

No.	Question Submitted:	Status	Add. No.
1	<p><b>Q.</b> In attempting to download plans from CDOT Website, Volume 1 of 3 subset No. 01.25, Landscaping Plans were missing.</p> <p><b>R.</b> Subset No. 01.25 (Landscaping) is included under Addendum No. 1.</p>	F	2
2	<p><b>Q.</b> After reviewing the miscellaneous details for the above project (Plan sheets 01.07.003 thru 01.07.009) the notes are unclear as to the lockdown brackets and heavy duty tops. The Standard Sheet HW-507_09 does not apply to the catch basin tops that are required on these plan sheets. In some cases the brackets will not fit due to the supporting I-beam required. In light of situations arising on other projects throughout the state, this must be addressed by DOT design. Please provide detail of locking devices and supports for the CM, CM Dble 2, CM Dble 1 tops required.</p> <p><b>R.</b> The Department is reviewing this issue. A Detail is currently being designed for the locking devices and supports for the CM tops and will be provided as it becomes available.</p>	R	
3	<p><b>Q.</b> There is no typical section of the pavement between STA 10+220 and STA 10+280 on Ramp A. Which pavement type is to be used at the location mentioned?</p> <p><b>R.</b> The pavement section between Sta. 10+220 and Sta. 10+280 on Ramp A will be the same as shown Drawing No. Typ-04 (Sheet No. 01.06.005) for the Typical Ramp Section for Normal Section – 1 Lane and 3 Lanes.</p>	F	2
4	<p><b>Q.</b> There is no typical section of the pavement between STA 40+120 and STA 40+160 on Ramp D. Which pavement type is to be used at the location mentioned?</p> <p><b>R.</b> The pavement section between Sta. 40+120 and Sta. 40+160 on Ramp D will be the same as shown Drawing No. Typ-04 (Sheet No. 01.06.005) for the Typical Ramp Section for Normal Section – 1 Lane and 3 Lanes.</p>	F	2

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5	<p><b>Q. Is there a median barrier between STA 0+445 and STA 0+480? What type of precast concrete barrier curb is to be used at the location mentioned?</b></p> <p><b>R. The barrier between Sta. 0+445 and Sta. 0+480 is an existing barrier that will remain.</b></p>	<b>F</b>	<b>2</b>
6	<p><b>Q. We cannot locate Volume 1, Subset 25, “Landscape Plans (CTDOT)” in the documents provided. Please provide this missing information.</b></p> <p><b>R. Subset No. 01.25 (Landscaping) is included under Addendum No. 1.</b></p>	<b>F</b>	<b>2</b>
7	<p><b>Q. Reference General Specification 92-522 pages 18 and 19 titled “notice to contractor – procurement of materials (IMS).” These appear to be two different specifications for the same scope – one dated Rev. 2/13 and one dated Rev. 12/12. Please confirm that Rev. 2/13 governs and page 19 Rev. 12/12 should be stricken.</b></p> <p><b>R. The version dated 2/13 governs, the version dated 12/12 is deleted under Addendum No. 1.</b></p>	<b>F</b>	<b>2</b>
8	<p><b>Q. General Specification 92-522 page 51 indicates that the primary WSA is managed by others. However, page 57 states “The Contractor shall provide for the Operation and Maintenance of the WSA’s and RSA’s.” Please clarify.</b></p> <p><b>R. The primary WSA will be managed by others as indicated in the “NTC – Environmental”. The “NTC – Waste Stock Pile Areas and Reuse Stockpile Areas” (page 57), calling for the Contractor to provide for operation and maintenance of the WSA’s and RSA’s, is deleted under Addendum No. 1.</b></p>	<b>F</b>	<b>2</b>

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9	<p><b>Q.</b> General Specification 92-522 page 51 indicates that the CGWT facility is managed by others. However, page 55 states “The Contractor shall provide for the Operation and Maintenance of the CGWT Facility.” Please clarify.</p> <p><b>R.</b> The CGWT Facility will be managed by others as indicated in the “NTC – Environmental”. The “NTC – Operation and Maintenance of the Central Ground Water Treatment Facility”, calling for the Contractor to provide for the operation and maintenance of the CGWT Facility, is deleted under Addendum No. 1.</p>	F	2
10	<p><b>Q.</b> General Specification 92-522 page 51 references Item 101146A Reuse of Stockpiled Materials. No such item was provided on the schedule of items (the bid form). Please clarify.</p> <p><b>R.</b> Item No. 0101146A – Reuse of Stockpiled Materials, has been added under Addendum No. 2.</p>	F	2
11	<p><b>Q.</b> Reference drawing sheet no. 01.06.002 General Note #4 that states “The removal of all pavement other than concrete will be paid for as “earth excavation.” The removal of existing concrete pavement including any surface material immediately there on will be paid for as “removal of concrete pavement.” No such pay item “removal of concrete pavement” was provided on the schedule of items (the bid form). Please clarify.</p> <p><b>R.</b> Based on a review of original Contract Documents State Project No. 316A-01 “Greenwich- Killingly Expressway” dated 1955, the existing pavement section does not contain concrete pavement. Should Concrete Pavement be encountered, Article 1.04.05 of the Standard Specifications shall govern.</p>	F	2

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12	<p><b>Q.</b> Reference drawing sheet no. 01.24.001 Note #6 that states “The contractor shall plug and abandon pipes and manholes as shown on the plans with Controlled Low Strength (CLSM). Any bulkheads, removals, and plugs necessary to perform the work shown in the plans shall be included in the bid item controlled low strength material.” Reference drawing sheet 01.05.002 General Note #22 that states “All existing drainage systems to be abandoned shall be removed or filled with CLSM and plugged as called for on the drainage plans or as directed by the engineer.” Reference drawing sheet 01.05.002 Demolition Note #2 that states “Abandonment of all utilities is to be included in the general cost of the work. No separate payment will be made.” Please confirm that all utilities and drainage that are to be abandoned and filled with CLSM will be measured and paid for the CLSM fill under bid item #0216012 controlled low strength material.</p> <p><b>R.</b> All utilities and drainage abandoned with the use of CLSM will be measured and paid for under the Item No. 0216012 “Controlled Low Strength Material”. As stated on Sheet No. 01.24.001 Note 6, any bulkheads, removals and plugs necessary to perform the work shown in the plans shall also be included in the bid item “Controlled Low Strength Material”. Any other costs associated with the abandonment of all utilities and drainage shall be included in the general cost of the work.</p>	<b>F</b>	<b>2</b>
13	<p><b>Q.</b> Reference the Bid Form regarding both items #1806200. They are both listed as type D-1. Please confirm that the first #1806200 5260 BB1 is type D-1 and the second #1806200 5270 BB2 is actually type D-2.</p> <p><b>R.</b> The description for Item #1806200 – Furnishing and Use of Portable Impact Attenuation System has been revised in Addendum No. 2 to include options D-1 and D-2.</p>	<b>F</b>	<b>2</b>

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14	<p><b>Q. Please provide clarification to the below:</b></p> <p><b>Specification section 0101146A – Reuse of Stockpiled Material states that this work shall be paid under pay item “Reuse of Stockpiled Material.” Proposal Schedule of Items does not include such a pay item. Please clarify what item this work will be paid under.</b></p> <p><b>R. The answer that was previously provided in Addendum No. 2 has been revised in Addendum No. 4 as follows: A New Contract Item #0101146A “Reuse of Stockpiled Materials” was added under Addendum No. 2.</b></p>	<b>F</b>	<b>4</b>
15	<p><b>Q. Vol #1 Subset 21, contain drawings numbered 01.22.040 – IMS-39 thru 01.22.047 – IMS-46. Are these drawings numbered incorrectly or should they reside within subset package 22?</b></p> <p><b>R. Drawing Numbers IMS-09 thru IMS-40 have incorrect Sheet Numbers and should reside in Volume No. 1 Subset No. 21. These Sheet numbers have been corrected under Addendum No. 2.</b></p>	<b>F</b>	<b>2</b>
16	<p><b>Q. Please reference the project specification for item 203398, Confined In-water Excavation. The specifications state:</b>                      -No quantity payment will be made for this work at the existing Piers 1 thru 7.                      -Quantity payment under this item is only for proposed Piers 2 and 3.</p> <p><b>The contract bid quantity of 5400 m3 appears to reflect additional locations. Please clarify.</b></p> <p><b>R. The Contract Bid Quantity of 5400m3 applies only to proposed piers 2 and 3.</b></p>	<b>F</b>	<b>2</b>

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17	<p><b>Q. Please reference item 216000 Pervious Structure Backfill. The item description contains the note stating *See Special Provisions*. There is no special provision provided in the specifications for this item of work. Please clarify.</b></p> <p><b>R. A Special Provision for “Pervious Structure Backfill” is included under Addendum No. 1.</b></p>	<b>F</b>	<b>2</b>
18	<p><b>Q. Reference Spec. Sections 0974XXXX, Substructure Removal –</b></p> <p>(a) on page 784 it is stated that “driven sheet piling for the temporary steel sheet piling enclosures shall not be acceptable.” Please elaborate as to what methods will be acceptable.</p> <p>(b) Page 785 states that impact equipment will not be allowed, but page 787 &amp; Note 15 on Sheet 03.02.115-Drawing STR-114 states that substructure removal shall be performed using cutting, splitting or impact hammer methods. Please clarify.</p> <p>(c) Page 786 states that enclosures for Piers 4 &amp; 5 are to be braced against barge collision. Please elaborate as to what force is to be resisted.</p> <p><b>R. Reference Spec. Section 0974XXXX, Substructure Removal:</b></p> <p>(a) The sheet piling can be installed utilizing vibratory methods to minimize disruptions to the adjacent sensitive receptors from noise and vibrations. This language has been added to Item 0974XXXX – SUBSTRUCTURE REMOVAL in Addendum No. 3.</p> <p>(b) The language in Item 0974XXXX – SUBSTRUCTURE REMOVAL referring to “...impact equipment will not be allowed...” has been revised in Addendum No. 3 and the following clarification has been provided:</p> <p><b>For the purpose of minimizing noise and vibration disruptions to adjacent sensitive receptors the following work limitations are provided: the installation of temporary steel sheet piling enclosures shall be performed by vibratory methods (vibratory hammer); the demolition of the twenty-four (24) reinforced concrete piers above a line two (2) meters above the top of footing/plinth shall be performed by non-impact or lower impact methods (diamond wire cutting, cracker/crusher</b></p>	<b>F</b>	<b>3</b>

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processors, pulverizers, etc.); the demolition of the twenty-four (24) reinforced concrete piers below a line two (2) meters above the top of footing/plinth may be performed by heavy impact methods (impact hammer); the demolition of backwalls and wingwalls for the five (5) reinforced concrete abutments shall be performed by non-impact or lower impact methods (diamond wire cutting, cracker/crusher processors, pulverizers, etc.); the demolition of the stemwalls and footings for the five (5) reinforced concrete abutments may be performed by heavy impact methods (impact hammer).

Additional conflicting information has been removed from Item #0974XXXX – REMOVAL OF SUBSTRUCTURE and from Drawing STR-114 (Sheet 03.02.115), Note 15, in Addendum No. 3.

- (c) The force for barge collision for the enclosures located at existing Piers 4 & 5 can be determined through the Contractor’s means and methods of marine based equipment utilized for the construction of the proposed bridge and demolition of the existing bridge. It is anticipated that the Contractor will utilize barges, boats, and/or marine based equipment and these loads will control the design and bracing requirements of the existing Pier 4 and 5 enclosures.

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19	<p><b>Q. Reference Item#1106002A - 2 Way Pedestrian Signal Pole Mounted and Item#1106003A - 1 Way Pedestrian Signal Pedestal Mounted (Pages 954 &amp; 955)---Warrantee is listed as five years from date ownership is accepted. Is the 5 year warranty on this item a Manufacturer’s Warranty or will the contractor be liable? It is assumed that the Contractor’s Performance Bond will extend only to the Standard 2 year guarantee period and will not cover any extended warranties on products, equipment, systems or materials incorporated into the work. Please clarify.</b></p> <p><b>R. The 5-year Warranty discussed in these specifications are a manufacturer’s warranty.</b></p>	F	2
20	<p><b>Q. Please provide the Special Provision for item #0216000, Pervious Structure Backfill as noted in the documents.</b></p> <p><b>R. A Special Provision for “Pervious Structure Backfill” is included under Addendum No. 1.</b></p>	F	2

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21	<p><b>Q.</b> Drawing MPT-06 (Sheet No. 02.02.007) labels a barrier as “TPCBC – Roadway.” Does this label reference specification Item #0822001A – Temporary Precast Concrete Barrier Curb as opposed to specification Item #0822005A – Temporary Precast Concrete Barrier Curb (Structure) and specification Item #0822072A – Temporary Precast Concrete Barrier Curb (Pinned)? If so, some barriers are simply labeled “TPCBC” (for example Drawing MPT-03, Sheet No. 02.02.004). Does this labeling reference specification Item #0822001A as well? Please clarify.</p> <p><b>R.</b> “TPCBC – Roadway” and “TPCBC – Slotted” is paid for under the Item No. 0822001A “Temporary Precast Concrete Barrier Curb”.</p>	F	2
22	<p><b>Q.</b> Reference Drawing MPT-35 (Sheet No. 02.02.036) – Stage 2A Index Plan states to “Maintain Ella Grasso Stage 1B MPT” and to “Maintain Sea St Stage 1B MPT” where work was complete in Stage 1B Plan-8 and Plan-9 respectively. Drawing MPT-21 (Sheet No. 02.02.022) for Stage 1B Plan-8 shows the use of barrels and barriers that do not match the MPT set up on Drawing MPT-39 (Sheet 02.02.049) for Stage 2A Plan-3. Similarly, the barrels continue from Drawing MPT-21 onto Drawing MPT-22 (Sheet 02.02.023) for Stage 1B Plan-9. Please clarify.</p> <p><b>R.</b> On Stage 2A Index Plan Sheet No. 02.02.036 (MPT-35) reference to Maintaining Ella Grasso and Sea Street Stage 1B has been revised to read Stage 1D under Addendum No. 1.</p>	F	2
23	<p><b>Q.</b> Reference Drawing MPT-53 (Sheet No. 02.02.054) – Stage 3 Plan-2 shows to construct the Compost Road. Please provide MPT details, if required, for the construction of this road.</p> <p><b>R.</b> See Special Provisions Item No. 0971001A “Maintenance and Protection of Traffic”. MPT details are provided under Traffic Control Plan 13 for Alternating One-Way Traffic Operations.</p>	F	2

