

Invitation for Bids Number: 17-07

Addendum 2

Date: October 31, 2016

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### Acknowledgment of Addenda

The undersigned acknowledges receipt of the following addenda to the bidding document:

**THE COMPLETED ACKNOWLEDGEMENT OF ADDENDA FORM  
SHOULD BE RETURNED WITH BID RESPONSE PACKAGE: NOT  
SENT TO RIPTA SEPARATELY**

NOTE: Failure to acknowledge receipt of all addenda may cause the bid to be considered non-responsive to the solicitation. Acknowledged receipt of each addendum must be clearly established and included with the bid.

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Name of Bidder

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Street Address

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City, State, Zip

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Signature of Authorized Official

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Date

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**Addendum 2**

**Date: October 31, 2016**

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Attached please find a copy of the Minutes of the Pre-Bid Meeting held October 27, 2016. These minutes also include a copy of the Sign-in Sheet.

These minutes can also be found in a folder entitled "Addenda Two" at the following Dropbox link.

<https://www.dropbox.com/sh/mgc2te0nssmtr1i/AABbx5iHZT-VDhKStSSD9svIa?dl=0>

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The meeting came to order at 11:05 a.m. Michael J. McGrane, RIPTA Contracts Manager welcomed all those present. Mr. McGrane introduced RIPTA Personnel present. Sign in Sheet is attached to this document.

Michael McGrane cautioned prospective bidders to be diligent when completing the required forms, to pay attention to the details such as the required number of copies needed. Vendors need only to submit the required forms listed in the Proposal Package on page 40. Vendors having difficulty completing the required forms are encouraged to contact the Michael McGrane for guidance [mmcgrane@ripta.com](mailto:mmcgrane@ripta.com). He also cautioned bidders not to procrastinate when filling out the paperwork. RIPTA Staff have busy schedules, therefore may not always be available for last minute questions.

Michael McGrane also reminded those present to pay particular attention to the Insurance Requirements listed on Page 65 of the Proposal Package. They are not the same requirements utilized by other State Agencies.

Michael McGrane informed the attendees of several administrative items:

This meeting is NOT Mandatory

All Communications for this Procurement Action will go through him.

The Bid Specs included an AIA Contract. This is not subject to negotiation, bidders must conform to this contract

Due to the aggressive schedule of this project it is imperative that all bid submittals be complete and accurate. A list of subcontractors being used must be included with the bid submittal.

It should be noted the DBE Goal is 20 percent. Bidders should make every effort to meet the goal. Good Faith Efforts to meet the goal must be well documented. RIPTA's Compliance Officer will make the final determination regarding "Good Faith Efforts"

**Ms. Lilly Picchione, Director of Capital Projects,** gave a brief project overview:

This purpose of the project is to restore passenger protection and to make repair and resiliency improvements to the Newport Visitors Center. The site is home to a RIPTA passenger hub and provides berths for intercity passenger buses (like Greyhound), tour buses, charter bus services and taxis. In addition, thousands of visitors who park their cars nearby walk through the site to the visitor center daily, which is operated by long-term tenant Discover Newport.

Opened in 1988, the Gateway was suffering from some age-related repair needs when it was hit by Hurricane Sandy in October 2012. During the hurricane, the canopy "sails" were ripped by high winds and flood waters forced the temporary closure of the facility. The City of Newport fully supports the project, and has committed 10% of the overall project budget. The balance of the project is funded from the Federal Transit Administration's program supporting repairs associated with the storm.

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#### **General Project Goals:**

- Restore overhead passenger protection
- Reduce surface runoff from the site in order to minimize the impact on Newport's sewer system and also to mitigate flooding in future storms associated with climate change
- Bring the facility up to industry standards for an intermodal hub – including improvements in lighting, signage, orientation and other features that will make it easier for the public to make their transit connections
- Respect the facility's importance to the State's tourism industry and its local impact by giving special attention to design and aesthetics
- Ensure full ADA compliance and improve pedestrian safety

The City's support for the project has enabled us to relocate RIPTA operations to allow for minimally impacted Construction Operations.

**William Marchetti, RIPTA Consultant** on this project discussed the following points

#### **BID FORM Modification:**

On page 14 of 15 of the Bid Form entitled "Addendum One Edition dated October 24, 2016" the contractor is advised that the Responses to Requests for Information has been revised to read **November 4th, 2016** NOT November 7, 2016 as published.

