



No.	Question Submitted:	Status	Add. No.
1.	<p>Bid item 0503324A, Maintain Existing Bridge (Site No. 4), Special Provisions state this is an estimated cost item to be paid on a cost plus basis, however the bid form lists it as a LS item. Please clarify.</p> <p>Response: See “New Special Provision” entitled “<u>Item #0503330A – Maintaining Existing Bridge (Site #4).</u>”</p>	F	2
2.	<p>Please advise where I can find plan details for these two bid items: 1500123A Concrete Duct Bank 1020998A Temporary Light Standard Attachment Bracket</p> <p>Response: For “<u>Item 1500123A – Concrete Duct Bank</u>”, see details in Bridge 00135 plans for Metro North Cable Relocation - STR 231 (VOL 3) and STR 158 (VOL 4). For “<u>Item 1020998A – Temporary Light Standard Attachment Bracket</u>”, there is no detail. Per the special provision, the Contractor is to provide design and working drawings for this bracket.</p>	F	2
3.	<p>For the reference project you have the following requirements; <i>“The bidder must have completed, in the past fifteen (15) years, at least one (1) highway project with “major” (defined below) bridge construction, including in-water foundation work. The bidder’s prior</i></p>	F	2

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	<p><i>bridge construction work must include multi-lane, vehicular bridges carrying a minimum 50,000 vehicles per day (average daily traffic)."</i></p> <p>However, our company has went through a restructuring process on August of 2008, and at that time we were acquired by 3 new partners who have extensive experience for bridge construction, over water work, in-water foundations, large scale bridge/roadway work and all other requirements you are looking for. And these individuals hold 75% ownership in the company so they are majority share holders. Can we use these principals' experience for the qualification of our firm?</p> <p>Response: Contractors are directed to the Construction Contract Bidding & Award Manual http://www.ct.gov/dot/LIB/dot/Documents/dcontracts/Construction.pdf for information on becoming prequalified to bid the Department's Projects. Prequalification approval is based upon stand-alone information, however multiple firms may prequalify for the purpose of forming a Joint Venture.</p>		
4.	<p>In notice to Contractors it states that "all comments must be submitted in writing and received not later than 4:00pm the second day following the pre-bid conference." Does this refer to comments on the pre-bid only? If not this does not allow much time for review of the plans and specs. Please confirm the last date that questions will be accepted in order to get a response.</p> <p>Response: The notice to contractor mentioned above refers to pre-bid questions only. See "Section 1.02 - Proposal Requirement and Conditions" which states that questions must be received in writing not less than twenty-eight (28) days prior to scheduled bid opening.</p>	F	2

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5.	<p>Reference Sheet No. 02.07.002, Drawing STR-01. Sheet 02.07.002 contains a note stating that the original design drawings of the existing bridge are available for the contractor's use. Please provide the original design drawings for Bridge No. 00134, as details of the existing bridge are unclear. (EP)</p> <p>Response: All existing plans are available at Pascone Place, Engineering Records & Reproduction, Telephone No 860 666-6107.</p>	F	2
6.	<p>Reference Sheet No. 02.06.033, Drawing STR-01. Sheet No. 02.06.033 contains a note stating Bridge No. 06613 was originally constructed under state project Nos. 313-01 and 313-02, dated 1955. Subsequent repairs and modifications to the bridge are as follows: contract No. 138-115 - Deck and Joint Repairs. Please provide these existing plans for Bridge No. 06613, as details of the existing bridge are unclear. (EP)</p> <p>Response: All existing plans are available at Pascone Place, Engineering Records & Reproduction, Telephone No 860 666-6107.</p>	F	2
7.	<p>Reference Sheet No. 02.06.006, Drawing STR-01. Sheet No. 02.06.006 contains a note stating that the original design drawings of the existing bridge are available for the contractor's use. Please provide the original design drawings for Bridge No. 00133, as details of the existing bridge are unclear. (EP)</p> <p>Response: All existing plans are available at Pascone Place, Engineering Records & Reproduction, Telephone No 860 666-6107.</p>	F	2

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8.	<p>Reference Sheet No. 01.03.046, Drawing DDS15. Sheet No. 01.03.046 shows a building to be demolished West of Naugatuck Ave, in the location of the proposed Wet Pond No. 3. No details of this building have been found. Please provide details for the building to be demolished. (EP)</p> <p>Response: Building and foundation were removed under separate contract. See the revised plan sheet entitled “Plan Sheet No. 01.03.046” included in this addendum.</p>	F	2
9.	<p>Reference Sheet No. 04.09.166, Drawing STR-165. The existing Pier Removal Limits table on Sheet No. 04.09.166 lists the removal limits for piers 4W through 5E. The removal limit elevations for Piers 4E and 5E seem to be in conflict. Please confirm the removal limits for piers 4E and 5E. (EP)</p> <p>Response: There is no conflict with the removal limits for existing piers 4E and 5E. The required removal limit Elev. “A” is above top of existing footing elevation noted as Elev. “B”.</p>	F	2
10.	<p>Spec No 1118051A is titled Temporary Signalization of Site No. 1. However, the method of measurement and basis of payment for the item indicates one lump sum per each site. Therefore, does this item include any Temporary Signalization for all five sites combined? Should there be a separate lump sum for each site where Temporary Signalization is needed? Is the bid item strictly for Temporary Signalization of Site No. 1? (CD)</p> <p>Response: Temporary Signalization is required only for Site No. 1 which corresponds to the signal at Us</p>	F	2

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	Route 1 and East Main Street (Intersection # 138-275). See the Revised Specification entitled “Item No. 1118051A – Temporary Signalization (Site No. 1)” included in this addendum.		
11.	<p>Spec No. 1108627A, Terminal Port Server, has a bid quantity of 1 EA. This item requires a spare server. If the quantity were to increase, will the spare count increase or just one spare per the item?(CD)</p> <p>Response: Item No. 1108627A Terminal (Port) Server shall include only one (1) spare terminal server regardless of quantity. See the Revised Specification entitled “<u>Item No. 1108627A – Terminal (Port) Server</u>” included in this addendum.</p>	F	2
12.	<p>On Drawings IMS-7 and IMS-8, a 50 mm RMC starts around Station 2+800 with 2 #6 service conductors and 1 #8 ground conductor. Around Station 2+900 along the same conduit run, the call-out information changes to 50 mm RMC with 3 #6 service conductors and 1 #8 ground conductor. At what point does the run change from 2 #6 conductors to 3 #6 conductors?(CD)</p> <p>Response: The call-out on Drawing IMS-8 around Sta. 2+900 for 3 #6 service conductors is a typo. This call-out should be 2 #6 conductors and 1 #8 ground conductor consistent with the call-out at around Sta. 2+800 on Drawing No. IMS-7. See Addendum 2 for revised drawing.</p>	F	2
13.	Bid Items 1008319A and 1008322A (100 mm RMC in structure and 150 mm RMC in structure, respectively) are indicated as having special provisions. However, they are not included in these special provision specifications. CDOT standard specifications from 2004 and 2010 include 10.08, the general	F	2

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	<p>electrical conduit specifications but nothing specific for these two bid items. Are there special provisions associated with these two items or just refer to the CDOT Standard Specifications 10.08? (CD)\</p> <p>Response: Special Provisions for “Item 1008319A – 100 mm Rigid Metal Conduit in Structure” and “Item No. 1008322A – 150 mm Rigid Metal Conduit in Structure” are included in Addendum 2.</p>		
14.	<p>Bid Items 0511201 and 0513003A are both for 38 mm polyvinyl chloride plastic pipe, with varying bid quantities (19 m and 15 m, respectively). #0511201 is designated as specifically for the bridge. CDOT standard specification 5.11 does not exist in either the 2004 or 2010 versions. CDOT Std spec 5.13 is the typical PVC pipe specification. (CD)</p> <p>a. Are these bid items the same?</p> <p>b. If they are the same, would the total bid quantity then be either 19 m or 15 m, or a combined 34 m?</p> <p>Response: The correct item number for 38mm Dia. Polyvinyl Chloride Plastic Pipe for pipe drain through concrete slab is 0513003A. Item No. 0511201 assigned to Bridge No. 06613 is deleted by Addendum No. 2. The quantity of Item 0513003A will be increased by 19 m assigned to Bridge No. 06613 and increased by 71 m assigned to Bridge No. 00135 (Steel Option). The total quantity of Item 0513003A will be 105 m.</p>	F	2
15.	<p>Drawing STR-149 (04.09.149), Bridge Drainage 1 calls out bridge scuppers with 300 mm dia. Downspout and drain pipe. Drawing STR-150 through 152 (04.09.150-152), Bridge Drainage 2-4, calls for 250 mm</p>	F	2

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	<p>fiberglass pipe connected to the hopper and down the pier caps and columns. There is only a bid item for 300 mm fiberglass pipe for bridge drainage. Please clarify what bid item the 250 mm fiberglass bridge drainage pipe should be bid under or if this should all be 300 mm fiberglass pipe.(CD)</p> <p>Response: All pipe for Bridge00135 (steel Option) is 300mm diameter. References to 250mm diameter fiberglass pipe and hopper will be revised to 300mm diameter by Addendum 3.</p>		
16.	<p>Bid Item #0511801A, Bridge Scupper & Fiberglass Hopper, indicates the scuppers and grates with necessary welded studs, etc. will constitute one unit. Drawing STR-154 (04.09.155), Note 1, states the cost of welded studs shall be included under the item “Deformed Steel Bars.” Verify all necessary welded studs for the scuppers and grates will be included under item #0511801A as specified. (CD)</p> <p>Response: Note 1 on Sheet No. 04.09.155 is to only include the cost of welded studs that are field attached to scupper frames upon removal at the end of the project to “Deformed Steel Bars”. Welded studs that are permanently attached to the outside perimeter of scupper frames are to be included under Item No. 0511801A – Bridge Scupper – Fiberglass Hopper. See revised specification entitled “Item No. 0511801A – Bridge Scupper – Fiberglass Hopper” included in this addendum.</p>	F	2
17.	<p>Reference Drawing STR-34/Sht .04.09.035. Will construction joints be allowed in Abutment footings where not shown in the contract plans? For example, is it the intention that the footing for Abutment 1 of the Moses Wheeler Bridge be made in 1 pour across all three stages or will we be allowed to install</p>	F	2

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	<p>construction joints at the stage lines. (SH)</p> <p>Response: The intent is that the footing for Abutment 1, Bridge 00135 be made in a single pour. Construction joints other than those shown on the plans require the approval of the Engineer.</p>		
18.	<p>The standard specs, section 6.01.03.17, states “When the placing of concrete is to be interrupted and a joint formed, provision shall be made for interlockingby roughening.....and providing keyways.” We have not been able to locate a standard detail in the contract plans for keyways at construction or contraction joints Will keyways, other than a few steps that are shown in section and details, be required at construction and contraction joints and if so what are the details?(SH)</p> <p>Response: Allowed construction and contraction joint locations and details are shown on the plans (See Joint Details, sheet no. 04.09.043). Article 6.01.03-17. Refers to “Construction joints other than those shown on the plans...” that are permitted by the Engineer. In this case the joint detail will be as ordered by the Engineer.</p>	F	2
19.	<p>Bid Item 0503324A Maintaining Existing Bridge (Site No. 4) is listed as a Lump Sum item in the bid proposal form. In spec section 0503324A Method of measurements it says “The sum of money shown on the estimate and in the itemized proposal as “Estimated Costs” for this work will be considered the price bid even though payment will be made only for actual work performed. Please confirm that this item should be an EST item rather than a LS item and provide the EST amount or the amount that should be carried in our LS price. (BM)</p>	F	2

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	Response: See “New Special Provision” entitled “ <u>Item #0503330A – Maintaining Existing Bridge (Site #4)</u> ” included in Addendum No. 2.		
20.	<p>The Maintenance and Protection of Traffic drawing MPT-10 (sheet no. 01.04.042) shows a Typical Section - Stage 1 Construction from STA 1+380 to Bridge NO. 135. In this section view it shows that there is Temporary Precast Concrete Barrier Curb located on the right shoulder of I95North Bound along this entire length. However, drawing MPT-1 (sheet 01.04.033) shows this barrier only running from STA 1+000 to approximately 1+280. Which is correct? (SC)</p> <p>Response: Use drawing MPT-1 for length of concrete barrier. Also, see “Revised Plan Sheet, Drawing MPT-10, Sheet No. 01.04.042” included in Addendum No. 2.</p>	F	2
21.	<p>I am working on an estimate for the Reconstruction of the Moses Wheeler Bridge project, CDOT 138-221. One of the bid items is to remove and/or relocate the existing traffic signal equipment. I have been directed by the Department to process requests through you. I am requesting to get the existing traffic signal plans for the project.</p> <p>Response: Existing traffic signal plan will be available on DOT FTP site under folder 111 Additional Information.</p>	F	2
22.	In Spec section 1118012A, removal and/or relocation of traffic signal equipment, it states “The contract	F	2

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	<p>traffic signal plan usually does not show existing equipment that will be abandoned. Consult the existing traffic signal plan for the location of abandoned material especially messenger strand, conduit risers, and handholes that are a distance from the intersection. A copy of the existing plan is usually in the existing controller cabinet. If not, a plan is available from the Division of Traffic Engineering upon request.” I am requesting a copy of the existing traffic signal plans.</p> <p>Response: Existing traffic signal plan will be available on DOT FTP site under folder 111 Additional Information.</p>		
23.	<p>Reference sheet number 04.09.088. The note below the bearing stiffener detail indicates that the cross frames at piers should be connected at the center line of the bearing. This will require the use of a connection plate. Do you want to add a connection plate at the center line of the bearing at each pier? (DH)</p> <p>Response: On Sheet No. 04.09.088 delete the following note; “Cross frames at piers are to be connected at the CL bearing at pier” and replace it with the following; “For location of cross frames at piers see Framing Plans, Dwg. No’s, STR-74 through STR-81”. Sheet No. 04.09.088 has been revised in Addendum No. 4.</p>	F	4
24.	<p>Reference sheet number 04.09.083. TF-1 and BF-1 reflect different dimensions on the drawing but list the same dimension in the girder schedule. Please clarify. (DH)</p> <p>Response: The dimensioned lengths for Plates TF1 and BF1 are correct as shown in the Plate Girder</p>	F	4

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	Schedule on Sheet No. 04.09.083. See revisions to Sheet No. 04.09.083 in Addendum No. 3.		
25.	Reference sheet number 04.09.087. Please provide angle size for JD-3 and JD-4 drawing. (DH) Response: The angle sizes are as stated on Sheet No. 04.09.087A3, which is included in Addendum No. 3.	F	4
26.	Reference sheet number 04.09.088. The transverse intermediate stiffener detail refers to a “Note 2”. There is no “Note 2” on the sheet. Please clarify. (DH) Response: Note 2 on Sheet No. 04.09.088 directs the Contractor where to find the location of the transverse intermediate stiffeners. Sheet No. 04.09.088 has been revised to include Note 2 included in Addendum No. 4.	F	4
27.	Bid Item 0603958A “Inspection Platform” is listed in the concrete option only. No details for a inspection platform are shown in the steel option drawings. Please confirm that no inspection platform will be required for the steel option (DH) Response: There is no inspection platform for the steel option.	F	4
28.	Please confirm that any notes and drawing references referring to drawing MDS-1 (sheet 01.03.009) are actually referring to drawing MDS-7 (sheet 01.03.015) since drawing MDS-1 is labeled “This Sheet Intentionally Left Blank.” One such reference can be found in note 2 on	F	4

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	<p>drawing HWY-1, sheet 01.03.066. Such a reference is prevalent throughout the highway drawings and other plans that require median barrier details. (SC)</p> <p>Response: All references to drawing MDS-1 shall be deleted from the Contract Documents. See Addendum 2, Notice to Contractor – Miscellaneous Detail Sheet.</p>		
29.	<p>Reference drawing 04.09.093 - 106. Using the camber coordinates on drawing 04.09.093 we have determined that the average height of the haunches is 248 mm (9.75 inches) with a max height of 369 mm (14.5 inches). Please confirm that the Engineer intends to have haunches of this size (JL)</p> <p>Response: The dimension “BEARING H” as stated in the Bearing Data Tables on Sheet No. 04.09.116 is equivalent to the designation “HLMR BRG. UNIT” shown on Sheet No’s. 04.09.114 and 115”. See revisions made to bearing pad elevations on Sheet No’s. 04.09.035, 04.09.036, and 04.09.053 through 04.09.065 which are included in Addendum No. 3.</p>	F	4
30.	<p>Reference drawing 04.09.118 and drawing 04.09.130. On drawing 04.09.118 the dimension from the center line of Pier 1 to the East transverse construction joint is 13.1 meters. On drawing 04.09.130 this dimension is shown as 19.11 meters. Please clarify. (JL)</p> <p>Response: The 13.1m dimension shown on sheet no. 04.09.118 is correct. This change has been included in Addendum No. 3.</p>	F	4