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24	<p><b>Q.</b> Reference Sheet 03.02.115 Drawing STR-114, Note 12. Are protective barriers required over the entire West River, or just between Piers 4 &amp; 5.</p> <p><b>R.</b> The protective barriers referenced in Drawing STR-114 (Volume 3, Subset 2), Note 12, are required over Compost Road, Kimberly Avenue and West River between existing Piers 4 and 5 to capture demolition debris over areas were public access is maintained throughout construction. For additional requirements for protective barriers over West River, reference Item 0503151A – REMOVAL OF SUPERSTRUCTURE (SITE NO. 1) and all permit requirements associated with State Project No. 92-522, see Notice to Contractor – Permits. Reference Permit “Special Terms and Conditions”, Item Nos. 1 &amp; 2, for protective barrier requirements over regulated areas.</p>		
		<b>F</b>	<b>2</b>

No.	Question Submitted:	Status	Add. No.
25	<p><b>Q.</b> The reinforced concrete base at Ramp D on Sheet 02.02.006- Drawing MPT-05 appears larger than the proposed final design. Please confirm the need to increase the concrete base to facilitate the temporary ramp. If so, does the concrete base need to be removed with the temporary ramp in a subsequent stage?</p> <p><b>R.</b> The temporary Reinforced Concrete Base portion (cross hatched area) at Ramp D is required as shown on Drawing MPT-05 to protect the existing Sanitary Sewer Line during Staged Construction. The additional width (cross hatched area) is temporary and shall be removed at the completion of Stage 2A. Removal shall not be measured for payment but included under the general cost of the work under Item No. 0401000 “Concrete for Pavement”.</p>		
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26	<p><b>Q. The installation and removal of the earthen surcharge at the preload areas shown on Sheet 01.11.002-Drawing BOR-01 is paid under what bid item?</b></p> <p><b>R. Preload embankments are to be constructed with suitable excavated material from within the project limits that is outside of the Areas of Environmental Concern. Material excavated within the limits of the high tide lines on each side of the river are sediments and as such are not suitable for embankment construction. Borrow material will be used to supplement the excavated material to complete the preload construction. Upon completion of the settlement waiting period any remaining preload surcharge will be removed to subgrade elevation of the new roadway. Removal of remaining preload surcharge to subgrade will be paid for under the Item No. 0202000 “Earth Excavation”. This clarification has been included under Addendum No. 2.</b></p>	<b>F</b>	<b>2</b>
27	<p><b>Q. The drawings available for download are missing subset 01.25 Landscaping Plans (CDOT), please provide.</b></p> <p><b>R. Subset No. 01.25 (Landscaping) is included under Addendum No. 1.</b></p>	<b>F</b>	<b>2</b>
28	<p><b>Q. Item #0101160A Carbon Filtration Vessel Change Out</b></p> <ol style="list-style-type: none"> <li><b>1. Is this an indoor or outdoor facility?</b></li> <li><b>2. Does the contractor have access to vessels with heavy equipment?</b></li> <li><b>3. Will all vessels be changed out simultaneously?</b></li> <li><b>4. Please provide photos, specifications and schematics of system.</b></li> </ol> <p><b>R. Item No. 0101160A “Carbon Filtration Vessel Change Out” is deleted under Addendum No. 1.</b></p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
29	<b>Q. Item #0101161A Fractionation Tank Clean Out</b> 1. Please provide volume of material anticipated from the 600 mm deep sediment. 2. Please provide photos, specifications and schematics of system. 3. Is this an indoor or outdoor facility?	<b>F</b>	<b>2</b>
	<b>R. Item No. 0101161A “Fractionation Tank Clean Out” is deleted under Addendum No. 1.</b>		
30	<b>Q. Item #0101162A Sand Filtration Vessel Change Out</b> 1. Please provide photos, specifications and schematics of system. 2. Is this an indoor or outdoor facility?	<b>F</b>	<b>2</b>
	<b>R. Item No. 0101162A “Sand Filtration Vessel Change Out” is deleted under Addendum No. 1.</b>		
31	<b>Q. Could the State please make available the project CAD files for the Contractor’s use prior to bid?</b>	<b>F</b>	<b>2</b>
	<b>R. The cadd files will not be supplied during the bid phase but can be supplied to the low bidder after contract award.</b>		
32	<b>Q. Is there concrete pavement on existing I-95?</b>	<b>F</b>	<b>2</b>
	<b>R. Based on a review of original Contract Documents State Project No. 316A-01 “Greenwich- Killingly Expressway” dated 1955, the existing pavement section does not contain concrete pavement. Should Concrete Pavement be encountered, Article 1.04.05 of the Standard Specifications shall govern.</b>		

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No.	Question Submitted:	Status	Add. No.
33	<p><b>Q. If concrete pavement is encountered during the construction of I-95 roadway, how will payment be made if the pavement is required to be removed?</b></p> <p><b>R. Based on a review of original Contract Documents State Project No. 316A-01 “Greenwich- Killingly Expressway” dated 1955, the existing pavement section does not contain concrete pavement. Should Concrete Pavement be encountered, Article 1.04.05 of the Standard Specifications shall govern.</b></p>	<b>F</b>	<b>2</b>
34	<p><b>Q. On drawing MPT-74 (Sheet 02.02.075), there is a Critical Section A-A at Station 0+700 that shows temporary precast barrier next to the earth retention system. Will the earth retention system need to be designed for lateral traffic impacts?</b></p> <p><b>R. Lateral traffic impacts should be considered when barrier is placed within the influence of the wall.</b></p>	<b>F</b>	<b>2</b>
35	<p><b>Q. On page 619 of the Specifications for Item #0702801A – Pile Loading Test, there is the requirement: “All load test pile shall be installed within a temporary casing with a minimum diameter and to the depths indicated on the drawings”. What diameter and depth of casing is required for the six load test locations?</b></p> <p><b>R. Locations of test piles with pile loading tests identified with the presence of underlying organic silts (Bridge No. 00163 proposed Pier Nos. 1, 2, 3 &amp; 4 and Bridge No. 00164 proposed Abutments 1 &amp; 2 ), require a temporary casing be installed. Specification for Item #0702341A, Bridge 00163 Drawing STR-47 (Volume 3, Subset 2) and Bridge 00164 Drawing STR-21 (Volume 3, Subset 3) will be updated in a forthcoming Addendum to clarify this information. A note, defining diameter and length of temporary casing will be included on Bridge No. 00163, Drawing STR-47 (Volume 3, Subset 2) as follows: “TEST PILES AT PIER NOS. 1, 2, 3 &amp; 4 DENOTED ON THE PILE LAYOUT AND/OR FOOTING PLANS WITH A PILE LOAD TEST REQUIRE A TEMPORARY CASING BE INSTALLED FROM BOTTOM OF FOOTING THROUGH THE DEPTH OF ORGANIC SILTS. THE TEMPORARY CASING SHALL HAVE AN INSIDE DIAMETER OF 660 MM AND</b></p>	<b>F</b>	<b>2</b>

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SHALL HAVE AN ESTIMATED LENGTH AS OUTLINED IN THE FOLLOWING TABLE:”

Location	Bottom of Footing Elevation	Estimated Bottom of Organic Silt	Estimated Casing Length
Pier 1	-1.1 m	-11 m	9.9 m
Pier 2	-4.1 m	-14.5 m	10.4 m
Pier 3	-4.1 m	-11 m	6.9 m
Pier 4	-1.1 m	-14 m	12.9 m

A note, defining diameter and length of temporary casing will be included on Bridge No. 00164, Drawing STR-21 (Volume 3, Subset 2) as follows:

“TEST PILES AT ABUTMENT NOS. 1, & 2 DENOTED ON THE PILE LAYOUT AND/OR FOOTING PLANS WITH A PILE LOAD TEST REQUIRE A TEMPORARY CASING BE INSTALLED FROM BOTTOM OF FOOTING THROUGH THE DEPTH OF ORGANIC SILTS. THE TEMPORARY CASING SHALL HAVE AN INSIDE DIAMETER OF 660 MM AND SHALL HAVE AN ESTIMATED LENGTH AS OUTLINED IN THE FOLLOWING TABLE:”

Location	Bottom of Footing Elevation	Estimated Bottom of Organic Silt	Estimated Casing Length
Abut 1	0.20 m	-12 m	12.2 m
Abut 2	0.20 m	-9 m	9.2 m

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36	<p><b>Q. Referenced Special Provision Item No. 0204213A – Handling Contaminated Groundwater: This item requires that the Contractor collect, manage, treat and transportation of contaminated groundwater encountered during construction operations within the designated Groundwater areas of Environmental Concern. Due to the unknown quantity of contaminated groundwater that may be encountered we request that the Department change the basis of payment of this item from Lump Sum to a unit price per liter.</b></p> <p><b>R. Item #0204213A - Handling of Contaminated Ground Water was developed as a lump sum payment since the contractor controls the means, methods, durations and schedules of construction operations which generate the amount of contaminated ground water. Therefore the contractor is best suited to determine the cost for this work. The specification for Item #0204213A - Handling Contaminated Ground Water will not be changed for this contract.</b></p>	<b>F</b>	<b>2</b>
37	<p><b>Q. Due to the complexity of this project, the pre-bid engineering required and receipt of Addendum No. 1, we request a two-week extension to the bid date.</b></p> <p><b>R. Please refer to the State Contracting Portal for any postponement notices.</b></p>	<b>F</b>	<b>2</b>
38	<p><b>Q. Item 1201216 OVERHEAD CANTILEVER SIGN SUPPORT (TYPE VMS 1) has a quantity of 2 each yet the corresponding foundation Item 1202247 OVERHEAD CANTILEVER SIGN SUPPORT FOUNDATION (TYPE VMS 1) has a quantity of 5 each. Contract sheet numbers 01.21.013 and 01.21.014 also show only 2 each. Is Item 1202247 incorrect?</b></p> <p><b>R. We have confirmed that the item #1201216 OVERHEAD CANTILEVER SIGN SUPPORT (TYPE VMS 1) has a quantity of 2 each and have also confirmed the corresponding foundation item #1202247 OVERHEAD CANTILEVER SIGN SUPPORT FOUNDATION (TYPE VMS 1) has a quantity of 2 each. We have confirmed Contract sheet numbers 01.21.013 and 01.21.014 provide the locations for the 2 each. The quantity for both item #1201216 OVERHEAD CANTILEVER SIGN SUPPORT (TYPE VMS 1) and item #1202247 OVERHEAD CANTILEVER SIGN SUPPORT FOUNDATION (TYPE VMS 1) should have a quantity of 2 each. The quantity for item 1202247 OVERHEAD CANTILEVER SIGN SUPPORT FOUNDATION (TYPE VMS 1) has been revised to 2 each under Addendum No. 2.</b></p>	<b>F</b>	<b>2</b>

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39	<p><b>Q.</b> Item 1201804 4 CHORD TRUSS CANTILEVER SIGN STRUCTURE along with Item 1202999 DRILLED SHAFT TRAFFIC STRUCTURE FOUNDATION each have a quantity of 5 each; yet the table on contract sheet number 01.19.024 drawing SPM-23 shows only 4 structures along with sheets 01.19.013 and 01.19.014. Which quantity is correct?</p> <p><b>R.</b> We have confirmed that the item #1201804 4 CHORD TRUSS CANTILEVER SIGN STRUCTURE has a quantity of 4 each and have also confirmed the corresponding foundation item #1202999 DRILLED SHAFT TRAFFIC STRUCTURE FOUNDATION has a quantity of 4 each. We have confirmed that the table on Contract sheet numbers 01.19.024 (Drawing SPM-23) provides for a quantity of 4 each and confirm that sheets 01.19.013 and 01.19.014 confirm the quantity of 4 each. The quantity for both item #1201804 4 CHORD TRUSS CANTILEVER SIGN STRUCTURE and item #1202999 DRILLED SHAFT TRAFFIC STRUCTURE FOUNDATION will have been revised to 4 each under Addendum No. 2.</p>	<b>F</b>	<b>2</b>
40	<p><b>Q.</b> Contract Drawings STR-88,89,92,93 and Slab Details on Drawing STR-94 show bottom longitudinal reinforcing steel to be a #13 bar, but no spacing is given. Please provide bar spacing.</p> <p><b>R.</b> The answer that was previously provided in Addendum No. 2 has been revised in a Addendum No. 4 as follows: The Slab Plans on Drawings STR-88 (Sheet 03.02.089) and STR-89 (Sheet 03.02.090) show the bottom full length longitudinal #13 bar with a reference to Note 20 on Drawing STR-88 (Sheet 03.02.089). “Typical Bay Reinforcement Detail” on Drawing STR-94 (Sheet 03.02.095) provides the number of bottom longitudinal bars required (20 - #13 bars at 19 equal spaces) for all typical slab bays except as noted. The non typical (splayed) bays as noted (between girders G11 to G14 from centerline of bearing Pier 3 to centerline of bearing Pier 4) required bar spacing (#13 bar - 19 to 25 equal spaces at 150mm maximum spacing) is shown in “Bay Reinforcement Detail” on Drawing STR-94 (Sheet 03.02.095).</p>	<b>F</b>	<b>4</b>
41	<p><b>Q.</b> (Bidder) would like to request a 30 day postponement of the bid opening date. The reason for this request is the size and complexity of Addendum #1, and the anticipation of other forthcoming addenda.</p> <p><b>R.</b> Please refer to the State Contracting Portal for any postponement notices.</p>	<b>F</b>	<b>2</b>

