



No.	Question Submitted:	Status	Add. No.
1	<p>Q. Please indicate on which plan sheets I may find the following details:</p> <p>1002110A – Decorative Light Pole Foundation 1002151A – Light Standard Foundation – City 1002232A – Traffic Control Foundation – Span Pole Type C 1002236A – Traffic Control Foundation – City</p>		
	<p>R. Item # 1002110A - Decorative Light Pole Foundation is the pay item for the detail 'CAST DUCTILE IRON LIGHTING STANDARD POST FOUNDATION'. Item # 1002151A - Light Standard Foundation - City is the pay item for the detail 'SPUN TAPERED ALUMINUM LIGHTING STANDARD POST FOUNDATION'. These details are shown on DWG ILL-21 (Volume 5, Subset 5, Sheet No. 05.05.021), a plan note is added to the drawing stating the appropriate pay item for this work. DWG ILL-21 (Volume 5, Subset 5, Sheet No. 05.05.021) is revised in Addendum No. 2 to reflect this.</p>	F	2
	<p>Item # 1002232A - Traffic Control Foundation - Span Pole Type C is the pay item for the detail 'POLE FOUNDATION ELEVATION'. The detail is shown on DWG IMS-028 (Volume 5, Subset 7, Sheet No. 05.07.028), a plan note is added to the drawing stating the appropriate pay item for this work. DWG IMS-028 (Volume 5, Subset 7, Sheet No. 05.07.028) is revised in Addendum No. 2 to reflect this.</p>		
	<p>Item # 1002236A - Traffic Control Foundation - City is the pay item for the detail 'CITY OF NEW HAVEN TRAFFIC CONTROL FOUNDATION CAST IN PLACE'. The detail is shown on DWG TDS-12 (Volume 5, Subset 4, Sheet No. 05.04.012), a plan note is added to the drawing stating the appropriate pay item for this work. DWG TDS-12 (Volume 5, Subset 4, Sheet No. 05.04.012) is revised in Addendum No. 2 to reflect this.</p>		

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2	<p>Q. Please refer to the last sentence of the first full paragraph on page 47 of the supplemental specifications. To tell the Contractor that he is to anticipate delays that he has no control over is the same as telling him he has no chance of collecting any incentive payments. From all the possible delays listed before this sentence, the only cause of delay that the Contractor can reasonably figure into his bid, is a delay for weather conditions. Please review this sentence and revise it to something more reasonable.</p>		
	<p>R. The Incentive Terms and Conditions of the Incentive and Liquidated Damages Provision have been reviewed in their entirety. Clarification for time period being released when taking advantage of the incentive payment provisions was added to the “waive and release” language. The Incentive and Liquidated Damages Provision was revised in Addendum No. 1 to clarify the Incentive Terms and Conditions.</p>	F	2

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3	<p>Q. There are several bridges in this contract that will be demolished. The contract drawings of the following existing bridges, by number, have only general information on the concrete deck, bridge steel and substructure concrete and piling:</p> <p>03035 00173 174B...is lacking bridge steel info on superstructure from pier 1 to pier 10 only. 03034 03036 03032 00172 03038 03033 00167 00168 00171 03037 03039 03040 or 03040A 03041 or 03040B 03042</p> <p>Would the DOT please issue the complete sets of the existing bridge drawings, possibly on a cd so we may estimate the quantities of materials to be demolished and the weights of the structural members which the cranes will need to pick off?</p> <p>R. The existing bridge plans and other informational data are included in the Additional Information package. The Additional Information package is available for download from the Departments' FTP site. The link and instructions for the downloading the information is as follows:</p> <p>Link: https://sfile.ct.gov/ Login: CTDOTContract Password: ctdotBid123</p>		I

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4	<p>Q. Please refer to Sheet No.'s 01.14.001 thru 01.14.018.</p> <p>Where can I find the size of the construction signs indicated on these sheets?</p>		
	<p>R. Details and dimensions for the construction signs shown on the Vol. 1 Subset 14 detour plans can be found on the CTDOT "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" Standard Sheet TR-1220_01 (Volume 1, Subset 14_TRAFFIC_STD). Additional sign details and dimensions can be found on the Sign Face Sheet Aluminum Signs Detail sheets. These sheets are located with the Signing and Pavement Marking Plans for Project No. 92-531 (Volume 5, Subset 2) and Project No. 92-622 (Volume 9, Subset 12). For Project No. 92-627 the Sign Face Sheet Aluminum Signs Details are with the Signing Cross Sections and Details plans (Volume 11, Subset 12).</p>	F	2
5	<p>Q. Reference Pay Items 0601651A-679A: The acceptable wall systems and their manufacturers listed in the specifications do not agree with those listed on the contract drawings (example: Drawing W112-1, Sheet No. 08.14.001). Please identify all acceptable proprietary wall systems and manufacturers.</p>		
	<p>R. The approved wall systems and their manufacturers are as shown in the special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X). ISOGRID Retaining Wall Systems is not an approved MSE wall type supplier. DWG W112-1 (Volume 8, Subset 14, Sheet No. 08.14.001) is revised in Addendum No. 2 to reflect this.</p>	F	2
6	<p>Q. Reference Drawing W112-1 and W112-2 (Sheet Nos. 08.14.001 and .002): The dimension for the length of the wall (measured along gutter line) appears to be grossly understated based on the beginning and ending stations. Please confirm the correct length of this wall.</p>		
	<p>R. The length of wall measured and dimensioned along the gutterline is correct. Wall working points include references to two different baselines (Ramps P and Q) and are consistent with the dimensioned wall length. The Ramp Q station for Working Point 112-2 (0+878.466 Ramp Q, Offset 4.161 RT) has an equivalency station of 0+592.518 Ramp P, Offset 7.761 RT. DWG W112-1 (Volume 8, Subset 14, Sheet No. 08.14.001) is revised in Addendum No. 2 to reflect this.</p>	F	2

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7	<p>Q. Reference Drawing W112-5 (Sheet No. 08.14.005): Please clarify if all work shown on this drawing is included under the various unit price items, and not under the lump sum item 0601662A.</p> <p>R. All work associated with the cast in place section of this retaining wall as shown on DWG W112-5 and W112-6 (Volume 8, Subset 14, Sheet Nos. 08.14.005 and 08.14.006) is included in the lump sum for Item # 0601662A - "RETAINING WALL (SITE NO. 12)". Plan notes are added to DWG W112-5 and W112-6 (Volume 8, Subset 14, Sheet Nos. 08.14.005 and 08.14.006) to clarify this. DWG W112-5 and W112-6 (Volume 8, Subset 14, Sheet Nos. 08.14.005 and 08.14.006) are revised in Addendum No. 2 to reflect this.</p> <p>The special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X) includes the furnishing and installation of conduit, junction boxes, light standard anchorages and other electrical appurtenances. Conductors and light standards are paid under the appropriate electrical contract items. The special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X) is revised in Addendum No. 2 to clarify this.</p>	F	2
8	<p>Q. Please provide the links and passwords for accessing the electronic data discussed at the Pre-bid conference.</p> <p>R. The Contract Plans, Specifications, Addenda, Additional Information and other informational data are available for download from the Departments' FTP site. The link and instructions for the downloading the information is as follows:</p> <p>Link: https://sfile.ct.gov/ Login: CTDOTContract Password: ctdotBid123</p> <p>Additionally, bidders questions can be submitted electronically to the Manager of Contracts using the following e-mail address: DOTContracts@ct.gov</p> <p>A new folder, "113 Voluntary Pre Bid Conference Info", has been created on the FTP site for the pre-bid conference information. A link to the video of the pre-bid conference, the movie file for the 4D modeling, the PowerPoint presentation and the Pre-Bid meeting and Site Visit sign in sheets will be placed in this folder.</p>	I	

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9	<p>Q. Most Contractors use a computerized estimating system to prepare their bids. These software programs have the ability to print the bids in a similar format as the written bids. By printing the bids from the computerized software there is less of a chance of having errors and is less arduous. We request that ConnDot give the Contractors the option of printing their bids from their software programs. A sample bid can be provided to ConnDOT for their approval prior to the bid.</p> <p>R. The Department has investigated the use of electronic bid proposal forms, but at this time the bid proposal requirements contained within the "State of Connecticut Department of Transportation Construction Contract Bidding and Award Manual" will not be changed.</p>	I	
10	<p>Q. We are having difficulties downloading the plans from the FTP site for Contract E. Please provide a contact name and phone number of a person that can help us. Also, we don't understand why it is necessary to go through the time consuming process of downloading all the drawings each time we want to see what has changed on an amended drawing. Can't the DOT issue the amended drawings separately on the FTP site and include them in the complete set also?</p> <p>R. In an effort to reduce the time required for downloading information from the FTP site the Department is reviewing options for packaging the information while maintaining the integrity of the conformed plan bid documents.</p>	I	
11	<p>Q. Reference Pay Item 0999001A Disposal of Buildings: Both the bid form and the Special Provisions state that there should be supplemental information, (i.e. the bid form item description includes the note "see supplement attached"). We cannot seem to locate this attachment. Please provide this supplemental information.</p> <p>R. The Disposal of Building Supplement will be attached along with all the other required proposal documents and issued to perspective bidders with the revised Official Bid Proposal Forms.</p>	F	2

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12	<p>Q. We respectfully request that copies of both the pre-bid meeting and site visit sign in sheets be published.</p> <p>R. A new folder, "113 Voluntary Pre Bid Conference Info", has been created on the FTP site for the pre-bid conference information. A link to the video of the pre-bid conference, the movie file for the 4D modeling, the PowerPoint presentation and the Pre-Bid meeting and Site Visit sign in sheets will be placed in this folder.</p>	I	
13	<p>Q. Could an electronic copy of the movie/slide show that was running at the pre-bid meeting showing the traffic phasing be made available on the Department's ftp site?</p> <p>R. A new folder, "113 Voluntary Pre Bid Conference Info", has been created on the FTP site for the pre-bid conference information. A link to the video of the pre-bid conference, the movie file for the 4D modeling, the PowerPoint presentation and the Pre-Bid meeting and Site Visit sign in sheets will be placed in this folder.</p>	I	
14	<p>Q. Reference Sheet 09.01.008 (DES-6): Please confirm that references to Bridge No. 03034 should in fact be Bridge No. 03043.</p> <p>R. The reference to Bridge No. 03034 on DWG DES-6 (Volume 9, Subset 1, Sheet No. 09.01.008) is incorrect and should be Bridge No. 03043. This sheet will not be revised, in Project 92-622, the note "Whenever Bridge No. 03034 appears on this sheet, it shall be construed to mean Bridge No. 03043" will be added in a Plan Note in Addendum No. 2.</p>	F	2

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15	<p>Q. Does the existing traffic equipment in the intersections on the TCS series drawings get removed under contract E? If required, please outline removal scope of work and advise what bid item this should be included under.</p> <p>R. The removal and relocation of the existing town owned emergency vehicle pre-emption system is included in the lump sum for Item # 1118251A through 1118257A - Relocate Pre-Emption System (Site No. X).</p> <p>The removal and, where required, relocation of all other existing traffic signal equipment to facilitate the installation of the new traffic signal equipment is included in the lump sum for Item # 1118012A – Removal and/or Relocation of Traffic Signal Equipment. The special provision includes a list of existing traffic signal equipment relocation work for several intersections. The special provision is revised to add a list of the removal/salvage of the existing traffic signal equipment for each affected intersection indicated on the Traffic Control Signal (TCS) plans. The special provision for Item # 1118012A - Removal and/or Relocation of Traffic Signal Equipment is revised in Addendum No. 3 to reflect this.</p>	R	3
16	<p>Q. Reference drawing IMS-001 (Sheet 05.07.001), note 3: Please advise what bid item the removed equipment should be included under?</p> <p>R. The removal of the existing ConnDOT Advanced Traffic Management System (ATMS) including equipment to be removed/salvaged, conduit and cable removal/abandonment is included in the lump sum for Item # 1113813A - Removal of Existing ATMS. The special provision for Item # 1113813A - Removal of Existing ATMS is revised in Addendum No. 3 to clarify this.</p>	R	3
17	<p>Q. Reference IMS series drawings; please clarify what bid item conduit and cable removal/abandonment should be included under?</p> <p>R. The removal of the existing ConnDOT Advanced Traffic Management System (ATMS) including equipment to be removed/salvaged, conduit and cable removal/abandonment is included in the lump sum for Item # 1113813A - Removal of Existing ATMS. The special provision for Item # 1113813A - Removal of Existing ATMS is revised in Addendum No. 3 to clarify this.</p>	R	3

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18	<p>Q. Please clarify where the conduit and associated electrical installation on the retaining walls (items #0601651A to #0601679A) will be paid under? Retaining wall specification notes that items will be paid under the lump sum. Please confirm if this is correct or are these quantities included in the respective unit price electrical bid items.</p> <p>R. The special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X) includes the furnishing and installation of conduit, junction boxes, light standard anchorages and other electrical appurtenances. Conductors and light standards are paid under the appropriate electrical contract items. The special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X) is revised in Addendum No. 2 to clarify this.</p>	F	2
19	<p>Q. Reference is made to contract drawing 02.03.011 typical sections, Sargent Drive Sta 28+981 to 29+454 and also to drawing 02.08.003 Roadway plan.</p> <p>The section stationing indicates Milling and a full depth pavement widening between the referenced stations however the milling shown on the roadway plan is only the shaded intersection at Sargent Drive and Canal Road. Please clarify if the work shown in the referenced section is to be performed under the E contract.</p> <p>R. The roadway plan more accurately depicts the intended limits of construction. DWG TYP-11 (Volume 2, Subset 3, Sheet 02.03.011) will be revised in Addendum No. 3 to clarify this.</p>	F	3
20	<p>Q. Volume 2, Subset 10, Sheet 02.10.011: Type CM Double Grate Type I Catch Basin. There is no pay item for this type of structure.</p> <p>R. Item # 0507450 - Type CM Catchbasin Double Grate Type I is the pay item for this work. New Item # 0507450 - Type CM Catchbasin Double Grate Type I is added in Addendum No. 2 to reflect this.</p>	F	2
21	<p>Q. Volume 2, Subset 10, Sheet 02.10.014: Type C CB DG Type I over 3m deep. There is no pay item for this type of structure.</p> <p>R. Item # 0507071 - Type C Catchbasin Double Grate Type I over 3 m Deep is the pay item for this work. New Item # 0507071 - Type C Catchbasin Double Grate Type I over 3m Deep is added in Addendum No. 2 to reflect this.</p>	F	2

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22	Q. Volume 2, Subset 10, Sheet 02.10.009/Volume 2, Subset 10, Sheet 02.10.014: Type PRW CB DG Type I over 3m deep. There is no pay item for this type of structure.	F	2
	R. Item # 0507544- Type P-R-W Catchbasin Double Grate Type I over 3 m Deep is the pay item for this work. New Item # 0507544 - Type P-R-W Catchbasin Double Grate Type I over 3m Deep is added in Addendum No. 2 to reflect this.		
23	Q. Volume 2, Subset 10, Sheet No. 02.10.010: 450 mm AHRP (Aluminum Helical Ribbed Pipe) - 5.5 m. No pay item for this size/type of pipe.	F	2
	R. Item # 0651243 - 450 mm Aluminum Helical Ribbed Pipe is the pay item for this work. New Item # 0651243 - 450 mm Aluminum Helical Ribbed Pipe is added in Addendum No. 2 to reflect this.		
24	Q. Volume 4, Subset 3, Sheet 04.03.011, Type D Junction Box callout. There is not a pay item for this structure.	F	3
	R. The "TYPE D JUNCTION BOX" callout on DWG 1A-STG-005 (Volume 4, Subset 3, Sheet No. 04.03.011) is incorrect and should be "TYPE A JUNCTION BOX". DWG 1A-STG-005 (Volume 4, Subset 3, Sheet No. 04.03.011) is revised in Addendum No. 3 to reflect this.		
25	Q. Volume 4, Subset 7, Sheet 04.07.013: Rebuild MH. No pay item for this work.	F	2
	R. Item # 0507782 - Rebuild Manhole is the pay item for this work. New Item # 0507782 - Rebuild Manhole is added in Addendum No. 2 to reflect this.		