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31.	<p>Reference drawing 04.09.157. Drawing 04.09.157 shows the cable schedule and placement diagram for the MNRR cable relocation. In the cable placement diagram there are no cables marked D or E as included on the cable schedule. Where, if at all are these cables located? (CD)</p> <p>Response: MNR cable placement and schedule of cable are as shown on sheet no. 04.09.157. Cables not shown in the Cable Placement Diagram are not required.</p>	F	4
32.	<p>Reference drawings 04.09.156 to 04.09.160. It is unclear in the drawings exactly where the PVC conduit transitions to Rigid metal conduit, and where the Rigid metal conduit transitions to fiberglass conduit. Please clarify. (CD)</p> <p>Response: PVC conduits are encased in the concrete duct bank as stated in Special Provision Item #1500123A – Concrete Duct Bank. RMC conduit runs are vertical runs from the elevated, horizontal fiberglass conduit to the electric manhole adjacent to the column and include the split ducts. Special Provision Item #1500031A – 150 mm Structure Mounted Duct Bank and #1500032A – 150 mm RMC Structure Mounted Duct Bank have been revised in Addendum No. 4.</p>	F	4
33.	<p>Reference Sheet No. 02.06.073 and Specification Section 0701110A – Floating Dock System. Note "C" on Sheet No. 02.06.073 states there will be no direct payment for the cost of the work to remove the existing floating dock and aluminum ramp. The cost thereof shall be included in the general cost of the contract. In specification section 0701110A, under the basis of payment</p>	F	4

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	<p>section, it states that the lump sum price for the floating dock system shall include the removal and disposal of the existing floating dock structure. How is the removal of the existing floating dock paid for? (EP).</p> <p>Response: Note “C” on Sheet No. 02.06.073 is correct. Item #0701110A - Floating Dock System, Basis of Payment, has been revised in Addendum No. 4 to eliminate reference to “removal and disposal of existing dock structure. “</p>		
34.	<p>Reference Specification Sections 0503152A, 53A, 54A and 1006151A and 1003906A. The Removal of Superstructure specifications state that work under this item include removal and satisfactory disposal of items including lighting standards and luminaries. Section 1006151A - Remove Underbridge Luminaire scope contains removal of underbridge luminaires. Section 1003906A - Remove Light Standard scope contains removal of light standards. Which bid item(s) are the removal and disposal of lighting standards and luminaires paid under? (EP).</p> <p>Response: The removal of existing light standards and luminaries will be paid for as stated in Item No’s. 1006151A – Remove Underbridge Luminaire and 1003906A – Remove Light Standard of the Special Provisions. Special Provision Item No’s. 0503152A – Removal of Superstructure (Site No. 2), 0503153A – Removal of Superstructure (Site No. 3), and 0503154A – Removal of Superstructure (Site No. 4) are revised by Addendum No. 4.</p>	F	4
35.	<p>In the Notice to Contractors, the Steel Alternate contains a bid item for 0974000A - Removal of</p>	F	4

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	Existing Masonry, with a quantity of 20 cu. m. No specification section is given for this bid item. Is this bid item the same as 0974001A - Removal of Existing Masonry? (EP). Response: Item #0974000A – Removal of Existing Masonry has been deleted from the Steel Option Bid Proposal in Addendum No. 4.		
36.	Please reference Sheet No. 04.09.177. On Sheet No. 04.09.177, a note states "all joints to be lead jointed." This is referring to the existing stone facing on piers 1W - 3W and 1E - 5E. Do these existing piers contain lead joints? If so, what bid item is the removal and disposal of the existing stone facing paid under? Specification sections 0974415, 0603253A, and 0603444A do not make specific reference to the existing stone facing on these piers containing lead joints. (EP). Response: Lead joints, if encountered, shall be removed under the 09744XX items for Removal of Pier and shall include the cost of removal, disposal, handling and any LHPP costs. Spec sections 0974415A – 0974461A Removal of Pier has been revised in Addendum No. 4.	F	4
37.	Specification section 0701020A - Fender System requires treated timber pile to be installed and the entire fender system to be paid as a lump sum item. The Supplemental Specifications Section 7.02 adds pay items for Furnishing (Type) Timber Piles (Length), Furnishing Steel Piles, Furnishing (Type) Prestressed Concrete Piles, and Cast-in-Place Concrete Piles. Please clarify how the fender system is to be paid. (EP).	F	4

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	Response: The fender system is paid under Item # 0701020A – Fender System.		
38.	<p>The U.S. Coast Guard Bridge Permit 3-09-1 dated 4 May 2009, paragraph 4. states "In-water construction activities associated with this project shall cease in their entirety from February 1 through June 30 of each year that work on the project continues..." Please confirm that no in-water construction activities (such as pile installation and waterway activity such as barge activity) may take place during this time period. (EP).</p> <p>Response: The Coast Guard has issued a clarification to paragraph 4. as follows: “The permittee shall coordinate methods and schedule of construction of this project with the U.S. Department of Commerce, National Marine Fisheries Service, for the purpose of precluding disruption of fish migration and to keep fishery resource harms and losses to a minimum.” This information supplements the May 4, 2009 permit included in the contract and has been included in Addendum No. 3.</p>	F	4
39.	<p>Section 0974001A states "If allowed, Maximum 14 kg hammers shall be used for general removal while maximum 7 kg hammers shall be used near reinforcing steel that is to remain." Does this refer to machine demolition or hand removal? Please confirm the Maximum hammer sizes. (EP).</p> <p>Response: Maximum permitted hammer sizes are as stated in Item #0974001A – Removal of Existing Masonry.</p>	F	4

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40.	<p>Reference Drawings STR-52/Sht 04.09.53 to STR-70/Sht 04.09.71. The top elevations of the Keeper Blocks on the piers do not appear to be shown. Please provide. (SH)</p> <p>Response: Top elevations of keeper blocks shall be as indicated on Sheet No. 04.09.071, Detail “A”.</p>	F	4
41.	<p>Reference CDOT Standard Specs, section 6.01.03.19. Specs state that liquid membrane forming curing shall not be used. It then states other means may be used if shown that it causes the concrete to retain water, is not injurious to the concrete and is not toxic. Please confirm that spray cure will not be allowed on this project and only poly or wet cure is acceptable. (SH)</p> <p>Response: Concrete shall be cured in accordance with Article 6.01.03.19.</p>	F	4
42.	<p>Reference Drawing STR-42/Sht 04.09.043, STR-70/Sht 04.09.71 and STR-114/Sht 04.09.115 (anchor Rod Detail). The anchor rod detail on STR-114 shows an 18” anchor rod cast in place into pedestal concrete. STR-42 and STR-70 show that the pedestals are not 18” thick and that the anchor bolts cross a construction joint and are embedded in the pour made prior to the pedestal pour. In order to satisfy the cast in place requirements the anchor bolts would have to be accurately installed in the previous pour, then pour the pedestal and finally install the bearing on the anchor bolts. Also, at some of the thicker pedestals the anchor bolt will be embedded only a few inches into the previous pour. Please confirm if the details as shown on the Contract plans are correct and if not please provide new details. (SH)</p>	F	4

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	Response: Anchor rods shall have a minimum of embedment of 500mm as shown on Sheet No. 04.09.115. Actual anchor rod lengths shall be determined by the Contractor to suit his means and methods of construction.		
43.	<p>It is our understanding through information provided by our permitting company that the maximum loads allowed on Rte. 95 in CT is 80,000 lbs. Will a special exception be granted for loads being delivered to this project? It is anticipated that the precast loads will exceed this limitation.</p> <p>Response: See link: http://www.ct.gov/dot/cwp/view.asp?A=1394&Q=259546 for oversize/overweight permit process.</p>	F	4
44.	<p>Page 449 of the Special provisions, section 3.e says "...the contractor shall undertake line and level surveys of the inner edges of the North(N) and South(S) Girders. These surveys may only be undertaken on a span by span basis after the installation and full prestressing of the "N" girder has been completed for at least two full spans beyond...". Section 3.f seems to indicate that both N and S girders need to be erected prior to survey. Should section 3.e also say the "S" span needs to be erected and full prestressing operations completed as well?</p> <p>Response: See new special provision entitled "Item No. 0514420A – Segmental Concrete PostTensioned Superstructure"; also included are the revised special provisions entitled "Item No. 0604397A – Precast Segment Production", Item No. 0604398A – Erection Equipment-Complete (Concrete)" which were included in Addendum No. 3.</p>	F	4

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45.	<p>Page 469 of the Special Provisions, section g.3, require "...permanent post tensioning tendons must be stressed from both ends." Does this include transverse tendons? Being only 43'-45' long wings it would seem that this requirement would not be needed.</p> <p>Response: See new special provision entitled "Item No. 0514420A – Segmental Concrete PostTensioned Superstructure"; also included in this new specification are the revised special provisions entitled "Item No. 0604397A – Precast Segment Production", Item No. 0604398A – Erection Equipment-Complete (Concrete)" that states the conditions under which single end stressing is permitted, included in Addendum No. 3.</p>	F	4
46.	<p>The fixed pier segments shown to be located at piers 5, 6, 7, 8 and 9 are specifically noted to be cast-in-place concrete in the contract documents. Note 1.1 on contract document STR-152 indicate that <u>ALL</u> pier segments are cast-in-place however the details for the type I and II expansion pier segments(STR-103 & 104) appear to be shown as precast. Please confirm if the pier segments at bents 1, 2, 3, 4, 10, 11, 12 and 13 are intended to be CIP or precast.</p> <p>Response: See Notes 4 and 5 on Sheet No. 03.08.159.</p>	F	4
47.	<p>In regard to the methods of measurement, payment, and acceptance of materials and the work in general, how does the department intend to handle discrepancies due to metric conversions? When the project was designed and the metric system was in full swing implementation, the availability of metric materials was</p>	F	4

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	<p>more prevalent than it is today. Will it be acceptable to convert to US customary units and round to the nearest US customary size available?</p> <p>Response: In nearly all instances when this situation occurs it will be acceptable to convert to US customary units and round to the nearest US customary size (Example: 300mm pipe = 11.81" or a 12" pipe requirement). We measure quantities in metric units, therefore, conversion issues are not common.</p>		
48.	<p>With as demolition sensitive as this project is and the amount of details necessary to put a proper demolition/dismantlement plan together, could the department please post all of the available existing bridge plans to the FTP site so as to aid all the contractors in obtaining the information necessary in planning their estimates for this project?</p> <p>Response: All existing plans are available at Pascone Place, Engineering Records & Reproduction, Telephone No 860 666-6107. The contractor is responsible to research and review the plans at this location. If the contractor requires copies, he/she will request in writing at that location and will be charged a fee for the cost of printing the plans. Printing services are available between 8:00 to 3:45 Monday thru Friday.</p>	F	4
49.	<p>Reference Drawing 04.09.124 and Drawing 04.09.132. Drawing 04.09.124 shows the CL of Abutment #2 to be at station 2+761.823 and to be 42.050 M from CL Pier 13. Drawing 04.09.132 shows the CL of Abutment #2 to be station 2+252.073 and to be 40.750 M from CL Pier 13. Please clarify. (JL)</p>	F	4

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	Response: The CL bearing station at Abut. No. 2 is 2+761.823. The dimension from CL Pier 13 to CL Bearing, Abut. No. 2 is 40 750 mm. Drawings 04.09.124 and 04.09.132 have been revised in Addendum No. 4.		
50.	Reference Drawing 04.09.161-162. STR 160-161 (04.09.161-162) provide the plan, elevation and details for the fire suppression standpipe system. The elevation of the system shows varying dimensions for various aspects of the system (i.e. - 1500 mm minimum between a pipe joint and pipe guide in one area and then 500 mm between a pipe joint and pipe guide in another.) These dimensions are inconsistent and unclear. Please provide required spacing for pipe joints, expansion fittings, guides, and hangers. (CD) Response: Pipe joint spacing is not defined. Expansion Fittings are located in accordance with Note 2, Sheet No. 04.09.161. Max. spacing between pipe supports, 3 800mm, Max. spacing between pipe guides, 7 600mm. Max. spacing between pipe hangers, 7 600 mm.	F	4
51.	Reference Drawing 04.09.162. STR-161 (04.09.162) has a storz connection detail which specifies that the pipe anchor shall be the same unit as the pipe guide except factory welded to prevent movement. This suggests that in the pipe guide detail on the same page, where it indicates “weld for pipe anchor (typ.)” that this is a field weld. Verify whether this is a factory/shop weld or field weld on the pipe guide and provide weld details. (CD)	F	4

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	Response: Pipe anchors shall be fabricated in accordance with manufacturer’s recommendations and details.		
52.	<p>Reference Drawing 04.09.162. STR-161 (04.09.162) shows the riser pipe support detail. In elevation view the L76x76x12.7 plate is indicated as having an 8 mm fillet weld on the bottom of the angle. In section B-B, the same angle is shown as having a 5 mm fillet weld on the bottom of the angle. Please verify the weld details for this pipe support. (CD)</p> <p>Response: The required fillet weld detail for the Riser Pipe Support as shown on Sheet No. 04.09.162 is a 5 mm fillet weld. See revision to Sheet No. 04.09.162 in Addendum No. 4.</p>	F	4
53.	<p>Reference Drawing 02.06.066. On Sheet No. 02.06.066 “Typical Section Modular Wall” the dimension Leader for the Face of Wall to the Limit of Fill says “Dim “A” – See Note 16” There is no Note 16 on this sheet. It appears that this should read “See Note 15” Please confirm. Is there supposed to be a separate pay width limit for the MSE and Modular wall systems? (KA)</p> <p>Response: Sheet No. 02.06.066, Dim. “A” is defined in Note 15. See revision to Sheet No. 02.06.066 in Addendum No. 4. Lump sum pay limits for Modular Walls and Mechanically Stabilized Earth Walls are defined on Sheet No. 02.06.066.</p>	F	4
54.	Reference Drawing 04.09.007. A note on the bottom left corner of the drawing indicates that all	F	4

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	<p>116. STR-116 is a “This sheet left intentionally blank” sheet. Please provide detail as required.</p> <p>Response: The following note; “PROVIDE HOLE FOR FIBERGLASS PIPE SEE STR. SHT. NO. 116.” has been deleted from Sheet No.’s 04.09.151A3 and 04.09.152A3 in Addendum No. 3.</p>		
57.	<p>This project has a contract goal of 12% DBE participation. The DBE Directory for the CT DOT includes companies which are also termed as being a WBE, MBE, or SBA. According to special provisions “D.B.E Subcontractors and material suppliers or manufacturers,” the CT DOT definition of a DBE includes small businesses (SBA) and social and economically disadvantages individuals (typically termed MBE or WBE). Please verify the contract goal for DBE participation includes companies certified as a WBE, MBE, or SBA, in addition to certified DBE companies. Is the CDOT DBE list considered to be all inclusive or are there contractors that are certified by the state but not listed?</p> <p>Response: Please see the link to the Department policy and purpose on DBE program. The DBE goal for this project is 12%. All companies list in the Directory are deemed DBE.</p> <p>http://www.ct.gov/dot/lib/dot/documents/ddbe/policy.pdf</p>	F	4
58.	<p>Drawing 04.09.080: The overall distance between Piers 8 and 9 is given as 73.5 meters, but the intermediate distances (18.3 + 34.7 + 20.9 + 0.6) add up to 74.5 meters. Please confirm that the distance between FS 17 and FS 18 should be 33.7 meters (per 04.09.084) and not 34.7 meters as shown here.</p>	F	4

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	Response: The distance between FS17 and FS18 has been revised to 33 700mm on Sheet No. 04.09.080A3 in Addendum No. 3.		
59.	<p>Drawing 04.09.085: The lengths of the top flange and the bottom flange for the segment of Unit 3 between the Pier 9 bearing centerline and FS 19 vary (top flange length = 20.4 meters, bottom flange length = 20.5 meters). Please confirm that this length should be 20.4 meters as shown on 04.09.80.</p> <p>Response: The length of the Unit 3 girder bottom flange plate from the centerline of bearing at Pier 9 to Field Splice 19 has been revised to 20 400mm on Sheet No. 04.09.085A3 in Addendum No. 3.</p>	F	4
60.	<p>Could the DOT Please provide contract drawings in AutoCAD format, specifically any base map/existing conditions/survey information as shown in Drawings 01.03.002 and 01.03.003. This would be very helpful in developing our steel erection procedure and estimated costs.</p> <p>Response: MicroStation files can be requested after contract award.</p>	F	4
61.	Specification 1303237A Fire Suppression Standpipe System (page 1044 thru 1048) references work shall consist of the design, fabrication, etc. of the fire suppression system. The specification does not list any design standards nor does it mention “Design” anywhere else in the fire suppression specification. In addition to what is shown on the drawings and stated in the specs, what needs to be designed?	F	4

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	Response: The Fire Protection System detailed on Sheet Nos. 03.08.187 and 04.09.161 are “schematic plans” and show general layout and requirements. Spec section 1303237A – Fire Suppression Standpipe System calls for design to be provided per NFPA 14 & 24 codes and detailed shop drawings, including field verified measurements.		
62.	<p>Drawing sheet STR-85 of Volume 4 indicates that only the ends of the girders installed to construct the Steel option are to be shop coated for a distance of 5 meters. The structural steel special provisions indicate painting of the entire fascia girder to provide a uniform appearance. Please describe the required treatment of the fascia girders for the Moses Wheeler Bridge.</p> <p>Response: Bridge 135 steel girders are uncoated except as noted on sheet no. 04.09.086. The "Additional Field Top Coating" noted in the specs, refers to bridges 134 and 133.</p>	F	4
63.	<p>The pay <u>unit</u> for precast and for cast in place superstructure segments is “each”. To allow contractors to develop the most cost effective length and quantity of segments, we suggest that these units be changed to the equivalent quantity of “linear meters”.</p> <p>Response: The pay units for the segmental concrete superstructure will be revised to lump sum. See Addendum 3, Item #0514420A – Segmental Concrete Post-Tensioning Superstructure.</p>	F	4
64.	It appears that the rebar and cement used in the construction of the precast and the cast in place superstructure segments is not eligible for cost adjustment under items 1600010A and 1600020A. Please	F	4