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42	<p><b>Q.</b> We have received Addenda # 1 on Friday, the 26th of July. Due to the size and complexity of the contract and addenda, our subcontractors and (Bidder) would request a 4 week postponement to fully understand all the changes and additions to the contract.</p> <p><b>R.</b> Please refer to the State Contracting Portal for any postponement notices.</p>	<b>F</b>	<b>2</b>
43	<p><b>Q.</b> We have a questions regarding the quantity of drainage pipe supports required. On Drawing STR-66 &amp; STR-67, only 6 supports as detailed on STR-74 (MC200x33.9) seems to be needed between G1 &amp; G2.. Looking at the utility support between G14 &amp; G15, they're required between every cross frame CF1. Do we need to add a pipe support between every cross frame between G1 &amp; G2 as well?</p> <p><b>R.</b> The Contractor question appears to outline the correct number of drainage supports between girders G1 and G2 required for the two locations. There is a different utility (IMS) located between girders G14 &amp; G15 that requires additional utility supports between all cross frames full length of the bridge. The required spacing of utility supports are shown on the Framing Plans (Drawings STR-66 &amp; STR-67(Volume 3, Subset 2)), details of both the required bridge drainage supports and IMS supports are shown on STR-74 (Volume 3, Subset 2) “Structural Steel Details – Utility Support Details”. Please note, a forthcoming Addendum will update some bridge IMS details including an additional IMS conduit support to each end of Bridge No. 00163, this will result in changes to Drawings STR-54, STR-66, STR-67 &amp; STR-74 (Volume 3, Subset 2).</p>	<b>F</b>	<b>2</b>
44	<p><b>Q.</b> On Drawing SAN-03 and SAN-05 on the new Addendum No. 1 drawings they call out referring back to Note 11 on SAN-01. This is regarding the suggested bypass routes. There is no Note 11 on SAN-01. What should Note 11 say?</p> <p><b>R.</b> The notes on Drawing No. San-01 have been revised in Addendum No. 2 to reflect the correct note, which is currently Note 9 in the Addendum No. 1 Plans.</p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
45	<p><b>Q. Reference Notice to Contractor - Existing Bridge Inspections, the Special Provision states that the Contractor shall accommodate the annual bridge inspections by the Department by providing access to all areas of the bridges for the Department's personnel and equipment as necessary. Any costs borne by the Contractor for providing such access shall be considered incidental to the work of this project. Will any Maintenance and Protection of Traffic be required by the Contractor to support these inspections? If so, how long will the inspections take?</b></p> <p><b>R. Maintenance and Protection of Traffic will not be provided by the Contractor to support Department Inspection activities. Please note, Notice To Contractor – Existing Bridge Inspection has been revised in Addendum No. 2 to clarify Department inspection requirements and to clarify that providing Department inspection access does not include Maintenance and Protection of Traffic for Department inspections.</b></p>	F	2

No.	Question Submitted:	Status	Add. No.
46	<p><b>Q. Reference Sheet 03.02.095, a conceptual section of the overhang support is shown. Note 2 states that the Contractor is responsible for the design of the formwork system and overhang brackets, yet Note 6 states that the overhang bracket heel plate shall extend to the intersection of the web and bottom flange. If the Contractor is responsible for the design, why is that constraint listed? Please consider removing Note 6.</b></p> <p><b>R. As referenced on Sheet 03.02.095, the conceptual section and corresponding notes provide the assumptions utilized in evaluating the fascia girder and superstructure for construction of the slab overhang. Changes from the assumptions shown, including the parameters of Note 6, will require an evaluation of the fascia girder and the bridge by the Contractor including full superstructure stability analysis.</b></p>	F	2

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47	<p><b>Q.</b> Reference Sheet 03.02.004, Remain in Place Forms, the plans indicate that the girders have been designed for extra load of forms. Does the Department want concrete in the form corrugations of the remain-in-place forms or is Styrofoam required to avoid additional loading?</p> <p><b>R.</b> As outlined on Sheet 03.02.004, the use of Remain-in-Place Forms is allowed. The 70 kg/m2 loading provided, accounts for the weight of the forms and additional concrete in the corrugations. The use of Styrofoam is not required provided that the weight of remain-in-place forms combined with the weight of concrete in the corrugations is below the 70 kg/m2 loading provided for in the design.</p>	<b>F</b>	<b>2</b>
48	<p><b>Q.</b> Reference Sheet Nos. 01.14.002, 02.02.015 (Stg 1B), 02.02.037 (Stg 2A) and 02.02.053 (Stg 3) the full depth roadway construction from Sta 0+580 to 0+700 has portions that do not end up behind barrier during the stage construction, thus making full depth construction impossible to complete during the limit of operations. A similar condition occurs at the other approach but for a shorter length, from Sta 1 +580 to 1 +600. Reference Sheet Nos. 01.14.006, 02.02.007 (St g 1A), 02.02.018 (Stg 1B), 02.02.041 (St 2A) and 02.02.056 (Stg 3) for this area. Please review and adjust the MPT and staging drawings accordingly.</p> <p><b>R.</b> The Limitation of Operations under Section 1.08 – Prosecution and Progress has been revised under Addendum No. 3 to include added traffic limitations for weekend closures.</p>	<b>F</b>	<b>3</b>
49	<p><b>Q.</b> Reference Sheet 03.02.100, Section A-A shows galvanized rebar at the header. Galvanized rebar is not discussed on the General Notes Drawing (Sheet 03.02.004). Please provide specifications for this material and under what item it will be paid for.</p> <p><b>R.</b> Galvanized rebar shall be paid for under Item 0602030 “DEFORMED STEEL BARS – GALVANIZED”. This material is standard conforming to the requirements of ConnDOT Form 818 Section 6.02 and the material shall conform to Article M.06.01.</p>	<b>F</b>	<b>2</b>

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50	<p><b>Q. Reference Sheet 03.02.052 Typical Sections, the Abutment Section: Would the Department consider adding a horizontal construction joint where the stem begins to slope back to accommodate the offset backwall? The abutments on the Moses Wheeler Superstructure project (138-221) were similar in cross section and a horizontal construction joint was allowed per the DOT plans.</b></p> <p><b>R. The addition of a horizontal construction joint in the abutment at the location specified can be considered during construction through the Contractor Request for Change process.</b></p>	<b>F</b>	<b>2</b>
51	<p><b>Q. Reference Sheet 03.02.004 General Notes, Class "F" Concrete is to be used for bearing pads and keeper blocks. Will Class "40" Concrete be allowed on the piers for bearing pads and keeper blocks since it is the same strength concrete? If allowed, will it be paid as Class "40" Concrete and not Class "F" Concrete?</b></p> <p><b>R. The contract plans utilize the recommendation of the Connecticut Department of Transportation Bridge Design Manual regarding the use of Class F concrete for bearing pads. A request by the contractor to replace the class of concrete in the bearing pads and keeper blocks can be reviewed based on appropriate documentation through the Contractor Request for Change process during the construction phase.</b></p>	<b>F</b>	<b>2</b>
52	<p><b>Q. The steel sheet piling used for ITEM #020410IA Cofferdam and Dewatering Pier 1, Item #0204102A Cofferdam and Dewatering Pier 2, Item #0204103A Cofferdam and Dewatering Pier 3 and Item #0204104A Cofferdam and Dewatering Pier 4 is to be cut off at the top of the underwater concrete. Does the sheetpiling used for these cofferdams need to comply with the "Buy America" clause?</b></p> <p><b>R. The answer that was previously provided in Addendum No. 2 has been revised in Addendum No. 3 as follows: Any item that is required by the contract documents to be cutoff or left in place needs to meet the Buy America clause. Any temporary work item, not required to be cutoff or left in place, is not required to meet the Buy America clause. The sheet piling as referenced in this question (locations for proposed Pier Nos. 1, 2, 3 &amp; 4) are required to meet "Buy America" clause.</b></p>	<b>F</b>	<b>3</b>

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53	<b>Q. In order to evaluate the equipment required to install the cofferdams and piles in close proximity to the existing bridge, please provide the survey data for existing bridges in the same datum used for the proposed bridge. In particular:</b> a. Center Line Median existing bridge. b. Fascia Lines NB and SB where the fascia intersects new piers 1, 2, 3, 4 and 5.	<b>F</b>	<b>2</b>
	<b>R. Available survey data for the existing bridges will be provided to the successful low bidder after award.</b>		

No.	Question Submitted:	Status	Add. No.
54	<b>Q. Reference Sheet 03.02.058 and 03.02.059, Pier 2 and Pier 3, the Typical Sections indicate a layer of granular fill and geotextile installed below the Underwater Concrete (tremie pour). Can this granular fill and geotextile layer be eliminated because there is a proposed tremie pour and the cofferdam does not get dewatered until after the tremie is placed?</b>	<b>F</b>	<b>2</b>
	<b>R. The granular fill and geotextile layer shown is assumed to be required to support the underwater concrete (tremie) while it is being placed. This was assumed to be required due to the layers of organics existing at these locations. The Contractor may design alternate means during construction through the Working Drawing process.</b>		

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No.	Question Submitted:	Status	Add. No.
55	<p><b>Q. Reference Plan Sheet Nos. 02.03.002, 02.03.003 &amp; 02.03.004- Areas of Environmental Concern: Construction Note No. 2 on these plans state "The locations and haul routes to and from the primary Waste Stockpile Area (WSA) and the Reuse Stockpile Area (RSA) are shown on the Soil/Water Handling Plan. The Soil/Water Handling Plan, sheet no. 02.03.005 shows the location of the WSA, but not the RSA. Please provide the location of the RSA.</b></p> <p><b>R. A specified temporary stockpile area will not be included under this Contract. However, the Contractor can establish non-AOEC stockpile areas above the 100 year flood plan elevation. The Stormwater Pollution Control Plans will be required to be updated by the contractor to indicate the location and environmental controls required for the stockpile. A specified temporary stockpile area adjacent to Ella T. Grasso Blvd will be available, but will be limited in capacity. If the Contractor decides to use this area to stage materials, the area must first be cleared in accordance with the Standard Specification Form 816, Section 2.01 in preparation for the future commuter lot. The existing Brewery Street Re-Use Stockpile Area (RSA) is not intended to be used to store materials for the West River Project. There will be no separate payment for the re-handling of soils. The cost to excavate, temporarily store soils and re-handle, if required, shall be included in the various excavation items for payment. Removal, relocation and, or disposal of stockpiled soils made necessary to perform contract required work shall be at no additional cost to the State.</b></p>	F	2
56	<p><b>Q. Reference Special Provision Item No. 010 1146A- Reuse of Stockpiled Materials: There isn't a pay item for this work. Please add a pay item to the Proposal Schedule of Items for this work.</b></p> <p><b>R. Item No. 0101146A – Reuse of Stockpiled Materials has been added under Addendum No. 2.</b></p>	F	2

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No.	Question Submitted:	Status	Add. No.
57	<p><b>Q.</b> Reference Plan Sheet No. 02.03.002, 02.03.003 &amp; 02.03.004- Areas of Environmental Concern Drawings: Note No. 1 on these drawings state "Ground Water Area of Environmental Concern (GWAOEC) #1 includes Area of Environmental Concern (AOEC) #1 and (AOEC) #2, as shown on drawings ENV-1 and ENV-2." Special Provision, Notice to Contractor- Environmental, Areas of Concern, AOEC Nos. 1-5 state "all groundwater encountered during construction dewatering activities to the CGWT system for treatment by others prior to discharge." Does the GWAOEC include only AOEC #1 &amp; 2 or #1 thru #5?</p> <p><b>R.</b> As indicated on drawings ENV-1 and ENV-2 GWAOEC #1 extends from just west of Bridge No 163 Abutment 1 to east of Bridge No. 163 Abutment 2. AOEC #1 and AOEC #2 are located within GWAOEC #1. AOEC #3, 4 and 5 are not located within GWAOEC #1. "All groundwater encountered during construction dewatering activities in GWAOEC #1 and AOEC's #1 thru 5 are to be collected and transported to the CGWT system for treatment by others prior to discharge".</p>	F	2

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No.	Question Submitted:	Status	Add. No.
58	<p><b>Q.</b> Reference Plan Sheet No. 1.16.002- Drainage Plan- 1: General Note #2 states "All existing drainage structures, pipes and bridge scuppers within the project limits, which are plugged, shall be cleaned prior to the start of construction." There are no pay items to perform the cleaning of existing drainage structures, pipes and bridge scuppers. Please provide pay items to perform this work.</p> <p><b>R.</b> Item #0101173A – Sweeper has been revised under Addendum No. 3 to include cleaning of manholes, catch basins, drop inlets, and bridge scuppers within the Project Limits as directed by the Engineer.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
59	<p><b>Q. Reference Special Provision Item# 1405075A Television Pipe Line Inspection (Sanitary Sewer), Construction Methods, paragraph C - Prosecution of the Work, subparagraph #1: This subparagraph states "Minimal visible sewage flow in the sanitary sewers shall be allowed during inspection. If in the opinion of the Engineer, the amount of sewage flow observed during the television inspection becomes detrimental to the effectiveness of the work; it shall be eliminated by plugging of the sewer in the upstream manhole and/or bypass pumping, if necessary." If it becomes necessary, bypass pumping is an involved and expensive process. There is no way for the Contractor to know, prior to the bid date and in the opinion of the Engineer if bypass pumping will be necessary to perform the TV inspection. Will the Department consider providing an allowance to perform bypass pumping, if becomes necessary?</b></p>	<b>F</b>	<b>2</b>
	<p><b>R. The Item No. 1405075A Television Pipe Line Inspection (Sanitary Sewer) is specifically intended to video the sewer located at Kimberly Avenue to monitor the potential impacts of construction activity on the pipe. The cost of performing the video inspection for sewers that are proposed to be lined shall be included in the bid price of the applicable lining item.</b></p> <p>The sewer at Kimberly Avenue is a low flow sewer, carrying one known customer. It is not anticipated that the amount of sewer flow will be a factor. The Contractor can schedule the work to minimize sewer flow in the pipe.</p>		

No.	Question Submitted:	Status	Add. No.
60	<p><b>Q. Reference Special Provision Item# 1403499A Point Repair (Sanitary Sewer), section labeled Pre-installation Point Repairs, second paragraph: This paragraph states "If pre-installation inspection reveals an obstruction such as a protruding service connection, dropped joint, or a collapse that will prevent the installation process, that cannot be removed by conventional sewer cleaning equipment or by entering the sewer from the manhole, then the Contractor shall make a point repair excavation to uncover and remove or repair the obstruction. Such excavation shall be approved in writing by the Engineer prior to the commencement of the work and shall be considered as a separate pay item as specified in the Method of Measurement." The Cured in Place Pipe Lining 900mm (Sanitary Sewer) item is under Greenwich Avenue and the</b></p>	<b>F</b>	<b>2</b>

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Structural Pipe Lining (Sanitary Sewer) item is under I-95. Considering the amount of work that maybe involved with a point repair, it may take days to perform depending on its location and the severity of the repair. If a point repair were to occur in either of these items, how is the Contractor to perform an excavation under Greenwich Avenue or under I-95 considering the traffic restrictions associated with these roadways? Additionally, it is impossible for the Contractor to determine where (i.e. under Greenwich Avenue or I-95) the point repair may occur. The cost differential between a point repair in a shoulder or off road versus on I-95 is exponential. How can the Contractor determine this on a pre- bid basis? Please consider paying for point repairs as an allowance.