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No.	Question Submitted:	Status	Add. No.
26	<p>Q. Volume 4, Subset 8, Sheet 04.08.010: Proposed CB to be Built to invert of Existing pipe: Is this a different CB from the one shown on Volume 2, Subset 10, Sheet 02.10.008 at Ramp F STA 2+543.82?</p> <p>R. The Type C Catchbasin over 3m Deep shown at Ramp F Sta 2+543.82 6.000 RT on DWG DRN-8 (Volume 2, Subset 10, Sheet No. 02.10.008) is the same as the Ramp F catchbasin indicated with the callout "PROPOSED CB TO BE BUILT TO INVERT OF EXISTING PIPE" shown on DWG 4A-STG-004 (Volume 4, Subset 8, Sheet No. 04.08.010).</p>	F	2
27	<p>Q. Volume 4, Subset 11, Sheet 04.011.010: Fill CB to Proposed Sump Elevation – Under which item is this work paid?</p> <p>R. Item # 0216012 - Controlled Low Strength Material is the pay item for this work. A plan note is added to DWG 5A-STG-004 (Volume 4, Subset 11, Sheet No. 04.011.010) to clarify this. DWG 5A-STG-004 (Volume 4, Subset 11, Sheet No. 04.011.010) is revised in Addendum No. 3 to reflect this.</p>	F	3
28	<p>Q. Volume 4, Subset 08, Sheet 04.08.015: Remove Pond Outlet Structure – no pay item for this work</p> <p>R. The "REMOVE POND OUTLET STRUCTURE" callout on DWG 4A-STG-009 (Volume 4, Subset 8, Sheet 04.08.015) refers to the removal of an existing 300 mm RC Culvert End. The callout will be revised to use LEGEND designation "A. REMOVE DRAINAGE STRUCTURE" to clarify this. DWG 4A-STG-009 (Volume 4, Subset 8, Sheet 04.08.015) is revised in Addendum No. 3 to reflect this.</p> <p>The removal of stormwater drainage structures, stormwater pipes and appurtenances beyond the limits of the roadway and structure excavation, as well as, the removal of miscellaneous items such as abandoned underground tanks, pipelines, etc. are paid under the applicable Trench Excavation item(s). Refer to Form 816, Section 2.05 - Trench Excavation for specific details.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
29	<p>Q. Volume 4, Subset 08, Sheet 04.08.015: Remove Pond Inlet Structure – no pay item for this work.</p> <p>R. The "REMOVE POND INLET STRUCTURE" callout on DWG 4A-STG-009 (Volume 4, Subset 8, Sheet 04.08.015) refers to the removal of an existing 600 mm RC Culvert End. The callout will be revised to use LEGEND designation "A. REMOVE DRAINAGE STRUCTURE" to clarify this. DWG 4A-STG-009 (Volume 4, Subset 8, Sheet 04.08.015) is revised in Addendum No. 3 to reflect this.</p> <p>The removal of stormwater drainage structures, stormwater pipes and appurtenances beyond the limits of the roadway and structure excavation, as well as, the removal of miscellaneous items such as abandoned underground tanks, pipelines, etc. are paid under the applicable Trench Excavation item(s). Refer to Form 816, Section 2.05 - Trench Excavation for specific details.</p>	F	3
30	<p>Q. Volume 4, Subset 03, Sheet No. 04.03.011: 300 mm ACCMP (Asphalt Corrugated Metal Pipe) – 10 m (temporary). No pay item for this size/type of pipe.</p> <p>R. Item # 0651835 - 300 MM CCM Pipe is the pay item for this work. The callout for "300 MM ACCMP" is revised to "300 MM CCMP". DWG 1A-STG-005 (Volume 4, Subset 3, Sheet 04.03.011) is revised in Addendum No. 3 to reflect this.</p>	F	3
31	<p>Q. Volume 4, Subset 03, Sheet No. 04.03.011: 375 mm ACCMP (Asphalt Corrugated Metal Pipe) – 8 m (temporary). Is this paid under Item 0651837?</p> <p>R. Item # 0651837 - 375 MM CCM Pipe is the pay item for this work. The callout for "375 MM ACCMP" is revised to "375 MM CCMP". DWG 1A-STG-005 (Volume 4, Subset 3, Sheet 04.03.011) is revised in Addendum No. 3 to reflect this.</p>	F	3
32	<p>Q. Volume 4, Subset 03, Sheet No. 04.03.011: 1800 mm RCP (temporary). No pay item for this size/type of pipe.</p> <p>R. Item # 0651025 - 1800 mm RC Pipe is the pay item for this work. New Item # 0651025 - 1800 mm RC Pipe is added in Addendum No. 2 to reflect this.</p>	F	2

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No.	Question Submitted:	Status	Add. No.
33	Q. Volume 4, Subset 04, Sheet No. 04.04.009 and Multiple Sheets: 375 mm CMP (Corrugated Metal Pipe) (temporary). Is this paid under Item 0651837? R. Item # 0651837 - 375 mm C. C. M. Pipe is the pay item for this work.	F	2
34	Q. Volume 4, Subset 07, Sheet No. 04.07.003: 600 mm CMP (Corrugated Metal Pipe) – 10 m (temporary). Is this paid under Item 0651846? R. Item # 0651846 - 600 mm C. C. M. Pipe is the pay item for this work.	F	2
35	Q. Volume 4, Subset 08, Sheet No. 04.08.011: 300 mm CMP (Corrugated Metal Pipe) – 12 m (temporary). Is this paid under Item 0651835? R. Item # 0651835 - 300 mm C. C. M. Pipe is the pay item for this work.	F	2
36	Q. Volume 4, Subset 10, Sheet No. 04.10.009: 450 mm CMP (Corrugated Metal Pipe) - 25 m (temporary). Is this paid under Item 0651840? R. Item # 0651840 - 450 mm C. C. M Pipe is the pay item for this work.	F	2

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No.	Question Submitted:	Status	Add. No.
37	<p>Q. Volume 2, Subset 10, Sheet No. 02.10.005 through 02.10.015 and Volume 4, Subset 13, Sheet 04.13.007, there are discrepancies for callout “K,” and some sheets state “Convert CB to Type CB (Type)” while others state “Convert CB to Type CM CB.” Here are the following questions relating to element “K”:</p> <p>a. Volume 4, Subset 13, Sheet No. 04.13.007 & 04.13.008 and Volume 2, Subset 10, Sheet No. 02.10.005 & 02.10.006. On staging sheets 04.13.007 and 04.13.008, I-95 centerline station 1+460 to 1+960, the drawing calls out element “K” to convert CB to type CM CB. On drainage sheets 02.10.005 and 02.10.006, I-95 centerline station 1+460 to 1+960, the drawing calls out element “N”. Shall element “K” be converted from catch basin to type CM-CS double grate type I catch basin? Does the contractor use the detail for type “CM-CS” catch basin on drawing 01.07.026?</p> <p>b. Volume 2, Subset 10, Sheet No. 02.10.007, element “K” is called out with no specific CB to convert to.</p> <p>c. Volume 4, Subset 07, Sheet No. 04.07.014, element “K” (2 ea) call outs read “Type C-L.” No pay item for Convert CB to Type C-L CB.</p>		
	<p>R. The revised LEGEND (below) is added to the Drainage and Stage Construction Plans to correct and clarify the work required.</p> <p>A. REMOVE DRAINAGE STRUCTURE B. PLUG PIPE C. REMOVE PIPE D. ABANDON DRAINAGE STRUCTURE E. FILL AND ABANDON PIPE (CLSM) H. RESET CB I. RESET MH K. CONVERT CB TO CB (TYPE) L. CONVERT CB TO MH M. CONVERT MH TO CB (TYPE)</p> <p>DWGs DRN-5 through DRN-15 (Volume 2, Subset 10, Sheets 02.10.005 through 02.10.015) are revised in Addendum No. 3 to reflect this.</p>	F	3

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DWG 1A-STG-001 through 1A-STG-011 (Volume 4, Subset 3, Sheets 04.03.007 through 04.03.017) are revised in Addendum No. 3 to reflect this.

DWG 1B-STG-001 through 1B-STG-011 (Volume 4, Subset 4, Sheets 04.04.007 through 04.04.017) are revised in Addendum No. 3 to reflect this.

DWG 2A-STG-001 through 2A-STG-011 (Volume 4, Subset 4, Sheets 04.05.007 through 04.05.017) are revised in Addendum No. 3 to reflect this.

DWG 2B-STG-001 through 2B-STG-011 (Volume 4, Subset 4, Sheets 04.06.007 through 04.06.017) are revised in Addendum No. 3 to reflect this.

DWG 3-STG-001 through 3-STG-011 (Volume 4, Subset 4, Sheets 04.07.007 through 04.07.017) are revised in Addendum No. 3 to reflect this.

DWG 4A-STG-001 through 4A-STG-011 (Volume 4, Subset 4, Sheets 04.08.007 through 04.08.017) are revised in Addendum No. 3 to reflect this.

DWG 4B-STG-001 through 4B-STG-011 (Volume 4, Subset 4, Sheets 04.09.007 through 04.09.017) are revised in Addendum No. 3 to reflect this.

DWG 5A-STG-001 through 5A-STG-011 (Volume 4, Subset 4, Sheets 04.10.007 through 04.10.017) are revised in Addendum No. 3 to reflect this.

DWG 5B-STG-001 through 5B-STG-011 (Volume 4, Subset 4, Sheets 04.11.007 through 04.11.017) are revised in Addendum No. 3 to reflect this.

DWG 5C-STG-001 through 5C-STG-011 (Volume 4, Subset 4, Sheets 04.12.007 through 04.12.017) are revised in Addendum No. 3 to reflect this.

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DWGs 6A-STG-001 through 6A-STG-011 (Volume 4, Subset 4, Sheets 04.13.007 through 04.13.017) are revised in Addendum No. 3 to reflect this.

DWGs 6B-STG-001 through 6B-STG-011 (Volume 4, Subset 4, Sheets 04.14.007 through 04.14.017) are revised in Addendum No. 3 to reflect this.

New Item # 0507821 – Convert Catch Basin to Type C-L Catch Basin with a quantity of 2 EA was added in Addendum No. 2 to reflect this. The quantity for # 0507821 – Convert Catch Basin to Type C-L Catch Basin is increased from 2 EA to 3EA in Addendum No. 3 to reflect this.

No.	Question Submitted:	Status	Add. No.
38	<p>Q. Volume 4, All Subsets, Reference the Drainage Legend (items, below):</p> <p>DRAINAGE LEGEND A REMOVE DRAINAGE STRUCTURE B PLUG PIPE C REMOVE PIPE D FILL AND ABANDON DRAINAGE STRUCTURE E FILL AND ABANDON PIPE (CLSM) F CONNECT TO EXISTING DRAINAGE STRUCTURE G TEMPORARY CAP FOR DRAINAGE STRUCTURE H RESET CB I RESET MH J REBUILD DRAINAGE STRUCTURE K CONVERT CB TO TYPE CM CB L CONVERT CB TO MH M CONVERT MH TO CB (TYPE) N RESET CM-CS DG TYPE I WITH NEW CM FRAME GRATE O PERMANENT CAP FOR DRAINAGE STRUCTURE</p>	F	3

A: There is no pay item for “Remove Drainage Structure.” There is a pay item for “Remove Existing Manhole.” Please clarify (or

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possibly add pay item for “Remove Catch Basin”).

C: There is no pay item for “Remove Pipe”

J: There is no pay item for “Rebuild Drainage Structure” (also, none found on plans).

N: There is no pay item for this work

O: There is no pay item for this work

R. The revised LEGEND (below) is added to the Drainage and Stage Construction Plans to correct and clarify the work required.

- A. REMOVE DRAINAGE STRUCTURE
- B. PLUG PIPE
- C. REMOVE PIPE
- D. ABANDON DRAINAGE STRUCTURE
- E. FILL AND ABANDON PIPE (CLSM)
- H. RESET CB
- I. RESET MH
- K. CONVERT CB TO CB (TYPE)
- L. CONVERT CB TO MH
- M. CONVERT MH TO CB (TYPE)

DWGs DRN-5 through DRN-15 (Volume 2, Subset 10, Sheets 02.10.005 through 02.10.015) are revised in Addendum No. 3 to reflect this.

DWGs 1A-STG-001 through 1A-STG-011 (Volume 4, Subset 3, Sheets 04.03.007 through 04.03.017) are revised in Addendum No. 3 to reflect this.

DWGs 1B-STG-001 through 1B-STG-011 (Volume 4, Subset 4, Sheets 04.04.007 through 04.04.017) are revised in Addendum No. 3 to reflect this.

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DWGs 2A-STG-001 through 2A-STG-011 (Volume 4, Subset 4, Sheets 04.05.007 through 04.05.017) are revised in Addendum No. 3 to reflect this.

DWGs 2B-STG-001 through 2B-STG-011 (Volume 4, Subset 4, Sheets 04.06.007 through 04.06.017) are revised in Addendum No. 3 to reflect this.

DWGs 3-STG-001 through 3-STG-011 (Volume 4, Subset 4, Sheets 04.07.007 through 04.07.017) are revised in Addendum No. 3 to reflect this.

DWGs 4A-STG-001 through 4A-STG-011 (Volume 4, Subset 4, Sheets 04.08.007 through 04.08.017) are revised in Addendum No. 3 to reflect this.

DWGs 4B-STG-001 through 4B-STG-011 (Volume 4, Subset 4, Sheets 04.09.007 through 04.09.017) are revised in Addendum No. 3 to reflect this.

DWGs 5A-STG-001 through 5A-STG-011 (Volume 4, Subset 4, Sheets 04.10.007 through 04.10.017) are revised in Addendum No. 3 to reflect this.

DWGs 5B-STG-001 through 5B-STG-011 (Volume 4, Subset 4, Sheets 04.11.007 through 04.11.017) are revised in Addendum No. 3 to reflect this.

DWGs 5C-STG-001 through 5C-STG-011 (Volume 4, Subset 4, Sheets 04.12.007 through 04.12.017) are revised in Addendum No. 3 to reflect this.

DWGs 6A-STG-001 through 6A-STG-011 (Volume 4, Subset 4, Sheets 04.13.007 through 04.13.017) are revised in Addendum No. 3 to reflect this.

DWGs 6B-STG-001 through 6B-STG-011 (Volume 4, Subset 4, Sheets 04.14.007 through 04.14.017) are revised in Addendum No. 3 to reflect this.

The removal of stormwater drainage structures, stormwater pipes and appurtenances beyond the limits of the roadway and structure

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excavation, as well as, the removal of miscellaneous items such as abandoned underground tanks, pipelines, etc. are paid under the applicable Trench Excavation item(s). Refer to Form 816, Section 2.05 - Trench Excavation for specific details.

Item # 0507002 – Abandon Catch Basin, Item # 0507777 – Remove Manhole and Item # 0507876 – Abandon Manhole are deleted in Addendum No. 3 to reflect this.