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	<p>consider including these items in the cost adjustment.</p> <p>Response: The cement and reinforcing for the segmental concrete superstructure is included in Addendum 3. See revised special provisions for Item #1600010A and #1600020A.</p>		
65.	<p>Contract drawing sheet number 02.06.024 contains conflicting information regarding the thickness of the bottom flange cover plate on girders G1 through G14 on Bridge 00133. The Girder Elevation indicates that the bottom flange cover plate dimensions are 375mm wide x 25mm thick, while the Cover Pl Plan indicates the same cover plate thickness is 50mm instead of 25mm. Which thickness is correct?</p> <p>Response: The thickness of the cover plate is 25mm. The cover plate thickness shown on the “Cover Plate Plan” has been revised to 25mm on Sheet No. 02.06.024A4 in Addendum No. 4.</p>	F	4
66.	<p>In Volume 4, sheet STR-79, the overall dimension between centerline Pier 8 and centerline Pier 9 is 73.5 meters. This is accurate, based on the pier coordinates. The girder lengths however don’t add up to that number, instead they add up to 1 meter longer ($18.3 + 34.7 + 20.9 + 0.6 = 74.5$ meters). Which length is correct?</p> <p>Response: The dimension between centerline Pier 8 and centerline Pier 9 is 73.5m. The distance between FS17 and FS18 has been revised to 33 700mm on Sheet No. 04.09.080A3 in Addendum No. 3.</p>	F	4
67.	<p>Reference Item #0601788A – Stain Protection (Site No. 4) for the Steel alternate, we could not find any</p>	F	4

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	<p>details regarding the fiberglass catchments as required by the special provisions. Please provide details for these fiberglass catchments.</p> <p>Response: The Special Provision for Item #0601788A – Stain Protection (Site No. 4) has been revised by Addendum 3 and includes details for fiberglass catchments.</p>		
68.	<p>Plan sheets 01.03.093 and 01.03.094 provide a list of temporary drainage for staged construction along I-95. Will the Department please provide a plan view of the narration shown on those sheets including inverts and staging plans?</p> <p>Response: The Contractor is responsible for the temporary drainage. See Item #0971001A – Maintenance and Protection of Traffic, article 9.71.03, 2nd paragraph stating “The details of the working drawings shall include...barriers, signing and drainage.”</p>	F	4
69.	<p>Plan sheets 01.04.046, 01.03.170 & 01.03.179 indicate temporary sheet piling is to be used to support pavement during stage construction; however, no item for temporary sheet piling exists. Is the temporary sheet piling to be paid under item #0714050A – Temporary Earth Retaining System?</p> <p>Response: Temporary shall piling should be paid for under item #0714050A – Temporary Earth Retaining System.</p>	F	4
70.	<p>The easement area shown on Plan Sheet 01.03.063 – Grading Plan at the Dock Shopping Center, in the area</p>	F	4

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	<p>granted to the property owner under the new Moses Wheeler Bridge does not show the new underground electrical duct bank recently installed by the property owner. This duct bank appears to be in direct conflict with the Proposed Underground Infiltration System for the bridge. Please verify if the new duct bank (not shown on the plans) interferes with the Proposed Underground Infiltration System.</p> <p>Response: Existing and relocated duck bank locations are shown on revised drawing sheets 01.03.031A4, and 01.03.088A included in Addendum No. 4.</p>		
71.	<p>Plan Sheet 01.03.028 – Miscellaneous Details Profile Noise Barrier Wall appears to be missing the proposed profile from station 0+540 to 0+751. Please provide.</p> <p>Response: Proposed profile from station 0+540 to 0+751 is shown on plan sheet 01.03.028.</p>	F	4
72.	<p>Reference Plan Sheet 01.03.014 Note 9 states that “the removal and disposal of old construction debris and objectionable materials will be paid under item #0201001 – Clearing and Grubbing.” The Contractor during the bid process cannot determine the quantity and/or type of material that may be encountered in the way of “old construction debris and objectionable materials”. Will the Department consider providing a separate pay item for this work with an estimated value? This will eliminate having the Contractor inflate their proposal to account for this unknown material.</p> <p>Response: Note 9 on Sheet 01.03.014 has been revised to read “around the area of the wet pond location” included in Addendum No. 4. No separate pay item will be added.</p>	F	4

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73.	<p>Reference Item #0100600A – CONSTRUCTION ACCESS, the work trestles on the project are to be removed at the end of the project and to be only used by the Contractor and his Subcontractors. Since the Contractor is ultimately responsible for the design of the trestle, means, methods and materials should conform to the contractors loading. Will the State eliminate the following from the specifications?</p> <p>ITEM #0100600A – CONSTRUCTION ACCESS:</p> <p>“Materials (page 285) Steel piles shall conform to the requirements of Section 7.02 and M.09.02, except that materials shall conform to the requirements of ASTM A53, Grade B. Steel for supports shall conform to ASTM A709M, Grade 250 or Grade 345, and shall also conform to the requirements of M.06. Timber shall be No. 2 or better Pressure Treated Southern Yellow Pine rough cut or dressed. Sawn lumber shall comply with the requirements of AASHTO M168. Pressure treatment shall be CAA in accordance with AWWA P-5, 40.1 kg/m3 and shall comply with the requirements of AASHTO M133. All cut surfaces and holes made subsequent to the pressure treatment shall be treated in accordance with AWWA Standard M4. Bulkheads for containment of fill shall conform to the requirements of Special Provision for Item #0714050A – Temporary Earth Retaining System.</p>	F	4
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	<p>Fill shall consist of sound, tough, durable particles of crushed or uncrushed stone and gravel, and shall be washed or well screened to eliminate any fine particles. Fine particles are herein defined as any materials passing the 5 mm square mesh sieve.</p> <p>The design life of the trestle shall be at least 10 years. Therefore the 607mm diameter steel pipe piles shall have an additional sacrificial wall thickness of 1.5mm. Other steel members, with two exposed faces will have an additional sacrificial thickness of 3mm.”</p> <p>Construction Methods (pg 286) “The design of all trestle components including, but not limited to, decking, floor beams, stringers, piles and sheeting shall be done by Service Load Method. All allowable stresses shall be in accordance with the latest edition, including interims, of the AASHTO Standard Specifications for Highway Bridges.”</p> <p>Response: The Specification provides a minimum requirement for the construction of the trestle. The Contractor is ultimately responsible for the design of the trestle, means and methods and specified therein. If the Contractor's means and methods require loads on the trestle in excess of the current design, the increased burden and expense will not be considered, but will be included in the bid price for the item.</p>		
74.	<p>Reference Item #0522410A through Item #0522486A - POT, SPHERICAL OR DISC BEARINGS Concrete Option, please provide a table for the location of the bearings as shown on drawing 04,09,116 of the Steel Option?</p> <p>Response: POT, SPHERICAL OR DISC BEARINGS of specified capacity shall be provided in accordance</p>	F	4

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77.	<p>Reference Item #0406161A – NOVACHIP-TYPE B, 60,000 SM of NOVACHIP equates to approximately 8,200 tons of NOVACHIP at 1” thickness. Currently, the typical asphalt escalation clause does not include any adjustment for a NOVACHIP product (only Superpave and Marshall mixes are included in the adjustment formulas). Given the quantity of mix and the timeframe of placement (several years from the bid date), it is critical to include an adjustment item for this operation. Would the State consider including Item #0406161A – NOVACHIP, TYPE B in the asphalt escalation clause?</p> <p>Response: Novachip has been added to Item #0406999A – Asphalt Adjustment Cost and included in Addendum No. 3.</p>	F	4
78.	<p>Reference Plan Sheet 01.04.037 – M&PT Stage 2, a layer of Novachip-Type B is called for on the new Southbound side from Station 1+720 to 2+240 (which extends across a portion of Bridge 00135. Reference Plan Sheet 03.08.007A1 – general Notes, under the Bituminous Concrete Overlay section, it states that “once all stage construction is complete, perform micromilling of the entire bridge wearing surface to a depth of 16mm. Once all milling is complete, resurface the entire bridge with 16mm of Novachip-Type B.” Is it the Department’s intent to mill the previously placed (Stage 2) Novachip-Type B and replace it with new Novachip?</p> <p>Response: Micromill to a depth of 16mm below the finished grade and place the 16mm final course of Novachip –Type B. See revised sheet nos. 01.03.005, 01.03.006, 02.06.006, 02.06.033, 02.07.002, 03.08.007, and 04.09.007 included in Addendum No. 4.</p>	F	4

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79.	<p>Reference M&PT Plan Sheets that indicate a layer of Novachip-Type B being placed in certain areas in stage 1 and 2, but not shown to be completed full width in Stage 3. Is it the Department’s intent to remove this Novachip before final full-width overlay in the last stage or to overlay over the Novachip? Please clarify what is required in these areas.</p> <p>Response: All wedge courses and all Novachip – Type B on the roadway approaches must be removed before placing the final course of HMA 50.5. See revised sheet nos. 01.03.005, 01.03.006, 02.06.006, 02.06.033, 02.07.002, 03.08.007, and 04.09.007 included in Addendum No. 4.</p>	F	4
80.	<p>Reference M&PT Plan Sheets 01.04.043, 01.04.045, etc, the plans indicate milling a keyway and placing a wedge course of pavement during stage construction. Since an item for Milling Pavement Transitions does not exist, how will this milling be paid for?</p> <p>Response: Milling is to be paid under Item #0406285A – Fine Milling of Hot Mix Asphalt</p>	F	4
81.	<p>Why are there two specifications in the special provisions for Item #0603893A that appear to be identical? One on pages 589-590 and one on pages 591-592. The item is for Temporary Slab Support at Bridge No. 00133.</p> <p>Response: Pages 591 and 592 have been deleted. See Addendum No. 3.</p>	F	4
82.	How are the slab supports for Bridge No. 00132 paid?	F	4

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	Response: Slab supports for Bridge No. 00132 are not required.		
83.	Reference Addendum #1 Sheet 04.09.086A1. The last line in Note 6 of this drawing is not readable. Please re-issue this drawing with the note corrected.(KA – FI) Response: Note 6 on sheet no. 04.09.086 has been clarified and drawing included in Addendum 3.	F	4
84.	Spec Section/Bid Item Numbers 0204210A and Spec Section/Bid Item Number 0204213A appear to be duplicated sections with slightly different bid item numbers. Please confirm that 0204210A should be deleted and the 0204213A is the item for Handling Contaminated Groundwater for this project. (KA – FI) Response: Item #0204210A – Handling Contaminated Groundwater has been deleted Addendum No. 3.	F	4
85.	Special Provisions – General (pg 56) Qualifications for the Balanced Cantilever Erection Foreman reference “cable stay erection”. Please clarify. (MF – FI) Response: The specification entitled "Notice to Contractor-Specialized Work and Qualifications" Has been revised by addendum No. 4, "cable stay erection" should read "balanced cantilever erection" .	F	4
86.	Special Provisions – General (pg 56) Qualifications for the Concrete Alternate Geometry Control	F	4

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	<p>Surveyor reference “form traveler”. Please clarify. (MF – FI)</p> <p>Response: The specification entitled "Notice to Contractor-Specialized Work and Qualifications" Has been revised by addendum No. 4, "from traveler" should read "balanced cantilever"."</p>		
87.	<p>Special Provisions – General (pg 58) Qualifications for the Steel Erection Foreman reference “steel box girder superstructure”. Please clarify. (MF – FI)</p> <p>Response: The specification entitled "Notice to Contractor-Specialized Work and Qualifications" Has been revised by addendum No. 4, "steel box girder" should read "steel girder".</p>	F	4
88.	<p>Special Provisions – General (pg 126) Liquidated damages are specified for track outage periods, however, paragraph (d) states that these penalty charges shall not preclude the rights of the State to recoup other losses. Please clarify what other losses are contemplated. Open ended liabilities are difficult if not impossible for the contractor to assume. (MF – FI)</p> <p>Response: No other losses are contemplated at this time. The language included on page 129 will not be revised.</p>	F	4
89.	<p>Reference Sheets 03.08.085, 03.08.086 for the Show Transmission Units and Sheet 03.08.086 for the bridge drainage. A conflict of mounting location exists between the Shock Transmission Units (STUs) and the Bridge Drainage system in the Structure Bidding documents. Shock</p>	F	4

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	<p>Transmission Unit Layout plan (Sheet No.: 03.08.085) shows the locations of the STUs in the center of the piers and Shock Transmission Unit Details (Sheet No.: 03.08.086) Pier Section Detail shows the ‘segment mounting bracket’ in either adjacent segment.</p> <p>Bridge Drainage Detail I (Sheet No.: 03.08.182) ‘Section A-A’ shows the Bridge Drainage system downspout piping and hopper to be mounted along the centerline of the pier. These two drawings present a conflict between the two mounting locations of each system, STUs and Bridge Drainage. Please clarify the appropriate mounting locations for each system. (DV – KBM)</p> <p>Response: Sheet No. 03.08.182 has been revised by Addendum No. 3.</p>		
90.	<p>Reference drawing 01.03.067. A note at the top center of the drawing calls out for the removal of the existing weigh scale. Please provide details on this weigh scale.(MB)</p> <p>Response: Weigh scale equipment was removed under previous contract. No further work required. Note has been removed and revised drawing 01.03.067 will be included in Addendum No. 4.</p>	F	4
91.	<p>Reference USACOE Permit, Connecticut DEP Permit and US Coast Guard Permit as well as Spec section 0974415A. The above referenced permits prohibit demolition of the existing river piers between April 1st and June 30th. The contract specifications prohibit demolition of the river piers between April 1st and July 31st. Please verify the window in which demolition of the existing river piers is prohibited. If window is from April 1st to July 31st – the reason for the extended period. (MB)</p>	F	4

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	Response: A revised US Coast Guard Permit has been issued in Addendum No. 3.		
92.	<p>Reference sheet 02.06.025 and Bid Item #0521021A. In the basis of payment subsection of the "Steel Laminated Elastomeric Bearings" bid item, it states that the price shall include all vulcanized external load plates. In the contract drawings on sheet 02.06.025, note 4 states that all other steel in bearing including sole plates and load plates shall be paid for under "Structural Steel (Site No. 2)". Please verify that the vulcanized external load plates for the bearings will be paid under Bid Item #0521021A "Steel Laminated Elastomeric Bearing". (DH)</p> <p>Response: Vulcanized external load plates for elastomeric bearings are paid for under Item#0521021A - Steel Laminated Elastomeric Bearings as stated in the Basis of Payment of the Special Provision. Sheet No. 02.06.025 is revised by Addendum No. 4.</p>	F	4
93.	<p>Reference Bid Item #0603373A and #0603374A. The method of measurement section includes "connection plates" as part of the "fabricated weight". The contract drawings show both connection plates and splice plates. Are splice plates to be included in the "fabricated weight" for the method of measurement in the "Materials for Structural Steel (Site Nos. 3&4)" bid item? (DH)</p> <p>Response: Splice plates are considered elements of steel framing and included in the structural steel Fabricated Weight.</p>	F	4

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94.	<p>Reference sheets 02.06.027 & 02.07.023. Note 2 at the bottom of sheet 02.06.027 states that the cost of furnishing the drainage support hardware should be paid in the bid item for “38mm PVC Plastic Pipe”. Note 1 on sheet 02.07.023 states to have the same hardware paid for in the “Structural Steel (Site No. 3)” bid item. Please clarify it was your intent to have the same hardware paid for in different bid items at their different respective locations.(DH)</p> <p>Response: The cost of 38mm PVC Plastic Pipe, rubber hose, hose clamps and U-bolts are paid for under Item #0513003A. Connection plates and connection plate hardware are paid for under the respective structural steel item.</p>	F	4
95.	<p>Reference Drawing STR-01/Sht 02.06.033. Please confirm that the concrete for the diaphragms for bridge 6613 is paid under item 0601201 “Class F Concrete”. (SH)</p> <p>Response: Class “F” concrete shall be used for the bridge deck, parapets, approach slabs and diaphragms.</p>	F	4
96.	<p>Reference Drawing STR-43/Sht 04.09.044 and STR-44/Sht 04.09.45. Please confirm that the concrete for the parapets on Wing walls 1A and 1B of Bridge 135 is “Class A” and paid for in the applicable “Class A Concrete” Bid Item.(SH)</p> <p>Response: Class “A” concrete shall be used for the parapets of U-Type wings.</p>	F	4

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97.	<p>Reference Drawing STR-35/Sht 04.09.036 and Drawing STR-40/Sht 04.09.041. The Plan of Abutment 2 on STR-35 at Section C-C shows the face of the wall .3M from the edge of the footing. However, Section C-C on STR-40 shows the face of the wall 1.5M from the edge of the footing. Please clarify which dimension is correct and provide revised drawings accordingly.(SH)</p> <p>Response: The stem wall is 300mm from the edge of footing. Sheet 04.09.041 will be revised in Addendum No. 4.</p>	F	4
98.	<p>In Spec #0901003A- Steel Bollard the description indicates “the purpose of the bollard is to protect the relocated fire hydrant in the parking area on The Dock Shopping center property. The locations of steel bollards are as shown on the plans.” Aside from the additional locations for steel bollards, I am unable to locate the relocated fire hydrant on the drawings with steel bollards. Please clarify specification or provide drawing with location and required quantity of steel bollards. (CD)</p> <p>Response: Fire hydrants and associated steel bollards have already been relocated and installed under previous contract. No further fire hydrant work required. Spec #0901003A – Steel Bollard has been revised and included in Addendum No. 4.</p>	F	4
99.	<p>Drawing 04.09.133, in reference “Typical Parapet Reinforcement Detail” and “Typical Median Parapet Reinforcement Detail”, the bottom of the deck slopes from the outside edge of the top flange of the girder to the face of the parapet. With varying elevations of the top of</p>	F	4