- R. A Closed Circuit Television (CCTV) Inspection of the 1850mm (74”) Sewer Arch east of Ella Grasso Boulevard was performed in January 2013 and that Video has been provided as Additional Information in Addendum No. 2. That video revealed that any repairs to the pipe arch can be performed from inside the arch, therefore requiring no Point Repairs as described in Item No. 140399A Point Repair (Sanitary Sewer). Any point repairs performed inside the sewers to be lined will not be paid separately, but will be included in the bid price of the applicable lining item.

The sewer at Greenwich Avenue has not been Video Inspected. Due to the nature of estimating a cost for an unknown repair in a location that could potentially be performed in I-95 Traffic, Item No. 140399A Point Repair (Sanitary Sewer) has been deleted from the Contract in Addendum No. 2. Point repairs requiring external access to the I-95 sewer crossings at Ella Grasso Boulevard and Greenwich Avenue will be paid for as provided for under Article 1.09.04 – Extra and Cost-Plus Work.

No.	Question Submitted:	Status	Add. No.
61	Q. Reference Plan Sheet No. 01.24.002- Sanitary Rehabilitation Plan and Plan Sheet No. 01.24.005- Sanitary Plan for 1850mm Sewer Bypass: For bypass pricing purposes, will the department please issue as built drawings of the existing 1850mm Sanitary Sewer Pipe Line and associated Manholes. Also include the existing bypass discharge manhole located on Sea Street at station 1 00+265, the existing manhole located on Ella Grasso Boulevard at station 1 0+640 and the existing 1850mm pipeline in between these manholes.	<b>F</b>	<b>2</b>
	R. A Closed Circuit Television (CCTV) Inspection of the Sewer Arch east of Ella Grasso Boulevard was performed in January 2013 and that Video has been provided as Additional Information in Addendum No. 2.		

The as-built plan of the 1850mm Sewer is included in the Contract Drawings as SAN-07 and also as Additional Information.

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No.	Question Submitted:	Status	Add. No.
62	<p><b>Q. Reference Item No. 0947003 Bus Passenger Shelter: Please provide a detail and specifications for this item.</b></p> <p><b>R. The Special Provision entitled Item No. 0947003A “Bus Passenger Shelter” has been added as part of Addendum No. 2.</b></p>	<b>F</b>	<b>2</b>
63	<p><b>Q. Reference Special Provision Item# 0821502A- F- Shape Precast Concrete Barrier Curb (530mm x 1145mm): The last sentence in the Description paragraph states "This item also includes provisions for a cast-in-place section of barrier curb with modified dimensions to provide a throat opening for the Type "C-M-2", Type "C-M-3".....catch basins." The last sentence under the second bullet of the Construction Methods paragraph states “This barrier curb section will be cast-in-place in accordance to Article 6.01.03.” Typically on other Department projects, precast barrier curb throat sections for all types of catch basins have been allowed. Will the Department allow the Contractor to precast the throat sections for all types of catch basins on this project?</b></p> <p><b>R. Per Special Provision Item #0821502A F- Shape Precast Concrete Barrier Curb (530mm x 1145mm): The barrier curb associated with throat sections for catch basins will be cast-in-place in accordance to Article 6.01.03. This requirement was included to limit the amount of closure pour sections.</b></p>	<b>F</b>	<b>2</b>
64	<p><b>Q. Reference Plan Sheet No. 01.24.005- Sanitary Plan 1850mm Sewer Bypass: Note No.1 on this plan sheet states "Existing sewer may be accessed for bypass between manholes. See details for sewer reinforcement prior to coring into sewer." Plan sheet no. 01.24.006 provides a "Connection to Brick Sewer" detail. This detail makes reference to house lateral connections, not large bypass sewer connections. Considering the size and quantity of the intake bypass pump lines that will need to be installed in the existing brick sewer pipe to bypass the 30 MGD peak flow, will the department please provide an access detail to accommodate the pumping operation, age and condition of the existing brick sewer?</b></p> <p><b>R. The detail is appropriate for describing the concept to be used for installing a dip tube into the arch pipe. Multiple dip tubes will likely be necessary, each requiring their own cored connection. The Contractor shall submit the concept for review under the Bid Item No. 1401054A – Handling Sanitary Sewer (Sanitary Sewer).</b></p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
65	<p><b>Q. Reference Plan Sheet No. 01.24.002- Sanitary Rehabilitation Plan: This plan sheet shows an "approximate location of an existing lateral" on the existing 1850mm Brick Sewer (I-95 Sta. 1+425, rt.45m). This lateral will need to be blocked or bypassed during the Structural Lining process, please indicate if the line is abandoned, or provide where this line leads to, flow rates and access manholes for bypassing purposes.</b></p> <p><b>R. The lateral is identified in the CCTV Inspection Video that is available in Addendum No. 2. The end of the pipe was not found and believed to be part of a drainage system that was intended to be abandoned when the highway was originally built.</b></p>	<b>F</b>	<b>2</b>
66	<p><b>Q. Reference Plan sheet 01.07.023 - Miscellaneous Details, TPCBC (Pinned) Warrant Detail: Zone 3 states "Excavation through this area undermines the ability of the TPCBC (Pinned) to function as designed and therefore is not permitted. Note #1 states "Pinned TPCBC shall be used for zones 2 or 3 construction and where noted on the plans and at locations ordered by the engineer." Can the pinned TPCBC be used when excavation occurs in zone 3? If not, what type of TPCBC should be used when excavation zone 3 occurs?</b></p> <p><b>R. As stated in note 3 (plan sheet 01.07.023) excavation through zone 3 undermines the ability of the TPCBC (pinned) to function as designed and therefore is not permitted.</b></p>	<b>F</b>	<b>2</b>
67	<p><b>Q. We have a question regarding the steel grade at a specific location on the project. Can you confirm that there's no HPS steel involved at the top &amp; bottom flange for girders G11A-G12A-G13A over pier 4 as needed for all other girders G1 to G15? Reference drawing STR-70</b></p> <p><b>R. There is no HPS steel required at both the top &amp; bottom flange for girders G11A, G12A &amp; G13A over Pier 4 as referenced on drawing STR-70 (Volume 3, Subset 2). No HPS steel is required for girders G11A, G12A &amp; G13A as outlined on drawing STR-70 (Volume 3, Subset 2).</b></p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
68	<p><b>Q. (a) Is temporary stockpiling allowed within the project limits or will the Brewery Street reuse stockpile area (RSA) be utilized to manage soils? (b) If project staging requires the temporary stockpiling of soils, will the contractor be paid to manage soils and re-haul to establish embankments? (c) How will the re-handling of the soils be paid?</b></p> <p><b>R. (a) Yes, the Contractor can establish stockpile areas above the 100 year flood plan elevation. A specified temporary stockpile area adjacent to Ella T. Grasso Blvd, Sta. No. 10+050L +/- to 10+100L +/- will be available, but will be limited in capacity. If the Contractor decides to use this area to stage materials, the area must first be cleared in accordance with the Standard Specification Form 816, Section 2.01 in preparation for the future commuter lot. Furthermore, the Contractor must place the soils that will remain as an embankment under the commuter lot in accordance with the Standard Specification Form 816, Section 2.02, any rework will be at no additional cost. Brewery Street is not intended to be used as an RSA to store materials for the West River Project. (b) No, there will be no separate payment for the re-handling of soils. (c) The cost to excavate, temporarily store soils and re-handle, if required, shall be included in the various excavation items for payment. Removal, relocation and, or disposal of stockpiled soils made necessary to perform contract required work shall be at no additional cost to the State.</b></p>	<b>F</b>	<b>2</b>
69	<p><b>Q. Final Specifications items 1201804A “4 Chord Truss Cantilever Sign Structure” and 1201805A “4 Chord Truss Cantilever Sign Structure (Bridge)” Basis of Payment states anchorage materials are included in the item. On dwg. STR-109 Sign Support Details Sht. 1 of 2 for “4 Chord Truss Cantilever Sign Structure (Bridge)” the Anchorage note states the cost of furnishing and installing anchor bolts, nuts and steel plates are to be paid for under the item “Deformed Steel Bars”. Which item shall the anchorage materials be included in?</b></p> <p><b>R. As outlined in final specifications for items #1201804A - “4 Chord Truss Cantilever Sign Structure” and #1201805A – “4 Chord Truss Cantilever Sign Structure (Bridge)”, payment for anchorage materials are included in the item. Contract Drawing STR-109 (Volume 3, Subset 2) SIGN SUPPORT DETAILS – SHEET 1 OF 2 has the anchorage note revised in Addendum No. 2 as follows:                      “COST OF FURNISHING AND INSTALLING ANCHOR BOLTS, NUTS AND STEEL PLATES TO BE PAID FOR UNDER THE ITEM “4 CHORD CANTILEVER SIGN STRUCTURE (BRIDGE)”.</b></p>	<b>F</b>	<b>2</b>

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70	<p><b>Q. Plan Sheet STR-37 indicates that a temporary pavement wedge is to be installed on the south shoulder of the completed Stage 1 Structure. What is the desired profile? Where is the installation &amp; subsequent removal paid?</b></p> <p><b>R. The “TEMPORARY PAVEMENT WEDGE NOTE:” on Drawing STR-35 (Volume 3, Subset 2) has been updated in Addendum No. 2 to read the following:</b></p> <p><b>“A TEMPORARY PAVEMENT WEDGE SHALL BE PLACED ON THE PROPOSED NORTHBOUND BRIDGE FOR THE LIMITS FROM STA 0+750.291 TO 0+880 PRIOR TO STAGE 2A. THE REQUIRED WEDGE IS 75 MM (MAXIMUM) THICK AT STA 0+750.291 TO 0 MM THICK AT ENDING STA 0+880. PAYMENT FOR PLACEMENT OF THE PAVEMENT WEDGE IS COVERED UNDER ITEM “HMA S0.50” WHICH INCLUDES 50 MM PAVEMENT REPLACEMENT AFTER REMOVAL OF THE TEMPORARY WEDGE. PAYMENT FOR REMOVAL OF PAVEMENT WEDGE IN STAGE 3 IS INCLUDED UNDER ITEM “REMOVAL OF HMA WEARING SURFACE.””</b></p> <p><b>Drawing STR-37 (Volume 3, Subset 2) will also be updated with a reference to the “Temporary Pavement Wedge Note” on Drawing STR-35 (Volume 3, Subset 2). In addition, the quantity for the Item “HMA S0.50” will be updated to reflect the additional quantity associated with the pavement wedge.</b></p>	<b>F</b>	<b>2</b>
71	<p><b>Q. Reference Item No. 0202479 – where does this work occur?</b></p> <p><b>R. Item 0202479 “Removal of HMA Wearing Surface” is required for removal of the temporary pavement wedge. A note has been provided in Addendum No. 2 on Drawing STR-35 (Volume 3, Subset 2) to clarify this.</b></p>	<b>F</b>	<b>2</b>
72	<p><b>Q. Drawing 03.02.042 references DOT standard sheet TR-1205_01 regarding the installation of the delineators. Also, drawing 01.19.002 Note 4 states that “All sheet aluminum signs shall be installed in accordance with TR-1208_01 Sign and Sign Placement Details.” Please provide the DOT standard “TR” sheets.</b></p> <p><b>R. The DOT standard TR sheets are included under the project plan portfolio package located on the State Contracting Portal.</b></p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
73	<p><b>Q.</b> Drawing No. IMS-38, Sheet No. 01.21.039, Structural Steel Notes No. 8, states that the steel fabricator shall have a "Fracture Critical Endorsement". The other sign structures on the project do not require this endorsement and we have been told on previous projects that this endorsement is more appropriate when fabricating structural steel for bridges. Many sign structure fabricators do not hold this endorsement and therefore pricing for these structures becomes much less competitive. Would the CTDOT consider waiving this requirement?</p> <p><b>R.</b> The "Fracture Critical Endorsement" as required on Drawing IMS-38 (Sheet 01.21.039) will not be waived for the cantilever VMS sign supports.</p>	<b>F</b>	<b>3</b>
74	<p><b>Q.</b> In the Connecticut DEP Permit, under Special Terms and Conditions, Item 7 requires floating turbidity booms around cofferdams and steel sheet pile enclosures. Are the floating turbidity booms required and if so where will they be paid for? Under previous contracts there has been a bid item for this work.</p> <p><b>R.</b> All Environmental Permits associated with State Project No. 92-522 shall be met. Item #0210306A Turbidity Control Curtains is included in the Contract.</p>	<b>F</b>	<b>2</b>
75	<p><b>Q.</b> On Drawing STR-57 (Sheet 03.02.058) there is a note: "Cut off sheeting at bottom of footing". In the ACOE Permit Application, page 2, there is a statement: "...temporary sheet pile enclosure will be cut off at the top of the footing elevation and removed". Also, the existing piers are to be removed to an elevation 1 meter (minimum) below existing ground. Please confirm what elevation the cofferdams for Piers 1 thru 4 are to be cut off.</p> <p><b>R.</b> The ACOE Permit language "...temporary sheet pile enclosures will be cut off at top of the footing elevation and removed" is correct. Drawing STR-57 (Volume 3, Subset 2) note "...CUT OFF COFFERDAM AT BOTTOM OF FOOTING ELEVATION" is incorrect. Drawings STR-56, 57, 58 &amp; 59 (Volume 3, Subset 2) have been revised in Addendum No. 2 to clarify that cofferdams will be cut off at top of footing elevation.</p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
76	<p><b>Q. Section No. 0204101 of the Special Provisions, under Basis of Payment, states"...which price shall include...removal of such cofferdams". The Hydraulic and Scour Analysis Report, page 29, indicates that the cofferdams will be left in place. Please confirm that the cofferdams for Piers 1 thru 4 will be cut off and the remaining portion left in place.</b></p> <p><b>R. The cofferdams for proposed Pier Nos. 1, 2, 3 &amp; 4 are to be cut off at top of proposed footing elevation and the remaining portion will be left in place. Drawings STR-56, 57, 58 &amp; 59 (Volume 3, Subset 2) have been revised in Addendum No. 2 to clarify that cofferdams will be cut off at top of footing elevation.</b></p>	<b>F</b>	<b>2</b>
77	<p><b>Q. Will the amount of money stipulated for the Estimated bid items be deducted from the final Contract value when determining the DBE goal?</b></p> <p><b>R. There are no items deducted when final DBE goals are computed.</b></p>	<b>F</b>	<b>2</b>
78	<p><b>Q. In the Connecticut DEP Permit, under Special Terms and Conditions, Item 20 requires removal of temporary trestle piles by either pulling the piles out entirely or cutting them off at mudline. Please confirm that the Contractor has the option to do either.</b></p> <p><b>R. As outlined in the Connecticut DEEP Permit, under "Special Terms and Conditions", Item 20, the Contractor has the option for removal of temporary trestle piles by either pulling the piles out entirely or cutting them off at mudline.</b></p>	<b>F</b>	<b>2</b>
79	<p><b>Q. The Special Provisions indicate that the Contract Construction Completion Date (CCD) is November 30, 2018, with Liquidated Damages of \$5,200/c.d. (Addendum 1, p. 97 and 147). But the Proposal Form (p.2) indicates Completion Date or Number of Units = 1846 CD, with LDs of \$4,000. Please clarify what is the correct date or duration, and correct LDs, for the CCD.</b></p> <p><b>R. The Contract Construction Completion Date (CCD), per the Contract, will be November 30, 2018, with Liquidated Damages of \$5,200/c.d. (Addendum 1, p. 97 and 147). The Bid Proposal Form will be corrected to indicate the same information.</b></p>	<b>F</b>	<b>2</b>

