



"The Bedding Plant Capital of Connecticut"

TOWN OF CHESHIRE

Cheshire Public Works & Engineering Department
84 South Main Street, Cheshire, Connecticut 06410
Phone: 203-271-6650 Fax: 203-271-6659

CHESHIRE PARK SITE IMPROVEMENTS

CHESHIRE, CT

RFP #2223-06

ADDENDUM NO. 1

September 29, 2022

TO ALL BIDDERS:

All instructions contained in this addendum shall be reflected in the Bid and will be made part of the Contract Documents when the Contract is awarded. **Sealed proposals will be due to be received at the Department of Public Works at the Cheshire Town Hall until 2:00 pm prevailing time on Tuesday, October 4, 2022.**

The following items form this addendum:

1. Responses to questions received. *(included below)*

Responses to questions received:

Question – With the material availability issues, our suppliers are informing us that there will be lead times for the delivery of the Storm Tech Units which places the listed completion date in jeopardy. The timeline also does not allow time for the submittal approval process. Since the park will most likely not be utilized over the winter, can the completion date be extended to allow the contractor to work through the winter? If the completion date would be extended through the winter to April 15, 2023, it would be ready for the park opening in Spring, and allow the contractors enough time to receive and install material, and provide more favorable pricing.

Response – *The Contract Documents have been revised to include a project completion date of April 28, 2023 instead of contract days. Contract execution and the Notice to Proceed are still anticipated for mid-October. The Contractor shall submit their proposed schedule for the project with a completion date no later than April 28, 2023. Work during the winter months shall be at the discretion and approval of the Town.*

Question – Is the 60-day completion time just for the base bid? Will project days be added based on which alternatives are selected?

Response – *The Contract Documents will be revised to include a project completion date of April 28, 2023 instead of contract days. This project completion date is inclusive of all Add Alternates, no additional days will be included for add alternates that are selected.*

Question – *Where does the electrical conduit for lighting get tied into? Is there a cabinet or pole riser that we connect to? Will the Town require an electrical permit for this work?*

Response – *The electrical wiring will be connected using an existing riser at pole CL&P 884. Town permits will be required but all fees will be waived.*

Question – *If the paving alternative B & F are not utilized, do we only strip 3” of reclaimed material and put back 3” of Processed Aggregate base in its place?*

Response – *The base bid includes a 10” depth of pavement reclamation for the existing parking area accessed from Stony Hill Road and shown on sheets 1 and 2. Also included in the base bid is regrading of this reclaimed material per the proposed grades, leaving a minimum of 4” compacted reclaimed base (6” on the widened parking sections) on the entire proposed paved area (shown on sheets 1 & 2). Then three (3) inches of processed aggregate base will be installed, compacted and fine graded to leave the entire parking area 3” below finish grade. Any excess reclaimed material will be removed from the site by the Contractor. All of this work is included in the base bid. If Add Alternate #1 (B) is not selected, the new parking area (on sheet 2 & 3) would be prepared and ready for paving by others if chosen by the Town.*

The work of reclamation, grading, compaction, removal of excess reclaimed material (6”+/-) and installation of 3” of compacted processed aggregate base for the northern area (shown on sheet 3) is included in Add Alternate #4 (E) and is not included in the base bid. Add Alternate #4 (E) will provide the northern parking 3” below final grades. If this Add Alternate is chosen and Add Alternate #5 (F) is not, then the northern parking area would also be prepared and ready for paving by others if chosen by the Town.

Question – *On sheet 3 the limits of the parking lot are not clear. In the area shown below to be done or not?*

Response – *The area on the northwest corner of the northern parking area is currently a gravel area and not intended to be paved. All existing areas that are paved as shown on sheet 3 of 5 should be included in the Add Alternates 4, 5 & 6.*

Question – *On sheet 3, it is not clear where the bit curbing starts and stops. Do the all the edges of the lot, center island, and driveways all get curbing. If so there may be water trapped in places since there is not drainage in this section.*

Response – *The intent is to replace bituminous concrete lip curbing only in the areas of existing curb. The B&L field survey did not include locating the entire limits of the existing features and the base mapping also includes information from other sources/maps. For bidding purposes, nine hundred (900) linear feet of bituminous concrete curb should be*

included in the price for Add Alternate #5 (F). This includes the area along the storage building, the center island and the triangular island. The final locations of the curbing will be determined by the Town with the Contractor. Any necessary adjustments to the quantity/cost will be made using the approved schedule of values prices.

Question – The only loam and seed shown is at the stormwater basin and two drainage outlets. Will any other topsoil or landscaping be required? How will curbing be backed up? Also, the growing season will be over by the time the project is started so this can't be done in 2022.

Response – *All disturbed areas will be restored with loam and seed. The limits are shown by the extent of the proposed grading, storm structure installation and grading/swale area shown on sheet 3 and also by removal of existing features (ie existing edge of pavement and timber rail to be removed on the north side of parking). It is anticipated that existing topsoil on site can be removed, stockpiled and reused but additional offsite topsoil may be required to meet the placement of 4" minimum on all disturbed areas.*

Question – The only erosion control shown is at the two existing drainage outlets on sheet 2. If any other erosion control will be required, can this be shown?