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	<p>overhanging deck and top of adjacent girder, is it the engineer’s wish that the angle of slope on the bottom of the deck remain constant and the deck thickness vary, or the deck thickness remains constant and the slope of the bottom of the deck varies? Please clarify this detail and confirm whether the direction regarding Bridge 135 will apply to bridges 133, 134 and 6613 as well.</p> <p>Response: The intent is to maintain a constant deck thickness as per detail “A” and “B” on dwg. 04.09.133. This same treatment applies to bridges 133, 134 and 6613.</p>		
100.	<p>Contract drawings call for a maximum per cell movement of 38 mm of movement parallel to the expansion joint. There is also a note on the contract drawings calling for "center beams shall be attached to support bars using a full penetration weld". The contract special provisions for Modular Expansion Joints calls for "each separation beam shall be supported by an independent support bar, which is welded to the separation beam". We are not aware of any modular expansion joint device that can accommodate 38 mm of transverse movement per cell while having center separation beams individually welded to independent support bars. Please clarify if the transverse movement requirement shown is incorrect or not required or if a seismic (swivel) type expansion joint is required at these two abutment locations.</p> <p>Response: Note 7 text was deleted and replaced with “Maximum allowable movement per cell shall not exceed 80mm normal to joint.” Sheet No. 03.08.178 has been revised in Addendum No. 4.</p>	F	4
101.	<p>Special provisions call for a modular expansion joint with 800 mm movement capacity, while the contract</p>	F	4

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	<p>drawings show an 11 cell joint with 80 mm movement capacity per cell, normal to the joint. Which movement capacity is correct, 800 mm or 880 mm?</p> <p>Response: The required expansion joint movement capacity is 800mm. The 80 mm movement is a maximum allowable.</p>		
102.	<p>I understand that CTDOT has a filtration trailer on site. Is it your intent to use that trailer for treating the water, and or will you need a similar filtration system on the other side of the water ? I just want to know if I should omit the filtration portion of my system from my quotations. Also, is there any forecast of the amount of water to be stored on site for treatment?</p> <p>Response: The tanks and portable filtration system will be removed from the site after the completion of the Foundations Project. Filtration will be required as specified in Item No. 0204213A – Handling Contaminated Groundwater. There is no forecast of the amount of water to be stored on site for treatment. This will depend on the Contractor's operations.</p>	F	4
103.	<p>What is the allowable flow rate for the treated groundwater for discharge to sanitary sewer? (Specs per page 326, Handling Water)</p> <p>Response: An allowable flow rate can not be provided at this time. This will be determined after discussions with the POTW at the time the discharge permit is secured by the Contractor.</p>	F	4

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104.	<p>Please clarify what is meant by “...strain due to jacking...” located in Special Provision Item #0514310A-Post-Tension Pier Cap, Shop Drawings, Item 1. We have never seen it phrased in this manner.</p> <p>Response: Strain shall be construed to mean elongation per unit length. Special Provision #0514310A has been revised in Addendum No. 4.</p>	F	4
105.	<p>The General Notes for Structures #06613 (Plan Sheet #02.06.033A1) and #00134 (Plan Sheet 02.07.002A1) state that the use of remain-in-place forms are not allowed. Considering that the use of stay-in-place forms has become more common in recent years in the State, would the Department consider allowing remain-in-place forms on these two bridges?</p> <p>Response: Stay-in-Place Forms will be allowed on Bridges 134 and 06613. See revised sheets 02.06.033A4 and 02.07.002A4 included in Addendum No. 4.</p>	F	4
106.	<p>Reference drawing 02.07.015. Bridges 00133, 00134 and 06613, in the abutment details drawings (ie-02.07.015) there are 40 mm dia. Pvc pipe drains at 3000 mm spacing. There is no separate bid item for 40 mm pvc pipe. Is this supposed to be 38 mm pvc pipe included in Bid Item 0513003A, or is this item incidental to the abutment concrete? (CD)</p> <p>Response: The 40mm pvc pipe is incidental to the abutment concrete.</p>	F	4
107.	<p>Reference drawings 02.06.006; 02.06.033; and 02.07.002. In the General Notes section labeled</p>	F	4

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	<p>“Superpave Overlay” the note states that the first course for bridge decks shall be a 25mm course of 4.75mm Superpave. However, there is no bid item for 4.75 mm Superpave. Please clarify which bid item this to be paid under. (SC)</p> <p>Response: Superpave has been replaced by HMA pavement. See NTC –Overlay Mix Designations included in Addendum No.4.</p>		
108.	<p>Reference drawing 01.03.063. In the typical section – bituminous concrete pavement under and adjacent to the Moses Wheeler Bridge, it says that the top layer of bituminous concrete is to be class 2 concrete, even though there is no class 2 concrete bid item. Please clarify which bid item this is to be paid under. (SC)</p> <p>Response: Bituminous concrete pavement has been replaced by HMA pavement. See NTC –Overlay Mix Designations included in Addendum No. 4.</p>	F	4
109.	<p>Reference drawing 02.06.003. Looking at the “Typical Section During Stage 1 and 2” it shows the temporary pavement is supposed to be 37.5mm Superpave. However, there is no bid item for 37.5mm Superpave. Please clarify which bid item this is to be paid under. (SC)</p> <p>Response: Wherever Superpave 37.5mm appears on the Bridge No. 00132 plans it shall be construed to mean HMA S0.5. See revised NTC – Overlay Mix Designations included in Addendum No. 4.</p>	F	4

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110.	<p>Reference Drawing 04.09.084A1 – Revisions made per addendum #1 reduced the length of the top flange TF12 by 100mm but the corresponding lengths did not change on BF12 as well. Please advise if the dimensions for BF12 are correct as all other top and bottom flange lengths correspond with each other? (JL)</p> <p>Response: Reference Sheet No. 04.09.084A1. Plate lengths shown for TF12 are correct. BF12 plate lengths are equal to TF12 plate lengths.</p>	F	4
111.	<p>Reference Drawing 04.09.054. Note 6 on drawings 04.09.054 of the Steel Alternate package identifies the Pier Columns and Caps to be mass concrete. The note also makes reference to the mass concrete section of the special provisions. The corresponding Pier Column drawings in the Precast Concrete Alternate package do not show the same note. Please define which structural elements should be classified as Mass Concrete. (DV)</p> <p>Response: The Pier Columns for the Concrete Alternative shall be classified as Mass Concrete.</p>	F	4
112.	<p>Reference Drawing 02.06.008A1. In Addendum 1, STR-03 (02.06.008A1), the table of quantities shows 5 m of 50 mm RMC in structure. The previous version of this drawing did not have this item included and none of the plans for Bridge 00133 show 50 mm RMC in this structure. Where, if at all, is this conduit located? (CD)</p> <p>Response: The 50mm RMC should not have been added in Addendum No. 1. Revised sheet no.</p>	F	4

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	02.06.008A4 is included in Addendum No. 4.		
113.	<p>Reference Drawing 05.10.027A1. In Addendum 1, Drawing E-1 (05.10.027A1) shows chain link fence and gates to be installed in various locations. This drawing appears to duplicate or conflict with drawing HWY-6 (01.03.071).</p> <ul style="list-style-type: none"> a. HWY-6 shows temporary 1.8 m high CLF from approx. Sta. 2+530 to 2+765. E-1 shows permanent 1.8 m high CLF from approx. Sta 2+560 to 2+755 with a 4.8 m double gate. Is the intent of the drawings to install the temporary fence for the duration of the project and then reconfigure the fence and install a gate to leave as permanent fence? Or install the temporary fence for the duration of the project and then remove and install permanent fencing with the gate? b. The E-1 drawing indicates that it matches up with drawings HWY-4 and HWY-6. However, according to the station numbers, E-1 would match up with HWY-5 and HWY-7. Regardless, please provide the length that the 1.8 m chain link fence goes along the southwest direction past the match line at station 2+560. c. Are the quantities of fence and gate included in the bid item quantities or will the bid item quantities now increase? (CD) <p>Response: Drawing E-1 is INFORMATION ONLY drawing for utility-sidera networks. Ignore the proposed information.</p>	F	4
114.	Reference Drawing 05.10.027A1. In Addendum 1, Drawing E-1 (05.10.027A1) indicates to	F	4

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	<p>relocate wood pole and overhead electric service for billboard. Is this work to be performed under Contract 138-221? What bid item does this work get paid under? (CD)</p> <p>Response: Drawing E-1 is INFORMATION ONLY drawing for utility-sidera networks. Ignore the proposed information.</p>		
115.	<p>Reference Drawing 01.04.021A1. Drawing TCS-1 (01.04.021A1) shows 50mm RMC with 20/3 cable. There is no separate bid item for 3 conductor no. 20 cable. What item is this paid under? (CD)</p> <p>Response: Item is to be paid under Item #1113552 – Detector Cable (Optical) (Modified).</p>	F	4
116.	<p>Reference Drawing 01.04.063. Drawing ILL-8 (01.04.063) shows 75 mm RMC under roadway with 4 #3/0 AWG. There is no separate bid item for no. 3/0 conductor. What item is this paid under? (CD)</p> <p>Response: Item #1012059 No. 3/0 single conductor has been included in addendum no. 4.</p>	F	4
117.	<p>The length of TF11 & BF11 was shortened by 99mm in the "Girder Schedule" in Addendum #1. However, the combined length of girder line G1 in the "Girder Length" table (lower right, same page) was not adjusted in the addendum as well. Please confirm that the overall length of G1 should have been shortened accordingly in the addendum with the reduction of the girder 11?</p>	F	4

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	(DH) Response: Reference Sheet No. 04.09.083A1. The dimensions in table <i>Girder Length</i> are correct. Dimensions “L1”, “L2”, “L3”, “L4” and “L5” in the table are measured center line to center line bearing. Girder Elevation dimension “L1”, “C” and “TF1” are measured to the center line bearing Abutment 1. The 400mm extension beyond the center line bearing Abutment 1 is not included in the dimensions noted. Shear stud spacing for Unit 1 girders are applied from center line bearing Abutment 1 to centerline bearing Abutment 2.		
118.	Please confirm that the temporary support system designed for the median of Bridge 133 continues across the entire 25m bridge span from abutment to abutment. (DH) Response: Reference Sheet No. 02.06.012. Each construction stage shown is typical for the entire length of Bridge No. 00133.	F	4
119.	Reference Notice to Contractor. In notice to contractor it gives us direction on how to coordinate with utility service providers (AT&T, Cable Vision, Metro North Railroad) For AT&T and Cable Vision we are to notify the companies 30 days prior to when their cables/fiber installation can begin, for Metro North we are to notify 30 days prior to final cutover connection. There is no mention of the required schedule or deadlines for their work. Please clarify how long each company will be given to complete their work, as this could have a significant impact on the Contractor’s schedule. (BM)	F	4

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	Response: Completing the utility conduit structure as soon as possible on the Stage 1 bridge will allow the utility companies adequate time to relocate into the utility conduit structure. Coordination with the utilities during construction will allow the relocation to proceed in a timely manner.		
120.	<p>Reference Drawing 04.09.086. The painting requirements for bridges 132 (sheet 02.06.002), 133 (Sheet 02.06.006), and 134 (Sheet 02.07.002) are clear, however there seems to be some discrepancies in the specs for the painting of bridge 135. Note 13 of drawing No. STR-85 states “All ends of girders shall be painted for a distance of 5,000 mm with a three coat shop applied system. This includes all abutment pier 5 and pier 9 end diaphragms, utility and drainage supports within this distance.” In section 28 of CTDOT section 6.03 “General” the last sentence states that “weathering steel is not to be painted”. CTDOT standard M.06 Section 1(b) defines “weathering steel” as being used in bare, unpainted applications. We assume that this means that the girders are to be weathering steel but all steel within 5,000 mm from the ends of the girders is to be painted and the work is limited to steel at the abutments, pier5 and pier 9. Please clarify. (JL)</p> <p>Response: The painting requirements for Bridge No. 00135 structural steel shall be in accordance with the project plans and specifications. Per Form 816 Section No. 1.05.04 plans take precedent over Standard Specifications.</p>	F	4
121.	The Special Provision for Item No. 1600001A – Fuel Cost indicates that FC can equal 1.5% of the original	F	4

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	<p>contract amount. Under Basis of Payment the amount for Fuel Cost is limited to 1.0% of the original contract amount. Which percentage is correct?</p> <p>Response: The FC is limited to 1.5% of the total bid. However, the contractor will only receive 1% of the total bid throughout the contract. After all work is completed, the contractor will be paid the remaining 0.5%, if achieved.</p>		
122.	<p>Can the graphics handout from the pre-bid presentation be made available on the FTP site?</p> <p>Response: Graphics will be made available on FTP site.</p>	F	4
123.	<p>Can the Powerpoint presentation from the pre-bid presentation be made available on the FTP site?</p> <p>Response: Powerpoint presentation will be made available on FTP site.</p>	F	4
124.	<p>Can we get a copy of the latest construction schedule for Project No. 138-232, Moses Wheeler Bridge Foundations.</p> <p>Response: Information regarding the Project No. 138-232 Schedule is included in the <u>Notice to Contractor - Limitations on Access to Work Area</u>. This issue was mentioned during the Pre-Bid Conference (link http://www.ct.gov/dot/moseswheelerprebid)</p> <p>The Project remains on schedule for completion by November, 2011</p>	F	4

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125.	Concrete Option Special Provision Item #0601549A – Post Tensioning Tendons, Section4c: please clarify if post-tensioning duct manufactured from polypropylene will be accepted. Response: Post-tensioning duct fabricated from polypropylene is acceptable.	F	4
126.	Concrete Option Special Provision Item #0601549A – Post Tensioning Tendons, Section4f, Protection of Prestressing Steel:…Please clarify the Spec as it pertains to shipping containers and MIL-P-3420 corrosion inhibitor type packaging. Response: Special Provision Item No. 0601549A – Post Tensioning Tendons has been deleted by Addendum No. 3, however the requirements of Section 4(f) are included in the new special provision Item No. 0514420A- Segmental Concrete Post-Tensioned Superstructure and have not been changed. The paragraphs included in Section 4(f) were taken from an FHWA “Post-Tension Tendon Installation and Grouting manual” and is not being clarified.	F	4
127.	Please reference plans 02.06.033 and 02.07.002, Bridge 06613 and Bridge 00134 notes; both plans note that remain-in-place forms are not allowed on these structures but their use is allowed on bridges 00133 and 00135 (main span). Please consider allowing their use on these bridges as well to save time and cost. Response: Stay-in-Place Forms will be allowed on Bridges 134 and 06613. See revised sheets 02.06.033A4 and 02.07.002A4 included in Addendum No. 4.	F	4

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128.	The top of slab elevations for Bridge No. 00135 in the tables on plan sheets STR-124 through 128 do not indicate where they are taken from. Are they taken from the top of the 230 mm concrete deck or from the finish grade on top of the 75 mm HMA wearing course? Response: The published top of slab elevations for Bridge No. 00135 apply at the top of concrete deck, 75mm below the finished surface.	F	4
129.	How will the construction entrances as shown on MDS-7 be paid? Response: For payment, see Construction Entrance detail, note 2, on MDS-7, sheet no. 01.03.015..	F	4
130.	Please clarify location and limits of Item 0912605 Reset Metal Beam Rail (Type R-B 350). Response: Limits of Item #0912605 - Reset Metal Beam Rail (Type R-B 350) have been shown on sheet no. 01.03.066 and included in Addendum No. 4.	F	4
131.	These questions pertain to Item 0701020A – Fender System along with plans 04.09.073 & 074: a) The plans call for stainless steel bolts and nuts while the specs require hot dipped galvanized A307 bolts and nuts. Please clarify. b) The Fender Wale Detail on plan 073 shows two (2) bolts connecting wales to single piles at non-splice locations but Section A-A on plan 074 shows one (1) bolt for these locations. Please	F	4

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	<p>clarify.</p> <p>c) Note 11 on plan 04.09.179 (for existing fender removal) references Sheet No. 2 for estimated pile lengths. As this plan has not been included, please provide the existing pile lengths.</p> <p>Response: a) Bolts, nuts, washers, etc. shall be hot dipped galvanized. See revised drawings 03.08.081, 03.08.127, 04.09.073 and 04.09.074.</p> <p>b) Wale connections to single piles require one (1) bolt at non-splice locations. See revised drawings 03.08.081 and 04.09.073.</p> <p>c) The following information is taken from existing plans and is provided for informational purpose only:</p> <table border="1"> <thead> <tr> <th>Fender Pier No.</th> <th>Estimated Range of Pile Lengths</th> </tr> </thead> <tbody> <tr> <td>3W</td> <td>42' – 44'</td> </tr> <tr> <td>2W</td> <td>56'</td> </tr> <tr> <td>1W</td> <td>45'</td> </tr> <tr> <td>1E</td> <td>45'</td> </tr> </tbody> </table>	Fender Pier No.	Estimated Range of Pile Lengths	3W	42' – 44'	2W	56'	1W	45'	1E	45'		
Fender Pier No.	Estimated Range of Pile Lengths												
3W	42' – 44'												
2W	56'												
1W	45'												
1E	45'												
132.	<p>Regarding the demolition of Pier 5E, the pier removal limit Elev. “A” stated on plan 04.09.166 is +1.3 M. Plan 01.03.013 Section A-A indicates removal to Elev. -0.30 M. Please clarify.</p> <p>Response: Ele. -0.30 m shown on Sheet No. 01.03.013 takes precedent over the Elev. Shown on Sheet No. 04.09.166. Revised sheet no. 04.06.166A4 are included in Addendum No. 4.</p>	F	4										
133.	<p>Plan 04.09.084A1 as issued with Addendum No.1 shows revised TF12 lengths in the Plate Girder Schedule.</p>	F	4										