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No.	Question Submitted:	Status	Add. No.
80	<p><b>Q.</b> The “Notice To Contractor - Relocation of Existing Utilities Contract” includes a list of utility relocations, including work not yet complete (notice dated 12/16/12). This list is almost eight months old, and does not contain anticipated completion dates for all work. Kindly provide an updated/ current status, and anticipated completion dates, for all remaining utility relocations.</p> <p><b>R.</b> An updated list is not available at this time. The successful low bidder is directed to the requirements of Section 1.05.06 – “Cooperation with Utilities”.</p>	<b>F</b>	<b>3</b>
81	<p><b>Q.</b> The plans indicate areas to be surcharge preloaded. The Contract (“Notice to Contractor – Preloading”) “anticipates” that preloads will remain in place for a period of 1 year for two locations, and 6 months for the others, but states “[t]he actual time required will be determined by review of the piezometer and settlement data.” Please confirm that Contractor would be entitled to extension of time and impact costs if the Department’s/Department’s Engineer’s assumptions and Contract indications for anticipated time of preloading take longer than indicated in the Contract.</p> <p><b>R.</b> Should the duration of the settlement waiting period extend beyond the anticipated duration included in the contract any time extension must be substantiated in conformance with Section 1.08.08 – Extension of Time.</p>	<b>F</b>	<b>3</b>
82	<p><b>Q.</b> With regard to the 30-Day System Operational Test (“Notice to Contractor – 30-Day System Operational Test”), there are Liquidated Damages associated with certain items associated with these tests (e.g., CCTV Camera Mini-Hub Site No. 1 at Exit 44, or VMS Site No. 1, and others). Please clarify/confirm that Liquidated Damages cease to accrue on Contractor’s installation of these items, and will not run during the 30-day operational test, otherwise Contractor may be liable for Liquidated Damages for device malfunctions/manufacturer defects (for “proprietary” devices specified by the Department) outside of Contractor’s control.</p> <p><b>R.</b> The 30 day Operational Test is required to be completed to meet the contract milestone.</p>	<b>F</b>	<b>3</b>

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No.	Question Submitted:	Status	Add. No.
83	<p><b>Q.</b> “Notice To Contractor - Verification of Plan” states that “[t]here shall be no claim...for work pertaining to modifications required by any difference between actual field conditions and those shown by the details and dimensions on the contract plans. The Contractor will be paid at the unit price bid for the actual quantities....” Please clarify/confirm that Contractor will be provided with an equitable adjustment if such changes impact lump sum items.</p> <p><b>R.</b> Department procedure for addressing changes to the character of the work and differing site conditions is address in Section 1.04 – Scope of Work.</p>	<b>F</b>	<b>4</b>
84	<p><b>Q.</b> The Special Provisions indicate that the Supplemental Specifications dated July 2012 apply (Special Provisions dated 3/20/13, p.1); but ConnDOT’s Standard Specifications refer to the specification “which is in effect on the date of the Bid Advertisement” (1.01.01, definition of “Contract”), which would be the January 2013 Supplemental Specifications. Please confirm that the January 2013 Supplemental Specifications apply.</p> <p><b>R.</b> As outlined in the Contract Special Provisions, the July 2012 Supplemental Provisions will be applicable to this project. The Bid Advertisement has been corrected to indicate the same information.</p>	<b>F</b>	<b>2</b>
85	<p><b>Q.</b> Due to the size and complexity of Addendum #1 and the anticipation of other forthcoming addenda, we request a 30 day postponement of the bid opening date.</p> <p><b>R.</b> Please refer to the State Contracting Portal website for any postponement notices.</p>	<b>F</b>	<b>3</b>
86	<p><b>Q.</b> Reference Addendum No. 1, Item #'s 0702341A thru 0702983A, Paragraph (C) (p. 175) Pile Loading Test states "load test piles shall have three 12.5 mm (0.5 in.) internal diameter Schedule 40 PVC pipe installed within the pile for telltale installation. The pipes shall terminate at the bottom, lower quarter and midpoint of the pile. During load testing, movement of the pile shall be monitored by the telltales. All load test piles shall be installed within a temporary casing with a minimum diameter and to the depth indicated on the Drawings. The casing shall be cleaned to the bottom depth prior to driving the pile within the casing. The temporary casing</p>	<b>F</b>	<b>3</b>

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shall be cut off flush with the ground surface prior to installing the pile to allow PDA testing to occur. The temporary casing shall remain in-place until the load testing of the pile has been completed. Steel pipes of sufficient diameters shall be installed between the pile sidewalls and casing to within 0.3m (one foot) of the bottom of the casing to support the pile during the load test."

Note 10 on Drawing 03.02.048 states "load test piles shall be cast with a 19mm Schedule 40 steel pipe concentric to the center of the pile, capped on the bottom and extending to within 150mm of the pile tip."

- A. There is a conflict between Addendum No. 1 (3 each 12.5 mm internal diameter Schedule 40 PVC pipe) and Note 10 on Drawing 03.02.048 (1 each 19mm Schedule 40 Steel pipe). Which requirement is to be used on this project?
  - B. Addendum No. 1 states that "all load test piles shall be installed within a temporary casing with a minimum diameter and to the depth indicated on the Drawings-" There isn't a minimum diameter or depth indicated on the Drawings. Please provide this information.
- R. A. Plan Note 10 on Drawing 03.02.048 has been revised in Addendum No. 3 to conform to the requirements in the specification (Item #'s 0702341A through 0702983A; paragraph C). The note reads as follows: "LOAD TEST PILES SHALL BE CAST WITH THREE 12.5mm INTERNAL DIAMETER SCHEDULE 40 PVC PIPE INSTALLED WITHIN THE PILE FOR TELLTALE INSTALLATION. THE PIPES SHALL TERMINATE AT THE BOTTOM, LOWER QUARTER AND MIDPOINT OF THE PILE".
- B. Locations of test piles with pile loading tests identified with the presence of underlying organic silts (Bridge No. 00163 proposed Pier Nos. 1, 2, 3 & 4 and Bridge No. 00164 proposed Abutments 1 & 2), require a temporary casing be installed. Bridge 00163 Drawing STR-47 (Sheet 03.02.048) and Bridge 00164 Drawing STR-21 (Sheet 03.03.022) have been updated in Addendum No. 3 to clarify this information. A note, defining diameter and length of temporary casing has been added to Bridge No. 00163, Drawing STR-47 (Sheet 03.02.048) as follows:

**"TEST PILES AT PIER NOS. 1, 2, 3 & 4 DENOTED ON THE PILE LAYOUT AND/OR FOOTING PLANS WITH A PILE LOAD TEST REQUIRE A TEMPORARY CASING BE INSTALLED FROM BOTTOM OF FOOTING THROUGH THE DEPTH OF ORGANIC SILTS. THE TEMPORARY CASING SHALL HAVE AN INSIDE DIAMETER OF 660 MM AND SHALL HAVE AN ESTIMATED LENGTH AS OUTLINED IN THE FOLLOWING**

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TABLE:”

Location	Bottom of Footing Elevation	Estimated Bottom of Organic Silt	Estimated Casing Length
Pier 1	-1.1 m	-11 m	9.9 m
Pier 2	-4.1 m	-14.5 m	10.4 m
Pier 3	-4.1 m	-11 m	6.9 m
Pier 4	-1.1 m	-14 m	12.9 m

A note, defining diameter and length of temporary casing has been added to Bridge No. 00164, Drawing STR-21 (Sheet 03.03.022) as follows:

**“TEST PILES AT ABUTMENT NOS. 1, & 2 DENOTED ON THE PILE LAYOUT AND/OR FOOTING PLANS WITH A PILE LOAD TEST REQUIRE A TEMPORARY CASING BE INSTALLED FROM BOTTOM OF FOOTING THROUGH THE DEPTH OF ORGANIC SILTS. THE TEMPORARY CASING SHALL HAVE AN INSIDE DIAMETER OF 660 MM AND SHALL HAVE AN ESTIMATED LENGTH AS OUTLINED IN THE FOLLOWING TABLE:”**

Location	Bottom of Footing Elevation	Estimated Bottom of Organic Silt	Estimated Casing Length
Abut 1	0.20 m	-12 m	12.2 m
Abut 2	0.20 m	-9 m	9.2 m

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No.	Question Submitted:	Status	Add. No.
87	<b>Q. Reference Drawing 03.02.048, "Pile Cutoff into Footing" detail and the Special Provisions for Items #0702341A and #0702396A (Furnish 406 MM Square Prestress Concrete Piles and Driving Prestressed Concrete Piles, respectively), the Drawing detail indicates a pay limit for prestress piles of 300mm above the bottom of footing. The Special Provisions under Method of Measurement describe the pay limit of the furnish based on the order lengths which is measured from the pile tip to top of mild reinforcement. This differs from the Drawing detail by the limit of pile where concrete is being removed. Will this length (See Note 'A' on the Drawing) be measured as part of the furnish pay limit? The Special Provisions for the driving piles describes the pay length from the pile tip to the bottom of footing. This is again different from the drawing pay limit. Please confirm which limit is correct.</b>	<b>F</b>	<b>3</b>
	<b>R. The pay limits outlined in the specification govern. The drawing detail (Sht No. 03.02.048) has been revised accordingly in Addendum No. 3.</b>		

No.	Question Submitted:	Status	Add. No.
88	<b>Q. Will the Underwater Concrete (Item #0601301) at Piers 2 and 3 be subject to the Mass Concrete placement requirements as detailed in Section 6.01 Concrete for Structures?</b>	<b>F</b>	<b>3</b>
	<b>R. The underwater concrete Item #0601301A at Piers 2 and 3 will not be subject to the mass concrete placement requirements detailed in Section 6.01-Concrete for Structures. Section 6.01 has been revised in Addendum No. 3 to reflect this.</b>		

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No.	Question Submitted:	Status	Add. No.
89	<p><b>Q. Reference Addendum #1, Special Provision Item No. 1400209A- Cured in Place Pipe Lining 900mm (Sanitary Sewer), No. 1400230A- Structural Pipe Lining (Sanitary Sewer) and No. 1403499A- Point Repair (Sanitary Sewer), Guarantee section on pages 278 &amp; 279: This paragraph states "All cured-in-place pipe lining and sewer lateral/sewer main connection lining systems placed shall be guaranteed by the Contractor for a period of 12 months from the date of acceptance by the Engineer. Acceptance will not be granted until the fill over the pipe has been placed and compacted to finish grade and the preloads adjacent to the embankment have reached a point of negligible settlement as determined by the Engineer. During this period ... This inspection shall be performed during night time low flow conditions. Bypass pumping will not be required unless during the inspection it becomes apparent that bypass pumping is necessary." There is a major cost associated with performing bypassing pumping for the existing 900mm and 1850mm Sanitary Sewer Lines. In the event bypass pumping does become necessary for inspection purposes, will the Department consider providing an allowance to perform this work?</b></p> <p><b>R. Bypass pumping is not anticipated to be required at the end of the period as stated in the specification. The specification was revised in Addendum No. 2 to reflect this expectation.</b></p>	F	3

No.	Question Submitted:	Status	Add. No.
90	<p><b>Q. The Coastal Permit submittal (dated 10/20/09) provided in the Special Provisions indicates a Wetland Mitigation Tidal Area 2 that is not shown to be a Wetland Mitigation Area on the current proposed plans. Please confirm if this area is intended to be a Wetland Mitigation Area and if so, please provide any grading plans necessary.</b></p> <p><b>R. Wetland Mitigation Tidal Area 2 is not currently included in the Contract Documents. Should this work be required, article 1.04.05 of the standard specifications shall apply.</b></p>	F	3

