OFFICE OF THE PURCHASING AGENT

TOWN OF ARLINGTON
730 Massachusetts Avenue
Arlington, MA 02476

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DATE: March 2, 2021

TO ALL BIDDERS

BID NO. 21-15

SUBJECT: 2021 Green Infrastructure Improvements Project

ADDENDUM NO. 1

TO WHOM IT MAY CONCERN:

With reference to the bid request relative to the above subject, please note the following:

SEE ATTACHED

ADDENDUM MUST BE ACKNOWLEDGED WITH BID SUBMISSION.

All other terms, conditions and specifications remain unchanged.

Very truly yours,

Town of Arlington

Domenic R. Lanzillotti
Purchasing Officer

TOWN OF ARLINGTON
Department of Public Works
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Engineering Division

Town of Arlington
Infiltration Trench Program

The Town of Arlington has developed a program to implement green infrastructure within the Town that provides cost effective measures for contaminant and pollutant removal from stormwater runoff prior to discharge into the local water bodies.

The program was developed to be scalable and to minimize cost by maximizing efficiencies for contractors to the extent possible. This is accomplished by completing a suitability analysis for each BMP location, minimizing the amount of equipment and materials required for construction, and minimizing the impact to existing infrastructure during construction to the extent possible.

Potential impacts to abutting properties and resident parking are also considered during the suitability analysis. To limit impacts to abutters, pedestrians, and vehicular traffic, the Town designates small areas to contractors for equipment and material storage during the Infiltration Trench Projects. The Town also requires notification to adjacent abutters to clearly communicate the requirements and impacts of the project.

Equipment and Materials Management

1. It is recommended that crushed stone be kept in a dump truck until needed and then discharged directly into trench excavations (see Photo #1). If a stockpile of stone is required, it is recommended that it shall be unloaded proximate to proposed trench locations and stored on pavement to:
    a. reduce material handling;
    b. provide for easier pickup, handling and transport;
    c. minimize the requirements to perform additional landscaping and/or grass repairs;
    d. minimize sediment runoff (note that stone specifications require double-washed stone and that sediment runoff from a stone stockpile is considered low);
    e. minimize daily cleanup requirements and sweeping of roadway.

2. Trenches are recommended to be excavated directly into a dump truck (see Photo #2) and not onto the paved street surface. Strategic planning is recommended so that a designated piece of equipment may be used for transport, disposal and pick-up of these materials. This will maximize efficiency by:
    a. allowing for the storage of daily trench excavation material and allow trucking at the latter part of the day (i.e. to the company yard, another job site, or disposal site.) and subsequent pick up of the crushed stone required for the next day, thereby reducing equipment and trucking requirements, material handling and associated costs;
    b. remove the need for erosion and/or sedment control;
    c. reduce the amount/time of daily road sweeping and site cleanup.

3. Trench installation requirements have been specified to utilize crushed stone only as backfill which shall be placed and properly backfilled from the bottom of the trench to the bottom of the pavement (see Photo#3). This provides the following benefits:
    a. additional storage volume in trench during extreme events;
    b. removes the need for additional gravel and/or backfill material and associated trucking;
    c. decreases the risk of potential sediment transport and limits the need for erosion and/or sediment control (i.e. silt sacks, straw waddles etc.);
    d. allows trenches to be back-filled and compacted rapidly for ease and safety.

4. Prescribed site selection criteria allows for trench locations with minimal disturbance to existing infrastructure by:
    a. avoiding locations requiring removal, replacement or repairs to existing curb, sidewalk and grass strips;
    b. avoiding locations with potential utility conflicts to the extent possible;
    c. allowing trench work to be performed in tandem with necessary ADA curb ramp and sidewalk accessibility work where applicable.

5. The Town coordinates with contractors to increase construction efficiencies by:
    a. allowing small sections of the roadway to be designated for construction (see Photo#4) and/or equipment storage by providing authorized “No Parking” signs;
    b. working with Police Traffic Details to detour traffic during construction when possible;
    c. removing daily paving requirements if trenches are properly backfilled with stone to the bottom of the pavement and work zones are made safe with suitable traffic cones/barrels and signage, provided final paving is completed on Fridays for all open work locations (this allows the contractor to be focus on trench installation Monday to Thursday and cleaup and paving on Fridays).

6. The trenches are intentionally designed at a maximum depth of five (5) feet to the extent possible to increase construction efficiencies by limiting and/or removing the need for trench boxes or trench shoring, as well as the associated mobilization and trucking costs. If a trench depth exceeds 5 feet based on design or overexcavation by the contractor, it is recommended that crushed stone be added to the bottom of the trench to bring the depth to 5 feet or less prior to any man-entry to further limit the need for a trench box/trench shoring.

PHOTO #1

PHOTO #2

PHOTO #3

PHOTO #4