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	<p>These new top flange lengths no longer match the bottom flange lengths; which lengths are correct?</p> <p>Response: Plate lengths shown for TF12 are correct. BF12 plate lengths are equal to TF12 plate lengths.</p>		
134.	<p>Please cloud or somehow indicate plan changes per these addenda as it often requires an inordinate amount of time to locate them. For instance, what change(s) was made to plan 04.09.047A1?</p> <p>Response: Addendum 1 drawings were replaced in their entirety. Clouds will be used to indicate revisions to drawings in forthcoming addendums.</p>	F	4
135.	<p>On bridge no. 00133, sheet 02.06.025, elastomeric bearing pad note 4 calls for sole and load plates to be paid under item "Structural Steel (Site no. 2)". Note 5 calls for the load plate to be hot bonded to the elastomeric bearing pad during vulcanization. So, this load plate really should be paid under the bearing item, not the steel item. Will this be changed?</p> <p>Response: Notes 4 and 5 on sheet no. 02.06.025 have been revised in Addendum No. 4. Sole plates will be paid for under Item No. 0603062A – Structural Steel (Site No. 2). Load plates will be paid under Item No. 0521021A – Steel-Laminated Elastomeric Bearings.</p>	F	4
136.	<p>On bridge no. 00134, sheet 02.07.020, there is an embedded plate shown in Section B-B, keeper block details. This plate requires a 13 mm Adiprene material, vulcanized to the plate. First of all, Adiprene is not a rubber material, so it would not be "vulcanized" like a rubber bearing pad.</p>	F	4

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	<p>a. Would adhesive bonding be acceptable? b. Is there a material specification available? c. Is this Adiprene material even necessary? It is unusual for these embedded plates to require any sort of bumper pad material.</p> <p>Response: Substitute Elastomer having a Shore “A” durometer hardness of 50 for the Adiprene. See Revised Plan Sheet No. 02.07.020 included in Addendum No. 4.</p>		
137.	<p>Sheet No.: 01.03.071 Near the top of the sheet in the middle there is a box with "LIMITS OF TYPE R-B CURVED GUIDE RAIL TREATMENT". There isn't and item for this nor is there a size or detail.</p> <p>Response: Curved guide rail to be paid under Metal Beam Rail (Type R-B 350) – Item # 0910170A. Details have been added in Addendum No. 4 drawing no. HWY-910_02 – Metal Beam Rail (Type R-B 350).</p>	F	4
138.	<p>Please reference Notice to Contractor – Environmental Investigations, page 33 of the special provisions states “The Engineer shall determine if Handling Contaminated Groundwater is necessary in other areas outside of AOEC 9 within the project limits.” If so, will these other areas be considered extra work to be performed in accordance with 1.09.04 Extra and Cost-Plus Work since AOEC 9 is the only Groundwater AOEC area shown on the plans?</p> <p>Response: If encountered (as determined by the Engineer), the handling of contaminated</p>	F	4

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	groundwater outside of AOEC 9 will be considered extra work in accordance with 1.09.04 Extra and Cost-Plus Work.		
139.	<p>Reference Notice to Contractor – Tidal Wetland Mitigation Sites, page 60 of the special provision states “The contractor shall provide any construction access, haul roads, staging locations, and traffic maintenance for the Tidal Wetland work...All cost associated with these items are to be included in the general cost of the project” but these items of work are not shown on the plans or permits. Therefore, in order to provide the State with the most economical price, would the Department consider revising the specification to pay for these items under Item 0210820 Water Pollution Control?</p> <p>Response: NTC – Tidal Wetland Mitigation Sites will not be revised.</p>	F	4
140.	<p>Reference Notice to Contractor – Work on Railroad Property, page 103 of the special provision that states “If the contractor is delayed or suspended in the completion of the work by railroad operations, the contractor will be entitled to a time extension for every day... This extension of time will be considered non-compensable and the contractor will not be entitled to any compensation...”. In order to provide the State with the most economical price to the contract, would the Department consider revising the specification to pay for these cost in accordance with Form 816, Section 1.09.04 Extra and Cost-Plus Work?</p> <p>Response: The special provision entitled “Notice to Contractor – Work on Railroad Property” shall not be revised.</p>	F	4

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141.	<p>Reference Notice to Contractor – Existing IMS, page 35 of the special provision that states “Mark out of the IMS will not relieve the Contractor for repair of damage caused by the Contractor” but Form 816, Section 1.07.10 states “Repairs of State facilities located further than 1 foot (300mm) from the line delineated by such markers (mark out) shall be paid by the State”. Based on this, can the contractor rely on the wording in Form 816 (and the mark out within one foot) or does the special provision supersede Form 816 in this case and the contractor is responsible for all repairs even if the IMS (State facility) is further than 1 foot from the mark out? In order to provide the State with the most economical price to this contract, would the Department consider revising the specification to pay for these unknown cost in accordance with Form 816, Section 1.09.04?</p> <p>Response: Special Provision entitled “Notice to Contractor – Existing IMS” supersedes Form 816.</p>	F	4
142.	<p>Plan sheet 03.08.153, Erection Notes: Stage 1, Note 1.1, states “At expansion piers 1, 2, 3, 4, 10, 11, 12, & 13 temporary supports towers are necessary to stabilize the structure during cantilever erection (Note: design of support towers and stability of the structure during erection are the responsibility of the contractor)”. Is the contractor responsible for the stability of the structure during erection of spans at piers 5 – 9 where no temporary support towers are shown? If so, is the contractor responsible to design and construct any temporary supports necessary to maintain the stability of the structure during erection of spans at piers 5 - 9?</p> <p>Response: The Contractor is responsible for the stability of the structure until the structure is whole. A</p>	F	4

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	suggested method to temporarily support the starter segments at fixed Piers 5 thru 9 is provided on Sheet No. 03.08.160. The Contractor is responsible for the detail design of this system.		
143.	<p>Stage 11.3 on drawing 03.08.157 precludes locking cantilevers P10-D and P9-U together. The next step, Stage 12.1, notes the gantry is to be positioned at Piers 10 and 11 prior to further work. We anticipate stability issues launching the gantry from piers 9/10 to 10/11 without locking cantilevers P10-D and P9-U together. Furthermore, none of the subsequent stages on the Erection Notes specifically call out when the Span 10 midspan joint is to be cast. Please advise.</p> <p>Response: Sheet no. 03.08.157 is hereby revised in Addendum No. 4 and states:</p> <p>After Stage 11.3 and before Stage 12.1: Use strongback system to lock together upstation cantilever at Pier 9 and downstation cantilever at Pier 10. Do not cast closure joint at this time. Use Temporary Blocking Procedure for Jacking Closure Span 7 at Span 10 closure joint. Apply procedure outlined in steps 9.3 through 9.5 between segments P9-U17 and P10-D13. Release stabilizer arm at segment P10-U4.</p> <p>After Stage 12.4 but before Stage 13.1: Destress temporary top post tensioning bars at Span 10 midspan closure. Destress temporary contingency tendons and remove temporary closure joint blocking. Cast closure joint in Span 10. When closure joint concrete has reached a strength of 2435 mPA stress continuity tendons 201 through 207.</p>	F	4

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144.	<p>While reviewing the specifications for Moses Wheeler Bridge (Bid Number #138-221), I was unable to find a Buy America provision. Typically, projects that are federally aided fall under the Buy America clause. I see that this project has a federal aid number (F.A.P. # 0951(196)) and was wondering if there is a Buy America clause that I may have missed.</p> <p>Response: There is no special provision addressing Federal Buy America requirements. Article 1.06.01 - Source of Supply and Quality, in the Standard Specifications, Form 816 govern the Federal Buy America requirements for this Contract.</p>	F	4
145.	<p>Could you please make available to me he following specifications; 0601005 Class A cement concrete and 0601201 Class F cement concrete</p> <p>Response: See CTDOT Form 816, Section 6.01 http://www.ct.gov/dot/cwp/view.asp?A=3517&PM=1&Q=417952</p> <p>and special provision entitled “Section 6.01 – Concrete for Structures” included in Addendum No. 4.</p>	F	4
146.	<p>Stainless steel bolts as well as stainless steel heavy hex nuts in conjunction with galvanized plate washers for timber to timber connections are shown on drawing STR-72 in Volume 4 of the plans however, the specification outlined on page 618 of the special provisions states that all bolts, nuts, and washers, connecting timber to timber components shall conform to ASTM A307 and be hot dipped galvanized. Which is correct?</p>	F	4

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	Response: Bolts, nuts, washers, etc. shall be hot dipped galvanized. See revised drawings 03.08.081, 03.08.127, 04.09.073 and 04.09.074.		
147.	The special provision for bid item #0701110A Floating Dock System appears to be missing from the contract documents. Would Connecticut DOT please issue this specification? Response: See Item #0601329A – Precast Concrete Slab which includes Item #0701110A – Floating Dock System.	F	4
148.	Reference drawing 01.01.006A1. On Addendum #1 Sheet 01.01.006A1, quantities for Items in the 0507171A through 0507176A range (Hydrodynamic Separators) have been deleted. Are the Hydrodynamic Separators still included in this contract? (JB) Response: Hydrodynamic separators are still included in contract and there is one for each site as shown on bid sheets.	F	4
149.	Reference Bid Item 0219001. Bid Item 0219001 “Sedimentation and Erosion Control Plan” calls for 9,000 meters of Sedimentation Control System, but the Sedimentation Control Plan drawings only show about 5,300 meters. Please confirm that the bid item quantity is correct. (JB) Response: The quantity for Item No. 0219001 – Sedimentation Control System is correct. Extra quantity	F	4

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	is allowance for temporary construction.		
150.	<p>Reference drawing 02.06.005, note 1 of drawing 02.06.005 states that “the temporary barrier shown on this sheet shall be anchored onto bridge decks when it is used to protect a vertical drop off...” which is typical for all bridges. However, no mention is made about whether barrier protecting the grade separation on the roadway during stage 1 and stage 2 must also be anchored. Please advise. (SC)</p> <p>Response: A detail for anchored temporary barrier on approaches, sheet no. 01.03.031-4A4, has been included in Addendum 4.</p>	F	4
151.	<p>Reference drawing 04.09.109. Sequence 4 shows steel segment numbers 24 & 23. We believe they should be numbers 22 & 21. Similarly, Sequence 5 shows steel segment numbers 24 & 23. We believe they should be numbers 20 & 19. Please confirm. (KA-FI)</p> <p>Response: Sequence 4 erects steel girder segments 22 and 21. Sequence 5 erects steel girder segments 20, 19 and 18. Sheet no. 04.09.109 has been revised in Addendum No. 4.</p>	F	4
152.	<p>Reference drawing 04.09.109. Sequence 5 shows a reference to note 7. We believe the reference should be to note 2. Please confirm. (KA-FI)</p> <p>Response: Note 2 is correct. Unit 2 Suggested Erection Sequence Spans 6 thru 9 is illustrated on Sheet No.</p>	F	4

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	04.09.109, Sequence 5. Sheet no. 04.09.109 has been revised in Addendum No. 4.		
153.	<p>Reference drawing 04.09.160. Drawing STR-159 shows the profile of the west MNRR duct bank to intersect with two existing utilities, a 1200 mm RCP storm sewer and an electrical conduit. What is the size of the electrical conduit and what is it servicing? (CD)</p> <p>Response: Size and servicing of existing electric conduit is unknown.</p>	F	4
154.	<p>Reference Bid Item #1003904A. Bid Item #1003904A “Relocate light standard” is for relocating a light standard for temporary lighting. The specification does not indicate what is to be done with the light standard once the temporary lighting is no longer needed. Where do we get paid for removing the light standard permanently?(CD)</p> <p>Response: Removing temporary light standard which is no longer required shall be included in bid Item #1003906A – Remove Light Standard.</p>	F	4
155.	<p>Owner response to questions 21 and 22 indicate the existing traffic signal place will be available on DOT FTP site under folder 111-additional information. However, to date, these have not been posted. Please provide plans. (CD)</p> <p>Response: Traffic Signal plans will be uploaded to FTP site.</p>	F	4

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156.	Does the paint on the existing steel of bridges #133, #134, #135, and #6613 contain lead? (MB) Response: Lead paint is present on existing Bridge No. 00133, 00134 and 00135 structural steel.	F	4
157.	Reference Bid Item 0506001. Please identify where the details of the work for Item 0506001 – Concrete for Steps and Copings can be found in the Contract Drawings. (SH)\ Response: See dwgs. 01.03.088 and 01.03.040. Item #0506001 – Concrete for Stops and Copings covers the concrete channel detail.	F	4
158.	Reference Bid Item 0602053. Bid quantity for the “welded wire fabric” item #0602053 is listed as 50 kg. The “concrete cap” item #0821163A that the welded wire fabric appears to be a constituent of (sheet 02.06.029) has a bid quantity of 130 cubic meters. At a thickness of 100mm and a width of approximately 1.19 m, the length of the concrete cap would have to be approximately 1092.5 m to satisfy the bid quantity. At this length, the welded wire fabric would have an area of 1.09 m x 1092.5 m = 1190.825 square meters. The unit weight for the specified size welded wire fabric is 4.06 kg/sq. m, which yields a total weight of 4834.75 kg, which far exceeds the bid quantity. Please confirm if the bid item qty is correct. (JL) Response: The welded wire fabric constituent of the concrete cap is paid for under Item #0821163A Concrete Cap. It is not measured for payment. The 50 kg bid quantity for Item #0602053 is a constituent of	F	4

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	the concrete sill at Wet Pond No. 2. See Sheet no. 01.03.045.		
159.	<p>Reference Drawing 02.06.008. There is a bid item for “#16 dowel bar splicer system” but none for #29 dowel bar splicers. However, sheet 02.06.008’s table of quantities describes that bridge 133 should have 150 EA “dowel bar splicer system”. Please clarify where the #29 dowel bar splicers are paid. (JL)</p> <p>Response: The cost of the #29 threaded rod and #29 with dowel bar splicer as detailed on Sheet No. 02.06.017 will be included under the Item “Deformed Steel Bars”. The quantity of Item #0602885A - #16 Dowel Bar Splicer System – Epoxy Coated assigned to Bridge No. 00133 is revised to 780. #16 Dowel Bar Splicer System – Epoxy Coated is required along the deck slab and approach slab longitudinal construction joint, between stages, Bridge No. 00133. Revised sheet no.’s 02.06.008 and 02.06.017 have been included in Addendum No. 4.</p>	F	4
160.	<p>Reference Bid Item 0602885A. Bid item #0602885A “#16 dowel bar splicer system” has a bid quantity of 352 EA. However, in the deck of bridge 6613, as seen on sheet 02.06.055 Longitudinal Construction Joint Detail, there appear to be top and bottom #16 dowel bar splicer systems along the length of the bridge. The same is shown on 02.06.057 Longitudinal Construction Joint for the approach slabs. The table of quantities on sheet 02.06.034 does not account for these dowel bar splicers. Are these items to be included in and paid for under the bid item #0602885A “#16 dowel bar splicer system”? (JL)</p>	F	4

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	Response: Dowel Bar Splicer System – Epoxy Coated are not required along the longitudinal construction joint in the deck slab and approach slab. For location of the dowel bar splicer system assigned to Bridge No. 06613 see Dwg. No. 02.06.044.		
161.	<p>Reference Drawing 04.09.134. On Drawing 04.09.134 the header joints utilize #16 dowel bar splicer systems across the width of the joints. The table of quantities on sheet 04.09.007 does not include any item for dowel bar splicers. Are these splicer systems to be included in and paid for under bid item #0602885A “#16 dowel bar splicer system”? (JL)</p> <p>Response: The Table of Quantities, Sheet No. 04.09.007A1 has been revised in Addendum no. 4 to include #16 Dowel Bar Splicer System – Epoxy Coated. Under Item #0602885A, 400 will be assigned to Bridge No. 00135.</p>	F	4
162.	<p>Engineering analysis has shown that the segment layout can be modified to allow larger and fewer segments with no effect to the substructure. If fewer segments need to be fabricated and erected, significant cost savings could be realized by the owner at bid time. Please revise the specifications to allow the contractor to bid the concrete segmental alternate on this basis with the understanding that the contractor’s engineer must demonstrate that an equivalent design is achieved with the modified layout and that these details will need to be submitted, analyzed, and approved by the engineer of record?</p> <p>Response: Specification sections entitled “Item #0514420A – Segmental Concrete Post-Tensioned Superstructure, Item #0604397A - Precast Segment Production and Item #0604398A - Erection Equipment</p>	F	4