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No.	Question Submitted:	Status	Add. No.
91	<p><b>Q.</b> Under item #0203398A Confined In-Water Excavation, first paragraph, states that this work consists partly of the removal of materials within temporary sheet piling enclosures at existing Piers 2 through 7 (existing Bridge No. 00163) required for demolition of the existing piers. Under basis of payment for this item, it states that there will be no direct payment for excavation at existing Piers 2 through 7, but it shall be included under the item “Removal of Piers__”. Which is correct ?</p> <p><b>R.</b> The removal of excavated materials from within the temporary sheet piling enclosures, required for the demolition of existing Piers 2 through 7, shall be included under the Item “Removal of Piers _”. The specifications for Item #0203398A-Confined In-Water Excavation and Item #0974XXX- Removal of Piers ____ has been revised in Addendum No. 3 to reflect this.</p>	F	3

No.	Question Submitted:	Status	Add. No.
92	<p><b>Q.</b> Specification 7.02.05.c – Pile Loading Tests – states “All load test piles shall be installed within a temporary casing with a minimum diameter and to the depth indicated on the Drawings.” We can find no detail of this in the drawings. Please provide the details.</p> <p><b>R.</b> Locations of test piles with pile loading tests identified with the presence of underlying organic silts (Bridge No. 00163 proposed Pier Nos. 1, 2, 3 &amp; 4 and Bridge No. 00164 proposed Abutments 1 &amp; 2), require a temporary casing be installed. Bridge 00163 Drawing STR-47 (03.02.048) and Bridge 00164 Drawing STR-21 (Sheet 03.03.022) have been updated in Addendum No. 3 to clarify this information. A note, defining diameter and length of temporary casing has been included on Bridge No. 00163, Drawing STR-47 (Sheet 03.02.048) as follows:</p> <p><b>‘TEST PILES AT PIER NOS. 1, 2, 3 &amp; 4 DENOTED ON THE PILE LAYOUT AND/OR FOOTING PLANS WITH A PILE LOAD TEST REQUIRE A TEMPORARY CASING BE INSTALLED FROM BOTTOM OF FOOTING THROUGH THE DEPTH OF ORGANIC SILTS. THE TEMPORARY CASING SHALL HAVE AN INSIDE DIAMETER OF 660 MM AND SHALL HAVE AN ESTIMATED LENGTH AS OUTLINED IN THE FOLLOWING TABLE:’</b></p>	F	3

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Location	Bottom of Footing Elevation	Estimated Bottom of Organic Silt	Estimated Casing Length
Pier 1	-1.1 m	-11 m	9.9 m
Pier 2	-4.1 m	-14.5 m	10.4 m
Pier 3	-4.1 m	-11 m	6.9 m
Pier 4	-1.1 m	-14 m	12.9 m

A note, defining diameter and length of temporary casing has been included on Bridge No. 00164, Drawing STR-21 (Sheet 03.03.022) as follows:

**“TEST PILES AT ABUTMENT NOS. 1, & 2 DENOTED ON THE PILE LAYOUT AND/OR FOOTING PLANS WITH A PILE LOAD TEST REQUIRE A TEMPORARY CASING BE INSTALLED FROM BOTTOM OF FOOTING THROUGH THE DEPTH OF ORGANIC SILTS. THE TEMPORARY CASING SHALL HAVE AN INSIDE DIAMETER OF 660 MM AND SHALL HAVE AN ESTIMATED LENGTH AS OUTLINED IN THE FOLLOWING TABLE:”**

Location	Bottom of Footing Elevation	Estimated Bottom of Organic Silt	Estimated Casing Length
Abut 1	0.20 m	-12 m	12.2 m
Abut 2	0.20 m	-9 m	9.2 m

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No.	Question Submitted:	Status	Add. No.
93	<p><b>Q.</b> Specification 7.02 – Method of Measurement Item 1 states that “The amounts to be included under the item for driving precast-prestressed concrete piles shall be the number of meters of piles actually driven and accepted in the completed structures as measured along the centerline of the pile from the driven pile tip to the bottom of footing.” The detail ‘Pile Cutoff Into Footing’ on drawing no. STR-47 shows the pay limit to be 300mm above the bottom of footing. Which is correct?</p> <p><b>R.</b> The pay limits outlined in the specification govern. The drawing detail has been revised accordingly in Addendum No. 3.</p>	F	3
94	<p><b>Q.</b> Reference Bid Item 0702896 – Removal of Existing Timber Piles. Drawing STR-57 &amp; 58 indicate fewer rows of pile than that shown on Drawing STR-31. Is it the intent to enlarge the cofferdams indicated on STR-57 &amp; 58 to encompass the entire footprint, or only to remove those piles indicated on the referenced Structural Drawings? Is any information available indicating the length of these piles?</p> <p><b>R.</b> The intent is to remove only the existing timber piles that fall within the limits of the proposed cofferdams for proposed Piers 2 and 3. Callouts on Bridge No. 00163, Drawing STR-31 (Volume 3, Subset 2) have been revised in Addendum No. 3 to reflect this. No information exists indicating the lengths of these piles.</p>	F	3
95	<p><b>Q.</b> Bid Item 0916406A – Remove Noise Barrier Wall has a Bid Quantity of 10 Meters. The Description “..... shall consist of removing and disposing of timber noise walls where shown on the plans .....”. On drawing sheet 01.14.005 Roadway Plan – 4, a callout along the southbound near station 1+560 and points to a section of existing wall to be removed, this scales to approximately 3.57M long. The portion of the wall is perpendicular to the center line. Similarly northbound, a callout points to a section of wall to be removed near station 1+600 this scales to approximately 6.33 M long. The total of 9.90 is very close to the 10 M bid quantity. However, in visiting the site and also as shown on the plans there is additional timber noise wall that will need to be removed both southbound (99 M) and northbound (136 M) for a total of 235M. Should this timber noise wall be included in the bid item in question. Please advise how removal for the 235 M of wall will be paid.</p> <p><b>R.</b> Quantity for Bid Item 0916406A – Remove Noise Barrier Wall has been revised in Addendum No. 3.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
96	<b>Q. For pile located in piers 2 and 3, will it be permitted to apply the load test to the pile at an elevation just above the water elevation in the non-dewatered cofferdam?</b>		
	<b>R. Yes, for piles located in piers 2 and 3, the load test may be applied to the designated pile at an elevation just above the water elevation in the non-dewatered cofferdam state.</b>	<b>F</b>	<b>3</b>

No.	Question Submitted:	Status	Add. No.
97	<b>Q. The “Notice to Contractor – Environmental” on page 112 of Addendum 1 references item 0020763A Disposal of Sediments, item 101146A Reuse of Stockpiled Material, and item 202315A Disposal of Controlled Materials. There are no special provisions for items 0020763A and 101146A and the special provision for 202315A was deleted by Addendum 1. None of these items are in the proposal. Please clarify.</b>		
	<b>R. The “Notice-To-Contractor – Environmental” has been revised in Addendum No. 3 to delete the references to “Item #0020763A – Disposal of Sediments” and “Item #0202315A – Disposal of Controlled Materials” (deleted in Addendum No. 1) since these Contract Items and special provisions are not part of the contract. Please note that the special provision “Item #0101146A – Reuse of Stockpiled Materials” is included in the bid documents.</b>	<b>F</b>	<b>3</b>

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No.	Question Submitted:	Status	Add. No.
98	<p><b>Q. In regard to the cofferdams for proposed Piers 1-4:</b></p> <p style="margin-left: 40px;"><b>A) As shown on contract drawings STR-56-59, is it the intent of the designer to have the cofferdam installed completely (Stages 1, 2 and 3) prior to the final cutoff?</b></p> <p style="margin-left: 40px;"><b>B) Will vibratory hammers be an acceptable method to install the cofferdams?</b></p>		
R.	<p><b>A) The design intent was to cut off the cofferdam piles after the cofferdam is completely installed (Stages 1, 2, and 3) and no longer required, to provide as much space as possible during Stage 3 construction for laydown and staging. Should the contractor elect to cut off the cofferdam piles earlier, the contractor should be reminded that the river bottom in those areas of cut off adjacent to the proposed piers will need to be restored and will revert back to regulated areas, and therefore not available to the contractor for laydown and staging.</b></p> <p style="margin-left: 40px;"><b>B) Vibratory hammers will be an acceptable method to install the cofferdams.</b></p>	<b>F</b>	<b>3</b>

No.	Question Submitted:	Status	Add. No.
99	<p><b>Q. Under the special provision for item 203398A Confined In-Water Excavation on page 460 it states “No direct payment shall be made for excavation at the existing piers 2-7, but it shall be included under item “Removal of Piers ___””. Yet under the special provision for the item “Removal of Piers ___” on page 789 it states under basis of payment “except that underwater excavation within the sheet pile enclosures at piers 2 to 7 is covered under the item “Confined In-Water Excavation””. Under which item is the excavation for piers 2 to 7 to be paid?</b></p>		
		<b>F</b>	<b>3</b>

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R. The removal of excavated materials from within the temporary sheet piling enclosures, required for the demolition of existing Piers 2 through 7, shall be included under the Item “Removal of Piers \_\_\_”. The special provisions for “Item #0203398A- Confined In-Water Excavation” and “Item #0974XXX- Removal of Piers \_\_\_” have been revised in Addendum No. 3 to reflect this change.

No.	Question Submitted:	Status	Add. No.
100	Q. Item 971999A Wrecker Service has a quantity of 5200 hours. The special provision calls for two wreckers to be stationed from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM during the period of construction activates. If the wreckers are stationed as described in the special provision, this quantity will dramatically overrun. Please check this quantity.		
		<b>F</b>	<b>3</b>
	R. The quantity for “Item #0971999A - Wrecker Service” has been increased in Addendum No. 3.		

No.	Question Submitted:	Status	Add. No.
101	Q. Under Item 969066A Construction Field Office, Extra Large it states that one concrete curing box is to be furnished. This seems inadequate for a project of this size. Please review the number of curing boxes to be specified for this item.		
		<b>F</b>	<b>3</b>
	R. The number of concrete cylinder curing boxes specified under the special provision “Item #0969666A - Construction Field Office, Extra-Large” have been increased in Addendum No. 3.		

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No.	Question Submitted:	Status	Add. No.
102	<p><b>Q. We have found the following instances in the contract documents where means and methods for construction described in the permit and/or permit applications conflict with those given in the special provisions or contract drawings:</b></p> <p><b>A) The “Notice to Contractor-Environmental”, page 111, Addendum 1 describes CDOT’s intent to treat all water generated by dewatering activities in GWAOEC to be treated at the CGWT. The permit/permit applications for both the ACOE permit and OLISP permit state that water generated by cofferdam dewatering activities is to be pumped into adjacent cofferdams.</b></p> <p><b>B) The permit/permit applications for both the ACOE permit and OLISP permit and attached plates show substructure demolitions for piers 2-7 and for piers 12-21 to be carried to 1 meter below existing grade. The contract drawings indicate the substructures for these piers to be removed to the top of the existing footing.</b></p> <p><b>Section 1.05.04 of CDOT Form 816 clearly states that the permits and permit applications govern over all other contract documents if there is a conflict between the two. In the instances given above, does 1.05.04 apply?</b></p>	F	4
R.	<p><b>A) The permit conditions govern as indicated in Article 1.05.04 - Coordination of Special Provisions, Plans, Supplemental Specifications and Standard Specifications and Other Contract Requirements. Both the ACOE permit General Terms and Condition No. 5 and OLISP permit General Terms and Conditions No. 9 prohibit the Certificate Holder/Permitee from causing or allowing “pollution of wetlands or watercourses, including pollution resulting from sedimentation and erosion. For purposes of this certificate, “pollution” means “pollution” as that term is defined by CGS section 22a-423.” In order to satisfy the permit general conditions, the project is required to temporarily contain on site contaminated groundwater generated by dewatering activities in GWAOECs, and transport it to the CGWT as directed by the Engineer, and as specified in Item 0204210A, “Handling Contaminated Ground Water”, in accordance with the “Notice-to-Contractor – Environmental”.</b></p> <p><b>B.) The permit and permit applications for ACOE and OLISP indicate substructure removal for existing piers 2 – 7 and 12 – 21 be carried to one (1) meter below existing grade. The substructure removal limits on Drawing STR-119 (Sheet 03.02.120), Drawing STR-120 (Sheet 03.02.121), Drawing STR-127 (Sheet 03.02.128), and Drawing STR-128 (Sheet 03.02.129) were revised in Addendum No. 3 to indicate substructure removal for existing piers 2 – 7 and 12 – 21 be carried to one (1) meter below existing grade, consistent with the permit documents.</b></p>		

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No.	Question Submitted:	Status	Add. No.
103	<p><b>Q. Regarding Payitem #0948013A Tidal Wetland Creation – Special Provision page 670 states that excavation is to be 0.8 meters below proposed finished grade. Drawings 01.08.002 and 01.08.003 conflict and call for 0.3 meters below proposed finished grade. Please clarify.</b></p> <p><b>R. Special Provision Item #0948013A – Tidal Wetland Creation has been revised in Addendum No. 3 to reflect excavation to a depth of 0.3M deep. Contractor is also directed to CT DEEP OLISP Permit Plate No. 2E.</b></p>	<b>F</b>	<b>3</b>
104	<p><b>Q. Reference drawing sheet 01.07.014; the temporary stone check dam detail states “to be paid as 50mm crushed stone” which would be Payitem #0728009. There is also Payitem #0210106 Temporary Check Dams. Please clarify.</b></p> <p><b>R. Sheet No. 01.07.014 has been revised in Addendum No. 3 to read “to be paid for under Item #0210106 – Temporary Check Dams”.</b></p>	<b>F</b>	<b>3</b>
105	<p><b>Q. Reference drawing sheet 01.14.005 which shows 150mm of 50mm crushed stone along Ramp C Right and drawing sheet 01.14.006 which shows 150mm of 50mm crushed stone along I-95SB Left. Drawing 01.06.004 for this portion of I-95SB identifies this stone as 150mm crushed stone for slope protection. For both locations, please clarify which item this work is to be measured and paid under – Payitem #0728009 50mm Crushed Stone or Payitem #0728001 Crushed Stone Slope Protection.</b></p> <p><b>R. The correct pay item for these locations is Item #0728009 – 50mm Crushed Stone. Sheet No. 01.06.004 has been revised accordingly in Addendum No. 3.</b></p>	<b>F</b>	<b>3</b>
106	<p><b>Q. On Sheet 01.22.007 please confirm the I-95 Southbound callout for 65mm RMC Under Roadway is correct and it should not be installed in the P.C.B.C and paid under item 1008316A.</b></p> <p><b>R. The callout for 65mm RMC Under Roadway is correct.</b></p>	<b>F</b>	<b>3</b>

