

**GREATER HARTFORD TRANSIT DISTRICT
GHTD IFB #03-021
ROOFING REPLACEMENT BELOW TRACKS UNION STATION TRANSPORTATION
CENTER**

**ADDENDUM #1
August 21, 2020**

The Invitation for Bids (IFB) is modified/clarified as set forth in this Addendum. The original IFB Documents remain in full force and effect, except as modified/clarified by this Addendum, which is hereby made part of the IFB. Respondent shall take this Addendum into consideration when preparing and submitting its bid.

A Pre-Bid Conference was held **August 14, 2020 at 9:30 AM Local Time via GoToMeeting**. The purpose of the meeting was to outline requirements the District will expect of the Bidder, as well as to provide the opportunity for questions and explanations. Attendance at the Pre-Bid Conference was not mandatory, and was not a condition for final award. The following individuals were in attendance: Chuck Arnold (Silktown Roofing); David Lukeski (Barett Inc.); Jorge Orfao (G.L. Capasso, Inc.); Mark Seddon (Cenaxo); Jordan C. Dick (Simpson, Gumpertz & Heger); Katherine Wissink (Simpson, Gumpertz & Heger); (Mary Deppe (GHTD); LaShaunda Drake (GHTD); DJ Gonzalez (GHTD); and Vicki Shotland (GHTD).

Bids are due on or before 3:00pm Local Time, Thursday, September 10, 2020 at the District offices located at One Union Place, Hartford, CT. All questions and requests for clarification regarding GHTD IFB #03-021 must be submitted in writing to LaShaunda Drake at or before 12:00PM, Local Time, Monday, August 24, 2020.

The following correction has been noted:

1.) ST of CT OPM Ethics Forms

The following ST of CT OPM Ethics forms must be included in your bid submittal packet: Forms 1, 5, 6, and 7. The forms can be downloaded at <https://portal.ct.gov/OPM/Fin-PSA/Forms/Ethics-Forms>.

2.) Add Specification Section 010100 – Summary of Work

New specification Section 010100 – Summary of Work attached (reference **IFB 03-021 Addendum #1 – Attachment #1**).

The following requests for clarification were submitted in writing:

3.) Question: Are there any special protections of the active railroad track required?

Answer: The active railroad track is to remain in operation during all construction activities, and construction activities must not impede train operation at the active track. The work of this contract must not damage existing construction to remain, including but not limited to: the active train tracks, active train canopy and platform, the existing building walls, windows, and roofs outside of the scope

of work, and landscaping and hardscaping around the building. Provide protection as necessary to prevent damage to existing construction to remain. **Note: If any modification to this statement is required we will issue an update in a subsequent addendum.**

4.) Question: Is any track monitoring required to ensure there is not horizontal or vertical movement of active track?

Answer: No. The District requires that the contractor is licensed to do business in the State of Connecticut.

5.) Question: I understand the issue requiring coordination with Amtrak and needing a flagger, however Specification Section 1 General Information Item 5 Site Inspection says bidders to perform a “thorough inspection” which we are now being told we cannot do prior to bid. Please confirm formally that above roof under track site inspection by bidders cannot be performed.

Answer: Unfortunately, given the unique conditions of this space, bidders are unable to access the roof under track to perform a walk-through. Attached are photos of this roof, overall photos and close-up photos of typical penetrations (reference **IFB 03-021 Addendum #1 – Attachment #2 (Photos)**).

6.) Question: Drawings indicate a gutter (dtl 5/R2.0) being install along the western most edge. Walking around the outside of this area there appears to be a metal panel that conceals the location where gutter is indicated. Access to this area appears extremely difficult and finished metal wall panels cover the entire length. Drawings do not have us removing these wall panels. Can you help to clarify this detail? Is there access to this area?

Answer: Refer to revised details 1/R-1.1 and 5/R-2.0 (reference **IFB 03-021 Addendum #1 – Attachment #3 (1/R-1.1 and 5/R-2.0)**). Details were revised to eliminate the new gutter and show metal edge flashing counter-flashing the top edge of the existing sheet metal liner in the gap between the roof of the building under the tracks and the existing fascia of the canopy structure (to remain – not in contract). For pricing, assume all building and fascia cladding does not need to be removed.

Revisions to the specification include:

Specification Section 071416 – Cold Fluid Applied Waterproofing

- Eliminate Para. 1.02-F.
- Revise Para. 1.02-G to read:
 - G. Provide new galvanized steel angle edge restraints at the free edges of the roof.
- Revise Para. 1.06-A-6 to read:
 - 6. Edge flashing, 4 lf.
- Revise Para. 2.02-F to read:
 - F. Steel Angle: L8x4x1/2 steel angle, 2 ft. long sections.
 - 1. Coating: Hot-dip galvanizing. Cut angles to length prior to application of galvanizing coating.
- Eliminate Para. 3.13-A
- Revise Para. 3.13-D (new number is 3.13-C) to read:

- C. Cut all steel angles to length prior to galvanizing. Avoid cutting steel angles in the field.