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	<p>– Complete (Concrete) included in Addendum No. 3 have been revised in Addendum No. 4 to include the following language (Note: The response is limited. The complete Specification should be reviewed/considered prior to bid):</p> <p>(b) Information Required: The Contractor shall submit detailed shop drawings, calculations and manuals which include, but are not necessarily limited to, the following:</p> <p>(15) A manual for the detailed step by step erection of the segments including all intermediate procedures relating to any erection equipment, falsework, movement of equipment, support jacking, stressing of temporary post-tensioning bars, closure operations including any partial stressing across the closure during concrete curing, main post-tensioning tendon sequences, stressing loads and elongations, erection elevations, a method for the field survey and alignment control for setting initial and subsequent segments and any other relevant operations. (This is referred to as the “Erection Manual”.) If the Contractor proposes an erection procedure that is different from the assumed procedure in the Contract Plans or changes the physical dimensions of the segments that requires a structural analysis, as determined by the Department, the Segmental Specialty Engineer shall perform the analysis for submittal to the Engineer for review.</p> <p>Basis of Payment:</p> <p>The Contractor shall submit calculations and detailed drawings, supporting the proposed erection sequence as stipulated in no. 2 - Shop Drawings, Calculations and Manuals. The submittal and drawings,</p>		
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	<p>including the services of the Segmental Specialty Engineer, shall be included in the cost of the Segmental Concrete Post-tensioned Superstructure. Any design revisions necessitated by Contractor-proposed changes to the precast concrete segments or the segment erection procedure shall be performed by the Contractor at its sole cost and expense. Such changes shall be subject to the review and approval of the Engineer.</p> <p>No additional payment will be made for extra permanent or temporary post-tensioning necessitated by approved modifications to the segments or structure for the purposes of the Contractor’s construction methods, nor will payment be made for temporary tendons which are approved to be left in the structure, either stressed or unstressed, for the convenience of the Contractor’s operations. Additionally, no measurement will be made for anchorage hardware.</p> <p>See revised spec Item #0514420A – Segmental Concrete Post-Tensioned Superstructure included in Addendum No. 3.</p>		
163.	<p>Drawing 03.08.012 indicates that a contractor designed temporary restraint system shall be installed between the segmental box girders prior to the casting of the longitudinal closure pour for the segmental option. We are unaware of any other project that has used a similar closure pour detail which is cast between adjacent longitudinal box girders while being subject subject to live loads. No such requirement exists for the steel option presumably since steel diaphragms will be placed prior to closure pour operations. Since the success or failure of the cast in place closure pour, on the segmental option will depend on the restraint system, please provide a design for the segmental box girder restraint system.</p>	F	4

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	Response: Note A on Sheet No. 03.08.012 has been revised in Addendum No. 4.		
164.	<p>Please provide the design loads, required restraint system stiffness, and maximum acceptable displacements for the longitudinal closure pours between the middle box girders and the outside box girders.</p> <p>Response: Note A on Sheet No. 03.08.012 has been revised in Addendum No. 4.</p>	F	4
165.	<p>Reference Special Provision Section 1.06 – Control of Materials, Article 1.06.05 – Shipping Materials, page 147, 2nd and 3rd paragraphs:</p> <ul style="list-style-type: none"> • The second paragraph states “On Department projects, in accordance with the Commissioner’s policy, any member or component, either temporary or permanent, that measures 36 570 mm or less and weighs no greater than 54 430 kg, is transportable via an authorized permit route established by the Department provided the individual axle weights on the vehicle and trailer transporting the member of component do not exceed 9070 kg.” Please supply the authorized permit route? • The third paragraph states “Members and components, shown in the contract documents, that exceed the above length and weight limits have been reviewed by the Department’s Oversize and Overweight Permits Section and are transportable via an authorized permit route established by the Department provided the individual axle weights on the vehicle and trailer transporting the member or component do not exceed 9070 kg.” Please supply the authorized permit route? 	F	4

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	<p>Response: Contractors are required to obtain a permit for all oversized and overweight loads. Permit requests shall be submitted to the State's Oversized/Overweight Permits Unit at which time a route will be provided.</p> <p>Subject: ConnDOT: Oversize/Overweight Vehicle Permit</p> <p>http://www.ct.gov/dot/cwp/view.asp?A=1394&Q=259546</p> <p>Attached is the link to the OS/OW page that has information on permits. The section you want to review is the Non-Divisible Load Permit section as these large pices are non-divisible (i.e.--you can't break them down into smaller segments). Especially look at the "Non-Posted Structures for Weight", this will show all the bridges in the state that we know have specific load-carrying capacity issues.</p>		
166.	<p>Reference Plan Sheet No. 03.08.174 (Bridge 00135), Median Barrier Detail and Detail "A":</p> <ul style="list-style-type: none"> • In which item will the Precast Cap shown in this detail be paid for? • In which item will the Wire Fabric Reinforcing shown in this detail be paid for? <p>Response: The precast concrete cap is paid for under Class "F" Concrete as indicated on Detail "A", Sheet No. 03.08.174. Wire Fabric Reinforcement is paid for under Deformed Steel Bars Epoxy Coated.</p>	F	4
167.	<p>Reference Plan Sheet No. 02.07.021, Bridge 00134, Deck Slab Plan: This plan details #19 Dowel Bar Splice System Epoxy Coated. There is no pay item for this Epoxy Coated Dowel Bar Splicer System,</p>	F	4

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	<p>would the Department please consider adding these Dowel Bar Splicers into Item #602885A - #16 Dowel Bar Splicer System – Epoxy Coated?</p> <p>Response: The following new item has been added to the contract by Addendum No. 4: Item #0602886A - #19 Dowel Bar Splicer System – Epoxy Coated. Sheet No. 02.07.003 has been revised in Addendum No. 4 to include #19 Dowel Bar Splicer System – Epoxy Coated in the Bridge Quantity.</p>		
168.	<p>Reference Special Provisions, page 687 to 688, Item 0949029A. Is there part of a paragraph missing?</p> <p>Response: Missing text on page 688 should read as follows:</p> <p>“ loosetrife, autumn olive, Multiflora rose, Morrow’s and Tartarian honeysuckle and reed canary grass. If such species are found, the Contractor must use mechanical methods for removal of all invasive plants from within the Tidal Wetland Mitigation Area, including all roots.”</p> <p>Item #0949029A has been revised in Addendum No. 4.</p>	F	4
169.	<p>Reference Special Provisions, page 555, Item 0601788A, Stain Protection. Which drawings depict the “fiberglass catchments” ?</p> <p>Response: Special Provision Item #0601788A - Stain Protection (Site No. 4) has been revised by Addendum No. 3</p>	F	4

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170.	<p>In reference to NOTE “A” on drawing sheet STR-11 (03.08.012) of the concrete option, please provide some additional detail or definition as to what may be required. What is the source and magnitude of the loads that CTDOT anticipates which will produce “relative movement of the girders” as the note states. It will be very difficult for a contractor to design a restraint system between the adjacent girders without knowing the source and magnitude of the anticipated loads. If the note is referring to vibrations from traffic loadings, please help us to define what the magnitude of those loads may be and to what degree they should be restrained. Obviously the vibration effects cannot be eliminated but may possibly be minimized, but to what degree? We need some additional definition of what is expected by CTDOT in order to design and price a restraint system.</p> <p>Response: The Contractor to design a restraint system in accordance with the details shown on plans and in conformance with the special provisions. See Note A on revised Sheet No. 03.08.012 in Addendum No. 4.</p>	F	4
171.	<p>Please refer to suppl. spec. section #09744XXA relating to the removal of the existing river piers. The second paragraph on p. 794 states that “Substructure removal shall be performed using cutting or splitting methods. No hoe ram or impact hammer demolition is allowed without prior approval from the Engineer.” However, on p. 792, paragraph 2.a under demolition restrictions from April 1 through July 31 of any year, it states that “The sub-aqueous demolition of concrete piers can only be performed by cutting or splitting methods. No hoe ram or impact hammer demolition is allowed”. This suggests that hoe-ramming is prohibited for a 4-month time period and that during the other 8-months, outside of this restrictive time period, hoe-ramming is allowed both above and below water. Please clarify the allowable methods of</p>	F	4

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	<p>substructure removal the Contractor may choose from for both below water and above water from August 1 through March 31.</p> <p>Response: 1. The removal of the sub-structure by any other "non-impact" means is subject to the approval of the Engineer does not mean that hoe-ramming will be allowed for the 8 month time period indicated in the question. This requirement was put in to mitigate the nuisance noise near the marina but to POSSIBLY allow hoe ramming in areas in Stratford and Milford away from the marina or other noise sensitive areas. There is no blanket approval of hoe -ramming or other impact means. If, per the request of the contractor, hoe ramming or impact hammer demolition is allowed, the Department will not be subject to, or participate in any costs associated with Contract Item 0900000A - Noise Mitigation for that specific operation. Additional noise mitigation, if required, is solely the burden of the contractor and will be considered included in the general cost of the work for that effort.</p> <p>2. The other 4 month period mentioned in the question (April 1 to July 31) is the restrictive period in the Army Corps/Coast Guard permits for underwater sound generation in the central portion of the project between existing piers 2W and 2E. Work can go on with sound mitigation methods to comply with the permit requirements but the contractor still has to comply with the ambient sound and nuisance noise requirements.</p>		
172.	Reference drawing 02.06.030. Notes for the conduit support system state that all u-bolts, nuts and washers are to be mechanically galvanized but are not specific to include the support channel. Please confirm that all conduit support channels (for Sites 2, 3, and 4) are to be	F	4

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	galvanized steel. (DH) Response: Conduit support hardware, specifically U-bolts, nuts, and washers, as stated in the Conduit Support Notes, Sht. No. 02.06.030, are to be mechanically galvanized. The MC200 conduit supports are to be painted in accordance with the Special Provision “Structural Steel Site No. 2”.		
173.	Reference Drawing 02.06.002. Please refer to the “Paint” note on sheet 02.06.002. The note states that all new steel shall be painted to match the top coat material of the existing bridge. However, the new diaphragms are to be weathering steel. Weathering steel by spec is not meant for use in painted applications. Please confirm that the painting referred to in the “Paint” note only refers to touch-up of the existing stringers after installation of the new diaphragms and that the new diaphragms themselves are to be unpainted weathering steel. (DH) Response: Structural Steel Note 1 has been deleted and replaced with the following: “Structural Steel (Low Alloy) shall conform to AASHTO M270, Grade 345T2”. Sht. No. 02.06.004A4 has been revised in Addendum No. 4.	F	4
174.	Reference Drawing 02.06.030. The first note under the “Conduit Support Notes” states that the conduit shall be positively connected to the top flange of intermediate diaphragms but the detail shows it to be connected to the bottom flange. Please confirm that the conduit support shall be attached to the bottom flange as shown in the detail. (DH)	F	4

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	Response: Sheet No. 02.06.030; the detail “I.M.S. CONDUIT SUPPORT AT INTERMEDIATE DIAPHRAGM” is correct.		
175.	Reference Drawing 02.06.012. The support beam attachment detail indicates that an anchor rod needs to be installed on alternating sides of the web but does not state how often an anchor bolt needs to be installed along the length of the temporary support beam. Please provide the minimum distance between anchor bolts along the length of the support beam. (DH) Response: 24mm threaded rods shall be spaced at 900mm along the beam. Sheet no. 02.06.012A4 has been included in Addendum No. 4.	F	4
176.	Reference Drawing 01.05.005. Note A states “encase the existing 100 mm multiduct pvc conduit in concrete”. What item is this paid under? (CD) Response: The concrete will be paid for under Item 0601005-Class A Concrete, and the trench excavation, including any required hand excavation to expose the conduit, will be paid under the applicable trench excavation item based on measured depth (either 0205001 – Trench Excavation 0-1.2M Deep or 0205003 – Trench Excavation 0-3M Deep). Drawing 01.05.005 has been revised and included in Addendum No. 4.	F	4
177.	Reference Bid Item 1010902A. Bid Item 1010902A “Remove concrete handhole”, shows a bid	F	4

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	<p>quantity of 12 ea. The specification indicates they are shown on the plans or as directed. We are unable to locate these handholes on the plans. Please provide the location of these handholes. (CD)</p> <p>Response: This item is for the removal of existing concrete handholes on the illumination system. For locations, refer to project 138-137 and table below which has been included in revised special provision entitled “Item No. 1010902A – Remove Concrete Handhole” in Addendum No. 4. Plans are available at Pascone Place.</p> <table border="0"> <thead> <tr> <th style="text-align: left;">LOCATION</th> <th style="text-align: left;">QUANTITY</th> </tr> </thead> <tbody> <tr> <td>ILLUMINATION:</td> <td></td> </tr> <tr> <td>North side of I-95 between Bridge Nos. 132 and 133</td> <td>1</td> </tr> <tr> <td>South side of I-95 between Bridge Nos. 132 and 133</td> <td>3</td> </tr> <tr> <td>North side of I-95 between Bridge Nos. 133 and 134</td> <td>1</td> </tr> <tr> <td>South side of I-95 between Bridge Nos. 133 and 134</td> <td>1</td> </tr> <tr> <td>North side of I-95 between Bridge Nos. 134 and 135</td> <td>2</td> </tr> <tr> <td>South side of I-95 between Bridge Nos. 134 and 135</td> <td>3</td> </tr> <tr> <td>North side of I-95 between Bridge Nos. 135 and 136</td> <td>1</td> </tr> </tbody> </table>	LOCATION	QUANTITY	ILLUMINATION:		North side of I-95 between Bridge Nos. 132 and 133	1	South side of I-95 between Bridge Nos. 132 and 133	3	North side of I-95 between Bridge Nos. 133 and 134	1	South side of I-95 between Bridge Nos. 133 and 134	1	North side of I-95 between Bridge Nos. 134 and 135	2	South side of I-95 between Bridge Nos. 134 and 135	3	North side of I-95 between Bridge Nos. 135 and 136	1		
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178.	Reference Bid Item 1012038. Bid Item 1012038 “No 8 single conductors”, shows a bid quantity of 88 m. We are unable to locate this on the plans. Please provide the location of the No. 8 single conductors. (CD)	F	4																		

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	Response: Bid Item 1012038 “No 8 single conductors” are used to provide service to the two temporary camera sites. See sheet nos. 01.05.013 and 01.05.014 for location of temporary cameras and No. 8 service conductors.		
179.	Reference Drawing 05.10.028A1. In addendum 1 there was a sheet added for information only for the TCG-CT FO cable relocation (Drawing F-1, 05.10.028A1). The notes on the plan are very difficult to read due to the size. Please clarify this plan. (CD) Response: Drawing 05.10.028A1 is the only plan submitted by the utility companies and will have to be interpreted the best they can. Further coordination will be done during construction.	F	4
180.	Reference Bid Items 1003904A- “relocate light standard”, 1018011A-“temp navigation light”,” 1019027A, “preassembled aerial cable”, 1020030A “temporary illumination unit” and 1020998A “temp. light std attachment bracket”. These items are all items for temporary lighting during construction. Neither the drawings nor the specs identify what existing lights they refer to or where the temporary lights are supposed to go. Please identify where the quantities for these bid items come from. (CD) Response: Quantities were estimated (unassigned). See Sheet No. 01.04.056, Note 2 regarding Contractor responsibility for roadway lighting.	F	4

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181.	Reference Bid Item 0921001 (Concrete Sidewalk). We are unable to find a detail for this sidewalk. Please provide the depth of the sidewalk. (JL) Response: Sidewalk depth is 127mm. See CTDOT Standard Drawings HW-921_01 and HW921_02, Driveway Ramps and Sidewalks, Sidewalk Ramps. (Sidewalk depth shown as 51mm on HW-921_01 is incorrect and should be 127mm.). This revision has been made in this addendum.	F	4
182.	Please provide details indicating the horizontal and vertical limits of temporary shielding to be installed at existing Bridge 00135 for the removal of the existing superstructure at the river spans and at the land spans. Response: Special provision Item Nos. 0913297A & 0913298A – Temporary Protective Barrier (XXXX Bridge) describe the limits where the protective barrier is to be provided. The Contractor is to provide working drawings showing the proposed barrier installation and support structure as noted under submittals. No further details will be provided.	F	4
183.	What is the temporary shield design criteria the Contractor is to follow for the removal of the existing Bridge 00135 superstructure? Response: The temporary protective barrier minimum working rating is 13,560 Nm as stated in Item #0913298A – Temporary Protective Barrier (Existing Bridge).	F	4
184.	Plan Sheet 02.06.073A Boat Launch Ramp General Plan Note B says the cost to remove the existing concrete ramp shall be included in the item “Removal of Existing Masonry”. In the specifications for Items	F	4

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	<p>0601329A – Precast Concrete Slab and Item 0701110A – Floating Dock System on page 528 says “Included in the work is the removal and proper disposal of the existing boat launch ramp, floating dock and concrete ramp structure as show on the Contract Plans.” Under the Bid Items for the Steel Option there is Bid Item # 0974000A Removal of Existing Masonry with a quantity of 20 m³, which is the quantity of the existing boat ramp to be removed as called out in the plans. This same bid item does not appear in the Concrete Alternate. Will bid item 0974000A be added to the Concrete Alternate?</p> <p>Response: Item #0974000A – Removal of Existing Masonry will be deleted from the Steel Option Bid Proposal in Addendum No. 4. Removal of existing concrete ramp will be paid under Item #0974001A – Removal of Existing Masonry. Item #0701110A – Floating dock System has been revised in Addendum No. 4.</p>		
185.	<p>Could the DOT please tell us where we can find information regarding the design details of the three sound wall alternates, Bid Item No.0916122A?</p> <p>Response: Item #0916126A – Noise Barrier Wall has been included in addendum no. 4.</p>	F	4
186.	<p>Referring to the answer to Question # 67 regarding fiberglass catchments. With all due respect, the contractor should not be required to develop the design of the catchments. Our roll should be to construct the Owners design as described on the drawings and specs. It is difficult to envision and price a device(s) that has no defined size, shape or connection details. What we envision and price may not be acceptable to the Owner/Engineer nor will it be what others bidders envision and price. Please provide a sketch of the</p>	F	4

