

REPORT OF MEETING

Project: Reconstruction of Westlake Drive
Bid #2015-002

Owner: City of Middletown, Connecticut

Location: Council Chambers
City Hall, 245 deKoven Drive

Subject: Pre-Bid Meeting

Date: March 17, 2015

Attendees: See Attached Attendance List

A Pre-Bid Conference was held in the Council Chambers of the Middletown City Hall to provide an overview of the Project and to answer questions from prospective bidders. The following is a summary of the discussions that took place at the meeting.

1. Bid Procedures/Instructions (Robert Dobmeier – Deputy Director of Public Works)
 - The Bid Opening is April 7, 2015 at 11:00 AM. The last day for questions is March 27, 2015 at noon. All Addenda will be posted online by Wednesday, April 1st.
 - All bids shall be submitted to the Purchasing Department. Donna Imme, Supervisor of Purchases.
 - The Bidder List, the minutes of the Pre-Bid Meeting, Questions asked by Bidders and Addenda will be posted as digital files on the Middletown website.
 - The Project is a City Public Works project, but it is funded by State funds from LOTCIP (Local Transportation Capital Improvements Program).
 - State Labor Rates apply.
 - Standard Middletown Project Bonding requirements apply.
 - Plans and Bid Documents are available from the Purchasing Department for a refundable fee of \$100 if the documents and plans are returned in good condition after bidding. The \$100 may be paid by cash, certified check or company issued check.
 - The Bid Documents include a separate attachment with a Bidder's Checklist and a copy of the required Bid Submittal documents.
 - All Bidders submitting a bid must be DAS (Department of Administrative Services) certified.
 - The Project is located in the northwest corner of the City near the Berlin line. The area surrounding the street is densely populated with condominiums and apartments. Traffic is steady and averages around 5,000 vehicles per day

- The Engineer's Estimate is \$1.5 million.
- Much of the proposed work references CT DOT specifications and bid items.
- The City will award to the lowest responsible Bidder.
- All utility companies were notified about one year ago and there are no required utility relocations. All existing utilities (electrical, telephone, gas, water sewer and drainage) are underground within the Project area.
- All proposed work will occur within the Street right-of-way or existing City easements.
- There is about 5,300 linear feet of roadway reconstruction. 80% is full-depth reconstruction and 20% is mill & overlay.
- The Contractor shall be required to maintain at least one lane of alternating traffic flow during the day and at least two full lanes shall be open during the evening and on weekends.
- The Bidder shall note that in printing, there were two (2) insurance sections included in the Bid Document. Both are the same, so the Bidder need only refer to one.
- Note that in addition to construction staking, the Contractor is responsible for resetting all gas and water gate valve boxes, curb stop boxes, manhole and catch basin grates to finish grade. If a separate Bid Items for that work is not included, the Bidder shall include the cost of that work within other Bid Items.

2. Project Overview (Tony Doornweerd – Project Designer - Cardinal Engineering Associates)

- A brief description of the Project was provided. West Lake Drive is to be reconstructed from Smith Street easterly to Russet Lane, a distance of approximately 5,300 feet. Between Smith Street and Rising Trail Drive the work will consist mainly of full depth reconstruction. A small section of the street will be milled and overlaid with new bituminous concrete. New extruded concrete curbing is to be installed on both sides of the roadway. The existing bituminous concrete bikeway on the eastern side of West Lake Drive is to be maintained. The roadway width will be maintained at 30 feet. Underdrains are to be installed between Smith Street and the entrance to North Ridge Condominiums on the west side of the roadway and in other areas where lawn sprinklers are located adjacent to the roadway and in other areas as determined by the Engineer.

Between Rising Trail Drive and Russet Lane, a distance of approximately 1150 feet, the existing pavement will be milled to a maximum depth of 2 inches and overlaid with 2 inches of bituminous concrete. It will be necessary to install a truing and leveling course on the west side of the roadway to maintain the recommended cross slope. The height of the existing curbing on the east side of the roadway will be maintained to preserve the adjacent bikeway.

- One street, Highland Crescent is a public street which will be treated like Westlake Drive. The other intersections are private driveways, and will be treated as bituminous concrete driveways (commercial).