No.	Question Submitted:	Status	Add. No.
39	<p>Q. In order to facilitate the preparation of our bid, would it be possible to receive the Engineers Contract drawings in CAD?</p> <p>R. The MicroStation files can be requested after Contract Award.</p>	F	2
40	<p>Q. Reference Special Provisions, Pay Items 0601651A-679A: The two MSE Wall firms listed in the specifications are in fact the same company. Is this the intent, or is there a second acceptable MSE wall system manufacturer?</p> <p>R. The approved wall systems and their manufacturers are as shown in the special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X).</p>	F	2

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No.	Question Submitted:	Status	Add. No.
41	<p>Q. Reference drawing sheet 01.08.002 sheet 2 of 2, Detour Paving Plan. The pavement repair notes explain that all work will be paid for under applicable contract items for the pavement repairs. Since this type of work is more costly than production work, a separate all inclusive contract item should be established for an estimated quantity which would be the same for all the bidders, rather than trying to guess how many square meters of pavement repairs are to be performed.</p>		
	<p>R. Refer to DWG DES-15 (Volume 2, Subset 01, Sheet 02.01.017) for the estimated quantities associated with the Detour Paving Plans. There is estimated to be 2,280 SQ.M of pavement repair to be completed in those locations designated on the Detour Paving Plans.</p>		
	<p>Estimated pavement repair area information is added for each pavement repair location on DWG DPP-001 (Volume 1, Subset 8, Sheet 01.08.002). DWG DPP-001 (Volume 1, Subset 8, Sheet 01.08.002) is revised in Addendum No. 3 to reflect this.</p>	F	3
	<p>The quantity of Item # 0212004 - Subbase shown on DWG DES-15 (Volume 2, Subset 01, Sheet 02.01.017) assumes that all pavement repair areas require the replacement of the existing subbase material. The Engineer will direct when the replacement of subbase is required. The "PAVEMENT REPAIR DETAIL" on DWG DPP-002 (Volume 1, Subset 8, Sheet 01.08.003) is revised to indicate the 250 mm Subbase work will be performed "As Directed by the Engineer". DWG DPP-002 (Volume 1, Subset 8, Sheet 01.08.003) is revised in Addendum No. 3 to reflect this.</p>		

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42	<p>Q. In Volume 6 General Notes and Drawing Index for Bridges 00167, 00172, 00173 and other structures all have the same note for Bituminous Concrete Overlay to be milled off after deck construction and then repaved. The Table of Quantities for each bridge given on the Sections and Quantities drawing indicates the HMA quantity but is the quantity for the repaving paid for? And also there is not any Milling item referenced. Is the Milling of this overlay being paid under a milling item?</p> <p>R. Due to the multiple stage construction required for several bridges, final milling and final pavement overlay work is required to complete the project. The limits for the milling and final pavement overlay work for the bridge decks and approaches as well as the 50mm HMA S0.5 final pavement overlay work for the roadway areas are provided on the new Milling and Overlay Limit Plans subset added to Volume 1. DWGs SSC, MIL-1, MIL-2, MIL-3 (Volume 1, Subset 15, Sheets 01.15.001 through 01.15.004) are added in Addendum No. 2 to reflect this.</p> <p>The quantities for milling and final HMA S0.5 pavement overlay work the bridge decks and approaches are not included in the Table of Quantities for each bridge.</p> <p>Item # 0406267 - Milling Hot Mix Asphalt (HMA) - (0-100mm) is the pay item for the milling of HMA S0.5 on the bridge decks and approaches shown on the Milling and Overlay Limit Plans. The quantity of Item # 0406267 - Milling Hot Mix Asphalt (HMA) - (0-100mm) is increased from 169,485 SQ.M to 223,485 SQ.M in Addendum No. 2 to reflect this.</p> <p>The quantity of Item # 0406171 - HMA S0.5 is increased from 59,374 Met.T to 66,470 Met.T in Addendum No. 2 to reflect this.</p>	F	2

No.	Question Submitted:	Status	Add. No.
43	<p>Q. Reference Item #0815001 Bituminous Concrete Lip Curbing. This item appears in the Bid Quantity Item List and the Highway Standard Sheet Index (HW811_01) in Volume 1, Section 15. However, it cannot be found in the Roadway Plans of Sections 02.08, 09.07 and 11.07 or the Design Specification Detailed Estimate Sheets 02.01.005, 11.01.004, and 09.01.004, where all other curbing lists bid quantities and locations. Where is this item specified for the design?</p> <p>R. Please refer to the 424 Chapel Street Parking Plans (Volume 1, Subset 09) for the locations of Bituminous Concrete Lip Curbing. The quantity is indicated on detailed estimate sheet DWG DES-15 (Volume 2, Subset 01, Sheet 02.01.017) for the work at 424 Chapel Street.</p>	F	2

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No.	Question Submitted:	Status	Add. No.
44	<p>Q. In Volume 12 sheet 12.02.015, General Plan 10, under the "General Work To Be Performed" listed on the right hand side of the drawing, number 3 states to remove and re-install LMC wearing surface over wedge course areas. Can you please explain where this occurs at this structure and provide a detail. It is assumed the removal is paid for under item 0202540A, is that correct?</p>		
	<p>R. The removal and re-installation of Latex Modified Concrete wearing surface over wedge course areas are at the following locations:</p>		
	<p>SITE 1 (West Approach) north shoulder Spans PN-6 to PN-8 and gore area of PN-5 & PN-6. See Details 1, 2 & 3 on DWG S-70 (Volume 12, Subset 2, Sheet 12.02.071). Additional information is provided on DWGs S-14, S-15, S-21, S-71, S-72, S-234 to S-237, S-276, S-278 and S-286 (Volume 12, Subset 2, Sheets 12.02.014, 12.02.015, 12.02.021, 12.02.071 to 12.02.073, 12.02.234 to 12.02.237, 12.02.276, 12.02.278 and 12.02.286).</p>		
	<p>SITE 2 (Main Span) NB north shoulder and NB temporary median barrier. See Details 1 & 2 on DWG S-8 (Volume 13, Subset 8, Sheet 13.08.008). Additional information is provided on DWGs S-2, S-3, S-5 and S-15 (Volume 13, Subset 8, Sheets 13.08.002, 13.08.003, 13.08.005, 13.08.008 and 13.08.015).</p>	F	3
	<p>SITE 3 (East Approach) north shoulder Spans PN-12 to PN-19 and south shoulder from PN-15 to PN-22. See Detail 1 on DWG S-26 (Volume 13, Subset 2, Sheet 13.02.026). Additional information is provided on DWGs S-5, S-9 to S-12, S-15, S-16, S-26, S-29, S-43 to S-46, S-48 to S-51, S-72 and S-74 (Volume 13, Subset 2, Sheets 13.02.005, 13.02.009 to 13.02.012, 13.02.015, 13.02.016, 13.02.026, 13.02.028, 13.02.029, 13.02.043 to 13.02.046, 13.02.048 to 13.02.051, 13.02.072 and 13.02.074).</p>		
	<p>SITE 4 (Ramp I) north shoulder Spans A1-1 to PI-8. See Detail 1 on DWG S-10 (Volume 13, Subset 3, Sheet 13.03.010). Additional information is provided on DWGs S-5 to S-8, S-11 to S-19, S-23, S-26 and S-27 (Volume 13, Subset 3, Sheets 13.03.005 to 13.03.008, 13.03.011 to 13.03.019, 13.03.023, 13.03.026 and 13.03.027)</p>		
	<p>Item # 0202540A - Removal of Latex Modified Concrete Overlay is the pay item for the removal of the existing LMC wearing surface. Item # 0601307A - Latex Modified Concrete is the pay item for the installation of the new LMC wearing surface.</p>		

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No.	Question Submitted:	Status	Add. No.
45	<p>Q. I can't locate RR info regarding number of trains per day / slow orders in effect under bridge 3086 and under bridge 174?</p> <p>R. The Notice to Contractor - AMTRAK states under the "GENERAL INSURANCE INFORMATION FOR THE NORTHEAST CORRIDOR IN THE TOWNS OF NEW HAVEN" section the following:</p> <p>Normal speed of passenger trains is 65mph in the area of the work. Normal speed of freight is 40mph in the area of the work.</p> <p>In the area, there are, in a 24 hour weekday period: <u>40</u> Amtrak Trains <u>30</u> Shore Line East Trains <u>10</u> Freight & Extra Trains</p>	F	3
46	<p>Q. Reference drawing sheet 10.04.002, Typical Sections drawing titled "Proposed Bridge Widening Section (Looking up Station)." This drawing notes the limit of new 65mm bituminous concrete overlay on membrane waterproofing over 3.6m of existing bridge and 3.6m of proposed bridge extension. However, it is unclear as to whether the removal of the existing pavement for the extension should be paid under Item #0406267A Milling for HMA or Item #202479A Removal of HMA Wearing Surface. Please clarify in the Typical Sections drawings for bridges 03043, 03083 and 03086 which item(s) should be paid for this task?</p> <p>R. In the areas where new HMA pavement is placed on new membrane waterproofing on the existing bridge decks (Bridge Nos. 03043, 03083 and 03086) the removal of the existing pavement and membrane to the limits shown is paid under Item # 0202479A - Removal of HMA Wearing Surface.</p> <p>The "Limit of Partial Mill and 40 mm Bituminous Concrete Overlay" shown on the Typical Bridge Cross Section "PROPOSED BRIDGE WIDENING SECTION (LOOKING UP STATION)" on DWG S-2 (Volume 10, Subset, 2, Sheet 10.02.002); DWG S-2 (Volume 10, Subset 3, Sheet 10.03.002) and DWG S-2 (Volume 10, Subset 4, Sheet 10.04.002) is being eliminated.</p> <p>The Typical Bridge Cross Section "PROPOSED BRIDGE WIDENING SECTION (LOOKING UP STATION)" on DWG S-2 (Volume 10, Subset, 2, Sheet 10.02.002); DWG S-2 (Volume 10, Subset 3, Sheet 10.03.002) and DWG S-2 (Volume 10, Subset 4, Sheet 10.04.002) are revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
47	<p>Q. Reference drawing sheet 02.03.001, Typical Sections, 1-95 Normal Section indicates 2 lanes in each direction for 50mm Mill and Overlay with HMA SO.5 (see plans and cross sections for limits). Roadway Plans sheets 02.08.001 and 002 indicate Mill and Overlay in shaded areas far exceeding the areas shown on typical section on 02.03.001. Please Clarify which is correct Mill and Overlay area.</p> <p>R. The milling and overlay limits shown on DWGs HWY-1 and HWY-2 (Volume 2, Subset 8, Sheets 02.08.001 and 02.08.002) more accurately reflect the milling and overlaying work limits represented by the Typical Section I-95 on DWG TYP-1 (Volume 2, Subset 3, Sheet 02.03.001). DWG TYP-1 (Volume 2, Subset 3, Sheet 02.03.001) is revised in Addendum No. 3 to clarify this.</p>	F	3
48	<p>Q. Sheet 06.02.003, Table of Quantities shows the Test Piles as 35 M Long. Sheet 06.02.017, Pile Schedule shows the Test Pile Length as 30 M. Please clarify.</p> <p>R. The 30 m Test Pile Length shown on the Pile Schedule on DWG S-17 (Volume 6, Subset 2, Sheet 06.02.017) is correct. DWG S-3 (Volume 6, Subset 2, Sheet 06.02.003) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
49	<p>Q. Please refer to specification Item #0714100A – Temporary Lateral Support as follows: Articles 7.14.01 and 7.14.03 state that the Temporary Lateral Support system Shall Remain in Place. Articles 7.14.04 and 7.14.05, Measurement and Payment, respectively, state that material left in place will NOT be measured for payment. Please clarify.</p> <p>R. The last sentence of the last paragraph of Article 7.14.04 - Method of Measurement in the special provision for Item # 0714100A - Temporary Lateral Support should be deleted. Article 7.14.04 - Method of Measurement will state the following:</p> <p><i>"Temporary Lateral Support will be measured for payment by the number of square meters of temporary lateral support completed and accepted, as computed from the horizontal and vertical payment lines shown on the plans or as ordered by the Engineer. If no payment limits are shown on the plans, the payment limits will be the actual horizontal limit of temporary lateral support installed and accepted, and the vertical limit as measured from the bottom of the exposed face of the support system to the top of the retained earth or pavement behind the lateral support system.</i></p> <p><i>The measurement of temporary lateral support systems used as a common wall for staged construction will be based on the horizontal payment limit shown on the plans and the greater vertical dimension of the common wall face. No measurement will be made of end extensions or returns necessary for the safety of the retained facility."</i></p> <p>The special provision for Item # 0714100A - Temporary Lateral Support is revised in Addendum No. 3 to reflect this.</p>	F	3

No.	Question Submitted:	Status	Add. No.
50	<p>Q. Please refer to sheet 06.04.021 (Addendum 1), Section A-A: What does the vertical line with “x” notations mean?</p> <p>R. The vertical line with "X" notation shown on detail “SECTION A-A” on DWG S-21 (Volume 6, Subset 4, Sheet 06.04.0021) in addendum No. 1 designates that this line is deleted as it showed the incorrect location for the Temporary Earth Retaining System.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
51	<p>Q. Sheet 07.05.016 shows “Temporary Sheet Piling” at Abutment 2. Please clarify which Pay Item this work is included under. The Table of Quantities on sheet 07.05.002 does not list any Support of Excavation pay items.</p> <p>R. The callout for “TEMPORARY SHEET PILING” on the “PLAN” detail on DWG S-16 (Volume 7, Subset 5, Sheet 07.05.016) is incorrect and should say “TEMPORARY EARTH RETAINING SYSTEM”. DWG S-16 (Volume 7, Subset 5, Sheet 07.05.016) is revised in Addendum No. 3 to reflect this.</p> <p>The Table of Quantities on DWG S-2 (Volume 7, Subset 5, Sheet 07.05.002) is revised to indicate the quantity for Temporary Earth Retaining System. DWG S-2 (Volume 7, Subset 5, Sheet 07.05.002) is revised in Addendum No. 3 to reflect this.</p>	F	3