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	<p>“catchment” which details the locations, size, shape and connection details and materials. With that information we can avoid any misunderstanding of what exactly is required and give the DOT an acceptable product and bid price.</p> <p>Response: Special Provision Item #0601788A - Stain Protection has been revised in Addendum No. 3.</p>		
187.	<p>What arrangements does the Contractor need to make in order to gain access to the trestle for a 2nd site visit?</p> <p>Response: Perspective bidders shall arrange site visits directly with O&G. O&G will require a signed Waiver of Liability for anyone who enters the site. O&G's Stratford field office #(203) 870-9853.</p>	F	4
188.	<p>After reviewing the specification, I found that the spec has not adequately kept pace with current technology or accepted practices. The high resolution hydrographic systems that Substructure currently use, collects hundreds of millions of geo-referenced points in the course of an average survey. The paper recording requirement and single beam survey called out in the specification with applicable tidal corrections collects just thousands of much less accurate soundings. We have not used a paper recorder in over 8 years and currently do not own even own one. Our custom engineered survey platform Orion, is world class and capable of exceeding the highest US and international survey standards. Virtually all of our survey work is performed to International Hydrographic Organization (IHO) Special Order standards, the highest international standard currently recognized.</p>	F	4

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	<p>For an application such as this, where critical under keel clearances are of the utmost importance, IHO Special Order is normally the standard of choice. In addition, a minimum grid size is also called out for the final product to keep the file size manageable. If in addition to mapping of the seafloor, object detection(construction debris) is required, high resolution (+500kHz) side scan is normally called out as well with a minimum detection size and geo-referencing with the mapping...</p> <p>Response: The Department has reviewed this request and has concluded that the specification will not be revised.</p>		
189.	<p>Upon review of the project plans for the concrete option, it has come to our intention that minimal to no concrete cover will be provided at the spiral location of the top cantilever tendon anchorages as currently detailed. Please refer to “Cantilever Tendon Anchor Details” on Drawing STR 145, Sheet 03.08.146. Please clarify this is the intension of the Department.</p> <p>Response: Anchor zone reinforcement for cantilever tendons shall be placed parallel to the deck, maintaining required concrete cover.</p>	F	4
190.	<p>Please refer to bearing detail in Section A-A on sheet 03.08.083. Is the “base pot” plate required to be continuously field welded to the masonry plate all the way around?</p> <p>Response: In accordance with Bearing Note 1 on Sheet No. 04.09.114, bearing details must provide for</p>	F	4

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	future replacement. A field weld to the masonry plate would preclude that future replacement. Bearing details in accordance with the stated note shall be submitted by the Contractor on working drawings for review by the Engineer.		
191.	<p>Please refer to bearing details on sheets 04.09.114 and 04.09.115. Is the lower bearing plate required to be continuously field welded to the masonry plate?</p> <p>Response: In accordance with Bearing Note 1 on Sheet No. 04.09.114, bearing details must provide for future replacement. A field weld to the masonry plate would preclude that future replacement. Bearing details in accordance with the stated note shall be submitted by the Contractor on working drawings for review by the Engineer.</p>	F	4
192.	<p>Please refer to suppl. spec. section 1.05, paragraph 1.b.7, on p. 114. It states “equipment shall be considered to be potentially fouling the track when located in such a position that its failure, with or without load, brings the equipment within the traffic envelope. No equipment shall be placed in this position without prior approval of the Railroad.” Please define the horizontal limits of the railroad traffic envelope. For example, is the limit to the Railroad ROW line? A certain distance off the rail? Please provide.</p> <p>Response: Traffic envelope is defined in Section 1.05.06 V.</p>	F	4
193.	<p>Please refer to sheet #01.03.089. There is a line shown which is labeled “Non-Access Highway line” just north of the proposed structure fascia line. Is this line to be considered the Railroad ROW line? If not, where is the Railroad ROW line? Please clarify.</p>	F	4

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	Response: The Non-Access Highway line is to be considered the Railroad ROW line.		
194.	<p>Please refer to paragraph f.2 on p. 117 in the suppl. specs. Is the Railroad requirement for a 150% load factor for cranes to be applied when working near the Railroad “traffic envelope” fouling limit, or, when working near the Railroad ROW boundary line?</p> <p>Response: Requirement is for “any rigging operation over or adjacent to the Railroad right-of-way.”</p>	F	4
195.	<p>Pay Item 0605006A - Granite Facing has a quantity of 35 CM. The pay quantity given is only enough for three columns at one pier location and not for all of the columns that make up river piers 5 through 9 as shown on sheet #03.08.080. Please clarify the quantity and limits of work for pay item 0605006A.</p> <p>Response: Granite Facing was deleted from this contract in Addendum No. 2. There is Granite Facing required in the ongoing construction project as follows. Granite Facing at Piers 6, 7, 8, and 9 was included under Contract 138-232. Additionally, Granite Facing at the north column of Pier 5 was included under Contract 138-232. Also refer to “Notice To Contractor – Elimination Or Reduction of Drilled Shaft Items”.</p>	F	4
196.	<p>Please refer to sheet #03.08.080. For the river piers, please confirm that the construction of the concrete column and the granite stone facing from El. -1.50 to El. +3.50 is by Drilling Contract #138-232. For example, at Pier 7 on sheet #03.08.065, the lower limit of column construction, by this contract, is at construction joint A. Please confirm.</p>	F	4

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	Response: Under Project 138-232, foundation work in the river is constructed to Elev. +3.50. An exception to that is the middle and south columns at Pier 5. Also refer to “Notice To Contractor – Elimination Or Reduction of Drilled Shaft Items”.		
197.	<p>Please refer to sheet #03.08.174. In Detail A it shows Class “F” concrete for the precast cap at the median barrier. However, on p. 656 in the suppl. specs. it states to use Class “A” concrete. Please clarify the concrete class to use.</p> <p>Response: Item # 0821163A – Concrete Cap applies to the concrete median barrier cap as shown on Typical Cross Sections I-95 Mainline (Sheet No. 01.03.005A1 and 01.03.006A1). Detail “A” on Sht. No. 03.08.174 applies to Bridge 00135, Concrete option and shall be paid under Item No. 0601201 – Class “F” concrete.</p>	F	4
198.	<p>Please refer to sheet #03.08.146. Note 3 states that the cost of furnishing and placing pintle inserts is to be included in the contract item “cast-in-place segments 2.1m”. There is no such contract item titled “cast-in-place segments 2.1m”. Please provide an item for this work to be included under.</p> <p>Response: The cost of furnishing and placing pintle inserts in the concrete segments is incidental to the cost of the segmental bridge construction.</p>	F	4
199.	Please refer to paragraph 3h of Specification #0514998A (page 450). The 5mm vertical tolerance for the	F	4

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	<p>edges of the erected box girders is well beyond accepted industry standards and is not likely to be achieved. A more realistic tolerance would 1/1000 of the span length as listed on page 461 of the specifications. In the event that erection tolerances are exceeded, what remedial measures would be acceptable to provide the minimum 1% cross slope across the closure joint?</p> <p>Response: Specification sections entitled “Item #0514420A – Segmental Concrete Post-Tensioned Superstructure, Item #0604397A - Precast Segment Production and Item #0604398A - Erection Equipment – Complete (Concrete) included in Addendum No. 3 have been revised in Addendum No. 4 to include the following language: The variation in elevation between outside edges of the “M” girder shall not be more than 20mm from the adjusted vertical profile matching the actual elevations obtained from the level surveys of the inside edges of the “S” and “N” girders. The maximum relative cross slope across the longitudinal closure joint in the transverse direction shall not exceed 3.6%. Maximum differential between outside faces of adjacent segments in the erected position shall not exceed 20mm. Maximum differential between top surfaces of adjacent girder segments “S” and “M” and “M” and “N” in the erected and pre-stressed position shall not exceed 5 mm from the adjusted cross section profile. Acceptable remedial measures cannot be addressed until field conditions are known.</p>		
200.	<p>Reference Special Provision Item No. 0204213A – Handling Contaminated Groundwater: This item states that “The Contractor shall collect, manage, treat and dispose of contaminated groundwater that may be generated during dewatering operations associated with Project work.” Due to the unknown quantity of contaminated groundwater that may be encountered and the level of contaminants to be treated and</p>	F	4

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	disposed of by the Contractor; we request that the Department change the basis of payment of this item from Lump Sum to an Estimated Value. Response: This specification will not be revised.		
201.	Reference Bid Item Nos. 0522420A to 0522486A – Pot, Spherical or Disc Bearings: The Bearings on this project include a substantial amount of steel plate material. Due to the volatile price of steel, would the Department please consider providing a new Estimated Cost Bid Item to eliminate potential raw steel price fluctuations? Response: A new item will not be added.	F	4
202.	Reference Plan Sheet Nos. 02.06.017 (Bridge No. 00133) and 02.06.044 (Bridge No. 06613), Footing Reinforcing Details: These plans detail #16 and #29 Dowel Bar Splice Systems (Non-Epoxy Coated). There is no pay item for these Dowel Bar Splicer Systems; would the Department please consider adding a pay item for Dowel Bar Splicer Systems (Non-Epoxy Coated)? Response: The # 16 and #29 dowel bar splicer system shown on Sheet No. 02.06.017 and 02.06.044 are to be paid for under Item #0602005 – Deformed Steel Bars. Sheet Nos. 02.06.017 and 02.06.044 have been revised in Addendum no. 4.	F	4
203.	Reference Special Provision Item No. 0204213A – Handling Contaminated Groundwater, Basis of	F	4

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	<p>Payment: Included in the item is the treatment, discharge or disposal of dewatering fluids (including transportation as necessary), disposal or recycling of used treatment media (i.e. bag filters and spent carbon), final equipment decontamination, application and permit fees, POTW fees, design of the system, mobilization, maintenance and demobilization of the system power, and final equipment decontamination and removal. Typically, due to wide variations of contaminants encountered and treated (i.e. size and quantity of bag filters, carbon etc...), this work is paid on an Estimated Value item. Would the Department please consider adding an Estimated Value item for the Treatment and Disposal of Contaminated Groundwater?</p> <p>Response: No, This specification will not be revised.</p>		
204.	<p>Page 450 of the special provisions ...paragraph (h) states that the allowable tolerance of the vertical profile is limited to 5 mm. This is virtually impossible to achieve regardless of the efforts of the contractor and precast manufacturer. Segmental technology has not advanced enough to allow a 5 mm tolerance under the conditions which will be in effect during that operation. This statement is not just coming from one contractor but it has also been confirmed by several independent knowledgeable industry experts. Please reconsider this requirement.</p> <p>Response: Specification sections entitled “Item #0514420A – Segmental Concrete Post-Tensioned Superstructure, Item #0604397A - Precast Segment Production and Item #0604398A - Erection Equipment – Complete (Concrete) included in Addendum No. 3 have been revised in Addendum No. 4 to include the following language:</p>	F	4

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	<p>The variation in elevation between outside edges of the “M” girder shall not be more than 20mm from the adjusted vertical profile matching the actual elevations obtained from the level surveys of the inside edges of the “S” and “N” girders. The maximum relative cross slope across the longitudinal closure joint in the transverse direction shall not exceed 3.6%. Maximum differential between outside faces of adjacent segments in the erected position shall not exceed 20mm. Maximum differential between top surfaces of adjacent girder segments “S” and “M” and “M” and “N” in the erected and pre-stressed position shall not exceed 5 mm from the adjusted cross section profile. Acceptable remedial measures cannot be addressed until field conditions are known.</p>		
205.	<p>With regard to the casting profile of the interior precast concrete segments on the main structure, page 449 of the special provisions provides:</p> <p>(e) “Prior to casting segments for the middle ”M” girder, the contractor shall undertake line and level surveys of the inner edges of the north ”N” and south ”S” girder lines. These surveys may only be undertaken on a span-by-span basis after the installation and full prestressing of the north girder line is completed at least 2 spans beyond the span being surveyed.”</p> <p>(h) “When the middle girder is installed and fully prestressed for at least 2 spans past the span being checked, the variation in elevation between the outside edges of the middle girder shall not be more than 5mm from the adjusted vertical profile established under subsection (f) above. If the variation is in excess of this amount, then the contractor shall submit remedial measures to the engineer for approval in order to obtain a 1% cross slope across the longitudinal closure joint in the transverse direction. The implementation of any such approved remedial measures shall</p>	F	4

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<p>be undertaken by the contractor at no additional cost to the state.”</p> <p>a.) Per the specifications, the post erection survey of the stage one structure will be made while the structure is under traffic, and to an accuracy that will allow casting to achieve post-erection profile tolerance of 5mm. It has been our experience that the bridge will experience deflections and vibrations under traffic that will not allow for the required accuracy of the survey. Will additional traffic closures be permitted to allow the survey to be performed to the required accuracy?</p> <p>b.) Given the schedule, the differences in age of the stage one precast structure and the stage 3 structure will be significant. Due to the age differences, the structures will be undergoing significantly different changes due to creep and shrinkage. Has the design made allowances for the different ages of the structures, and will cracking of the longitudinal joint be the responsibility of ConnDOT when constructed per the plans and specifications?</p> <p>c.) While modeling of the structure can theoretically predict the effects of creep, shrinkage, and post-tensioning profiles prior to casting, it has been our experience that due to normal tolerances in material properties, post-tensioning forces, casting and erection geometry, and casting and erection schedules, the 5mm construction tolerance in the stage profiles is unachievable. Please provide a method of construction that is capable of meeting the current specification. Please specify what remedial measures referenced in paragraph (h) that would be acceptable to ConnDOT.</p> <p>Response: a.) The concrete superstructure, when whole, is extremely rigid. If deflections and vibrations under traffic do not allow for the required survey accuracy, the Contractor will be allowed to halt traffic in accordance with the stated provisions in Section 1.08 – Prosecution and</p>		
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	<p>Progress as amended by the Special Provisions for halting traffic on I-95 for setting of structural steel.</p> <p>b.) The design has accounted for time dependent losses. The structure has been designed to preclude cracking of the longitudinal joint under all service load conditions.</p> <p>c.) Specification sections entitled “Item #0514420A – Segmental Concrete Post-Tensioned Superstructure, Item #0604397A - Precast Segment Production and Item #0604398A - Erection Equipment – Complete (Concrete) included in Addendum No. 3 have been revised in Addendum No. 4to include the following language: The variation in elevation between outside edges of the “M” girder shall not be more than 20mm from the adjusted vertical profile matching the actual elevations obtained from the level surveys of the inside edges of the “S” and “N” girders. The maximum relative cross slope across the longitudinal closure joint in the transverse direction shall not exceed 3.6%. Maximum differential between outside faces of adjacent segments in the erected position shall not exceed 20mm. Maximum differential between top surfaces of adjacent girder segments “S” and “M” and “M” and “N” in the erected and pre-stressed position shall not exceed 5 mm from the adjusted cross section profile. Acceptable remedial measures cannot be addressed until field conditions are known.</p>		
206.	<p>The Reinforced Earth Company (RECo) is preparing preliminary designs for the retaining walls on the subject project in order...</p> <p>Response: Allowable service load bearing pressures for Retaining Wall 101, 102 and 103 have been</p>	F	4

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	revised to 0.345MPa for Mechanically Stabilized Earth (MSE) walls only. For Modular Walls the allowable serviced load bearing pressure remains unchanged at 0.23 MPa. Sheet No. 02.06.061A4 has been revised in Addendum No. 4.		
207.	<p>The revised bid form included as part of Addendum No. 3 for the Steel Alternate has an added Item Number 0514420a – segmental Concrete Post-Tensioned Superstructure. How should we handle this bid item if we are planning on bidding on the steel alternate?</p> <p>Response: Item No. 0514420A – Segmental Concrete Post-Tensioned Superstructure was inadvertently added to the bid proposal for the Steel Alternate and has been deleted in this Addendum. It remains a part of the Concrete Alternate.</p>	F	4
208.	<p>When will the referenced Addendum 2 and Addendum 3 be available? They are not on the FTP site that I can find. Thanks.</p> <p>Response: Addendum Nos. 2 and 3 were issued on March 14 and April 5, respectively.</p>	I	
209.	<p>Due to the fact that we have not as yet received Addendums 2 or 3 we request an extension to the bid date of at least 2 weeks so that we can properly prepare our bid.</p> <p>Response: The Bid Opening is currently scheduled for April 27, 2011.</p>	I	

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210.	<p>Can you please provide the estimated date for release of addendum #2 #3.</p> <p>Response: Addendum Nos. 2 and 3 were issued on March 14 and April 5, respectively.</p>	I	
211.	<p>Would Conn DOT please postpone the bid date to allow more time to prepare the bid, react to future addendums and ask and receive answers to questions? Due to the complexity of the project we need more time to prepare our estimate. From the answers to contractors questions provided so far on Conn Dot’s website, we understand there are at least 2 major addendums to be issued in the future. Since contractors have been directed by the NTC not to submit questions within 28 days prior to bid date, we will not be able to ask for and get necessary clarifications in time.</p> <p>Response: The Bid Opening is currently scheduled for April 27, 2011.</p>	I	
212.	<p>Please advise if DSI RFC #2, #3 and #4 (attached) will be addressed in an upcoming addendum as I do not see them added to the Q/A.</p> <p>Response: Responses to DSI RFC #2, #3 and #4 have been posted to ftp site.</p>	I	
213.	<p>Please refer to suppl. spec. p. 117 paragraph f.2. When working on or outside the Railroad ROW with a crane, under what condition is the Contractor required to size the crane based on 150% of the actual load? When the boom length is greater than the horizontal distance from the crane center of rotation to the RR ROW? When the crane is outside the Railroad ROW but within ‘x’ ft of the Railroad ROW? etc. Please</p>	I	

