of 782; 2 pages. Addend. pages 4 &5.
Revises and clarifies the top cap and welding; 2nd paragraph of 7.13.02 Materials.

PLAN ERRATA #1; ON TYP-01 AND TYP-02, SHEETS 12 AND 13, ADD THE FOLLOWING NOTES BELOW THE BOXED SCHEDULE OF RECLAIM AND SUBBASE STATIONS.

THE ABOVE SCHEDULE SHALL TAKE PRECEDENT OVER, AND USED IN CONCERT WITH THE TYPICAL SECTIONS AND CROSS-SECTIONS. MORE SPECIFICALLY SECTIONS M&D SHALL PREVAIL AND APPLY OVER SECTIONS C&G WITHIN THE LIMITS OF THE EXISTING PAVEMENT, AS SHOWN ON THE PLAN AND CROSS SECTIONS, FOR THE ABOVE NOTED LIMITS FOR RECLAIM STATIONS. SIMILARLY SECTIONS C&G SHALL PREVAIL AND APPLY OVER SECTIONS M&D FOR THE FULL WIDTH FOR THE ABOVE NOTED SUBBASE SECTIONS.

IT IS FURTHER NOTED THAT WHERE SECTION D IS REQUIRED TO BE GREATER THAN THE 2” MINIMUM THICKNESS THE ACTUAL THICKNESS WILL BE USED FOR THE COMPUTATION AND PAYMENT FOR PROCESSED AGGREGATE BASE.

PLAN ERRATA#2; ON SW-02, SHEET 109;

**CHANGE “18” WIDE STEEL CAP WITH 3”FLANGES”
TO READ AS “15” WIDE STEEL CAP- 15X33.9 CHANNEL”.**

total contract work amount.

This contract is subject to utilization goals and requirements for participation of certified Disadvantaged Business Enterprise (DBE). The Town of Guilford hereby notifies all bidders that this contract has been assigned a 5% goal for DBE, as certified by ConnDOT. Only DBE firms certified by ConnDOT are eligible to perform work or provide services that will count towards the goal. Prevailing Wage rates will apply.

If the Town is receiving state funds to pay for this project, the contractor who is selected to perform this project must comply with CONN. GEN. STAT. §§ 4a-60, 4a-60a, 4a-60g, and 46a-68b through 46a-68f, inclusive, as amended by June 2015 Special Session Public Act 15-5. An Affirmative Action Plan must be filed with and approved by the Commission on Human Rights and Opportunities prior to the commencement of construction.

~~The contractor shall be required to make good faith efforts to place a minimum of twenty five percent (25%) of the subcontracts awarded by the general contractor/construction manager at risk with eligible contractors holding current certification from the Connecticut Department of Transportation ("CDOT") under provisions of CONN. GEN. STAT. § 4a-60g, as amended. (25% of the work with CDOT certified Small and Minority owned business(s) and 25% of that work with CDOT certified Minority, Women, and/or Disabled owned businesses.)~~

III. GENERAL SPECIFICATIONS

The Town of Guilford will administer this Construction Contract including detailed on-site inspection and construction administration. As included herein in this Project Manual, all terms, conditions and technical specifications as included in the Form 816, including the January 2016 Supplement are in full force and effect.

As this public works project is receiving public funds in excess of \$50,000, contractor shall assure that the procurement and award of any subcontracts are conducted in a manner consistent with applicable laws and the Contract documents. Contractor will comply with requirements of CGS Sections 4a-60, et seq., 4a-60a, 46a-68c, all as amended by Section 58 of June Special Session, PA 15-5, Sections 4b-91 and 46a-68, as amended. In addition, trade contractors shall comply with CGS Section 31-53 relating to payment of prevailing wages.

Contractor agrees and warrants that in the performance of this Contract, Contractor will not discriminate or permit discrimination against any person or group of persons on the grounds of race, color, religious creed, age, marital status, national origin, ancestry, sex, gender identity or expression, intellectual disability or physical disability, including, but

ITEM #0707104A BAFFLE**ITEM #0713040A PERMANENT STEEL SHEET PILING**

Section 7.13 of Form 816 is supplemented and amended with the following:

7.13.01 – Description:

This work consist of furnishing all equipment, labor and materials for the construction of the capped steel sheet piling wall, including drainage penetrations in accordance with the drawings and these specifications. The top cap is referred to as a “baffle” for purposes of separate linear delineation from the sheet piling.