Response – *Inlet sediment control devices shall be installed in the catch basins as part of the base bid. And for bidding purposes, a total of three hundred (300) linear feet of silt fence should also be included in the base bid price for the two areas shown and to include other locations such as the existing outlet and proposed inlet at the stormwater basin as well as the fill slope along the entrance drive from Stony Hill Road. Additional controls may be required based on site conditions during construction and will be paid for in accordance with the approved schedule of values.*

Question – Are there any Inland wetland/watercourse issues that the contractor needs to be aware of?

Response – *No.*

Question – What size underground conduit and wiring need to be installed?

Response – *The Contractor needs to evaluate the site and size the wire and PVC conduit. This work should be included in the Add Alternate #7 bid price.*

Question – Is there any electrical service required or will Eversource connect directly with no metering?

Response – *The electrical wiring will be connected using an existing riser at pole CL&P 884.*

Question – Will the wattage of the light fixture be 25w or 42w?

Response – *Light fixtures shall be 25w.*

Question – Will the local permit fees be waived?

Response – *Town permits will be required but all fees will be waived.*

Question – Will a list of potential bidders be posted in an addendum seeing there is no pre-bid meeting?

Response – *There is not a list of potential bidders.*

Question – What length cobra arm is required?

Response – *The cobra arm length shall be 4 feet.*

Question – Are there any prospective bidders or is this a town job?

Response – *There is not a list of prospective bidders. No work for the project is anticipated to be completed by town forces.*

Question – Is this an AIS/BUY AMERICA job?

Response – *No.*

Question – Are there specific lengths and products for the Erosion Control for this project? I had issues finding them on the plans.

Response – *Inlet sediment control devices shall be installed in the catch basins and silt fence is shown below the proposed regrading required at the new riprap splash pads. For bidding purposes, a total of three hundred (300) linear feet of silt fence should also be included in the base bid price to include the areas shown as well as other locations such as the existing outlet and proposed inlet at the stormwater basin as well as the fill slope along the entrance drive from Stony Hill Road. These measures should be included in the base bid lump sum price. Additional controls may be required based on site conditions during construction and will be paid for in accordance with the approved schedule of values.*

Question – Are you requiring Virgin or Recycled HDPE?

Response – *HDPE pipe shall be in accordance with AASHTO M294 and may contain recycled HDPE.*

Question – What is the size of the Storm MHFC?

Response – *The new storm manhole shall have a five (5) foot inside diameter.*

Question – The total tonnage of asphalt in Alt 1 + Alt 5 is in excess of 1,500 tons. Typically projects with this amount of asphalt has an adjustment item to account for the price volatility of liquid asphalt. Will this project have any adjustments associated with the asphalt? If this is not included we will have to place a substantial cushion in our bid price to account for this, makes it cleaner to use escalation so everyone is on the same page.

Response – *Add Alternates #1 and #5 will an Asphalt Adjustment Cost. The associated special provision has been added to the Contract Documents and is attached to this addendum. The actual price to be paid to the Contractor for bituminous concrete installed if either or both Add*

Alternates #1 and #5 are selected will be adjusted in accordance with this special provision. Please note that no estimated cost for this item should be included in the bid add alternate prices submitted.

ITEM #0406999A - ASPHALT ADJUSTMENT COST

Description: The Asphalt Adjustment Cost will be based on the variance in price for the performance-graded binder component of the following:

- I. Hot Mix Asphalt (HMA) and Polymer Modified Asphalt (PMA),
- II. Ultra-Thin Bonded HMA (UTB-HMA) and Ultra-Thin Bonded PMA (UTB-PMA),
- III. Thin Friction Wearing Course (TFWC),
- IV. Binder Rich Intermediate Courses (BRIC) and Stone Matrix Asphalt (SMA), and
- V. Asphalt Rubber Chip Seal (ARCS) treatments completed and accepted during the Contract.

The Asphalt Price is available on the Department of Transportation website at:
<http://www.ct.gov/dot/asphaltadjustment>

Construction Methods:

An asphalt adjustment will be applied only if all the following conditions are met per mixture:

- I. For HMA, PMA, TFWC, BRIC, and SMA mixtures:
 - a. The HMA, PMA, TFWC, BRIC, or SMA mixture for which the adjustment would be applied is listed as a Contract item with a pay unit of tons.
 - b. ***The total quantity for all HMA, PMA, TFWC, BRIC, and SMA mixtures in the Contract or individual purchase order (Department of Administrative Service contract awards) exceeds 1000 tons or the Project duration is greater than 6 months.***
 - c. The difference between the posted *Asphalt Base Price* and *Asphalt Period Price* varies by more than \$5.00 per ton.
- II. For UTB-HMA and UTB-PMA mixtures:
 - a. The UTB-HMA or UTB-PMA mixture for which the adjustment would be applied is listed as a Contract item.
 - b. ***The total quantity for the UTB-HMA or UTB-PMA mixture in the Contract exceeds:***
 - i. 800 tons if the UTB-HMA or UTB-PMA item has a pay unit of tons,*
 - ii. 30,000 square yards if the UTB-HMA or UTB-PMA item has a pay unit of square yards, or*
 - iii. the Project duration is greater than 6 months.*