No.	Question Submitted:	Status	Add. No.
52	<p>Q. This question is in reference to Bid Item 0822014A, Relocated State Owned Temporary Precast Concrete Barrier Curb.</p> <p>a. The proposal states a Pay Unit of “Meters”.</p> <p>b. The specification, pages 904 and 905, state a Pay Unit of “Hauled” which is defined as the number of TPCBC segments removed multiplied by the distance, in kilometers, from the existing site to the storage facility where the TPCBC is to be delivered.</p> <p>Please clarify the Pay Unit for this item.</p> <p>R. Item # 0822014A – Relocated State Owned Temporary Precast Barrier Curb is deleted and replaced by new Item # 0824056A - Removal of State Owned Temporary Precast Barrier Curb. The work under new Item # 0824056A - Removal of State Owned Temporary Precast Barrier Curb includes the removal and disposition of State Owned Temporary Precast Concrete Barrier Curb segments left in place (furnished) by previous and ongoing Contracts, from within the Contract limits.</p> <p>New Item # 0824056A - Removal of State Owned Temporary Precast Barrier Curb is added in Addendum No. 4 to reflect this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
53	<p>Q. Sheet 04.02.004 shows the length of the Precast Barrier Unit (Pinned) as 7.625 Meters (25 Feet). Based on the anchor pocket spacing we believe that the length should be 6.10 Meters (20 Feet). Please review and clarify.</p> <p>R. The correct length for the Detail "PRECAST BARRIER UNIT (PINNED) on DWG STG-4 (Volume 4, Subset 2, Sheet 04.02.004) is 6.10 meters (20 Feet). DWG STG-4 (Volume 4, Subset 2, Sheet 04.02.004) is revised in Addendum No. 3 to reflect this.</p>	F	3
54	<p>Q. Reference drawing sheet 01.09.001 titled, "424 Chapel Street Parking Phase 1." On this page in Note 2, it states that "New paved parking areas shall be paid for under the item "Bituminous Concrete Driveway." On this same page, it is noted at the bottom right corner that the two parking lots on Wooster and Wallace Streets have a "paved parking area." Please clarify whether this area is considered "New Paved Parking" and should be paid under the "Bituminous Concrete Driveway."</p> <p>R. The callouts "PAVED PARKING AREA" on DWG HWY-01 (Volume 1, Subset 9, Sheet 01.09.001) are incorrect and should say "NEW PAVED PARKING AREA". DWG HWY-01 (Volume 1, Subset 9, Sheet 01.09.001) is revised in Addendum No. 3 to reflect this.</p> <p>Item # 0922500 - Bituminous Concrete Driveway (Commercial) is the pay item for this work.</p>	F	3
55	<p>Q. Reference drawing sheet 02.08.011 titled, "Roadway Plan." On this page there are four labels for "Remove Concrete Barrier." However, there is no clear demarcation of limits for this removal of concrete barrier. Please clarify the limits of removal and whether this item should be paid under Item #082404A "Removal of Existing Concrete Barrier."</p> <p>R. The removal limits for the callouts for "REMOVE CONCRETE BARRIER" on DWG HWY-11 (Volume 2, Subset 8, Sheet 02.08.011) are added to show limits of removal of existing concrete barrier curb. DWG HWY-11 (Volume 2, Subset 8, Sheet 02.08.011) is revised in Addendum No. 3 to reflect this.</p> <p>Item #0824052A - Removal of Existing Concrete Barrier Curb is the pay item for the work.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
56	<p>Q. As mentioned at the Voluntary Pre-bid Conference, a 3D/4D virtual model of the project was created and will be made available for the winning contractor's use. Would it be possible to release the working model to bidding GC contractors by putting it on the FTP site? This would greatly help in the estimating and scheduling of the project and by taking full advantage of the model's capabilities, could potentially result in additional means and methods savings.</p> <p>R. The Department has decided to provide the 4D Visualization for the bidders use. A new folder, "114 4D Visualization", has been created on the FTP site for the 4D Visualization information. The Department made the 4D Visualization information available for download September 7, 2010. In order to download the information click "File Options" icon and select the Download as "application/octet-stream" option.</p> <p>Due to an Adobe application restriction error, the originally posted 4D Visualization information was replaced by the Department and is available for download on September 16, 2010.</p>	I	
57	<p>Q. Reference Drawing DES-09 (Sheet No. 02.01.011): This sheet indicates that Bridge No. 00172 contains 36 dm3 of Steel-Laminated Elastomeric Bearings (Item Number 521021A). Reference Drawings S-104 to S-107 (Sheet No. 06.03.104 to 06.03.107): These sheets do not indicate the use of Steel-Laminated Elastomeric Bearings (Item Number 521021A). Please indicate on which sheets the Steel-Laminated Elastomeric Bearings (Item Number 521021A) are located.</p> <p>R. Steel-Laminated Elastomeric Bearings is shown in the Table of Quantities on DWG S-3 (Volume 6, Subset 3, Sheet 06.03.003). Please refer to DWG S-33 and S-34 (Volume 6, Subset 3, Sheets 06.03.033 and 06.03.034) for the location and details for the temporary work using the Steel Laminated Elastomeric Bearings.</p>	F	3
58	<p>Q. Reference Notice to Contractors page 82 requires the low bidder to submit DBE plan within (7) days after bid opening. On page 505 the plan must be submitted within 14 days after bid opening. Please indicate which requirement is correct.</p> <p>R. The seven (7) day submittal requirement for the DBE plan as indicated in the Notice to Contractor – Disadvantaged Business Enterprise Requirements is correct. The D.B.E. Subcontractors and Material Suppliers or Manufacturers was revised in Addendum No. 2 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
59	<p>Q. Addendum No. 1 indicates that Permits and/or Permit Applications is deleted. Does this mean that all the permits and permit applications contained within the special provisions from page 1598 through 2909 are deleted?</p> <p>R. No, only the Permit and/or Permit Application information shown on page 1598 was deleted by Addendum No. 1. All Permits and Permit Application information from page 1599 through 2909 remain as part of the Contract.</p>	F	2
60	<p>Q. Reference is made to Drawing STG-1 sheet 09.11.0., the detail for temporary roadway pavement at the upper left shows 100mm HMA top course consisting of 12.5 mm Superpave. Is this material to be paid under item 0406170 SI? Additionally, could you define the items for the 37.5 mm Superpave and the proper Subbase item in this section?</p> <p>R. The callout "100mm Superpave 12.5mm" shown on the detail "TEMPORARY ROADWAY" on DWG STG-1 (Volume 9, Subset 11, Sheet 09.11.001) is incorrect and should say "100mm HMA S0.5". Item # 0406171 - HMA S0.5 is the pay item for this work.</p> <p>The callout "150mm Superpave 37.5mm" shown on the detail "TEMPORARY ROADWAY" on DWG STG-1 (Volume 9, Subset 11, Sheet 09.11.001) is incorrect and should say "150mm HMA S1". Item # 0406170 - HMA S1 is the pay item for this work.</p> <p>The callout "250mm Processed Aggregate Subbase" shown on the detail "TEMPORARY ROADWAY" on DWG STG-1 (Volume 9, Subset 11, Sheet 09.11.001) is incorrect and should say "250mm Processed Aggregate Base". Item # 0304002A - Processed Aggregate Base is the pay item for this work.</p> <p>DWG STG-1 (Volume 9, Subset 11, Sheet 09.11.001) is revised in Addendum No. 3 to reflect this.</p>	F	3
61	<p>Q. Reference drawing STG-1, sheet 09.11.001 will item 0209001, Formation of subgrade be measured and paid for under temporary pavement?</p> <p>R. Item # 0209001 - Formation of Subgrade will be paid to the limits specified in the Standard Specifications, Form 816 for the construction of temporary and permanent pavement structures as shown in the Contract Plans.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
62	<p>Q. On drawing STG-2 sheet 09.11.002 the detail for the various temporary impact attenuator systems are shown. The locations shown for their use in the volume 4 staging drawings only shows a generic symbol for temporary attenuators instead of the specific type and item number which would be determined from the detail on 09.11.002. Could the various types be shown specifically in the staging plans for quantity take-off purposes?</p> <p>R. The information shown for the Temporary Impact Attenuation Systems on DWG's STG-2 (Volume 4, Subset 2, Sheets 04.02.002 and Volume 9, Subset 11, Sheet 09.11.002) and DWG MPT-08 (Volume 11, Subset 14, Sheet 11.014.008) show the size (in Kilograms) and layout of each individual impact attenuator for each roadway speed and temporary barrier condition.</p> <p>Please refer to DWG DES-8 (Volume 2, Subset 01, Sheet 02.001.011), DWG DES-5 (Volume 9, Subset 1, Sheet 09.01.007) and DWG DET-5 (Volume 11, Subset 1, Sheet 11.01.007) for the estimated number of Temporary Impact Attenuation System Type A (___KG) required for each location shown on the stage construction and or MPT plan sheets.</p>	F	3
63	<p>Q. Please advise on what plan sheets I might find details for item 1015034A, Grounding and Bonding.</p> <p>R. Grounding and Bonding is shown on the Table of Quantities on DWG S-3 (Volume 10, Subset 4, Sheet 10.04.003). Please refer to DWGs S-29, S-30 and S-31 (Volume 10, Subset 4, Sheet Nos. 10.04.029, 10.04.030 and 10.04.031) for the location and details for the work for Item # 1015034A - Grounding and Bonding.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
64	<p>Q. Please provide the Engineers “Earthwork Summary” sheet. Typically this is provided at the beginning or at the end of the cross section plan sheets.</p> <p>R. Stage construction earthwork summary information is supplied with the Detailed Estimate Sheets for each project. The Detailed Estimates Sheets containing the earthwork summary information were omitted from Project 92-531 and 92-622. These sheets include the earthwork quantities from roadway, structure and retaining wall construction activities by stage. The stage quantities are reduced by an anticipated amount for AOEC and other surplus excavated materials to indicate the estimated “Fill Available” and “Fill Required” per Project per Stage. New DWGs DET-001 and DET-002 (Volume 1, Subset 1, Sheets 01.01.005 and 01.01.006) containing this information for each project are added in Addendum No. 3 to reflect this.</p> <p>An overall Contract Earthwork Summary sheet is added to summarize the estimated “Fill Available” and “Fill Required” for All Project per stage. The Contract Earthwork Summary sheet indicates the estimated quantities of material anticipated to be received and stockpiled at the RSA (“Surplus to Stockpile”) and anticipated to be re-used (Item # 0101146A – Re-Use of Stockpiled Material) from the RSA (“Re-Use Required”) per Stage for the Contract (“All Projects”). New DWG DET-003 (Volume 1, Subset 1, Sheet 01.01.007) is added in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
65	<p>Q. Reference Bid item #101000, Concrete Handhole. Would you please provide handhole type, size and locations?</p> <p>R. The IMS plans require the use of Item # 1010021 – Concrete Handhole – Type II.</p> <p>The Illumination plans require the use of Item # 1010011 – Concrete Handhole – Type I and Item # 1010005A – Concrete Handhole – Type W.</p> <p>The Traffic Signal plans require the use of Item # 1010001 – Concrete Handhole and Item # 1010021 – Concrete Handhole – Type II.</p> <p>DWGs TCS-1 through TCS-9 (Volume 5, Subset 4, Sheets 05.04.001 through 05.04.009) are revised in Addendum No. 3 to clarify this.</p> <p>The quantity for Item # 1010001 – Concrete Handhole is reduced from 125 EA. to 77 EA. in Addendum No. 3 to reflect this. The quantity for Item # 1010011 – Concrete Handhole – Type I is increased from 7 EA. to 61 EA. in Addendum No. 3 to reflect this. The quantity for Item # 1010021 – Concrete Handhole – Type II is reduced from 71 EA. to 46 EA. in Addendum No. 3 to reflect this.</p>	F	3
66	<p>Q. On Addendum No. 1 PLANS, Volume 2 plan subset 92531_02-02-REV.pdf, it states that sheets No. 05.07.034, 05.07.035, 05.07.036 and 05.07.037 be added. However, the actual addendum plans show them as deleted. Please advise.</p> <p>R. Sheet Nos. 05.07.034, 05.07.035, 05.07.036 and 05.07.037 were deleted from Volume 5, Subset 7, but were incorrectly labeled on the Revision Sheet. The Revision Sheet was revised Addendum No. 2 to indicate these sheets as DELETED.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
67	<p>Q. Please refer to Item No. 0822014A - Relocate State Owned Temporary Precast Concrete Barrier Curb. In order to properly price this item the following is needed:</p> <ol style="list-style-type: none"> 1. The length of the existing barrier on Project 92-531 at the start of Stage 1A. 2. The location of the Storage Facility to where the barrier is being delivered to at the end of the job. <p>R. Item # 0822014A – Relocated State Owned Temporary Precast Barrier Curb is deleted and replaced by new Item # 0824056A - Removal of State Owned Temporary Precast Barrier Curb. The work under new Item # 0824056A - Removal of State Owned Temporary Precast Barrier Curb includes the removal and disposition of State Owned Temporary Precast Concrete Barrier Curb segments left in place (furnished) by previous and ongoing Contracts, from within the Contract limits.</p>	F	4
New Item # 0824056A - Removal of State Owned Temporary Precast Barrier Curb is added in Addendum No. 4 to reflect this.			
68	<p>Q. Reference is made to sheet 02.01.003 "Detailed Estimate Sheet" for the item #202502 "Removal of Concrete Pavement." The estimate sheet shows 5,121 square meters of this item for Ramp G. However, in the roadway plans of Volume 2, Section 8 (02.08.001-02.08.013), this item is not shown for Ramp G. Please clarify which limits exist for the "Removal of Concrete Pavement" on Ramp G.</p> <p>R. The Item # 0202502 - Removal of Concrete Pavement limits that correspond with that quantity is the area on Ramp G between Bridges No. 03040 and 03043 (I-91 NB). A plan note is added to DWG HWY-10 (Volume 2, Subset 8, Sheet 02.08.010) to clarify this. DWG HWY-10 (Volume 2, Subset 8, Sheet 02.08.010) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
69	<p>Q. Reference Contract Drawings: Volume 5 Subset 8 Sheet No. 05.08.001 - Will the work necessary to connect to the existing 1350 mm RCP Sewer be paid under the respective items (trenching, bedding, granular fill, RCP, concrete pipe connection, etc)?</p> <p>R. The sanitary manholes at each end of the sanitary sewer system are to be constructed over the existing sanitary sewer. Item # 1403002A - Manhole over 3 M Deep (Sanitary Sewer) is the pay item for the sanitary manhole constructed over the 1350mm sanitary sewer. Item # 1403098A – 1.5 M I.D. Manhole over 3 M Deep (Sanitary Sewer) is the pay item for the sanitary manhole constructed over the 600mm sanitary sewer. Any necessary work not included in will be paid under the appropriate items according to specifications. The special provisions for Item # 1403002A – Manhole over 3 M Deep (Sanitary Sewer) and Item # 1403098A – 1.5 M I.D. Manhole over 3 M Deep (Sanitary Sewer) are revised in Addendum No. 3 to clarify this.</p>	F	3
70	<p>Q. Reference Contract Drawings: Volume 7, Subset 7, Sheet Numbers 07.07.021 and 07.07.022 - The footings for both the abutment and the wingwall have a subgrade elevation of 3.95. The front thickness of the abutment footing is 991mm and the back thickness is 840mm. These dimensions coincide with the original bridge plan dimensions of 3'-3" and 2'-9". The front thickness of the wingwall footing is 1.300m and the back thickness is 1.150m. The dimensions between the abutment footing and the wingwall footing differ by 310mm (or approximately one foot). This step between the two footings is not indicated in the plan view on Sheet Numbers 07.07.017 and 07.07.018. Please clarify.</p> <p>R. The thickness dimensioned for the abutment and wingwall footings shown on the referenced drawings are consistent with the design. A step up is required on the top of the footings at the interface between the wingwall and abutment. A revised plan detail is added to DWG S-22 (Volume 7, Subset 7, Sheet 07.07.022) to clarify this. DWG S-22 (Volume 7, Subset 7, Sheet 07.07.022) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
71	<p>Q. Please confirm that all the temporary precast concrete barrier curb shown in Volume 4 will be installed, relocated and/or removed by the Contractor for Contract E.</p> <p>If there is existing barrier on these roadways prior to the start of Contract E or if certain barriers will be installed, relocated and/or removed by the Contractor for Contract B, please indicate as such.</p> <p>R. All temporary precast concrete barrier curb shown in Volume 4 will be handled as needed by the Contractor in Contract E. Existing temporary precast concrete barrier curb callouts are added to the applicable plan sheets. A table summarizing the location of existing temporary precast concrete barrier curb was added to each sheet of the HWY drawing subset in Volume 2. DWGs HWY-1 through HWY-13 (Volume 2, Subset 8, Sheets 02.08.001 through 02.08.013) are revised in Addendum No. 3 to reflect this.</p>	F	3
72	<p>Q. The bid quantity for item 822070A, Special Temporary Precast Concrete Barrier Curb, is 370 Meters. The total quantity from the "Detailed Estimate" sheets is 3,070 Meters. Please provide us with the correct quantity for this pay item.</p> <p>R. The quantity for Item # 0822070A - Special Temporary Precast Concrete Barrier Curb is increased from 370 M to 1,170 M in Addendum No. 3 to correct this. The quantity for Item # 0822070A - Relocated Special Temporary Precast Concrete Barrier Curb is increased from 415 M to 1,600 M in Addendum No. 3 to correct this.</p>	F	3
73	<p>Q. Sheet 01.14.016, Detour Plan #11: Signs 11E, 11F, and 11G are missing from the Detour Sign Legend. Please provide missing data.</p> <p>R. Sign 11E is added to the sign legend and Signs 11F and 11G are removed from DWG DET-16 (Volume 1, Subset 14, Sheet 01.14.016). DWG DET-16 (Volume 1, Subset 14, Sheet 01.14.016) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
74	<p>Q. Sheet 01.14.002, Note 2: "...install a changeable message signs, one for each direction of travel along Water Street, at the approximate locations shown on the plan." Only one (1) changeable message sign is shown on the plan. Will one or two changeable message signs be required for this detour?</p> <p>R. Note 2 on DWG DET-02 (Volume 1, Subset 14, Sheet 01.14.002) is revised to say:</p> <p style="padding-left: 40px;">"THE CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE SIGNS, ONE FOR EACH DIRECTION OF TRAVEL ALONG WATER STREET AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLAN. THE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED PRIOR TO THE CLOSURE, IN ACCORDANCE WITH SPECIAL PROVISION SECTION 1.08 - PROSECUTION AND PROGRESS, AND INDICATE WATER STREET WILL BE CLOSED FROM [CLOSURE PERIOD & TIME]. SEE SUGGESTED CHANGEABLE MESSAGE SIGN MESSAGE ON THIS SHEET. THE EXACT LOCATION AND MESSAGES ARE TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION."</p>	F	3
<p>DWG DET-02 (Volume 1, Subset 14, Sheet 01.14.002) is revised in Addendum No. 3 to reflect this.</p>			