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No.	Question Submitted:	Status	Add. No.
107	<p><b>Q.</b> Please clarify the meaning of the T symbol at the crosswalk on Sea Street shown on sheet 01.23.003.</p> <p><b>R.</b> T indicates the Town (“City of New Haven”) will maintain the crosswalk.</p>	<b>F</b>	<b>3</b>
108	<p><b>Q.</b> Reference Sheet 01.20.003. Please confirm the type of handholes to be installed at the commuter parking lot.</p> <p><b>R.</b> Handhole type shall be Concrete Handhole Type I. See DWG No. E-01 (Sheet No. 01.22.002).</p>	<b>F</b>	<b>3</b>
109	<p><b>Q.</b> Reference Sheets 01.21.007 – 12. Please confirm the temporary handhole labels are correct.</p> <p><b>R.</b> The IMS information shown on Drawings IMS-06 through IMS-11 (Sheets 01.21.007 through 01.21.012) represents IMS tie-ins to existing, temporary IMS bypass, and permanent IMS construction. All the work shown on these drawings, by either callouts and/or legend, is paid for under items in the Contract (i.e. Temporary Type 1 Handhole is paid for under Type 1 Handhole, Temporary Pull Box is paid for under Pull Box, Temporary 50 mm RMC is paid for under 50 mm RMC, Temporary Wood Pole is paid for Wood Pole, etc.). The quantities for these items in the contract include the work shown on Drawings IMS-06 through IMS-11 (Sheets 01.21.007 through 01.21.012).</p>	<b>F</b>	<b>4</b>
110	<p><b>Q.</b> Special Provision #0702896A Removal of Existing Timber Piles states “Work under this item shall consist of extracting and disposing of existing timber piles...” If the existing timber piles are found to be hazardous material, will the disposal be paid under Payitem #0101143? If not, please provide a per ton disposal Payitem as the existing and proposed drawings provided do not have enough information to perform an accurate tonnage takeoff.</p>	<b>F</b>	<b>3</b>

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R. The special provision “Item #0702896A - Removal of Existing Timber Piles” has been revised in Addendum No. 3 to indicate that the extracted timber piles shall be resized to maximum four-foot (4’) long sections and transported to the Waste Stockpile Area (WSA) for disposal by others.

No.	Question Submitted:	Status	Add. No.
111	<p>Q. Reference the Department's response to Bid Question #66 regarding Plan Sheet No. 01.07.023 - Miscellaneous Details, TPCBC (Pinned) Warrant Detail: The Department's response states "As stated in note 3 (plan sheet 01.07 .023) excavation through zone 3 undermines the ability of the TPCBC (pinned) to function as designed and therefore is not permitted."</p> <p>A) Reference Plan Sheet No. 02.02.062 -Maintenance and Protection of Traffic Stage 1A Sections (MPT-61), I-95 Sta. 1+400, Critical Section C-C, Stage 1A: This Critical Section depicts the TPCBC (Pinned and Slotted) to be adjacent to an excavation which occurs in zone 3. If pinned TPCBC is not permitted when excavation occurs in this zone, please provide a TPCBC detail that would be permitted in this zone.</p> <p>B) Reference Plan Sheet 02.02.063 - Maintenance and Protection of Traffic Stage 1A Sections (MPT-62), I-95 Sta. 1+600, Critical Section D-D, Stage 1A: The shoulder excavation shown on this critical section falls within zone 2 of the Pinned TPCBC Warrant Detail and therefore should require pins. However, this critical section and the corresponding plan view (sheet no. 02.02.007) do not label the TPCBC to be pinned. A similar situation occurs on the following Plan Sheets:</p> <ul style="list-style-type: none"> <li>• Plan Sheet No. 02.02.070 (MPT-69) at Temp Ramp A</li> <li>• Plan Sheet No. 02.02.018 (MPT-77), I-95 Sta. 1+600, Critical Section D-D, Stage 2A</li> <li>• Plan Sheet No. 02.02.083 (MPT-82), I-95 Sta. 0+700, Critical Section A-A, Stage 3</li> <li>• Plan Sheet No. 02.02.084 (MPT-83), I-95 Sta. 1+200, Critical Section B-8, Stage 3</li> <li>• Plan Sheet No. 02.02.084 (MPT-83), I-95 Sta. 1+200, Critical Section B-8, Stage 3</li> <li>• Plan Sheet No. 02.02.085 (MPT-84), I-95 Sta. 1+400, Critical Section C-C, Stage 3</li> <li>• Plan Sheet No. 02.02.085 (MPT-85), I-95 Sta. 1+600, Critical Section D-D, Stage 3</li> </ul>	F	4

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Will the Department please provide Critical Cross Sections and Plan views (with beginning and ending points) that depict where the Pinned TPCBC (Item #822072A) and Relocated Pinned TPCBC (Item #8220734) items are located?

R. A) Excavation within Zone 3 can occur under adjacent lane closures during off-peak as specified in the Limitations of Operations.

B) The included quantities for pinned TPCBC’s are based on the suggested sequence of construction as detailed in the contract documents. Identified critical sections are shown in the MPT Critical Sections Drawings. Parameters for pin requirements are shown in the detail shown on Drawing MDS-22 (Sheet 01.07.023). The Contractor is responsible for adhering to the detail as required by their chosen construction method and sequence.

No.	Question Submitted:	Status	Add. No.
112	<p>Q. Reference the Department's response to Bid Question #63 regarding Special Provision Item #0821502A - F-Shape Precast Concrete Barrier Curb (530mm x 1145mm), cast-in-place throat sections. The Department's response states "The barrier curb associated with throat sections for catch basins will be cast-in-place in accordance to Article 6.01.03. This requirement was included to limit the amount of closure pour sections." On previously constructed Department projects, both the throat piece and the closure piece have been installed as precast pieces, thus eliminating the need to cast-in-place any barrier sections. Will the Department accept precast pieces for both the throat piece and closure piece for this barrier on this project?</p>	<b>F</b>	<b>4</b>
	<p>R. The use of precast pieces for both the throat piece and closure piece for this barrier can be considered during construction through the Contractor Request for Change process.</p>		

**Status:            F – Final            R – Revised            I – Information Only**

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No.	Question Submitted:	Status	Add. No.
113	<p><b>Q. Reference Special Provision Item #1401054A - Handling Sanitary Sewer (Sanitary Sewer), Description, last paragraph: This paragraph states "Site 2": Average Daily Peaks 100,000 Gal/Day, Maximum (wet weather flows) 10MGD." The difference between 100,000 Gal/day and 10MGD is a substantial amount; please verify that the maximum wet weather flow is 100 times more than the Average Daily Peak flow.</b></p>		
	<p><b>R. The Site 2, Greenwich Avenue Sewer Line is a combined sewer carrying urban runoff in addition to sewage flows. The discharge will be exponentially larger during significant rain events. Installation of the liner is expected to be a very short term operation. The Contractor can plan to bypass average daily flows by working in dry weather using reliable weather forecasting methods.</b></p>	<b>F</b>	<b>3</b>

No.	Question Submitted:	Status	Add. No.
114	<p><b>Q. On drawing STR-30 for bridge 00164, note 2 is referring to D1.5 for testing method of welds. In note 4, it seems to be calling for testing all welds. D1.5 only calls for 10% (1 foot for every 10' of welds) of all welds to be MT inspected. Note 4 seems to be calling for 100% MT of all welds. We've noticed the same issue for bridge 00165 on drawing STR-66 note 2 &amp; 6...</b></p>		
	<p><b>R. We provide the following clarification to the ConnDOT Standard notes: The intent of Bridge 00164, STR-30 (Sheet 03.03.031), Structural Steel Note 4 and Bridge 00163, STR-66 (Sheet 03.02.067), Structural Steel Note 5 is not to require 100% of the weld locations listed to be tested and/or inspected. The intent is the locations outlined in the note shall be inspected by the Magnetic Particle Method. The inspection by Magnetic Particle Method at the outlined locations, shall meet the requirements of AANSI/AASHTO/AWS D1.5 (10%, etc.).</b></p>	<b>F</b>	<b>4</b>

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No.	Question Submitted:	Status	Add. No.
115	<p><b>Q. Please reconsider the response to Question 18(b), we are concerned that not allowing impact hammers for the removal of footings and the underlying piles will create an unnecessary hazard. By allowing impact hammers we would eliminate the need to undermine the footings to cut the piles free from the concrete.</b></p> <p><b>R. The response to Question 18 (b) has been revised in Addendum No. 3.</b></p>	<b>F</b>	<b>4</b>
116	<p><b>Q. Addendum No. 2 revised the demolition specifications (Items 974297A thru 974304A). At the end of the fifth paragraph, the following new requirement was added: "...substructure removal using impact equipment shall not be allowed". Specification Section 1.10.A.1 prohibits the use of impact equipment for concrete deck removal. Is the Contractor prohibited from using impact equipment for removal of pier plinths? Please note that all of the plinths are in cofferdams that are not dewatered per plans, specifications and permits.</b></p> <p><b>R. The language in Item 0974XXXX – SUBSTRUCTURE REMOVAL referring to "...impact equipment will not be allowed..." has been revised in Addendum No. 3 and the following clarification has been provided:</b>  <b>For the purpose of minimizing noise and vibration disruptions to adjacent sensitive receptors the following work limitations are provided: the installation of temporary steel sheet piling enclosures shall be performed by vibratory methods (vibratory hammer); the demolition of the twenty-four (24) reinforced concrete piers above a line two (2) meters above the top of footing/plinth shall be performed by non-impact or lower impact methods (diamond wire cutting, cracker/crusher processors, pulverizers, etc.); the demolition of the twenty-four (24) reinforced concrete piers below a line two (2) meters above the top of footing/plinth may be performed by heavy impact methods (impact hammer); the demolition of backwalls and wingwalls for the five (5) reinforced concrete abutments shall be performed by non-impact or lower impact methods (diamond wire cutting, cracker/crusher processors, pulverizers, etc.); the demolition of the stemwalls and footings for the five (5) reinforced concrete abutments may be performed by heavy impact methods (impact hammer).</b>  <b>Additional conflicting information has been removed from Item #0974XXXX – REMOVAL OF SUBSTRUCTURE and from Drawing STR-114 (Sheet 03.02.115), Note 15, in Addendum No. 3.</b></p>	<b>F</b>	<b>4</b>

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No.	Question Submitted:	Status	Add. No.
117	<p><b>Q.</b> Sheet Number 02.02.002 – 1.A1 includes Note 2 – “Work on this sheet shall be completed prior to Stage 1A.” This work includes the reconstruction of the inside shoulder identified as Pre-Stage B work. Per Article 1.08.03 – Prosecution of Work on page 128 - Stage 1A item 2 “Close the inside shoulder on I-95 mainline in each direction from the eastern limit of the project to Bridge No. 00163 and remove the existing median and install drainage in preparation of Stage 1B”. The Stage 1A work appears tear out and replace the work that was put in as part of Pre-Stage B work. Should this Pre-Stage B work be completed during the Stage 1A work for the Eastern limit to Bridge No. 00163?</p> <p><b>R.</b> Pavement cores will be required in Pre-Stage A to determine the extent of reconstruction. We concur that work within the barriers as shown in Stage 1A will be completed in 1A.</p>	F	4
117	<p><b>Q.</b> Article 1.08.03 – Prosecution of Work on page 130 of Addendum #1 includes the following item “2. Pre-Stage 2A prepare I-95 crossover at western project limit by removing median barrier, installing temporary drainage and repairing the pavement” This appears to be the same work that is addressed on page 128 as “Pre-Stage B” work. Are these two scopes of work the same? Is this portion of Pre-Stage B work to be completed just before Stage 2A?</p> <p><b>R.</b> Pavement cores will be required in Pre-Stage A to determine the extent of reconstruction. Work required in Stage 2B will include, but not be limited to, areas which were inaccessible in Stage 1A (i.e. under existing barriers removed under Stage 2A)</p>	F	4
119	<p><b>Q.</b> Reference: Volume 2 of 3: Sheets - 02.02.061 to 02.02.086 Critical Sections, 02.02.090, CTDOT HW-651_02, and Bid Item 0651249. The Temporary Structure Chart on sheet 02.02.090 lists the Length of Slotted Drain at Structure. Does the length of Slotted Drain on this chart reflect both ‘Slotted Drain Where Called For On Plans’ and ‘Temporary Slotted Drain’ as shown in the Volume 2 Maintenance and Protection of Traffic Cross-Sections? Please show on the plans the locations of the ‘Slotted Drain Where Called For On Plans’ that is referenced in the cross-sections. Exact locations for the Slotted Drains are critical in determining additional traffic control, off-shift/night work hours, and concrete plant operations for installations and removals.</p>	F	4

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**R. The locations of slotted pipe are shown on Drawing MPT-05.A1 and MPT-06.A1 (Sheets 02.02.006.A1 and 02.02.007.A1) and are also depicted on the critical cross sections. Lengths of slotted pipe are also detailed in the table entitled “Temporary Structure Chart” on Drawing MPT-89 (Sheet 02.02.090).**