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	<p>provide details so that cranes and other types of lift equipment can be properly sized.</p> <p>Response: Requirement is for “any rigging operation over or adjacent to the Railroad right-of-way” as noted in NTC – Work on Railroad Property.</p>		
214.	<p>Our understanding is that there are at least two (2), and possibly three (3) addenda forthcoming for this project. Based on this, and the fact that this leaves a maximum of 3 weeks to incorporate any changes into our bid, we request that the bid date be postponed one (1) week to April 6, 2011.</p> <p>Response: The Bid Opening is currently scheduled for April 27, 2011.</p>	I	
215.	<p>Please reference sheet 02.06.066, typical sections of the retaining walls. Both cross sections indicate a 1.5:1 slope line from the bottom of the rear sheets, with a note stating “slope line except where undisturbed material obtrudes within this area.” The arrows indicating the extents of the Pervious Structural Backfill point to areas outside the paylimits and fill area for the straps for the MSE Wall. It is unclear to what extent pervious structural backfill must be used beyond the pay limits of the retaining wall. Please clarify whether Pervious Structural Backfill must be used in areas other than that shown for creation of the MSE wall based on the strap length or .8H.</p> <p>Response: Pervious Structure Backfill shall be placed to the limits shown on the plans. In accordance with Note 10, Sheet No. 02.06.066 required pervious structure backfill following the indicated slope line to the</p>	I	

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	bottom of processed aggregate base that falls outside the retaining wall pay limits shall also be included in the lump sum price for “Retaining Wall”.		
216.	<p>Reference Finger Joint details on Sheet #'s 04.09.138 through 04.09.140. The plan view details on drawings STR-137 & STR-138 indicate splices at the cross slopes and roadway crowns and the “finger joint splice details” on drawing STR-139 indicate a field weld at the crown line. Please clarify if field welding is required at the crown line only or if it is required at all breaks in the joints? Also, please clarify if these are full penetration welds and provide specific weld details at these locations.</p> <p>Response: Field welds are required at all cross slope break lines and stage construction joints as indicated on Sheet No. 04.09.138 & 139. Partial penetration welds in accordance with AASHTO/AWS D1.5 are required.</p>	I	
217.	<p>Reference Item 0601788A. We cannot find the details of the work required for Item 0601788A – Stain Protection in the Contract Drawings. The Special Provisions call for fiberglass reinforced plastic catchments of which the design intent, quantity and location are unclear. Please advise so the Item scope can be determined.(SH)</p> <p>Response: Details for catchments have been included with the Special Provision Item #0601788A – Stain Protection revised in Addendum No. 3.</p>	I	

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<p>218.</p>	<p>The bearing capacities on Sheet STR-83 (03.08.084) appear to be inadequate to support the dead load of the box girder (without any erection equipment, barrier or wearing surface).</p> <p>Our calculations (Pier 4 – Inner girder included as an example) shows that the inside bearing has a capacity of 9559 kN and a load of 13632 kN under free cantilever load – 43% overstressed (and no allowance for the 5458 kN Gantry Specified).</p> <p>Please review and clarify that the Bearing Design Load and Dimension Schedule is accurate and correct.</p> <p>Response: The data in the <i>Bearing Design Load And Dimension Table</i> on Sht. No. 03.08.084 is correct. Using the example cited in the question, there are 3 bearing capacities provided at Pier 4. The middle girder required bearing capacity is given under the column labeled “M”. The required bearing capacities for the 2 bearings under “M” girder are equal (there is no eccentricity of load). The “N” or north girder bearings require different bearing capacities due to eccentricity of load. This has been accounted for in the table by the columns labeled “I” and “O”. For the “N” girder there is an inboard or “I” bearing capacity and an outboard or “O” bearing capacity. The “I” bearing is located closest to the centerline of I-95 and the “O” bearing is located furthest from the centerline of I-95. The “S” girder bearing capacities are the same as the “N” girder bearing capacities.</p>	<p>I</p>	
<p>219.</p>	<p>Please advise if DSI RFC #2, #3 and #4 (attached) will be addressed in an upcoming addendum as I do not see them added to the Q/A.</p>	<p>I</p>	

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	Response: Responses to DSI RFC #2, #3 and #4 have been posted to ftp site.		
220.	<p>Please refer to CTDOT Project #313-01 contract drawings dated 1955 sheets 13 & 14 of 20. In plan view it shows sheet piling enclosing the existing footings at 3W to 1W and 1E to 6E. For bidding purposes, are we to assume that the existing sheet piling was set tight against the existing footings and underwater concrete seal? If this is not the case then the proposed cofferdams would need to get larger. This information is necessary in order to properly design the proposed steel sheet piling and bracing at locations shown on sheet #03.08.198 and #04.09.165. Please provide additional as-built details and/or advise.</p> <p>Response: Additional information regarding the as-built sheet piling at existing pier foundations 3W to 1W and 1E to 6E is not available.</p>	I	
221.	<p>I would be most appreciative if you could make available the following specifications for the job as referred to above: 601005 class A cement concrete & 601201 class F cement concrete</p> <p>Response: The specifications are contained in the Standard Specifications, Form 816. http://www.ct.gov/dot/cwp/view.asp?a=1385&q=418590</p>	I	
222.	Reference Pg. 500 of the Special Provisions for the Connecticut DOT Project Number 138-221. The sealing rings for the pot bearings are called out as being round in cross section. Can (three) flat sealing rings be used instead of the (one) round sealing ring?	I	

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	Response: In accordance with Article 1.09.02 – 1 The Contractor is required to perform the contract in accordance with the existing Contract plans and specifications. A Request for Change may be submitted by the Contractor for approval by the Engineer during construction.		
223.	<p>...Schiavone Construction Co. LLC respectfully requests that the current bid date of March 30, 2011 be extended eight (8) weeks to Wednesday May 25, 2011 for the submission of our bid for the above referenced contract.</p> <p>Response: The Bid Opening is currently scheduled for April 27, 2011.</p>	I	
224.	<p>Is it the State’s intention for Item # 601788 - Stain Protection (Site 4), to only temporarily protect piers 5 & 9 from staining until permanent catchments are in place, leaving the remaining piers, abutments & columns unprotected? If staining does occur in these unprotected areas, will the Contractor be responsible for removing these stains?</p> <p>Response: Temporary coverings of reinforced polyethylene film are required to protect surfaces of abutments, piers and other areas from rust stains as stated in Item #0601788A – Stain Protection (Site No. 4).</p>	I	
225.	What is the State’s minimum dimension for haunches on top of steel girders? Will there be changes in a future addendum to reduce the 8” minimum to 15” maximum haunch height on Bridge 135?	I	

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	Response: Positive haunches (bottom of slab elevation above top of steel elevation) are the minimum required. Contract plans nos. 04.09.035, 04.09.036, 04.09.053 to 04.09.065, with revised bearing pad elevations, were issued in Addendum 3.		
226.	In the event that there is insufficient excavated material available in a stage to complete the fill for embankments, how will borrow material be paid? Response: There is sufficient excavated material in Stage 1 to complete the fill for embankments.	I	
227.	There is conflicting information regarding seismic design requirements for retaining wall 103 as follows: On sheet 02.06.061A1 of the contract drawings, under general notes, Seismic Requirement, there are station limits for seismic design of walls 101 and 102. The limits correspond to the lengths of wall that are 7.5 meters in height and greater. The note states that there are “No Seismic Requirements for Wall No. 103”. However, the majority of wall has a height greater than 7.5 meters, in fact the wall is up to 11.5 meters in height. On sheet 02.06.066 of the contract drawings, note 14 states: Proprietary wall systems shall be designed for seismic forces in accordance with AASHTO specifications for walls 7.5 m or higher. Based on the above, we believe wall no. 103 should be designed for seismic forces in areas where the wall	I	

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	<p>height is 7.5 meters and higher (approximately STA 2+797.663 to STA 2+975).</p> <p>Please clarify the seismic requirements for design of retaining wall No. 103.</p> <p>Response: Seismic design forces must be considered for Retaining Wall No. 103 from Station 2+798 to 2+974. Sheet No. 02.06.061 has been revised under Addendum No. 4.</p>		
228.	<p>We have just received the latest response to questions regarding the Moses Wheeler Bridge project and noticed that the responses include a reference to Addenda 3 and 4 which have yet to be issued. With the volume of work we have bidding and the proximity to the current bid date we have many executives trying to finalize travel plans for next week. Can you confirm whether the project bid date is going to be extended to allow for time to review and incorporate the upcoming addenda and if so to what date?</p> <p>Response: The Bid Opening is currently scheduled for April 27, 2011.</p>	I	
229.	<p>Bid Item# 0520406A Modular Expansion Joint (800 mm Mvmt.), Special provisions call for "each separation beam shall be supported by an independent support bar". The modular joint for the steel alternative is detailed and adheres to the special provisions. The joint shown for the concrete alternative is detailed as a single support bar system, is it the intent to use a single support bar system here or will this joint be a multiple support bar system as well? Also if a multiple support bar system is selected the blackout in the abutment back wall will have to be extended to something similar to the girder blackout, will this create any reinforcing problems?</p>	I	

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	<p>Also the joint for the concrete option at abutment 1 is shown with skewed boxes; the joint seems to be perpendicular to the roadway, is there a reason the boxes are shown skewed?</p> <p>Response: 1. See note #2 on dwg. no. 03.08.178.</p> <p>2. This will be resolved during shop drawing submittal process for actual joint selected by Contractor.</p> <p>3. The skew is to account for curvature.</p>		
230.	<p>RE: Masonry plate dimensions on Steel Alternate Drawing Nos. STR-113, STR-114 & STR-115. Can the masonry plate length and/or width be increased? The purpose would be twofold.</p> <p>1. To allow for clearance between the anchor rods and guided plate with guide bars. 2. To allow for using a M50.8 (2" diameter) anchor rod in lieu of a M48 (1.89" diameter) anchor rod, due to availability.</p> <p>Response: In accordance with Article 1.09.02 – 1 The Contractor is required to perform the contract in accordance with the existing Contract plans and specifications. A Request for Change may be submitted by the Contractor for approval by the Engineer during construction.</p>	I	
231.	<p>RE: Top plate anchor studs on Concrete Alternate Drawing No. STR-82. The anchor studs are detailed as 32 mm DIA x 200 mm Long (9 Total). Due to availability and fabrication issues, could a smaller diameter and larger quantity of anchor studs be</p>	I	

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	<p>used on the top plate? The diameter and quantity would still be based on the loads given.</p> <p>Response: In accordance with Article 1.09.02 – 1 The Contractor is required to perform the contract in accordance with the existing Contract plans and specifications. A Request for Change may be submitted by the Contractor for approval by the Engineer during construction.</p>		
232.	<p>RE: Finger joint skid resistance, Steel Alternate drawing STR-139</p> <p>Can “knock off” studs in an approximate 2” x 2” pattern be used for skid resistance/traction control in lieu of weld beads shown? If not, would machined grooves of width and depth similar to the weld bead be an acceptable alternative?</p> <p>Response: In accordance with Article 1.09.02 – 1 The Contractor is required to perform the contract in accordance with the existing Contract plans and specifications. A Request for Change may be submitted by the Contractor for approval by the Engineer during construction.</p>	I	
233.	<p>RE: Modular expansion joints, Concrete Alternate drawings STR-176 and STR-177</p> <p>1. Can backwall or deck concrete be added to close down the Section B-B gap by 145 mm?</p> <p>2. We would require blockout of 41" (1040) wide (min.) on the abutment backwall side of Section B-B for installation of the joint system we are proposing. Is this possible? Currently, contract drawings show a 300 mm wide blockout.</p> <p>3. As detailed, cover plates will not be removable after installation. Is this the intention, or will the detail be modified for removability?</p>	I	

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	<p>Response:</p> <p>1-2. In accordance with Article 1.09.02 – 1 The Contractor is required to perform the contract in accordance with the existing Contract plans and specifications. A Request for Change may be submitted by the Contractor for approval by the Engineer during construction.</p> <p>3. Details will not be modified.</p>		
234.	<p>The project calls for 12% DBE participation. Based on the technical scope of the work and number of DBE’s available to perform this work, this goal will be difficult, if not impossible to obtain. Would the Department consider lowering this goal to 7% (similar to the last major project the Department let out (Contract E))?</p> <p>Response: The DBE goal will remain 12%.</p>	I	
235.	<p>The pier columns for both options show as many as two (2) horizontal construction joints. Are these construction joints shown for structural reasons or were they shown for constructability reasons? You have stated that construction joints not shown on the plans need to be submitted to the Engineer for approval, but can joints that are shown on the plans be eliminated or relocated?</p> <p>Response: In accordance with Article 1.09.02 – 1 The Contractor is required to perform the contract in</p>	I	

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	accordance with the existing Contract plans and specifications. A Request for Change may be submitted by the Contractor for approval by the Engineer during construction.		
236.	<p>Reference Item #0948013A – Tidal Wetland Creation - The specifications call for the Contractor to excavate the mitigation site to a depth of at least 0.8 meters below proposed grade to remove all roots of phragmites. Sections A-A and B-B on plan sheet 01.03.014 show placing only 300mm of planting substrate/topsoil. What material is to make up the 0.5m difference between what is excavated and what is called for to be put back?</p> <p>Response: Planting substrate and topsoil shall be used as defined in Item #0948013A – Tidal Wetland Creation, Materials.</p>	I	
237.	<p>Reference Sheet 01.04.033 and question 176, the answer of which states the concrete encasement and hand excavation to expose the conduit is paid for under the maintenance and protection of traffic bid item #0971001A. At what depth is the conduit that is to be hand excavated and encased? Could the DOT please provide a detail for the encasement of the IMS conduit called out on Sheet # 01.04.033?</p> <p>Response: Response 176 was revised as follows: The concrete will be paid for under Item 0601005-Class A Concrete, and the trench excavation, including any required hand excavation to expose the conduit, will be paid under the applicable trench excavation item based on measured depth (either 0205001 – Trench Excavation 0-1.2M Deep or 0205003 – Trench Excavation 0-3M Deep). Drawing 01.05.005 has been revised and included in Addendum No. 4.</p>	I	

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238.	<p>There is not currently an item for Sweeping for Dust Control. If sweeping is required for the project how will it be paid?</p> <p>Response: Sweeping for Dust Control is not included in the project.</p>	I	
239.	<p>Special Provision items no. 0974415A thru 0974461A - Removal of Pier 4E thru Pier 5E require temporary steel sheet pile enclosures to be installed at the piers. Excavation, demolition and backfilling are required prior to removal and disposal of temporary steel sheet pile enclosures. Please confirm that the excavated material (other than wood, concrete, rock, etc.) will be characterized as river sediment. Additionally, please confirm that management of the river sediment (which will be in excess of 7100 cm) will be paid under items 0020763A- Disposal of Sediments and 101130A Environmental Work – Solidification.</p> <p>Response: See Item Nos. 0974415A thru 0974461A - Removal of Pier 4E thru Pier 5E, Construction Methods, page 793, paragraph 4...</p> <p>Excavated material other than “boulders, metal, debris, wood and other non-earthen materials greater than 150 mm in diameter” shall be treated as river sediment....”Dewatered sediments which require stabilization, as determined by the Engineer, shall be stabilized as specified in item#101130A Environmental Work, Solidification in an area approved by the Engineer. All dewatered river sediments shall be disposed of as specified in Item #0020763A Disposal of Sediments.”</p>	I	

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240.	<p>The existing drawings for the Bridge 135 river piers (Drawings 03.08.205 and 4.09.172) show a seal slab was placed during construction but no dimensions of the seal slab are given. The pier demolition specifications (Sections 974415A thru 974461A) state that “Construction, maintenance, removal and satisfactory disposal of temporary steel sheet pile enclosures, including excavation of any materials, and removal of any obstructions necessary for construction of the enclosures. All excavated materials shall be separated, dewatered and disposed of according to these specifications.” If the seal slab is encountered while the sheet pile enclosures are being installed will the removal of the seal obstruction be paid as extra work? If not, please provide additional seal dimension information.</p> <p>Response: Information provided on the Sheet No’s 03.08.037 , 03.08.204 and 03.08.205 (Concrete Option) and Sheet No’s 04.09.032, 04.09.171 and 04.09.172 (Steel Option) is the only information available.</p>	I	
241.	<p>Is pre-blasting of structural steel items required? (it was specified on the past projects and recollect it was going to be required on future work. I expected to find it in addendum three but we have not been able to verify whether or not it is required on this job).</p> <p>Response: Pre-blasting of structural steel is not required.</p>	I	
242.	<p>Page 352 of the special provisions for item #406278A – Micro-Milling of Hot Mix Asphalt (HMA) (0-50mm) states, “The rotary drum shall utilize carbide tip tools spaced not more than 4 mm apart”. Standard CTDOT micromilling specifications have always been 5mm drum tip spacing (a.k.a.: 0.2” or 3/16” tip spacing). The tool spacing on our current micromilling drums is 5mm which has always satisfied the</p>	I	

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	<p>CTDOT micromilling specifications. <i>Is 4mm a typo? Will a 5mm-spaced drum be allowed on this project?</i> Drums cannot be modified from 5mm to 4mm tip spacing, so a <u>substantial</u> investment will have to be made if only 4mm tip spacing is allowed on this project. Why add cost to this project if it is not warranted (i.e.: 1mm difference in tip spacing)?</p> <p>Response: 5mm drum tip spacing will be allowed.</p>		
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Status: **F- Final** **R – Revised** **I – Information Only**

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