- Underdrains are proposed for some areas and the quantity included allows for the possibility of placing additional underdrain adjacent to grassed areas with sprinkler systems at the discretion of the Engineer.
 - Two existing catch basins will be converted to manholes and two new catch basins installed.
 - There is one 6-inch storm drain connection to the storm system in the street.
 - There is one test pit that will be required to check a gas crossing with a proposed storm pipe to a new catch basin.
 - On the east side of West Lake Drive is the bikeway. The bikeway will be left alone and the grass shelf must be allowed to continue to drain to the street.
 - The construction drawings show the proposed fill line as screened. The Bidders should pay close attention to these screened lines in preparing their bid. The lines were supposed to be bold to signify proposed work.
3. Technical Items (Warren Baethge, P.E. – Project Engineer – Cardinal Engineering Associates)
- The Bidder shall note that the Special Conditions call for Liquidated Damages of \$1,000 per day. The City is reducing that amount to \$500 per day. This change will be reflected in a revised Special Condition page to be issued in Addendum #1.
 - The Bidder shall note that the Special Conditions call for a Contract Time of 240 days. The City is reducing the Contract Time to 180 calendar days. This change will be reflected in a revised Special Condition page to be issued in Addendum #1.
 - The Contractor shall be responsible for all Project required construction staking. There is no separate Bid Item for construction staking. The Bidder shall include that cost in lump sum or unit prices bid.
 - The Bidder shall note that when a reference is made to Subbase material, it shall be Bank Run Gravel. The Specification for Bank Run Gravel does describe that reference.
 - Section 700 Measurement & Payment, explains the differences between the two (2) Bid Items for catch basin frames & grates. One is for furnishing and installing new catch basin tops (including frames and grates) to final finish grade. The other item is a temporary resetting of an existing or new catch basin top to an interim grade to allow for drainage flows. This option is at the discretion of the Engineer.
 - Everyone should sign the Attendance Sheet.
4. The following Questions were raised by the prospective bidders during the conference and the following answers are provided by the City and Engineer:
- Question 1: The Special Conditions requires all adjacent houses/structures to be washed at the end of the Project to remove dust. Will all or some of the houses/structures be power washed?
- Answer: The City will not require power washing of all houses/structures. However, the Contractor shall be responsible for maintaining the Project dust generation to the minimum possible. Should the City***

receive complaints about dust collection on adjacent houses/structures, the Contractor may be required to power wash the complaining owners at no additional cost to the City.

Question 2: Since the Project is mainly total roadway construction, what maximum length of existing roadway can be exposed and traffic allowed to run on the processed aggregate base course before placing the binder?

Answer: The Contractor is ultimately responsible for traffic and weather erosion of exposed subgrade or subbase. The City will allow a maximum of 1,500 linear feet of existing pavement to be removed and traffic to run over an exposed processed aggregate surface. The actual length of time that the traffic will be allowed to run over the processed aggregate will be at the discretion of the Engineer, but generally no longer than two (2) weeks before the binder is placed.

Question 3: Is there a Bid Preference for Local Vendors on this Project?

Answer: No.

Question 4: Is this Project definitely going to be full-depth reconstruction or will the City change its mind and allow pavement reclamation after award of the Project?

Answer: The City will not allow reclamation on this Project. Since State funding is paying for the Project and the State approved full-depth reconstruction, the City cannot change the type of pavement without getting State approval, which would delay the Project. In addition, with the adjacent Bikeway, the road cannot be raised and the material below the pavement is not good for reclamation.

Prepared By: Warren Baethge
Warren Baethge, P.E.

Date: March 18, 2015

Reconstruction of Westlake Drive - Middletown, CT

Bid No. 2015-002

Pre-Bid Meeting

March 17, 2015

Sign In Sheet

<u>Name</u>	<u>Company/Agency</u>	<u>Phone Number/E-Mail</u>
JOHN NEELY	RUNNING BROOK FARMS 219 ROUTE 80 KILLBUCKNORTH CT 06419	860 304 5180 WNOPIWOOD@RUNNINGBROOKFARMS.COM
Warren Baethge	Cardinal Eng. Assoc.	(203) 238-1969 wbaethge@cardinal-engineering.com
Tony Doornweerd	Cardinal Eng. Assoc.	203 238-1969 doornweerd@cardinal-engineering.com
BOB DEMANCHE	CITY	860 638 4860 860-242-0743 860 242 0493
Michael Dias	Mather Corporation	mikedias@mathercorp.com 860-839-3035
Samuel Hall	EJP	Sam.Hall@ejprescott.com
ROMI MBHTA	AORN Co	Paula Julian coprowline@ 860-669-5058 net
COASTLINE CONST CORP BOB CAMPANARO		BOB@COASTLINE CONSTRUCTION CORP.COM
Randy Fulton	J. Iapaluccio Inc.	203 775 1437 randyf@j.iapaluccio.com 860-828-6890
Steve Mc Larty	Coastland Ent.	Steve@coastlandenterprises.com 860 715 1785
Daw Hinckley miriam Hickey	Hinckley Const	800 637 2464
Jon Cathcart	Concrete Curb Crafters	estimating@concretecurbcrafters.com
Robert Dobmeyer	City-P.W.D. (owner)	860-638-4857 Bob.Dobmeyer@MiddletownCT.gov.