No.	Question Submitted:	Status	Add. No.
120	<p><b>Q. The Grading Plans [Volume 1, Subset 17] do not depict the area of the west abutment of bridge 163. Please kindly provide this detailed topographic information as has been provided for the east abutment of bridge 163 as seen on drawings GRA-03 &amp; GRA-04.</b></p> <p><b>R. The detailed grading information for the west abutment of Bridge 163 is shown on Drawing No. STR-02 (Sheet No. 03.02.003).</b></p>	<b>F</b>	<b>4</b>
121	<p><b>Q. Reference Drawing BOR-01 [01.11.002] where the Preload Areas are shown. Please advise the contractor where cross sections and or depths of these preload areas can be found so that an accurate quantity takeoff can be performed.</b></p> <p><b>R. Cross sections for the pre-load areas are found on the following drawings/sheets:                      Drawings XSC-04 through XSC-10 (Sheets 02.04.005 through 02.04.011)                      Drawings XSC-14 through XSC-17 (Sheets 02.04.015 through 02.04.018)                      Drawing XSC-30 (Sheet 02.04.031)                      Drawings XSC-33 through XSC-37 (Sheets 02.04.034 through 02.04.038)</b></p>	<b>F</b>	<b>4</b>
122	<p><b>Q. Reference the Proposal Schedule of Items, Proposal Line Number 5650. Kindly clarify the meaning of “Not Assigned to a Section” with regard to the Total Bid. Is this Bid Item to be added to the Total Base Bid.</b></p> <p><b>R. This was corrected in Addendum No. 3</b></p>	<b>F</b>	<b>4</b>

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No.	Question Submitted:	Status	Add. No.
123	<p><b>Q.</b> We hereby request a postponement of 2 weeks on Contract 092-522, the Reconstruction of I-95 over West River. This request is being made due to the fact that the week of 9/1 has two major holidays, Labor Day (9/2) and Rosh Hashanah (9/5, 9/6). Additionally, subcontractors have communicated to us that they need more time. We feel that this is an appropriate request given the complexity of the project; this extension of time will allow us sufficient time to prepare a comprehensive bid.</p> <p><b>R.</b> Please refer to the State Contracting Portal for any postponement notices.</p>	I	
124	<p><b>Q.</b> Addendum #1, Page 12, 1.09.06 - Partial Payments, paragraph b states that, "No estimates for payment will be made when, in the judgment of the Engineer, the project is not proceeding in accordance with the Contract. This language is extremely subjective and empowering. Please consider removing this language.</p> <p><b>R.</b> Statement will stand; there will be no change to our Standard Specifications language. We do not envision changes to our current business practice.</p>	F	4
125	<p><b>Q.</b> Addendum #1, Page 12/13, 1.09.06, paragraph 3 states that the Contractor has 21 day after the final inspection to either accept or disagree with the final quantities. Should the Contractor disagree with the Departments quantities, documentation and justification must be provided within the 21 day period. Failure to respond within the 21 day period will be considered as acceptance of the final quantities. Please consider removing this language because 21 days is not enough time for the Contractor to document and justify discrepancies in the final quantities.</p> <p><b>R.</b> The final inspection is normally scheduled many months after the project is completed allowing contractor enough time to review and respond to final quantities.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
126	<p><b>Q.</b> Addendum #1, Page 13, 1.09.06, Payment for Stored Materials, first paragraph, last sentence states that, *Material test approval by the Department shall be required prior to payment for such materials". The last sentence omits any reference as to the amount of time that the Department needs to approve materials. Without an approval time constraint, payments for materials stored onsite could be delayed significantly. Please consider removing the last sentence or revising it to include a reasonable review period.</p> <p><b>R.</b> Statement will stand; there will be no change to our Standard Specifications language. We do not envision changes to our current business practice.</p>	F	4
127	<p><b>Q.</b> Addendum #2, Proposed Schedule of Items Page I, Item 0101158 - Secure, Construction and Abandonment of a Sediment Solidification Area. This item does not have a Special Provision. Please advise.</p> <p><b>R.</b> The Special Provision “Item #0101158A – Secure, Construction and Abandonment of a Sediment Solidification Area” has been added in Addendum No. 3 to address the solidification area, along with a new pay item (#0101158A) and two new plans – Drawing MDS-32 (Sheet 01.07.033) and Drawing MDS-33 (Sheet 01.07.034).</p>	F	4
128	<p><b>Q.</b> Reference the Department's response to bid question No. 58. The response states "Item #0101173A- Sweeper will be revised under a forthcoming Addendum to include cleaning of manholes, catch basins, drop inlets, and bridge scuppers within the Project Limits as directed by the Engineer." Typically, the cleaning of existing pipes and drainage structures is performed by equipment other than a Sweeper and are paid for under separate pay items. Will the Department please consider adding two (2) separate pay items for "Cleaning Existing Drainage Structures" and "Cleaning Existing Drainage Pipes"?</p> <p><b>R.</b> The special provision “Item #0101173A – Sweeper” indicates that the sweeper to be furnished by the Contractor be a self</p>	F	4

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propelled, vacuum or regenerative (re-circulating air) street sweeper with “a minimum 203 mm diameter wandering vacuum hose utilized for the removal of earth and/or other debris from catch basins and hydrodynamic separators, comparable to a Crosswind, as manufactured by the Elgin Sweeper Company”. If additional equipment or methods are deemed necessary by the Engineer to perform the cleaning of existing drainage structures, as requested by the Engineer, then such cleaning will be paid for as provided for under “Article 1.09.04 – Extra and Cost-Plus Work”. Therefore, the Department will not add the additional two (2) pay items requested for cleaning existing drainage structures and pipes.

No.	Question Submitted:	Status	Add. No.
129	<p><b>Q.</b> Reference the Department's response to bid question No. 60. The second paragraph in this response states "The sewer at Greenwich Avenue has not been Video Inspected." Without a Pre-bid video inspection of this sewer, the Contractor will not know what dollar amount to include in the CIPP 900MM item for internal repairs. Similar to any external point repairs, will the Department consider paying for the "Internal Repairs" for this sewer pipe as Extra and Cost Plus Work?</p> <p><b>R.</b> The intent of the specification is that the Contractor shall clean the pipe, remove root and lateral protrusions, and prepare the interior of the pipe for lining installation. In the event that a repair would involve the installation of a segmental liner or similar extensive repair procedure, the internal repair will be paid for as provided under Article 1.09.04 - Extra and Cost Plus Work.</p>	<b>F</b>	<b>4</b>
130	<p><b>Q.</b> Shown on the Maintenance and Protection of Traffic Critical Sections is Slotted drain and is called out “where called for on plans”. Please indicate the plan sheets this slotted drain is called out on. What are the limits for the slotted drain.</p> <p><b>R.</b> The locations of slotted pipe are shown on Drawings MPT-05.A1 and MPT-06.A1 (Sheets 02.02.006.A1 and 02.02.007.A1) and are also depicted on the critical cross sections. Lengths of slotted pipe are also detailed in the table entitled “Temporary Structure Chart” on Drawing MPT-89 (Sheet 02.02.090).</p>	<b>F</b>	<b>4</b>

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No.	Question Submitted:	Status	Add. No.
131	<p><b>Q.</b> The first page of the Proposal Schedule of Items included with Addendum No 2 lists Item # 0101158 (SECURE, CONSTRUCTION AND ABANDONMENT OF A SEDIMENT SOLIDIFICATION AREA) as a new Item. However, this Item is nowhere to be found in the list of bid items found in the Expedite Software.</p> <p>Please advise on this item.</p> <p><b>R.</b> A new pay item (#0101158A) has been added in Addendum No. 3 to address the solidification area, along with the Special Provision “Item #0101158A – Secure, Construction and Abandonment of a Sediment Solidification Area” and two new plans – Drawing MDS-32 (Sheet 01.07.033) and Drawing MDS-33 (Sheet 01.07.034).</p>	<b>F</b>	<b>4</b>
132	<p><b>Q.</b> Will the contractor be responsible for the submission of the post-construction as built survey required by item 8 of the special conditions in the ACOE permit?</p> <p><b>R.</b> The contractor will not be responsible for the submission of the post-construction as built survey required by Item #8 of the special conditions in the ACOE permit.</p>	<b>F</b>	<b>4</b>
133	<p><b>Q.</b> Paragraph four of Addendum 3, page 110 delineates the line between non-impact and impact methods for demolition for the pier substructures as “a line two meters above the top of the footing/plinth”. Please clarify if this line is two meters above the top of the footing (bottom of the plinth) or two meters above the top of the plinth.</p> <p><b>R.</b> Please note that the revised specification differentiates areas where demolition can be performed between non-impact or lower impact methods and heavy impact methods. Pier locations without a plinth, heavy impact demolition methods can be used below a line two (2) meters above top of footing. Pier locations with a plinth, heavy impact demolition methods can be used below a line two (2) meters above top of plinth.</p>	<b>I</b>	

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No.	Question Submitted:	Status	Add. No.
134	<p><b>Q.</b> Addendum #3 revised the sweeper item (0101173A) to include cleaning of the existing drainage structures within the project limits prior to the start of construction. As the actual quantity of plugged structures cannot be determined prior to the bid, please consider paying this as extra work. If this is paid as part of the sweeper item, it will be a substantial expense that the contractor would not be fully reimbursed for until the end of the project.</p> <p><b>R.</b> The special provision “Item #0101173A – Sweeper” indicates that the sweeper to be furnished by the Contractor be a self propelled, vacuum or regenerative (re-circulating air) street sweeper with “a minimum 203 mm diameter wandering vacuum hose utilized for the removal of earth and/or other debris from catch basins and hydrodynamic separators, comparable to a Crosswind, as manufactured by the Elgin Sweeper Company”. If additional equipment or methods are deemed necessary by the Engineer to perform the cleaning of existing drainage structures, as requested by the Engineer, then such cleaning will be paid for as provided for under “Article 1.09.04 – Extra and Cost-Plus Work”.</p>		
		I	
135	<p><b>Q.</b> Please verify the quantity for Item 0213100 Granular Fill. The 6,000 cubic meters appears high.</p> <p><b>R.</b> The quantity for “Item #0213100 - Granular Fill” has been reviewed and appears accurate. Granular fill locations include, but are not limited to, median barrier areas, rip rap areas, preload areas (See Drawing BOR-02, Sheet 01.11.003), etc.</p>		
		I	
136	<p><b>Q.</b> (Bidder) respectfully submits the attached letter from (Subcontract Bidder) regarding the use of Spiral Wound Pipeline Rehabilitation for the sanitary sewer.</p> <p><b>R.</b> As with other rehabilitation methods, Spiral Wound Pipeline Rehabilitation will be reviewed with respect to its ability to carry all superimposed soil, hydrostatic and traffic loads as stated in the specification as well as meet specified material, geometric and hydraulic requirements. All proposed rehabilitation methods will also be evaluated on the Liner Design and Performance Requirements as stated in the Specification. The Installation Contractor proposed in the Submittal will also be evaluated with respect to their qualifications, experience and ability to complete the work as detailed in the plans and specifications. The editing of the specification in the Addendum was not intended to preclude Spiral Wound Pipeline Rehabilitation from consideration as an approved equal.</p>		
		I	

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No.	Question Submitted:	Status	Add. No.
137	<p><b>Q.</b> The Liner Design Requirements contained on Page 108 of Addendum No. 2 for the above referenced Item # 1400230A are not practical and cannot be met by at least one of the approved Subcontract Bidder's system nor does (Subcontract Bidder) believe that it can be met by the CIPP or Geopolymer alternatives. In Section 1.d on that page, the use of Manning's "n" value of 0.013 does not take into account the reduced friction of the smooth surface of the CIPP or the (Subcontract Bidder) PVC which are 0.01 0. This restricts the minimum size of the lined pipe in order to meet the requirements in Section2.a for a maximum flow reduction of 16%.</p> <p>The video inspection of the existing sewer made on January 30, 2013 shows the pipe to be in excellent condition. There is no indication of any structural distress in either the brick or concrete sections. There are no visible cracks, pipe displacement or deflection, no missing bricks and no rusting, no exposed or corroded reinforcing steel. The only indication of any deterioration is a negligible amount of corrosion at the crown of the concrete section. It is understandable that the designer wants to insure that the existing sewer is rehabilitated to handle the increased loads on the pipe due to additional fill and traffic. However it is not practical to design the rehabilitation based on a "fully deteriorated host pipe" (Section 1.c) or that the installed liner" ...shall have complete structural support, without considering structural support from existing pipe..." (Section 1.g). The existing pipe is in fine condition and is certainly not "fully deteriorated". (Subcontract Bidder) designs our rehabilitation system of Grouted-In-Place-Liner as a composite structure considering the Current State of Stress of the host pipe plus the 6,000 psi cementitious grout.</p> <p>(Subcontract Bidder) requests that you consider revising the specification to (1) allow using a Manning's "n" value of 0.010 or 0.011 for the CIPP or PVC Grouted-In-Place-Liner to account for the smooth surface and self-cleaning properties since there is no porous surface to trap grease or for a biofilm to grow and (2) allow the host pipe to be considered in a composite design for the specified loads based on ASTM F1698-02- Standard Practice for Installation of Poly(Vinyl Chloride)(PVC) Profile Strip Liner and Cementitious Grout for Rehabilitation of Existing Man-Entry Sewers and Conduits. This will structurally enhance the existing pipe to support the imposed loads.</p>		<b>I</b>
	<p><b>R.</b> Two questions are raised by the Potential Bidder. The following responses are included as information only and no changes to the specification will be made.</p> <p>1) The Department may consider a request for change after project award to review proposed Manning's Coefficients relating to a specific product. We recognize that each product considered as an approved equal has its own unique</p>		

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material characteristics that may be considered by the Department in determination of an appropriate Manning's Coefficient.

2) The host pipe will be considered fully deteriorated for design purposes of the liner.

No.	Question Submitted:	Status	Add. No.
138	<p><b>Q. Special Provision:</b>  <b>HIGH LOAD MULTI-ROTATIONAL BEARING</b>                      Sheet 562 ( Material Certification )                      Does all the material on the list require INDEPENDENT LABORATORY testing? If so does the PTFE need to be tested to -49°F ?</p>		
	<p><b>R. All materials listed in the specification Item #0522XXXXA - “HIGH LOAD MULTI-ROTATIONAL BEARING” must have material certifications from an independent laboratory. The material certification for the PTFE must provide for the requirements listed in the specification (tested for a coefficient of friction not exceeding 0.1 at -49 degrees F).</b></p>	<b>I</b>	
139	<p><b>Q.</b></p> <p><b>R.</b></p>		
140	<p><b>Q.</b></p> <p><b>R.</b></p>		
141	<p><b>Q.</b></p> <p><b>R.</b></p>		

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