No.	Question Submitted:	Status	Add. No.
75	<p>Q. Sheet 01.14.003, Note 2: "...install a changeable message signs, one for each direction of travel along Chapel Street, at the approximate locations shown on the plan." Only one (1) changeable message sign is shown on the plan. Will one or two changeable message signs be required for this detour?</p> <p>R. Note 2 on DWG DET-3 (Volume 1, Subset 14, Sheet 01.14.003) is revised to say:</p> <p style="padding-left: 40px;">"THE CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE SIGNS, ONE FOR EACH DIRECTION OF TRAVEL ALONG CHAPEL STREET AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLAN. THE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED PRIOR TO THE CLOSURE, IN ACCORDANCE WITH SPECIAL PROVISION SECTION 1.08 - PROSECUTION AND PROGRESS, AND INDICATE CHAPEL STREET WILL BE CLOSED FROM [CLOSURE PERIOD & TIME]. SEE SUGGESTED CHANGEABLE MESSAGE SIGN MESSAGE ON THIS SHEET. THE EXACT LOCATION AND MESSAGES ARE TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION."</p>	F	3
<p>DWG DET-3 (Volume 1, Subset 14, Sheet 01.14.003) is revised in Addendum No. 3 to reflect this.</p>			

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No.	Question Submitted:	Status	Add. No.
76	<p>Q. Sheet 01.14.013, Note 2: "...install a changeable message signs, one for each direction of travel along Chestnut Street, at the approximate locations shown on the plan." Only one (1) changeable message sign is shown on the plan. Will one or two changeable message signs be required for this detour?</p> <p>R. Note 2 on DWG DET-13 (Volume 1, Subset 14, Sheet 01.14.013) is revised to say:</p> <p>"THE CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE SIGNS, ONE FOR EACH DIRECTION OF TRAVEL ALONG CHESTNUT STREET AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLAN. THE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED PRIOR TO THE CLOSURE, IN ACCORDANCE WITH SPECIAL PROVISION SECTION 1.08 - PROSECUTION AND PROGRESS, AND INDICATE CHESTNUT STREET WILL BE CLOSED FROM [CLOSURE PERIOD & TIME]. SEE SUGGESTED CHANGEABLE MESSAGE SIGN MESSAGE ON THIS SHEET. THE EXACT LOCATION AND MESSAGES ARE TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION."</p> <p>DWG DET-13 (Volume 1, Subset 14, Sheet 01.14.013) is revised in Addendum No. 3 to reflect this.</p>	F	3

No.	Question Submitted:	Status	Add. No.
77	<p>Q. Sheet 01.14.018, Note 2: "...install a changeable message signs, one for each direction of travel along East Street, at the approximate locations shown on the plan." Only one (1) changeable message sign is shown on the plan. Will one or two changeable message signs be required for this detour?</p> <p>R. Note 2 on DWG DET-18 (Volume 1, Subset 14, Sheet 01.14.018) is revised in to say:</p> <p>"THE CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE SIGNS, ONE FOR EACH DIRECTION OF TRAVEL ALONG EAST STREET AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLAN. THE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED PRIOR TO THE CLOSURE, IN ACCORDANCE WITH SPECIAL PROVISION SECTION 1.08 - PROSECUTION AND PROGRESS, AND INDICATE EAST STREET WILL BE CLOSED FROM [CLOSURE PERIOD & TIME]. SEE SUGGESTED CHANGEABLE MESSAGE SIGN MESSAGE ON THIS SHEET. THE EXACT LOCATION AND MESSAGES ARE TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION."</p> <p>DWG DET-18 (Volume 1, Subset 14, Sheet 01.14.018) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
78	<p>Q. There is some conflicting information as to what bridge component gets built when at the West Approach Structure. For example, in the special provisions on p. 320, construction is to begin at Piers PS-2, PS-6 & PS-7 in Stage 3. However, sheet No. 12.02.074 indicates pile driving for the PS-2 footing in Stage 4B/5A. Sheet No.'s 12.02.082 & 12.02.083 show Piers PS-6 and PS-7 being built in Stage 4B/5A. In addition, the West Approach Structure is not made part of the "Stage Construction Plans" in Volume 4. If it did, it would aid us in visualizing the construction of all the bridge work through each stage and assist us in developing our construction schedule. We've looked for the "Stage Construction Plans" for the West Approach in the other volumes but haven't found them. Please provide:</p>		
	<p>1) "Stage Construction Plans" for the West Approach Structure involving Contract E and other Contract work,</p> <p>2) a written suggested construction sequence similar in format as shown on sheet No. 06.03.029 for Bridge 00172</p>	F	3
	<p>R. Portions of the West Approach to Project 92-627 may be constructed earlier or later than Stage 4B/5A subject to the limitations of Section 1.08, Prosecution and Progress, and the Notice to Contractor - Access Restrictions/Work Areas.</p>		
	<p>New Stage 3-4A construction drawings for the West Approach structure are added in Addendum No. 3 to clarify this. New DWGs S-64-1 and S-64-2 (Volume 12, Subset 2, Sheets 12.02.064-1 and 12.02.064-2) are added in Addendum No. 3 to reflect this.</p>		
	<p>New Stage 4B-5A construction drawings for the West Approach structure are added in Addendum No. 3 to clarify this. DWGs S-65 and S-66 (Volume 12, Subset 2, Sheets 12.02.065 and 12.02.066) are deleted and replaced by DWGs S-65-1 and S-66-1 (Volume 12, Subset 2, Sheets 12.02.065-1 and 12.02.066-1) in Addendum No. 3 to reflect this.</p>		

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No.	Question Submitted:	Status	Add. No.
79	<p>Q. Reference drawing 04.02.002 titled "Stage Construction Miscellaneous Detail and Notes." See details for Temporary Impact Attenuation Systems (Item #'s 1806200-1807108). In the Stage Construction Plans from Volumes 4, 9, 11, 10, 12 and 13, the detail for the Temporary Impact Attenuation System is not specified for most items. Please specify which detail is warranted for each T.I.A.S. in the Stage Construction Plans.</p> <p>R. The information shown for the Temporary Impact Attenuation Systems on DWG's STG-2 (Volume 4, Subset 2, Sheets 04.02.002 and Volume 9, Subset 11, Sheet 09.11.002) and DWG MPT-08 (Volume 11, Subset 14, Sheet 11.014.008) show the size (in Kilograms) and layout of each individual impact attenuator for each roadway speed and temporary barrier condition.</p> <p>Please refer to DWG DES-8 (Volume 2, Subset 01, Sheet 02.001.011), DWG DES-5 (Volume 9, Subset 1, Sheet 09.01.007) and DWG DET-5 (Volume 11, Subset 1, Sheet 11.01.007) for the estimated number of Temporary Impact Attenuation System Type A (___KG) required for each location shown on the stage construction and or MPT plan sheets.</p>	F	3
80	<p>Q. Reference drawing 01.09.001,424 Chapel St. the scale on the drawing appears incorrect. Can you provide dimensions for the temporary parking areas and correct the drawing scale?</p> <p>R. The 1:250 scale as shown on the plan is correct. There is approximately 1,650 square meters of area for the two temporary parking areas (580 square meters and 1,070 square meters respectively).</p>	F	3
81	<p>Q. Reference drawings 01.08.001 and 002, Detour Paving Plans. Can you provide street lengths and widths or more detailed drawings with a larger scale?</p> <p>R. A table containing estimated milling area information is added for each roadway location on DWG DPP-001 (Volume 1, Subset 8, Sheet 01.08.002). DWG DPP-001 (Volume 1, Subset 8, Sheet 01.08.002) will be revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
82	<p>Q. Reference drawing 02.01.003, Detailed Estimate Sheet, there is an estimated quantity for Earth Excavation at location entitled "staging". Does this quantity represent temporary ramp removal? Is the removal of temporary ramps included in the Detailed Estimate Sheets?</p> <p>R. Stage construction earthwork summary information is supplied with the Detailed Estimate Sheets for each project. The Detailed Estimates Sheets containing the earthwork summary information were omitted from Project 92-531 and 92-622. These sheets include the earthwork quantities from roadway, structure and retaining wall construction activities by stage. The stage quantities are reduced by an anticipated amount for AOEC and other surplus excavated materials to indicate the estimated "Fill Available" and "Fill Required" per Project per Stage. New DWGs DET-001 and DET-002 (Volume 1, Subset 1, Sheets 01.01.005 and 01.01.006) containing this information for each project are added in Addendum No. 3 to reflect this.</p> <p>An overall Contract Earthwork Summary sheet is added to summarize the estimated "Fill Available" and "Fill Required" for All Project per stage. The Contract Earthwork Summary sheet indicates the estimated quantities of material anticipated to be received and stockpiled at the RSA ("Surplus to Stockpile") and anticipated to be re-used (Item # 0101146A – Re-Use of Stockpiled Material) from the RSA ("Re-Use Required") per Stage for the Contract ("All Projects"). New DWG DET-003 (Volume 1, Subset 1, Sheet 01.01.007) is added in Addendum No. 3 to reflect this.</p>	F	3

No.	Question Submitted:	Status	Add. No.
83	<p>Q. Please reference drawing 11.09.001 detail called "Pump Discharge / Sedimentation Basin." Note 2 states that these will be installed and removed under lump sum item Handling Water. As there is no way to accurately determine how many of these setups will actually be required as the project progresses, please provide a unit price item paid by the each (ea) for the installation and removal of these Pump Discharge / Sedimentation Basins.</p> <p>R. The detail PUMP DISCHARGE/SEDIMENTATION BASIN on DWG SED-01 (Volume 11, Subset 9, Sheet 11.09.001) is not required for this project. The detail PUMP DISCHARGE/SEDIMENTATION BASIN on DWG SED-01 (Volume 11, Subset 9, Sheet 11.09.001) will be deleted to clarify this. DWG SED-01 (Volume 11, Subset 9, Sheet 11.09.001) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
84	<p>Q. Item 0502020A – Elastomeric Concrete Expansion Joint System, spec page 662, under Method of Measurement states that the strip seal joint will be measured along the centerline of the joint from gutterline to gutterline. Please clarify why the bid quantity of 78 M exceeds the actual pay quantity (65.2 M) by nearly 20%.</p> <p>a) Br. 03035: plan 07.04.002 shows 25M; actual pay length at Abut.2 = 19.9M (rounded).</p> <p>b) W. Approach: plan 12.02.004-1 shows 53M; actual pay lengths at Abuts 1AB & 1CD = 45.3M (rounded).</p>		
R.	<p>Item # 0502020A – Elastomeric Concrete Expansion Joint System is being deleted and changed to a Strip Seal Expansion Joint System. The estimated length of the Strip Seal Expansion Joint System at Bridge No. 03035 is 20 meters. The estimated length of the Strip Seal Expansion Joint System at West Approach Abutment 1AB (27.2 meters) and Abutment 1CD (18.1 meters) is 46 meters.</p> <p>DWGs S-215 and S-220 (Volume 12, Subset 02, Sheet 12.02.215 and 12.02.220) are revised in Addendum No. 3 to reflect this. New Item # 0520034A - Strip Seal Expansion Joint System, with a quantity of 66 M, is added in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
85	<p>Q. The special provision for Items 0603061A – 0603917A Structural Steel Sites 1 to 17 on page 779 “Raw Steel” states “All plates associated with the bearings ... shall be furnished by the bearing manufacturer, the cost of which shall be included under the applicable bearing items.” We find many notes on the plans as listed below that conflict with this requirement.</p> <ul style="list-style-type: none"> a) Br. 00167: plan 06.02.034 Bearing Note 5 b) Br. 03032: plan 07.02.031 Bearing Note 6 c) Br. 03034: plan 07.03.021 Bearing Note 5 (FYI – most plans in this subset are not numbered correctly) d) Br. 03035: plan 07.04.037 Notes 14 (leveling plates?) & 15 e) Br. 03039: plan 07.06.017 Framing Note 3 & 07.06.019 Bearing Note 5 f) Br. 06609: plan 07.08.016 Framing Note 3 & 07.08.019 Bearing Note 5 g) Br. 03043: plan 10.02.012 Bearing Note 5 h) Br. 03083: plan 10.03.012 Bearing Note 5 i) Br. 03086: plan 10.04.017 Bearing Note 6 		
	<p>R. The special provision for Item # 0603061A – 0603917A - Structural Steel (Site No. X) is correct. The plan notes are revised on DWG S-34 (Volume 6, Subset 2, Sheet 06.02.034), DWG S-31 (Volume 7, Subset 2, Sheet 07.02.031), DWG S-21 (Volume 7, Subset 3, Sheet 07.03. 021), DWG S-37 (Volume 7, Subset 4, Sheet 07.04.037), DWG S-17 (Volume 7, Subset 6, Sheet 07.02.017), DWG S-19 (Volume 7, Subset 6, Sheet 07.06.019), DWG S-16 (Volume 7, Subset 8, Sheet 07.08.016), DWG S-19 (Volume 7, Subset 8, Sheet 07.08.019), DWG S-12 (Volume 10, Subset 2, Sheet 10.02.012), DWG S-12 (Volume 10, Subset 3, Sheet 10.03.012) and DWG S-17 (Volume 10, Subset 4, Sheet 10.04.017) are revised to reflect this.</p>	F	3
	<p>DWG S-34 (Volume 6, Subset 2, Sheet 06.02.034), DWG S-31 (Volume 7, Subset 2, Sheet 07.02.031), DWG S-21 (Volume 7, Subset 3, Sheet 07.03. 021), DWG S-37 (Volume 7, Subset 4, Sheet 07.04.037), DWG S-17 (Volume 7, Subset 6, Sheet 07.02.017), DWG S-19 (Volume 7, Subset 6, Sheet 07.06.019), DWG S-16 (Volume 7, Subset 8, Sheet 07.08.016), DWG S-19 (Volume 7, Subset 8, Sheet 07.08.019), DWG S-12 (Volume 10, Subset 2, Sheet 10.02.012), DWG S-12 (Volume 10, Subset 3, Sheet 10.03.012) and DWG S-17 (Volume 10, Subset 4, Sheet 10.04.017) are revised in Addendum No. 3 to reflect this.</p>		

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No.	Question Submitted:	Status	Add. No.
86	Q. Deck Plan Note 14 on plan 12.02.215 refers to drawing “Steel Detail 1” for underbridge luminaire bracing details. Steel Details 1 plan 12.02.172 does not contain any bracing details; are these details shown elsewhere or will they be provided?	F	3
	R. The underbridge luminaire bracing details were omitted. An underbridge luminaire bracing detail is added to DWG S-172 (Volume 12, Subset 02, Sheet 12.02.172). DWG S-172 (Volume 12, Subset 02, Sheet 12.02.172) is revised in Addendum No. 3 to reflect this.		
No.	Question Submitted:	Status	Add. No.
87	Q. Referring to sheet 04.06.022, drawing No. 2B-XSC-006; the elevations on the right and left side of the sheet do not coincide with each other. Please clarify which are the correct elevations.	F	3
	R. The elevations are corrected and DWG 2B-XSC-006 (Volume 4, Subset 6, Sheet 04.06.022). DWG 2B-XSC-006 (Volume 4, Subset 6, Sheet 04.06.022) is revised in Addendum No. 3 to reflect this.		