#### **Early Completion Incentive:**

Contractors will be provided an early completion incentive for the early final completion of the project with a punch list value of less than one half percent (0.5%) of the Contract costs less allowances prior to June 1, 2017 in the sum of One Thousand Dollars (\$1,000) per diem (Calendar Day provided Contractors have demonstrated extended hours work during the project) capped at twenty-five (25) days.

#### **Concrete Mock-Ups**

As this is a high profile, high traffic tourist destination, it is the expectation that the Concrete Flat Work for Pedestrian Walk Ways and Road Ways are not only durable, but are finished with the highest degree of quality in regards to the finish, the continuity of finish between panels, joint alignment, flatness, slope/pitch, transitions at construction joints being coplanar, transitions to curbs, transitions to column bases, traffic caulking, sealant/sealer and other key attributes expected of a high quality concrete finish.

To assure an agreeable level of Quality Control expectations for the finished project the Contractor as part of the Base Bid shall provide two (2) concrete mock ups early in the construction process reflecting the details prescribed in the contract documents. These Mock-Ups shall be approved once an acceptable finish is obtained and there is confidence that the flat work contractor can consistently deliver the approved product in the field. This mock-up shall not be installed as part of any areas receiving permanent sidewalk or roadway and shall be constructed at a mutually agreed location on site that will survive the course of the project through completion. Contractors will provide samples until a mutually agreed panel is approved which will

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serve as the control exhibit for acceptance of actual installed concrete during the project.

#### **At Minimum each mock up shall include not less than the following elements ...**

- Be 12 feet x 12 feet in size at the prescribed thickness for each assembly. The flat work concrete foreperson and key finishers that will be assigned to the project shall be the persons installing the mock ups.
- Chairs and mesh shall be included.
- The mix used shall be the approved mix for the project
- Concrete should include any additives as may be required during actual construction to assure that the workability will be similar to actual conditions.
- Shall be poured in two sections each to illustrate construction joint details and day to day pours including any dowelling that may be prescribed.
- The joints shall be saw cut as required in the contract, each saw cut operation shall be done separate with each pour and not together illustrating the day to day pour transitions and alignment of saw cut joints.
- The concrete shall be placed against a mock footing to see the finish against that typical assembly.
- The concrete shall be shown with a mock curb, and the finish shall demonstrate transition between the curb and flat work. On the Road work mock up, the curb toe to flat work should be illustrated as well.
- Traffic Caulking shall be installed to show what the finish product will be as part of the mock up complete with Backer Rod and Primer.
- Forms will be stripped to see cross section of concrete pour to assure proper consolidation.
- Sealers shall be applied.

#### **Oil Tank Removal**

As part of the Bid Form under the Section entitled Demolition and Hazardous Materials Unit Costs the unit costs for the tank removal variables (note non are expected, however this section is included to allow for expeditious removal in the event one is encountered) the work scope shall also include the cost of the testing required for approval to remove the tank in addition to the other elements prescribed.

#### **Dewatering**

Contractors were made aware that there are Observation wells that they can review on site that help support the geotechnical reports provided. Kindly check in at the main office should you visit the site to make observations.

The meeting was opened to questions from the various participants:

**Mr. Sal Torregosa, of Tower Construction** raised the following questions:

- Is the Project Start Date December 1, 2016  
**William Marchetti** responded as close as possible to December 1<sup>st</sup>

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- Who is the Permitting Agency? Is the Contractor paying the costs of the Permits?  
**William Marchetti:** Contractors are directed to Addendum One 10-24-2016 Supplemental Conditions 08000 where the answer is on Page 1 of 19.
- Have the plans been filed with the City?  
**William Marchetti:** Yes.