7.13.02 – Materials:

Steel Sheet Piling: Steel for sheet piling shall conform to the requirements of ASTM A328. Steel sheet piles shall be equivalent to PZ-22 section modulus (21.79 in³), with F_y=39 ksi steel. All sheet piling shall be furnished in sufficient length so that no splices will be required. Spiced piles may be used, with the approval of the Engineer, only if required because of field conditions. Contractor's method of splicing piles shall be submitted to the Engineer for approval. Splices shall develop full capacity of pile. Welded sections shall not be allowed.

The top cap shall be steel (ASTM A36) channels (15x33.9), 10 foot minimum, to 20 foot nominal lengths between open (1/4” maximum) joints to form a continuous cap. The cap shall be welded to the sheet piling with a 1/4” fillet weld extending a nominal 50% of the length on one side of the sheeting.

The steel sheet piling shall be cut as necessary to provide the drainage penetrations (1 at 12” and 2 at 15” R.C. Pipe). Steel studs, 6 each, 6” long shall be welded to the face of the sheet piling for each of the three drainage penetration outlets.

The Sheet Piling and all accessories shall be protected conforming to the following:

Surface Preparation: All plate and shape edges, and sharp discontinuities shall be rounded and flame cut edges shall be ground with grinding tools before being cleaned.

All exposed surfaces shall be cleaned to remove all previous rust, rust scale, mill scale and other surface adherent materials. Steel surface defects such as burrs and slivers shall be ground down with the use of a power disc grinder to afford as close to a continuous surface characteristic as possible. Defects that, in the opinion of the Contractor, are so large or deep that grinding may not rectify the defect, shall be referred to the Engineer for resolution.

Protection of Structural Steel: All assemblies shall be protected from handling and shipping damage with the prudent use of padded slings, dunnage, separators and tie downs. Loading procedures and sequences shall be designed to protect all surfaces.

Erection marks for field identification of members and weight marks shall be affixed in such a manner as to facilitate removal upon final assembly without damage to the sheet piling.

The Contractor shall prevent surface preparation debris from entering the waterway. The Contractor shall be responsible for disposing of all materials.

7.13.03 – Construction Methods:

Placing and Driving Sheet Piles: Sheet Piles shall be carefully located as shown on the drawings and driven in a plumb position, each pile interlocked with adjoining piles for its entire length, so as to form a continuous vertical bulkhead throughout the length of each run of wall. The Contractor shall drive all piles as true to line as practicable and shall provide suitable temporary wales or guide structures and as otherwise specified to insure that the piles are driven in correct alignment. All piles shall be driven to the elevations shown on the plans or as directed by the Engineer, and shall extend to the elevations indicated for the tops of piles. A tolerance of 2" will be permitted for pile top elevations.

Piles driven to their required depth or elevation and which extend above the specified top elevation shall be cut to within 1 inches of the specified top elevation as shown on the drawings. Cut-offs shall remain the property of the Contractor and shall be removed from the work. All cutting shall be done in a neat and workmanlike manner.

Piling shall be driven by approved methods in such a manner as not to subject the piles to serious injury and to insure perfect interlocking throughout the lengths of the piles. During driving, the bottom end of any pile shall not lead the adjacent pile by more than three feet. Pile hammers shall be of approved size and types and shall be maintained in proper alignment during driving operations by use of suitable leads or by guides attached to the hammer. A protecting cap of approved design shall be employed during driving to prevent damage to the tops or piles. All piling shall be driven without the aid of a water jet unless otherwise authorized. Adequate precautions shall be taken to insure that piling is driven as nearly plumb as practicable.

The Contractor shall daily make an inspection of each interlock from the top. Any sheets found out of interlock shall be pulled and replaced with other sheets at the Contractor's expense. The redriven sheets shall be checked in the same manner as previously stated. If at any time the forward or leading edge of the piling wall is found to be out of plumb in the plane of the wall, the piles already assembled and partly driven, shall be driven to full depth and the Contractor shall provide and drive tapered piles or take other corrective measures to insure the plumbness of succeeding piles. The maximum permissible taper for any tapered pile will be one eighth of an inch per foot of length. Each run of piling shall be driven to grade progressively from the start. Piles driven out of interlock with adjacent piles or otherwise injured shall be removed and replaced by new piles at the Contractor's expense. Piles shall not be driven within 100 feet of concrete less than 7 days old, unless otherwise authorized in writing by the Engineer. All piling shall be driven in the presence of the Engineer's Representative.

If boulder obstructions are encountered that prevent further driving of specific sheet piles the Engineer will determine if sufficient embedment has been attained or direct the Contractor to remove the subject boulder obstruction by performing trench excavation and backfill, to be paid for as "Rock in Trench Excavation".

The Contractor shall take all necessary care during handling, fabrication and installation of all sheet piling materials to prevent damage.