

**Government Street Wharf Replacement
KITTERY, MAINE
Addendum 4**

Bidders must acknowledge receipt of this bid addendum on the form of General Bid.

The following items were discussed (in no particular order) at the pre-bid conference:

Overview of project: Both the stone-wall approach and wooden pier will be replaced and raised 26". The new approach will be shifted away from the Crawford property and towards the Tobey property so that the new centerline is located in the middle of the town's right-of-way. See sheet 4 of 4. The new wooden pier will be in the same location.

Drainage: Since the new pier and approach will be raised, this will create a low spot near where the two slopes intersect. At this low spot there will be two 'scuppers', opposite each other, formed into the new concrete curb to allow the runoff to drain off both sides. This idea is presented on the plans.

Electrical service: The Tobey service drops off the pole which is currently attached to the NW corner of the existing pier and needs to be removed. The Tobey service needs to be maintained at all times. It will be the Contractor's responsibility to remove the pole and provide a temporary pole (same pole is fine) for the Tobey drop, and then after completion reset the pole near the same location with the same light fixture, service drop and hoist feed. Basically, re-installing in the same configuration as exists now. Coordination with Central Maine Power is required. A State Electrical Permit is also required and is the responsibility of the Contractor.

Loading requirements: The new wooden pier will be subjected to truck traffic and needs to withstand loading of either 250 pounds per square-foot uniform loading or H-20 point loading whichever is more restrictive.

Demolition debris: The town can accept sorted, demolition debris except creosote-treated timbers. Pavement and wood waste require separating prior to disposal. The fees for disposal of acceptable materials at the Kittery Resource Recovery Facility will be waived.

Survey: Will the site survey be available? On sheet 4 of 4 the town right-of-way is shown along with the proposed layout of the pier and approach in relation to the right-of-way which is based on the Northeasterly Survey. I do have autocad R12 files I can share but they are 32-bit software. It is assumed that the successful bidder will contact Northeasterly and work with them.

Geotech Report: The geo-tech report (by R.W. Gillespie) will be posted on the town website for downloading. There were two borings done by machine, and 4 more by hand around the perimeter of the stone abutments. Ledge was found directly under the pavement and all around the abutments, but not in the second boring under the pier. The location of the first row of piles (proposed) was estimated to be beyond the shallow ledge--the thinking was that the existing row nearest the abutment were embedded without interference but this has not been verified.

Site Constraints: Obviously this is a very small area and no room for staging or storage of materials--maybe room for a job trailer. Also, the abutters need access during construction. In terms of water access, it would be okay to utilize a barge but it would need to be properly anchored (strong tides in this area) and not impede water-access to either abutter.

Utilities: there are no buried utilities in the work area. There is a collector sewer adjacent to the work area but it is not within the limits of excavation.