

**ADDENDUM NUMBER 1:  
TOWN OF EXETER, NH  
COURT STREET over LITTLE RIVER  
BRIDGE REPLACEMENT  
CONTRACT DOCUMENTS AND TECHNICAL SPECIFICATIONS**

**Issued: May 9, 2017  
For Bids Due: May 22, 2017**

This addendum modifies, amends, and supplements parts of the Project Specifications, Contract Documents, and Drawings for the Town of Exeter, **Court Street Little River Bridge Replacement Project**, and is hereby made an integral part thereof by reference and shall be as binding as though inserted in its entirety in the locations specified herein. The Contractor shall notify their subcontractors and suppliers of any changes or modifications contained in this addendum. The Contractor shall acknowledge receipt of this addendum on the Bid Form.

The Plans, Technical Specifications and Contract Documents for the subject project shall be supplemented and/or amended as follows:

**A. CONTRACT DOCUMENTS**

**1. Invitation to Bid**

The invitation to Bid has been revised to include a second pre-bid conference to be held on May 12<sup>th</sup>, 2017 at 10:00 am at the project site. This meeting is optional.

**B. RESPONSE TO CONTRACTOR'S QUESTION**

**Question:** *What is the project cost estimate?*

**Response:** The Engineer's opinion of project costs is \$1,200,000.

**Question:** *Will power be able to be shut off during setting of the fascia beam?*

**Response:** The power lines are being temporarily transferred to temporary poles north and south of the bridge to achieve the minimum 10' offset from proposed construction. It is anticipated that the lines will remain energized throughout construction.

**Question:** *Could the southeast wingwall be reoriented to a straight extension configuration to limit the excavation around the adjacent utility pole that is to remain in place?*

**Response:** The preferred option is the 45-degree splayed wingwall currently shown on the plans. Depending on the outcome of temporary utility relocation, and the successful Contractor's means and methods, proposed a straight extension wingwall option could be considered, with deminimis changes to quantities in the bid schedule.

**END OF ADDENDUM NO. 1**

**Attachments:**

- Invitation to Bid
- May 9, 2017 Pre-bid Conference Meeting Minutes

**INVITATION TO BID**  
**Town of Exeter, New Hampshire**  
**Court Street Little River Bridge Replacement**

Sealed proposals for the Bridge Replacement over Little River at Court Street in Exeter, New Hampshire will be received at the Town Office, 10 Front Street (“the OWNER”), Exeter, New Hampshire, 03833 until **2:00 pm, May 22, 2017**. Bids received after the specified time will not be accepted. Bids will be opened at the Board of Selectmen meeting on May 22, 2017.

The project is located just south of the Phillips Exeter Academy Campus on Court Street in the Town of Exeter, New Hampshire. The project begins approximately 160 feet south of NHDOT Bridge No. 095/063 and continues north through the bridge approximately 550 feet. The project consists of removal and replacement of three existing corrugated metal pipe (CMP) arches spanning the Little River with a precast concrete adjacent box beam structure founded on stub abutments and driven steel H-pile foundations. At the structure, the channel will have a natural stream bed with riprap channel protection along the banks. The project includes installation of the bridge structure, reconstruction of the paved roadway with profile adjustments, installation of guardrail, slope protection, relocation of multiple utilities, and other ancillary approach work.

Plans and specifications may be viewed at the offices of:

- (1) Exeter Department of Public Works, Town of Exeter, 13 Newfields Road, Exeter, NH 03833
- (2) CMA Engineers, Inc., 55 South Commercial Street, Manchester, NH 03101
- (3) CMA Engineers, Inc., 35 Bow Street, Portsmouth, NH 03801
- (4) Construction Summary of New Hampshire, 734 Chestnut Street, Manchester, NH 03104
- (5) Infinite Imaging, 933 Islington Street, Portsmouth, NH 03801 (**electronic copies**)
- (6) Associated General Contractors of NH, 48 Grandview Road, Bow, NH 03304

Copies of the plans, specifications, and addenda may be obtained through the online plan room at Infinite Imaging: **<http://planroom.infiniteimaging.com/>**

Bidders will be required to furnish a bid bond in the amount of 5% of the total bid, and the successful bidder will be required to furnish a Performance Bond and a Payment Bond each in the amount of 100% of the Contract Price. Work is anticipated to commence by June 19, 2017. Substantial Contract completion date shall be October 9, 2017. Final Contract completion date shall be November 30, 2017.

Optional pre-bid conference will be held at the project site on **May 2, 2017 at 10:00 am and May 12, 2017 at 10:00 am**. Representatives of the Owner will be present to discuss the Project. Addenda, as considered necessary by the Owner, will be transmitted in response to questions arising at the pre-bid conference. Oral statements made at the pre-bid conference may not be relied on and will not be binding or legally effective.

The Owner reserves the right to waive any informalities in any or all proposals, to reject any or all proposals, or accept any proposal submitted for the project, as deemed by the Owner to be in its best interests based upon qualifications, experience, demonstrated ability to perform, cost, and other factors deemed by the Owner to bear on the successful outcome of the Contract.

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# MEETING MINUTES

**PROJECT:** Court Street Little River Bridge Replacement  
Exeter, NH  
CMA Engineers Project No. 923

**MEETING DATE:** May 2, 2017, 10:00 am

**MINUTES ISSUE DATE:** May 9, 2017

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## **Overview:**

The Pre-Bid meeting was held at the project site to review the project parameters and constraints with potential bidders, town officials, and utility representatives.

## **Attendees:**

Jim DeWever, Cairns  
Jimmy Hollar, Cold River Bridges  
John Bousquet, R.M. Piper  
Jay Perkins, Town of Exeter  
Jason Rucker, Town of Exeter  
Mike Jeffers, Town of Exeter  
Robby Souza, Town of Exeter  
Patrick Aquilina, Unitil - Electric  
Joe Considine, FairPoint Communications  
Mike Syvinski, FairPoint Communications  
Jason Gallant, CMA Engineers  
Nick Caron, CMA Engineers

## **Meeting Notes/Summary:**

### **FairPoint**

- The underground FairPoint cables will be suspended over the Little River during construction. They will be supported by the utility poles just north and south of the bridge.
- FairPoint noted that there is little slack in the lines. They are hopeful that the lines will be able to be pulled at least to the outside face of the existing rail adjacent to the sidewalk. This will result in demolition activities being conducted in close proximity under the suspended cables.
- FairPoint stated that the contractor should only be responsible for demolishing down to the concrete encasement around the cables. FairPoint will demolish and remove the concrete encasement.
- FairPoint will provide the 4" split duct system to encase the cables in the new sidewalk.

### **Unitil – Electric**

- A temporary utility pole north of the bridge was being set prior to the commencement of the meeting.
- A permanent new pole will be placed close to the existing pole just south of the bridge.
- Pat indicated the electric lines will be relocated to the new poles utilizing out-riggers to achieve as much clearance as possible.

### **Contractor Questions**

- R.M. Piper: Will power be able to be shut off during setting of the fascia beam?
  - o Pat – Unitil: The lines are being transferred to the new south pole and temporary north pole to achieve a minimum 10' offset.
- Cold River Bridges: Could the southeast wingwall be reoriented to a straight extension configuration to limit excavation around the adjacent utility pole that is to remain in place?
  - o Jason – CMA: Re-orienting the wingwall could be an option at this corner. We would like to see how the utility coordination turns out before making any changes.

### **Forthcoming Addenda**

- An addendum will be released to modify the bid proposal form and plans based on modifications made to the proposed drainage layout north of the Court Street bridge. The structure layout has been modified to further minimize conflicts with existing utilities.