

## ADDENDUM NO. 2

(4/13/2018)

This addendum #2 to the “Ipswich River Substation – Site Construction” bid documents, released on 3/29/18 contains the notes from the Prebid Meeting held on 4/11/18, and responses to several questions that have come up in the interim period:

Following are notes from the Pre-Bid Meeting:

- Traffic Control on Bike Path during construction:
  - The Bike Path will be closed to the public during normal working hours when construction is in progress.
  - PMLP will install a sign board for entrance to bike path notifying the public of the closure. This sign will be installed soon to give the public early warning.
  - PMLP will install a new gate at end of bike path work area during construction period to block public access from the far end.
  - PMLP will pay for police details if any are needed for bike path shutdown
  - PMLP will deal with bike path repairs if needed at end of job
  - PMLP is talking to gas company about requirements to cross pipeline on bike path
- Contractor will need to design helical piles for the 23 kV line steel poles along the bike path at Ipswich River in concert with Hubbell Power Systems (pile supplier)
- Contractor is responsible for permitting required for highway crossings, RT1, 95, and 128, including state police details.
- PMLP will schedule and pay for local police details if needed for local work in town.
- No railroad permitting needed for this project, the bike path owned by City of Peabody
- Screening wall at Ipswich River Substation:
  - Wakefield used Artisan in Texas
  - design is left to the contractor, we will need drawings to show that wall is strong enough, not necessarily PE drawings
- WR new transformer pad, machine excavation is fine
- Contractor engineer will be on site, not owner’s engineer
- Work hours and work schedule, we are not expecting typical Saturday work, typical hours, due to bike path and City construction hours, 7AM-4PM. Would working simultaneously at different locations be acceptable? Should be fine. Four 10 hour days will not be allowed.
- Bid opening date is firm
- Packager bid has been awarded, material list not received yet
- Direct buried conduit or exposed, schedule 80, if it is in concrete, then Schedule 40 is fine.
- Site Contamination analysis by Weston and Sampson - report included in this addendum. Will be sampling existing site later, and any contamination will be handled by PMLP.

- All grounding is 248.8 kCMIL copperweld at new Ipswich River. 4/0 CU is currently in use at Waters River and will be spec'd there.
- Electrical Testing and Commissioning is done by others, contractors will need to make changes found by testing company.
- Contractor will need to megger secondary cables, typically before landing them.
- Working on running new lines, we have good relationship with the police, no hours that contractor regularly can't work on local roads.
- PMLP will provide wetland monitoring and delineation, per the permitting provided
- No matting required to reach tie line poles. Tire vehicles, not track vehicles.
- We have permission from con com to set required new poles on Tie Line ROW.
- We are not aware of any Asbestos in old Ipswich Sub, in need of abatement.
- No lead paint that we know of, no paint in general to speak of.
- Schedule, looking to start as fast as possible after award, IR first, energized late this year, WR spring of 2019. Demo of old IR sub summer of 2019, because it will be too wet prior to then. Metal clad SWGR and transformers for new IR scheduled delivery Sept 18. Packager equipment per the bid is scheduled ahead of that, but no firm schedule yet, will provide via addendum if ready in time.
- Contractor will unload packager equipment at IR and WR, and new WR relay panels.
- Waters River equipment package is part of IR packager bid. Contractor may need to truck WR equipment from IR to WR.
- WR Panels are not awarded, will be bid soon for delivery in early spring 2019.
- No building permit typically needed, we will need electrical permit, fees should be waived, if not waived, will be paid for by PMLP. Temp service permitting will be needed, fee will be paid for, and consumption will be paid for by PMLP.
- We want new lines to be ready when station is ready, end of year. Construct new line in the fall for loading concerns. Much more detailed schedule to come.
- Prebid sign in sheet included in this addendum
- At Warren St. Substation, please disregard any notes on removal of pilot wire equipment. This work will be by others
- Above grade equipment – control conduit termination to equipment will be as follows: expansion joint, male adapter, myers hub.
- New gravel drive at Ipswich River Substation to be simple classified fill. Area to be excavated of all organics (per balance of site) and backfilled to final grade with classified fill material. No special surfacing material is required.
- For placement of the new 23 kV steel poles along the bike path and install of the second 23 kV subtransmission circuit, the intention is to de-energize the existing 23 kV subtransmission circuit (upper 795 kCMIL circuit). The spacer cable distribution below will remain energized.
- At Waters River Substation, the distribution circuit scope as shown on the drawings includes a new pole line (45' class 2 poles) replacing existing communication poles along the back of the industrial building with 336 25 kV spacer cable to tie into the existing circuit at the junction point.

- The Scope does NOT include removal of pilot wire cable or installation of fiber from Warren Street to Waters River, only from Warren Street to Ipswich River.