Specification Section 071416 – Sheet Metal Flashing

- Revise Para. 1.02-D-2 to read:
 - 2. Modify the existing aluminum downleaders that provide drainage for the bus station canopy roof adjacent to the west side of the roof below the tracks as needed to accommodate the increased roofing height.
- Eliminate Para. 1.06-A-1-c.
- Eliminate Para. 1.06-A-1-d.
- Eliminate Para. 2.02-D
- Eliminate Para. 2.02-E
- Eliminate Para. 2.02-F
- Revise Para. 3.04-B to read:
 - B. At expansion joints in metal flashing, lap all transverse joints 1 in. and apply 8 in wide strip of fluid-applied membrane flashing centered over the lap.
- Revise Para. 3.05 to read:

3.05 MODIFY EXISTING DOWNLEADERS

- A. Cut the existing aluminum downleaders that provide drainage to the bus station canopy roof adjacent to the west side of the roof to make them shorter as needed to accommodate the increased roof height.
- B. Reuse existing elbows or provide new to match the existing attached to the ends of the shorter downleaders. Attach elbows with two rivets at each location.
- C. The bottom of the downleaders, including the elbows, must not be more than 2 in. above the top surface of the new concrete pavers.

7.) Question: In the parking areas under the tracks there are braided cable grounding cables that are attached to the support columns. Do these exist on steel support columns at the roofing level as well? If so, please provide a detail and how many.

Answer: We did not observe any braided grounding cables on the support columns at the roof level.

8.) Question: Also in the parking areas there are what appear to be large PVC drain lines attached to some of the columns. Do these exist at the roofing level as well? If so, please provide a detail and how many?

Answer: The PVC drain lines at the columns in the area above the roof connect to a horizontal drain line that is supported above the roof.

9.) Question: Photo of the column support in detail 3/R1.1 appears to show material around the column support. Column flashing detail calls for us to power tool clean these supports down to steel. What is around the column base and what are the extents of the material?

Answer: The column bases are flashed with what appears to be sealant or other fluid-applied material at varying heights with an average of 10 in. above the current roof height (approximately 15 in. average above the concrete deck).

10.) Question: Conduit support hanger rods extend below the hangers. What is elevation off of the roof for conduit support hangers? Height of new roofing is approximately 4” higher than existing and I can’t tell if the support hangers are high enough to get the new pavers under them.

Answer: The existing conduit support hangers are currently 3 in. above the existing pavers. Coordinate installation of new insulation and new concrete pavers to fit around the existing support hanger rods.

11.) Question: How is existing insulation attached to the existing concrete deck?

Answer: The existing insulation is adhered to the existing concrete deck.

12.) Question: Have existing roofing and flashings been tested for asbestos? If so, please provide report.

Answer: The existing roofing materials were tested for asbestos; no asbestos was detected in any of the materials sampled from this roof (reference **IFB 03-021 Addendum #1 - Attachment #4 (Asbestos Bulk Samples)**).

13.) Question: Has material flaking off of structural steel supports been tested for lead?

Answer: The existing paint and other loose coating material on the structural steel supports have not been tested for lead to our knowledge.

14.) Question: Have pavers under the tracks been tested for hazardous materials as result of drippage from trains such as PCB’s etc. or should we assume existing pavers can be handled and disposed of as regular construction waste?

Answer: The existing concrete pavers were tested for asbestos; no asbestos was detected in the concrete pavers on this roof (reference **IFB 03-021 Addendum #1 - Attachment #4 (Asbestos Bulk Samples)**).

15.) Question: When Amtrak trains are arriving do we have to stop work under the active track until the train departs?

Answer: Yes.

16.) Question: Temporary protection products include polyethylene and plywood. If we have to install these products overhead on bottom of existing track steel are there any special requirements for attachment?

Answer: Design of the protection is the sole responsibility of the Contractor. Specification Section 015000 Para. 1.17 requires the contractor to submit overhead protection design including attachment to existing construction to the Engineer for review. The specification lists

polyethylene and plywood as suggested protection products, although, other products such as netting may also be used. Attachment of the protection system is to be determined by the Contractor and must not damage the existing construction to remain or must be repaired where damage occurs to the satisfaction of the Engineer and GHTD (e.g. patching of fastener holes in masonry with repair mortar).

The following additional requests for clarification were also received in writing. The District is diligently working on issuing a response which will be included in the next addendum.

17.) Question: With some of the work being in close proximity to active railroad tracks, please confirm if Railroad Protective Liability Insurance is required? If so, please provide the limits of the coverage needed.

18.) Question: With some of the work being in close proximity to the active railroad tracks, will work need to be completed at track down times or can work be done at active track times.

19.) Question: Is Railroad Safety Training required for work within 25 feet of the centerline of active track? Please provide where this training can be completed.

20.) Question: As this work is close enough to have the potential to foul a track, is the work to be performed under the direction of qualified railroad personnel?

21.) Question: Is there a track schedule that can be provided?

22.) Question: Please provide a contact at Amtrak to coordinate supervision.

End of Addendum 1