Note: The quantity of UTB-HMA or UTB-PMA measured in tons shall be determined from the material documentation requirements set forth in the UTB-HMA or UTB-PMA item specification.
 - c. The difference between the posted *Asphalt Base Price* and *Asphalt Period Price* varies by more than \$5.00 per ton.
 - d. No Asphalt Adjustment Cost will be applied to the liquid emulsion that is specified as part of the UTB-HMA or UTB-PMA mixture system.
- III. For Asphalt Rubber Chip Seal (ARCS) treatments:
 - a. The ARCS treatment for which the adjustment would be applied is listed as a Contract item.

- b. ***The total quantity for the ARCS treatment in the Contract exceeds 30,000 square yards or the Project duration is greater than 6 months.***

Note: The quantity of asphalt binder measured in tons used for the Asphalt Rubber Chip Seal treatment shall be determined from the material documentation requirements set forth in the ARCS item specification. The Asphalt Adjustment Cost will also be applied to the asphalt binder used to pre-coat the cover aggregate as part of the ARCS and will be considered as a portion of the total tons of binder for the treatment. The additional quantity of binder measured in tons will be determined based on a percentage of the cover aggregate weight per the requirements set forth in the ARCS item specification.

- c. The difference between the posted *Asphalt Base Price* and *Asphalt Period Price* varies by more than \$5.00 per ton.

Regardless of the binder used in all mixtures or treatments, the Asphalt Adjustment Cost will be based on PG 64-22.

The Connecticut Department of Transportation (CTDOT) will post on its website, the average per ton selling price (asphalt price) of the performance-graded binder. The average is based on the high and low selling price published in the most recent available issue of the **Asphalt Weekly Monitor**® furnished by Poten & Partners, Inc. under the “East Coast Market – New England, New Haven, Connecticut area,” F.O.B. manufacturer’s terminal.

The selling price furnished from the Asphalt Weekly Monitor ® is based on United States dollars per standard ton (US\$/ST).

Method of Measurement:

A.

Formula A: $HMA \times [PG\%/100] \times [(Period\ Price - Base\ Price)] = \\$ \underline{\hspace{2cm}}$
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Where:

- **HMA:**
 1. For HMA, PMA, UTB-HMA, UTB-PMA, TFWC, BRIC, and SMA mixtures with pay units of tons:
The quantity in tons of accepted HMA, PMA, UTB-HMA, UTB-PMA, TFWC, BRIC, or SMA mixture measured and accepted for payment.
 2. For UTB-HMA and UTB-PMA mixtures with pay units of square yards:
The quantity of UTB-HMA and UTB-PMA mixture delivered, placed, and accepted for payment, calculated in tons as reported according to the Material Documentation provision of the UTB-HMA and UTB-PMA specification.
- **Asphalt Base Price:** The asphalt price posted on the CTDOT website 28 days before the actual bid opening posted.
- **Asphalt Period Price:** The asphalt price posted on the CTDOT website during the period the HMA, PMA, UTB-HMA, UTB-PMA, TFWC, BRIC, or SMA mixture was placed.
- **PG% (Performance-Graded Binder percentage):**
 1. For HMA or PMA mixes:
 - PG% = 4.5 for HMA S1 and PMA S1

- PG% = 5.0 for HMA S0.5 and PMA S0.5
 - PG% = 6.0 for HMA S0.375, PMA S0.375, HMA S0.25 and PMA S0.25
2. For UTB-HMA, UTB-PMA, TFWC, BRIC, and SMA mixes:
- PG% = Design % PGB (Performance Graded Binder) in the approved job mix formula, expressed as a percentage to the tenth place (e.g. 5.1%)

B. For Asphalt Rubber Chip Seal:

Formula B: Total Tons x [(*Period Price* - *Base Price*)] = \$ _____

Where:

- **Total tons:** The tons of asphalt binder for each lot of asphalt rubber produced, as reported according to the Testing and Certification article of the specification for Asphalt Rubber Chip Seal, and the tonnage of binder used to coat the cover aggregate calculated as follows: 0.6% x tons of cover aggregate.
- **Asphalt Base Price:** The asphalt price posted on the CTDOT website 28 days before the actual bid opening posted.
- **Asphalt Period Price:** The asphalt price posted on the CTDOT website during the period the Asphalt Rubber Chip Seal mixture was placed.

The Asphalt Adjustment Cost shall not be considered as a changed condition in the Contract as result of this provision since all bidders are notified before submission of bids.

Basis of Payment: The "Asphalt Adjustment Cost" will be calculated using the applicable formula(s) indicated above. A payment will be made for an increase in costs. A deduction from monies due the Contractor will be made for a decrease in costs.