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No.	Question Submitted:	Status	Add. No.
88	<p>Q. Refer to cross sections on sheets 04.07.025, 04.07.026, 04.07.027, 04.07.032, 05.06.004, 05.06.014, 05.06.043, 05.06.044, 05.06.045, 05.06.077, 05.06.078, 05.06.079, 05.06.087, 05.06.097, 05.06.105, 05.06.142, 05.06.143, 05.06.148, 05.06.150, 11.16.043, 11.16.044, 11.16.045, and 11.16.046; the existing condition and proposed lines are incomplete. Please provide complete cross sections.</p> <p>R. The missing existing and proposed grade lines are provided and revised cross sections are included in Addendum No. 3 to correct this.</p> <p>DWG 2B-XSC-004 (Volume 4, Subset 6, Sheet 04.06.022) is revised in Addendum No. 3 to reflect this.</p> <p>DWGs 3-XSC-004, 3-XSC-005, 3-XSC-006 and 3-XSC-011 (Volume 4, Subset 7, Sheets 04.07.025, 04.07.026, 04.07.027 and 04.07.032) are revised in Addendum No. 3 to reflect this.</p> <p>DWGs XSC-4, XSC-14, XSC-43, XSC-44, XSC-45, XSC-73, XSC-77, XSC-78, XSC-79, XSC-78, XSC-97, XSC-105, XSC-142, XSC-143, XSC-148 and XSC-150 (Volume 5, Subset 6, Sheets 05.06.004, 05.06.014, 05.06.043, 05.06.044, 05.06.045, 05.06.073, 05.06.077, 05.06.078, 05.06.079, 05.06.105, 05.06.142, 05.06.143, 05.06.148 and 05.06.150) are revised in Addendum No. 3 to reflect this.</p> <p>DWGs XSC-10, XSC-11, XSC-18, XSC-20, XSC-23, XSC-24, XSC-27, XSC-43 and XSC-46 (Volume 11, Subset 16, Sheets 11.16.010, 11.16.011, 11.16.018, 11.16.020, 11.16.023, 11.16.024, 11.16.027, 11.16.043 and 11.16.046) are revised in Addendum No. 3 to reflect this.</p>	F	3
89	<p>Q. Item 0520524A – R & R Modular Expansion Joint (400 mm Movement) on plan 12.02.276 indicates this joint has three (3) center steel extrusion bars. Is this correct?</p> <p>R. The exact number of extrusion bars will be determined by the joint manufacturer's requirements. It is anticipated that four (4) center steel extrusion bars will be used. The details for Remove and Replace Modular Expansion Joint (Movement Capacity 400 mm) on DWG S-276 (Volume 12, Subset 02, Sheet 12.02.276) is indicate the joint has four (4) center steel extrusion bars. DWG S-276 (Volume 12, Subset 2, Sheet 12.02.276) is revised in Addendum No. 3 to reflect this.</p>	F	3

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90	<p>Q. Regarding the “Existing Trough Attachment” detail on plan 13.02.074, how many 6mm x 50 mm support brackets are to be removed?</p> <p>R. The following plan note is added to DWG S-74 (Volume 13, Subset 2, Sheet 13.02.074) "The details depicted on this sheet for the drainage trough are concept drawings provided in an earlier contract. The actual trough, trough supports, and attachments may not be the same as shown". DWG S-74 (Volume 13, Subset 2, Sheet 13.02.074) is revised in Addendum No. 3 to reflect this.</p>	F	3
91	<p>Q. Regarding Item #0204213A Handling Contaminated Ground Water, please change this item to be an allowance item.</p> <p>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.</p>	F	3
92	<p>Q. Regarding Item #0921011 Concrete Driveway and #0924002 Concrete Driveway Ramps, the CTDOT standard Drawing HW-921_01 calls for 8" thick concrete with 4X4 WWF while the New Haven detail on 01.07.040 calls for 6" thick concrete at non-commercial and 9" thick at commercial - both with #4 rebar. Please confirm the 9" thick commercial shown on Drawing 01.07.040 applies to both bid items. If not, what applies?</p> <p>R. Item # 0921011 – Concrete Driveway is for work on U.S. Route 1 (Water Street) shown on DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) and shall be built in conformance with the details on CTDOT Standard HW-921_01. A plan note is added to DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) to clarify this. DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) is revised in Addendum No. 3 to reflect this.</p> <p>Item # 0924002 – Concrete Driveway Ramp is for work at 424 Chapel Street shown on DWG HWY-001 (Volume 1, Subset 9, Sheet 01.09.001) and shall be built in conformance to the City of New Haven Standard Details for a commercial concrete driveway ramp as shown on DWG MDS-40 (Volume 1, Subset 7, Sheet 01.07.040). A plan note is added to DWG HWY-001 (Volume 1, Subset 9, Sheet 01.09.001) to clarify this. DWG HWY-001 (Volume 1, Subset 9, Sheet 01.09.001) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
93	<p>Q. Please confirm that Item #0202513, Remove Concrete Sidewalk, is only for the work shown on Drawings 02.01.017 and 01.09.000 thru 01.09.006 while all other concrete sidewalk removal and disposal, excavation, and gravel base are incidental to Items #0921001A Concrete Sidewalk, #0921001 Concrete Driveway, and #0924002 Concrete Driveway Ramp as per Standard Specification Section 9.21.</p> <p>R. The removal of existing sidewalks and or driveway ramps within the limits of new Concrete Sidewalks or Concrete Driveway Ramps is included in the price bid for Concrete Sidewalk or Concrete Driveway Ramp per sections 9.21 and 9.24 of the Standard Specifications Form 816.</p>		
	<p>The removal of existing driveway ramps outside of the limits of new Concrete Sidewalks and or new Concrete Driveway Ramps is included in the price bid for Item # 0202502A - Removal of Concrete Pavement. The removal of existing sidewalks outside of the limits of new Concrete Sidewalks and or new Concrete Driveway Ramps is included in the price bid for Item #0202513 - Remove Concrete Sidewalk. The removal of new Concrete Driveway Ramps is included in the price bid for Item # 0202502A - Removal of Concrete Pavement. The removal of new Concrete Sidewalks is included in the price bid for Item #0202513 - Remove Concrete Sidewalk.</p>	F	3
	<p>The quantity for Item # 0202502A - Removal of Concrete Pavement is revised from 35 Sq. M to 22 Sq. M for the work at 424 Chapel Street in Addendum No. 3 to reflect this.</p>		
	<p>The quantity for Item #0202513 - Remove Concrete Sidewalk is increased from 39 Sq. M to 65 Sq. M for the work at 424 Chapel Street in Addendum No. 3 to reflect this.</p>		
	<p>Item # 0202510 - Remove Sidewalk is deleted as part of Addendum No. 3 to reflect this.</p>		

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No.	Question Submitted:	Status	Add. No.
94	<p>Q. Regarding Item #0922500, Bituminous Concrete Driveway (Commercial), shown on Drawings 01.09.000 thru 01.09.006 and 02.01.017, please confirm that the existing HMA removal and disposal, excavation, and gravel base are incidental to Item #0922500 as per Standard Specification Section 9.22.</p> <p>R. Item # 0922500 - Bituminous Concrete Driveway (Commercial) includes excavation below the finish grade of the driveway, backfilling and disposal of HMA and concrete debris as well as the gravel or reclaimed miscellaneous aggregate base as stated in Section 9.22 of Standard Specifications Form 816.</p>	F	3
95	<p>Q. According to drawing 01.09.005, it appears that the two (2) parking lots paid under Item #0922500, Bituminous Concrete Driveway (Commercial), are temporary and are removed and disposed of in Phase V of the 424 Chapel Street work while Retaining Wall 112 is constructed. The callout states “Remove all pavement, curbing, concrete driveway ramps, and chain-link fencing as required.” What pay item(s) cover the removal and disposal of this temporary work?</p> <p>R. Item # 0202502A – Removal of Concrete Pavement is the pay item for the removal of the temporary concrete driveway ramp, built in Phase I. Item # 0202513 – Remove Concrete Sidewalk is the pay item for the removal of existing concrete sidewalk, beyond the limits of roadway embankment. Item # 0202522 – Remove Bituminous Type Pavement is the pay item for the removal of bituminous pavement. Item # 0813010 – Remove Granite Stone Curbing is the pay item for the removal of granite curbing. Item # 0913000 – Remove Chain Link Fence is the pay item for the removal of chain link fencing. The callout on DWG HWY-005 (Volume 1, Subset 9, Sheet 01.09.005) is revised to clarify this. DWG HWY-005 (Volume 1, Subset 9, Sheet 01.09.005) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
96	<p>Q. Please refer to Spec pg. 338 and the paragraph pertaining to Bridge 03086 demolition and steel erection. Where it states in bold “may close Ramps Z and Z1 from 10:00 pm to 5:00 am ...”, please include Ramp V also. The reasons for closing Ramps Z and Z1 should apply at the same time to Ramp V.</p> <p>R. The closure of I-91 NB to Trumbull Street (Ramp V) for the Demolition of existing Bridge No. 03086 and the Structural Steel erection of Bridge No. 03086 over I-91 NB to Trumbull Street (Ramp V) is added in Addendum No. 3. Contract Time and Liquidated Damages is revised in Addendum No. 3 to reflect this. Section 1.08 – Prosecution and Progress is revised in Addendum No. 3 to reflect this. New DWG DET-23 (Volume 1, Subset 14, Sheet 01.14.023) with a detour for Ramp V is added in Addendum No. 3 to reflect this.</p>	F	3
97	<p>Q. Spec pg. 21 Item 11 allows a maximum of eight (8) MPT weekend closures of U.S. Rte. 1 (Water Street) while Spec pg. 343, first paragraph pertaining to the demolition and steel erection for several bridges over U.S. route 1 (Water Street), allows sixteen (16) MPT weekend closures of Water Street. Which is correct?</p> <p>R. The sixteen (16) weekend work shifts allowance for the closure of U.S. Route 1 (Water Street) for the Demolition of existing Bridge Nos. 00171, 00172, 03034, 03035, 03036 & 03037 and the structural steel erection for Bridge Nos. 00172, 00173, 03034, 03035 & 03037 referenced in Section 1.08.04 - Limitations of Operations is correct. Contract Time and Liquidated Damages is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
98	<p>Q. Please provide “Stage Construction Plans” for the proposed West Approach Structure.</p> <p>R. Portions of the West Approach to Project 92-627 may be constructed earlier or later than Stage 4B/5A subject to the limitations of Section 1.08, Prosecution and Progress, and the Notice to Contractor - Access Restrictions/Work Areas.</p> <p>New Stage 3-4A construction drawings for the West Approach structure are added in Addendum No. 3 to clarify this. New DWGs S-64-1 and S-64-2 (Volume 12, Subset 2, Sheets 12.02.064-1 and 12.02.064-2) are added in Addendum No. 3 to reflect this.</p> <p>New Stage 4B-5A construction drawings for the West Approach structure are added in Addendum No. 3 to clarify this. DWGs S-65 and S-66 (Volume 12, Subset 2, Sheets 12.02.065 and 12.02.066) are deleted and replaced by DWGs S-65-1 and S-66-1 (Volume 12, Subset 2, Sheets 12.02.065-1 and 12.02.066-1) in Addendum No. 3 to reflect this.</p>	F	3
99	<p>Q. Reference Contract Drawings Volume 7, Subset 7, Sheet Numbers 07.07.015 and 07.07.020 (Drawings S-15 and S-20): At the abutment extensions to the east side of the southbound roadway, all vertical joints between the existing abutment and the new abutment are indicated as expansion joints. (Please refer to Drawings S-17 and S-18). At the existing "open deck" section, existing walls are removed and replaced with new abutment sections. The four joints in this area between the existing and new concrete are identified as expansion joints. At the location of the new abutment extensions, the two joints between the existing concrete and the new concrete are identified as construction joints. At the abutment stem there is no detail indicating dowels being drilled and grouted into the existing concrete. Is it correct to assume that the horizontal #16's at 450mm indicated in Section D-D on Sheet Number 07.07.021 should tie into similarly spaced dowels drilled and grouted into the end of the existing abutments?</p> <p>R. Only the joints in the footing are construction joints. The abutment stems and backwalls are expansion and or contraction joint to match the existing joint condition. The abutment stem does not require drilled and grouted dowels.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
100	<p>Q. Reference Contract Drawings Volume 7, Subset 4, Sheet Number 07.04.037 (Drawing S-37): On the framing plan there is a note "Intermediate Cross Frame (Typ.) (See Note 18)". There is no note 18 on this drawing. Please clarify.</p> <p>R. DWG S-37 (Volume 7, Subset 4, Sheet 07.04.037) plan note "Intermediate Cross Frame (Typ.) (See Note 18)" is revised to "Intermediate Cross Frame (Typ.) (See Note 7)." DWG S-37 (Volume 7, Subset 4, Sheet 07.04.037) is revised in Addendum No. 3 to reflect this.</p>	F	3
101	<p>Q. Reference Contract Drawings Volume 7, Subset 7, Sheet Numbers 07.07.021 and 07.07.029. On Sheet Number 07.07.029, the Typical Keeper Block Detail and the Concrete Bearing Seat Detail both indicate the reinforcing steel "U" bars extending down into the abutment stem. It appears that in the detail for the Existing Abutment Section B-B on Sheet Number 07.07.021 these "U" bars would have to be drilled and grouted into the top of the existing abutment stem. Is this a correct assumption? For a keeper block there would be potentially 26 holes to drill and 14 at the bearing seats.</p> <p>R. Drilling and grouting of the "U" bars for the pedestals and keeper blocks is required. Plan notes on DWGs S-21 and S-29 (Volume 7, Subset 7, Sheets 07.07.021 and 07.07.029) are added to clarify this. DWGs S-2, S-21 and S-29 (Volume 7, Subset 7, Sheets 07.07.002, 07.07.021 and 07.07.029) are revised in Addendum No. 3 to reflect this. The quantity of Item # 0602936A – Drilling and Grouting of Reinforcing Bars is increased from 105 M to 290 M in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
102	<p>Q. Reference Contract Drawings Volume 7, Subset 7, Sheet Numbers 07.07.018 and 07.07.021. On Sheet Number 07.07.021 there is a 15mm x 15mm joint seal running horizontally at the construction joint, between either the old or new abutment stem and the new backwall (There appears to be two of these details in Section C-C although the upper one isn't labeled.) Our assumption is that this joint seal is intended to prevent water infiltration through the construction joint.</p>		
	<p>Please refer to the "Joint Details" on Sheet Number 07.07.018. This detail is for expansion, contraction and construction joints. The indication for the 13mm x 13mm joint seal does not say "typical" or "at expansion joints only". Given our assumption that the horizontal joint seal at the abutment backwall construction joint is to prevent water infiltration, do all vertical joints receive the 13mm x 13mm joint seal or just the expansion joints? Secondary question: If the horizontal joint seal is to prevent water infiltration, should there be a horizontal 15mm x 15mm joint seal at the back side of the construction joint in Section D'D' on Sheet 07.07.021?</p>	F	3
	<p>R. The "Joint Details" on Sheet Number 07.07.018 is a standard detail. The 13mm x 13mm joint seal applies to all three joint types. DWG S-21 (Volume 7, Subset 7, Sheet 07.07.021) is revised to show the joint seal is require on the back side of the construction joint in Section D'-D'. DWG S-21 (Volume 7, Subset 7, Sheet 07.07.021) is revised in Addendum No. 3 to reflect this.</p>		

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No.	Question Submitted:	Status	Add. No.
103	Q. Reference Contract Drawings Volume 7, Subset 7, Sheet Numbers 07.07.015, 07.07.020 and 07.07.021.		
	a. Question 1: Section D'-D' on Sheet 07.07.021 details a horizontal construction joint between the 1.29 meter wide abutment stem and the 0.560 meter wide parapet. The elevation view on Sheets 07.07.015 and 07.07.020 do not detail this horizontal construction joint. Is the location of the horizontal construction joint at the same elevation as the bottom of the back wall? On Sheet 07.07.015, would it be at elevation 9.715,(9.79 minus 0.075)? On Sheet 07.07.020, would it be at elevation 9.604, (9.679 minus 0.075)?		
	b. Question 2: Please view the location where Section D'-D' is taken on Sheets 07.07.015 and 07.07.020. Then refer to Section D'-D' on Sheet 07.07.021. In this Section, shouldn't there be an indication of some sort of an extension of the backwall above the horizontal construction joint to provide closure in the corners since there is no new cheek wall in these two locations?	F	3
	R. The construction joint and elevation are added to the elevation views on DWGs S-15 and S-20 (Volume 7, Subset 7, Sheets 07.07.015 and 07.07.020). DWGs S-15 and S-20 (Volume 7, Subset 7, Sheets 07.07.015 and 07.07.020) are revised in Addendum No. 3 to reflect this.		
	The headwall is required to be thickened to provide closure in the corners. DWGs S-15, S-20 and S-21 (Volume 7, Subset 7, Sheets 07.07.015, 07.07.020 and 07.07.021) are revised to provide the headwall details. DWGs S-15, S-20 and S-21 (Volume 7, Subset 7, Sheets 07.07.015, 07.07.020 and 07.07.021) are revised in Addendum No. 3 to reflect this.		