**Mr. Mark Menard of Nadeau Construction** raised the following questions:

- Is there a preferred signage vendor?  
**William Marchetti:** That Signage Package was quite specific and Contractors inquired as to what Contractor prepared that section of the Contract. It was noted that the sign package was prepared by a professional graphics designer and the specificity is due to the fact that the basis of design is centered on a similar installation for the Rhode Island Public Transit Authority at Kennedy Plaza in Providence. The similarity is an effort to have continuity in design and ease of asset management for them (RIPTA) to ease maintenance operations.  
Contractors asked if we could provide the firms name that did the fabrication of the Kennedy Plaza Installation components. The firm's name that provided the signage is DCL (Design Communications Ltd.) <http://www.dclboston.com/> With offices in Boston, Orlando and New York.
- Could you please describe the Winter Conditions Allowance?  
**William Marchetti:** responded with the following information regarding **Cold Weather Conditions and Impact on Schedule**
  - The Contractors attention was brought the fact that the Base Bid has a prescribed number of snow events to be included in the base bid as defined in the Bid Form on Page 6 of 15 in the Addendum One Edition dated 10-24-2016.
  - Should snow events exceed those events then the Allowance defined on page 2 of 15 of the Addendum One Bid Form Edition 10-24-2016 will fund those snow events.
  - Contractors are reminded that events not exceeding those prescribed in the Base Bid will be credited to the Owner as prescribed in the Supplemental Conditions 08000 Section 13.27 entitled Snow and Ice Removal Operations.
  - The question was also raised as part of this topic if the Allowance for Snow and Ice Removal Operations can be used for cold weather conditions such as ground thawing equipment?
  - In short that allowance is intended for ice and snow removal operations only, however in the event of that extreme cold weather conditions are encountered that prove to be extraordinary (using long period historic published reputable weather data for determination of extraordinary) for the project location based on historic weather conditions then consideration of use of the allowance will be permitted.

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- The Base Bid Cost shall be based on the expectations of the contractor's experiences with winter projects based on an Average Newport, Rhode Island Historic pattern over many years and not based on the last couple of years. The following web site provides information to assist in establishing the Base Bid costs in regards to average statistical weather data for Newport [Weatherspark.com](http://Weatherspark.com). Other sites are also available.
- With that said, however it was noted that the Design Team and Owner gave careful consideration to the timing of the project construction period (winter vs tourist season) and it was determined that well qualified contractors through the administrative project delivery planning process would carefully vet and evaluate the work scope and through open minded scheduling and planning will find that the initial phases of work will be minimally impacted due to early season cold weather and work such as but not limited to the General Conditions, i.e. Barriers on Americas Cup Avenue, the demolition process of the existing structural elements including footings can be completed very early in the process. The structural engineering team pointed out that the new footings supporting the new structural steel are approximately two feet below grade and will sit on top of existing pile caps and are not significantly difficult to place in colder weather. All other prerequisite work for flat work and road work such as curb replacement, electrical conduits, drainage components and key landscaping elements can continue as the days pass with casting of concrete taking place as the spring approaches and on days where temperatures are ideal with minimal protection.
- Additionally, and also key to the project success is maximizing and utilizing the ideal weather days that are available throughout the project period (**start** to finish) by using extended hours, multiple team members and weekend work in the likely event there may some days lost due to weather.

There being no further business, the meeting adjourned at 10:45 a.m.

Respectfully submitted  
Michael J. McGrane  
Contracts Manager

# Rhode Island Public Transit Authority

705 Elmwood Avenue  
Providence, Rhode Island 02907

## Pre Bid (Proposal) Meeting Sign-In Sheet

Date: October 27, 2016

or Proposal Number and Name: IFB 17-07 Newport Gateway Center Exterior Repairs

Name of Representative	Company	Disadvantage Bus. Enterprise	Telephone Number
Lewis C. Pitt	RZ Design Assoc		800-436-4336
Dagoberto MEDICARMI	RIPTA		401 784 9500
DAVIDS McCombs	PARE		508 212 3567
BILL MARCHETTI	WEM	billm1@cor.net	401-467-5509
Lilly Picchione	RIPTA		401 784-9500 x124
Glenn Gardiner	NCA		401-846-9583 x2007
MICHAEL DEMIAN	vma		401.274.1360
ANDREA TORIZZO	NCA		401-846-9583
Bob Leddy	Sullivan + McLaughlin	bleddy@sullymac.com	401-255-5112
Dan Coogan	Sullivan + McLaughlin	dcoogan@sullymac.com	401 741-8341
Michael Interlini	Jacavone Construction	Mik@jacavoneconstruction.com	401-641-8132
JOE COLAPIETRO	CARDI CORPORATION	ESTIMATING@CARDI.COM	401-739-8300
SAL IACCIROSSA	TAVEL CONSTRUCTION	ESTIMATING@TAVELCONSTRUCTION.COM	401 943-0110
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Michael McGAHRE	RIPTA		Y214