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No.	Question Submitted:	Status	Add. No.
104	<p>Q. There are pay items for furnishing 406 mm pile and 410 mm pile and individual test pile for each size. Is it your intent to have only one pile size?</p> <p>Items are as follows:</p> <p>702341 Furnish 406 mm Square Pre-stressed Piles</p> <p>702355 Furnish 410 mm Square Pre-stressed Piles</p> <p>702421 406 mm Test Pile</p> <p>702424 406 mm Test Pile</p> <p>702425 406 mm Test Pile</p> <p>702426 406 mm Test Pile</p> <p>702430 410 mm Test Pile</p> <p>702431 410 mm Test Pile</p>	F	3
	<p>R. The intent is for there to be two similar sized square prestressed concrete piles, however, the details of these piles are different for each project and designer. The items associated with 406 mm Square Prestress Concrete Piles are included in Project No. 92-531. The items associated with the 410 mm Square Prestress Concrete Piles are included in Project No. 92-627.</p>		

No.	Question Submitted:	Status	Add. No.
105	<p>Q. Please refer to Item #0969205A – Class B Office Supplies. Who installs the computers in the Project Field Office?</p>	F	3
	<p>R. The Department installs all computers in the Project Field Office.</p>		

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No.	Question Submitted:	Status	Add. No.
106	<p>Q. Please reference the note on Structure Sheet W112-1 referring to Epoxy Coated Reinforcing Bars as well as your response to question number 7 on the Contract E Questions and Responses. Your response to the question indicates that “all work associated with the cast in place section of this retaining wall as shown on DWG Nos. W112-5 and W112-6 (Volume 8, Subset 14, Sheet Nos. 08.14.005 and 08.14.006) is included in the lump sum for Item # 0601662A - "RETAINING WALL (SITE NO. 12)” This seems to conflict with the note referring to the payment of rebar related to retaining wall 112 on sheet W112-1. Please clarify.</p> <p>R. All work associated with the cast in place section of this retaining wall as shown on DWG Nos. W112-5 and W112-6 (Volume 8, Subset 14, Sheet Nos. 08.14.005 and 08.14.006) is included in the lump sum for Item # 0601662A - "RETAINING WALL (SITE NO. 12)". Plan notes on DWG W112-1 (Volume 8, Subset 14, Sheet 08.14.001) are revised to clarify this. DWG W112-1 (Volume 8, Subset 14, Sheet 08.14.001) is revised in Addendum No. 3 to reflect this.</p>	F	3
107	<p>Q. Please reference the Noise Barrier Wall Detail sheet 07.07.024. In particular reference Section M-M. It appears that the elevations shown on this section are incorrect. Shouldn't the top of the Proposed Noise Wall at Abutment 1 be at the same elevation as the existing elevation?</p> <p>R. The intent of the noise wall construction across Bridge 03040B (I-91 SB) is to match the top of existing noise barrier wall on both ends of the bridge. Elevations referenced on Noise Barrier Wall Detail Section M-M on DWG S-24 (Volume 7, Subset 7, Sheet 07.07.024) are revised to clarify this. DWG S-24 (Volume 7, Subset 7, Sheet 07.07.024) is revised in Addendum No. 3 to reflect this.</p>	F	3
108	<p>Q. Please reference the Roadway Plan on sheets 09.08.001, 09.08.002, & 09.08.003. Noise Wall is referenced on each of these plan sheets however no specific details of each of these walls are provided outside of the details shown on the Miscellaneous Detail sheet 01.07.021. Please provide details as to wall heights, lengths, and any other requirements related to each mention of noise walls on the aforementioned plan sheets.</p> <p>R. The height and offset of Timber Noise Barrier Wall on I-91 NB is shown in the "Typical Sections" on DWG TYP-1 (Volume 9, Subset 3, Sheet 09.03.001).</p>	F	3

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No.	Question Submitted:	Status	Add. No.
109	<p>Q. Item #0101109A Hazardous Material Excavation (Special Provisions page 535) – The first paragraph states “The work included in this item consists of the contractor’s requirements for the excavation and handling of Hazardous Materials from within the Project Limits and transportation of the waste to the Waste Stockpile and Treatment Area (WSA). This item shall apply to Hazardous Materials generated by the Contractor.” Please confirm that the Contractor is NOT the Generator of any Hazardous or Contaminated materials within the Project limits.</p> <p>R. The Contractor is not the “Generator” of any Hazardous or Contaminated Materials within the project limits. The second sentence of the first paragraph of the special provision for Item # 0101109A – Hazardous Material Excavation is revised to state “<i>This Item shall apply to Hazardous Materials excavated by the Contractor.</i>” The special provision for Item # 0101109A – Hazardous Material Excavation is revised in Addendum No. 3 to reflect this.</p>	F	3
110	<p>Q. Sheet 06.04.024 indicates the removal and disposal of the superstructure of existing bridge No. 3036 shall be paid for under the item “Removal of existing bridge superstructure (site 17)”. Is that correct or should it say (site 36)?</p> <p>R. The removal and disposal of the superstructure of existing Bridge No. 03036 is included in Item # 0503082A – Removal of Superstructure (Site No. 36). The plan note on DWG S-24 (Volume 6, Subset 4, Sheet 06.04.024) is revised to clarify this. DWG S-24 (Volume 6, Subset 4, Sheet 06.04.024) is revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
111	Q. Contract Time and Liquidated Damages (Special Provisions page 19)		
	<ul style="list-style-type: none"> • Corridor-Wide Maintenance and Protection of Traffic Phase 14A Traffic Shift states that “all Contract Construction Stage 1A/1B elements” must be complete prior to September 7, 2012. Does this include all Stage 1A/1B elements identified anywhere in the contract documents or only the elements necessary to achieve CW MPT Phase 14A Traffic Shift (TS-14A)? 		
	<ul style="list-style-type: none"> • Corridor-Wide Maintenance and Protection of Traffic Phase 15 Traffic Shift states that “all Contract Construction Stage 2B elements” must be complete prior to September 13, 2013. Does this include all Stage 2B elements identified anywhere in the contract documents or only the elements necessary to achieve CW MPT Phase 15 Traffic Shift (TS-15)? 	F	3
	<p>R. Not all Stage 1A/1B elements are required to be completed by September 7, 2012. The Stage 1A/1B elements and items required to be completed by September 7, 2012 are listed in the Corridor-wide Maintenance and Protection of Traffic Phase 14A Traffic Shift Liquidated Damage Assessment and are required to achieve the CW MPT Phase 14A Traffic Shift (TS-14A).</p>		
	<p>Not all Stage 2B elements are required to be completed by September 13, 2013. The Stage 2B elements and items required to be completed by September 13, 2013 are listed in the Corridor-wide Maintenance and Protection of Traffic Phase 15 Traffic Shift Liquidated Damage Assessment and are required to achieve the CW MPT Phase 15 Traffic Shift (TS-15).</p>		

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112	<p>Q. Incentive and Liquidated Damages Provisions (Special Provisions page 44)</p> <ul style="list-style-type: none"> • 2nd paragraph states “The Allowable Completion Date (s) are the earliest possible dates that the Department desires to complete the specified Contract Construction Stage Elements.” Will the Department authorize daily incentive payments for otherwise eligible days occurring prior to the Allowable Completion Date? Will CW MPT Phase 15 Traffic Shift (TS-15) be permitted to occur prior to September 13, 2013 if all Corridor Wide Contracts have achieved necessary Construction Stage elements to effect TS-15 Traffic Shift? <p>R. The “Lump Sum Incentive Payment” cannot exceed the Maximum Incentive Payment Amount. Should the completion of all required elements occur on or before September 12, 2013 (22 days before the Incentive Completion date) the Department would authorize a Lump Sum Incentive Payment equal to the Maximum Incentive Payment Amount or \$4,000,000. Should the completion of the of all required elements occur on the “Allowable Completion Date” of September 13, 2013 (21 days before the “Incentive Completion Date”) the Department would authorize a Lump Sum Incentive Payment as follows:</p> <p>\$3,999,975 (Lump Sum Incentive Payment) = \$422,100 (Incentive Bonus Payment Amount) + ((\$170,375 (Incentive Daily Payment Amount)) x (21(number of days the Contract Construction Stage elements complete before the “Incentive Completion Date”)))</p> <p>Section 1.08.04 – Limitations of Operations for Traffic Shifts TS-14A, TS-14B, TS-15, TS-19A and TS-20 states “Traffic shifts, TS-14A; TS-14B; TS-15; TS-19A and TS-20 shall not occur during weekends between Memorial Day and Labor Day (Summer Restriction) nor shall a restricted holiday period fall within the proposed traffic shift period.” The Department will always entertain opportunities to reduce the hazard, cost and inconvenience to the traveling public.</p>	F	3
113	<p>Q. Reference is made to Drawing 06.03.033 Bridge 0172 temporary crossover slab. Please advise what bid item the temporary crossover slab should be included under?</p> <p>R. The temporary slab is constructed of reinforced Class “F” Concrete and paid under Item # 0601201 – Class “F” Concrete and Item # 0602006 - Deformed Steel Bars - Epoxy Coated. Item # 0503420A – Removal of Concrete Bridge Deck is the pay item for the removal of the temporary crossover slab.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
114	<p>Q. Reference the following sheets 10.04.024, 10.04.025, 10.04.026, 10.03.016, 10.03.017 titled "Noise Barrier Wall Details" and 01.07.021 titled "Miscellaneous Details." The height of the proposed Noise Barrier Walls for bridges 03083, 03086, and 03040B cannot be found in the plans or detailed drawing sheets. Please clarify the proposed height for the pay items #916111 "Noise Barrier Wall (Structure)" and #916301 "Timber Noise Barrier Wall."</p> <p>R. The height of the Noise Wall on Bridge 03083 is 3.73 meters (4.8m - 1.07m parapet height) and is shown on the "Expansion Post Elevation" detail on DWG S-17 (Volume 10, Subset 3, Sheet 10.03.017).</p> <p>The height of the Noise Wall on Bridge 03086 is 3.73 meters (4.8m - 1.07m parapet height) and is shown on the "Expansion Post Elevation" detail on DWG S-25 (Volume 10, Subset 4, Sheet 10.04.025).</p> <p>The height of the Noise Wall on Bridge 3040B is 2.4 m and is shown on "Section N-N" on DWG S-25 (Volume 7, Subset 7, Sheet 07.07.025).</p> <p>The height and offset of Timber Noise Barrier Wall on I-91 NB is shown in the "Typical Sections" on DWG TYP-1 (Volume 9, Subset 3, Sheet 09.03.001).</p>	F	3

No.	Question Submitted:	Status	Add. No.
115	<p>Q. Drawing 13.08.008 Existing Condition Southbound shows Diamond Grinding across Main Span. Drawings 11.07.010 thru 11.07.011 shows no Diamond Grinding from Main span Anchor Pier 1 thru Anchor Pier 4. Which is correct?</p> <p>R. The entire bridge width of Ramp I, Ramp O and I-95 NB and I-95 SB (including the area between AP-1 and PS-15) are to be diamond ground. DWGs HWY-08 and HWY-12 (Volume 11, Subset 7, Sheets 11.07.008 and 11.07.012) are revised to clarify this. DWGs HWY-08 and HWY-12 (Volume 11, Subset 7, Sheets 11.07.008 and 11.07.012) are revised in Addendum No. 3 to reflect this.</p>	F	3

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116	<p>Q. On plan sheet 11.07.011 is there any Diamond grinding between Anchor Pier 4 and Pier PS-15 southbound?</p> <p>R. The entire bridge width of Ramp I, Ramp O and I-95 NB and I-95 SB (including the area between AP-1 and PS-15) are to be diamond ground. DWGs HWY-08 and HWY-12 (Volume 11, Subset 7, Sheets 11.07.008 and 11.07.012) are revised to clarify this. DWGs HWY-08 and HWY-12 (Volume 11, Subset 7, Sheets 11.07.008 and 11.07.012) are revised in Addendum No. 3 to reflect this.</p>	F	3
117	<p>Q. On drawings 02.08.007,02.08.009 & 02.08.010 where are the typical Roadway Sections for Ramp J-G, Ramp G -P, and I-91 NB found?</p> <p>R. The typical sections for Ramp J and Ramp G are shown independently since they do not merge until Bridge No. 3035. Between Bridge Nos. 3035 and 3043, Ramp G typical section is used. Similarly, the typical sections for Ramp P and Ramp G are shown independently on the approach to Bridge No. 3040A. North of the bridge, the proposed typical section is Ramp G. I-91 NB north of Bridge No. 3043 is shown in Project No. 92-622, Sheet 09.03.001.</p>	F	3
118	<p>Q. Drawing 12.02.083 Pier PS-7 shows removal of Timber Piles. How are these paid as there is only a removal item for both steel and concrete?</p> <p>R. Item No. 0974421A – Removal of Pier 9 is the pay item that includes the removal of existing bridge timber piles at new Pier PS-7.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
119	<p>Q. Please tell us what item the following pre-augering is paid under?</p> <p>12.02.129 Addendum #1 Pier PM-1.... All piles within this footing to be Pre-augered for a 575mm dia hole to a depth of 3.8m below bottom of footing</p> <p>12.02.133 Addendum #1 Pier PS-2.... All piles within this footing to be Pre-augered for a 575mm dia hole to a depth of 204m below bottom of both footings</p> <p>12.02.138 Addendum #1 Pier PS-4.... All piles within this footing to be Pre-augered for a 575mm dia hole to a depth of 2.8m below bottom of both footings</p> <p>12.02.141 Addendum #1 Pier PS-5.... All piles within this footing to be Pre-augered for a 575mm dia hole to a depth of 4.2m below bottom of both footings</p> <p>R. Item #0702109A - Pre-Augering of Piles is the pay item for this work.</p>	F	3
120	<p>Q. Volume 1, sheet no. 01.07.010</p> <p>The drawing of the Metal Beam Rail Attachment calls for a 50mm x 50mm SHEAR KEY. We are not familiar with this, could more detail be provided for this shear key?</p> <p>R. The shear key is not necessary for this type of connection. The note is removed from DWG MDS-10 (Volume 1, Subset 7, Sheet 01.07.010). DWG MDS-10 (Volume 1, Subset 7, Sheet 01.07.010) is revised in Addendum No. 3 to reflect this.</p>	F	3
121	<p>Q. Volume 2, sheet no. 02.02.009</p> <p>The drawing shows an IMPACT ATTENUATOR at approx. sta. 2+900 on Ramp F. Please indicate what type of Impact Attenuator is required at this location.</p> <p>R. The impact attenuator at the Ramp F/ Ramp L gore (Ramp F Sta 2+900 +/- RT) is a Type B Impact Attenuation System (Non-Gating) (L=10m, W=3m). DWG HWY-9 (Volume 2, Subset 8, Sheet 02.08.009) is revised in Addendum No. 3 to reflect this.</p>	F	3

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122	<p>Q. In the specification for item 0101146A, Reuse Stockpiled Material, the method of measurement for payment is for areas of placement designated as embankment locations or trench backfill of AOEC's within project limits. During the course of the contract, if the contractor stores excess excavated material for later use at the Reuse Stockpile area (RSA), will this material be measured and paid under the item 0101146a Reuse Stockpiled material?</p> <p>R. It is the Departments intent to receive surplus excavated materials at the RSA as defined in Section 2.02 – Roadway Excavation, Formation of Embankment and Surplus Material Disposal, Article 2.02.03(8) – Surplus Excavated Materials and the Notice to Contractor - Surplus Excavated Materials.</p> <p>Stage construction earthwork summary information is supplied with the Detailed Estimate Sheets for each project. The Detailed Estimates Sheets containing the earthwork summary information were omitted from Project 92-531 and 92-622. These sheets include the earthwork quantities from roadway, structure and retaining wall construction activities by stage. The stage quantities are reduced by an anticipated amount for AOEC and other surplus excavated materials to indicate the estimated “Fill Available” and “Fill Required” per Project per Stage. New DWGs DET-001 and DET-002 (Volume 1, Subset 1, Sheets 01.01.005 and 01.01.006) containing this information for each project are added in Addendum No. 3 to reflect this.</p> <p>An overall Contract Earthwork Summary sheet is added to summarize the estimated “Fill Available” and “Fill Required” for All Project per stage. The Contract Earthwork Summary sheet indicates the estimated quantities of material anticipated to be received and stockpiled at the RSA (“Surplus to Stockpile”) and anticipated to be re-used (Item # 0101146A – Re-Use of Stockpiled Material) from the RSA (“Re-Use Required”) per Stage for the Contract (“All Projects”). New DWG DET-003 (Volume 1, Subset 1, Sheet 01.01.007) is added in Addendum No. 3 to reflect this.</p>	F	3

No.	Question Submitted:	Status	Add. No.
123	<p>Q. When excavated material is stockpiled in proximity to future embankment or fill locations and is then placed, under what item is this fill material placement paid?</p> <p>R. Please refer the fourth paragraph to Section 2.02 – Roadway Excavation, Formation of Embankment and Surplus Material Disposal, Article 2.02.04 – Method of Measurement which states <i>“The stockpiling, re-excavation and final placement of material will not be measured for payment, unless such has been made a part of the contract or unless the State has created conditions different from those that existed or could have been foreseen or anticipated when the contract was bid.”</i></p>	F	3

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No.	Question Submitted:	Status	Add. No.
124	<p>Q. If existing bridge structures have concrete approach slabs to be removed, what item is this work paid under?</p> <p>R. In Project Nos. 92-531 and 92-622, Item No. 0974000A – Removal of Existing Masonry is the pay item for the removal of existing bridge approach slabs.</p> <p>In Project No. 92-627, Item Nos. 0974350A through 0974353A – Removal of Abutment ___ are the pay items that include the removal of existing bridge approach slabs.</p>	F	3
125	<p>Q. Item 0204213A, Handling Contaminated Groundwater, is paid a Lump Sum item. Since the quantity of water is difficult to determine, could this be changed to a unit price item, i.e. liter or by the day?</p> <p>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.</p>	F	3
126	<p>Q. On sheet 02.01.003, the quantities summary lists 304002 – Processed Aggregate Base totaling 38,800 m3. On sections sheets 02.03.001 through 02.03.012, that item is not listed and Processed Aggregate Subbase (212302) is listed. Typical Sections also reference the use of Processed Aggregate Subbase. Please advise if this quantity is to be carried in item 304002 or 212302.</p> <p>R. The callouts for Processed Aggregate Subbase on Projects 92-531 and 92-622 should say Processed Aggregate Base. Callouts and plan notes on the Typical Section on DWGs TYP-1 through TYP-12 (Volume 2, Subset 3, Sheets 02.03.001-02.03.012) and DWGs TYP-1 and TYP-2 (Volume 9, Subset 3, Sheets 09.03.001 and 09.03.002), DWG STG-1 Volume 4, Subset 2, Sheet 04.02.001) and DWG STG-1 (Volume 9, Subset 11, Sheet 09.11.001) are revised in Addendum No. 3 to reflect this.</p>	F	3

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No.	Question Submitted:	Status	Add. No.
127	<p>Q. Since this project requires extensive takeoff and pricing, as well as, extensive analysis of access, work hours and logistics, we would like to formally request a postponement for the project. Also, many of our subcontractors and material suppliers have expressed their need for additional time to provide pricing to us.</p> <p>In addition, Addendum #2 was received 07/26/10. This large addendum must be analyzed and distributed to our subcontractors and vendors for their pricing input into our bid proposal.</p> <p>With respect to the above, we respectfully request the bid date be extended from Wednesday, September 15, 2010 to Wednesday, October 13, 2010.</p>		
	<p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	

No.	Question Submitted:	Status	Add. No.
128	<p>Q. In volume 7, subset 7, Bridge 13, project no.92-531, drawing no. S-28, Sheet no. 07.07.028. In the structural steel note, note no.1, it is specified that structural steel (low alloy) shall conform to AASHTO M270, Grade 345.</p> <p>Does this need that the structural steel does not need the Charpy V-Notch Zone 2 impact testing or should the structural steel be AASHTO M270 Grade. 345T2?</p> <p>Please clarify.</p>		
	<p>R. Charpy V-Notch Zone 2 impact testing is required. Note 1 on DWG S-28 (Volume 7 Subset 7, Sheet No. 07.07.028) is revised to read "STRUCTURAL STEEL (LOW ALLOY) SHALL CONFORM TO AASHTO M270 T2 (GRADE 345)". DWG S-28 (Volume 7 Subset 7, Sheet No. 07.07.028) is revised in Addendum No. 4 to reflect this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
129	<p>Q. Please provide the following missing information for bidding purposes:</p> <p>-Specifications for item 0402100A, Temporary Crossing.</p> <p>R. Refer to Item #0502100A - Temporary Crossing (page 596 of the original specifications). This special provision is for the removal of the temporary crossover structure constructed under Project 92-532 (Contract B). DWGs in Volume 13, Subset 2 were revised in Addendum No. 2 to reflect the latest design information for this temporary crossing. The special provision is under revision in order to incorporate the latest design information for this temporary crossing. The special provision for Item # 0502100A – Temporary Crossing is revised in Addendum No. 4 to reflect this.</p>	F	4
130	<p>Q. Please provide the following missing information for bidding purposes:</p> <p>-Spacing of chemical embedded anchors along bottom of deck for the temporary drainage troughs at Site #3. (Reference contract sheet 13.02.074)</p> <p>R. For bidding purposes please assume the spacing for embedded chemical anchors for temporary drainage troughs is 1.8 meters.</p>	F	5
131	<p>Q. Referencing bid item 0811101 Concrete Parking Curb. The quantity on the original bid sheets dated 4/28/10 was 890 M. The quantity on the Addendum 2 bid sheets is 1000 M. Neither Addendum 1 nor Addendum 2 Revised Contract Items directed us to revise this quantity. Please clarify.</p> <p>R. The quantity indicated on the Departments official bid proposal form for this item is correct as of Addendum No. 2. No plan changes were made in Addenda No. 1 and 2 that affected the quantity for this item. The quantity adjustment was made to reflect the work included in this Contract.</p>	I	

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No.	Question Submitted:	Status	Add. No.
132	<p>Q. Referencing bid item 0814002 Reset Granite Stone Curbing. The quantity on the original bid sheets dated 4/28/10 was 1325 M. The quantity on the Addendum 2 bid sheets is 1415 M. Neither Addendum 1 nor Addendum 2 Revised Contract Items directed us to revise this quantity. Please clarify.</p> <p>R. The quantity indicated on the Departments official bid proposal form for this item is correct as of Addendum No. 2. No plan changes were made in Addenda No. 1 and 2 that affected the quantity for this item. The quantity adjustment was made to reflect the work included in this Contract.</p>	I	
133	<p>Q. Referencing bid item 00921001A Concrete Sidewalk. The quantity on the original bid sheets dated 4/28/10 was 5752 SQM. The quantity on the Addendum 2 bid sheets is 5827 SQM. Neither Addendum 1 nor Addendum 2 Revised Contract Items directed us to revise this quantity. Please clarify.</p> <p>R. The quantity indicated on the Departments official bid proposal form for this item is correct as of Addendum No. 2. No plan changes were made in Addenda No. 1 and 2 that affected the quantity for this item. The quantity adjustment was made to reflect the work included in this Contract.</p>	I	
134	<p>Q. We are requesting that the D.O.T. consider issuing the bid forms in an Excel spreadsheet format. With over 800 bid items it will be a nightmare to fill these sheets out by hand, especially since you are requiring unit prices in words as well as figures. This would also save the department considerable time in downloading the information into their system for comparison of results.</p> <p>R. The Department has investigated the use of electronic bid proposal forms, but at this time the bid proposal requirements contained within the "State of Connecticut Department of Transportation Construction Contract Bidding and Award Manual" will not be changed.</p>	I	

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135	<p>Q. Reference Bid item # 0602060A ROADWAY WEATHER INFORMATION SYSTEM</p> <p>Sheet 11.07.013 notes to reset surface sensors and temperature probes previously installed. Special provision references replacement of sensors. Please confirm if new sensors are required or is the intent to re-use the existing sensors and probe.</p> <p>R. The special provision for Item # 0602060A – Roadway Weather Information System is correct the sensors are to be replaced. The notes on DWG HWY-13 (Volume 11, Subset 7, Sheet 11.07.013) are revised from reset sensors to replace sensors to correct this. DWG HWY-13 (Volume 11, Subset 7, Sheet 11.07.013) is revised in Addendum No. 4 to reflect this.</p>	F	4
136	<p>Q. Please refer to the “Typical Jacking Load Distribution” details on sheet 06.03.107. What is the intent of providing these details?</p> <p>R. The “Typical Jacking Load Distribution” details shown on DWG S-107 (Volume 6, Subset 3, Sheet 06.03.107) are for future bearing replacement.</p>	F	4
137	<p>Q. Reference Contract Drawings: Volume 4 Subset 06 Sheet 04.06.024 - This drawing is labeled "Stage 2B; Phase 14B". Please clarify whether this is a Stage 4B or Stage 2B drawing?</p> <p>R. The last sheet in Volume 4 Subset 06 is Sheet No. 04.06.022, a Ramp Q cross section sheet. This portion of Ramp Q is constructed during Stage 2B, Phase 14B.</p>	F	4
138	<p>Q. Reference Contract Drawings: Volume 2 Subset 01 Sheet 02.01.011, Drawing DES-09 - Based on our takeoffs, it seems that the volume of lightweight fill associated with Bridge 00167 overlaps with the quantity for I-95 (shown on Sheet 02.01.003, Drawing DES-I). Please confirm the correct quantity of lightweight fill required for this project.</p> <p>R. There was an overlap in the volumes computed for lightweight fill for I-95 Roadway and Bridge No. 00167. The quantity for Item # 0207150A - Lightweight Fill is reduced from 24,050 CM to 16,650 CM in Addendum No. 4 to correct this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
139	<p>Q. Reference Folder 111_Additional Information, Subfolder 01 "Structure Soils report 92-531,92-622,92-627" (as posted on the Department's FTP site):</p> <p>a. We are unable to open the copy of the soils report titled "Wall 112". Apparently, this file has somehow been compromised (corrupted). Please re-issue a valid copy of this document.</p> <p>b. Also, we cannot locate a soils report for retaining wall number 129 for this contract. The file that is labeled "Retaining Wall No. 129" is an entirely different wall. Please issue a correct report, if available.</p>		
	<p>R. A replacement Soils Report for Wall 112 will be provided. The structure soils report for Retaining Wall No. 129 (92-627) is located in 111_Additional Information, 03 Structure Soils Reports (92-532, 92-618, 92-627) for Wall 101.</p> <p>A note sheet is added to 03 Structure Soils Reports (92-532, 92-618, 92-627) to say "The <u>Retaining Wall 101</u> referred to in the following report, entitled <i>Structure Soils Reports; West Approach Viaduct; Temporary Bridge No. 1; Ramp 1 & Retaining Wall 101 (Contract B, State Project No 92-532)</i> is for <u>Retaining Wall No. 129 constructed in Contract E (Project No. 92-627).</u>" A note sheet is added to 01 Structure Soils Reports (92-531, 92-619, 92-622) to say "The following report, entitled <i>Report on Retaining Wall 129; State Project No. 92-531; New Haven, Connecticut</i> is for <u>Retaining Wall No. 129 constructed in Contract E2 (Project 92-619).</u>"</p>	F	4

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No.	Question Submitted:	Status	Add. No.
140	<p>Q. There are still numerous issues raised by bidders that have not been formally addressed in an addendum. Please provide us with a timetable on when we should expect the release of the next one or two addenda, so we can better plan our pricing efforts, and schedule our critical estimating review meetings with our joint venture partners.</p> <p>R. The Department issued Addendum No. 3 on August 26, 2010.</p> <p>The Department issued Addendum No. 4 on September 3, 2010.</p> <p>The Department issued Addendum No. 5 on September 17, 2010.</p> <p>The Department issued Addendum No. 6 on September 30, 2010.</p>	I	
141	<p>Q. Reference page III "Notice to Contractor - General Permit for Stormwater Discharge"(GPSD). The Notice states that the department has incorporated a "Stormwater Pollution Control Plan (SPCP)" within the contract documents in order to insure compliance with the conditions of the GPSD. Where is this document located or could you please provide it.</p> <p>R. New stormwater pollution control plans are provided for each construction stage. The plans summarize the disturbance areas and protection measures for each outlet during each stage of construction. The Notice to Contractor – General Permit for Stormwater Discharge is revised in an upcoming addendum to reflect this. New Subset 16, Stormwater Pollution Control Plans was added to Volume 1 in Addendum No. 3 to reflect this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
142	<p>Q. Reference Item #0913296 - Temporary Protective Barrier (Railroad). The item is paid by the each. Is it the Department's intention to pay 1 ea for Site 27(Railroad) and another 1 ea for Site 28(Railroad)?</p> <p>R. The temporary protective barriers are required for the removal of superstructures and for the removal of concrete bridge decks to prevent all construction debris, material, tools, equipment or any other waste from entering into all areas below the bridge deck including haul roads, access roads, wetlands, waterways, and railroad right-of-way. Temporary protective barriers are included in Item # 0503065A through 0503505A – Removal of Superstructure (Site No. __) and Item # 0503420A – Removal of Concrete Bridge Deck.</p> <p>Item # 0913296A - Temporary Protective Barrier (Railroad), Item # 0913306A – Temporary Protective Barrier (Existing Bridge (Site No. 27) and Item # 0913307A - Temporary Protective Barrier (Existing Bridge (Site No. 28) are deleted in Addendum No. 4 to reflect this.</p> <p>The callouts for Temporary Protect Barrier over East Street and P&W Railroad on DWG S-4 (Volume 13, Subset 07, Sheet 13.07.004) are removed to clarify this. DWG S-4 (Volume 13, Subset 07, Sheet 13.07.004) is revised in Addendum No. 4 to reflect this.</p>	F	4

No.	Question Submitted:	Status	Add. No.
143	<p>Q. Reference Plan Sheet 12.02.093-1. Fitch Foundry Building Monitoring details have been added to this Addendum #1 sheet and reference Item#0202911A-Condition Survey (Site 1).</p> <p>a. Sheet 12.02.093-1 references vibration and settlement monitoring. The Condition Survey item describes crack monitoring only and makes no mention of the vibration and settlement monitoring shown on sheet 12.02.093-1. Are vibration and settlement monitoring points required?</p> <p>b. If they are required, how will they be paid?</p> <p>R. The special provision for Items #0202911A - Condition Survey (Site No. 1) and Item #0202912A - Condition Survey (Site No. 2) is revised to include vibration and settlement monitoring. The special provision for Items #0202911A - Condition Survey (Site No. 1) and Item #0202912A - Condition Survey (Site No. 2) are revised in Addendum No. 5 to reflect this.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
144	Q. Reference Item #0507171A - Hydrodynamic Separator Site 1:		
	a. Are all of the new structures and pipe shown on Miscellaneous Details Sheet 01.07.04 included in the lump sum price for the Hydrodynamic Separator Site 1 (0507171A) or will the structures, pipes, bedding, trench excavation be paid for under their respective contract items?		
	b. The Special Provisions for 0507171A states that the hydrodynamic separator shall be cleaned from all sediment and debris every 90 days or as needed. How will the cleaning of the unit installed under contract E-1 (HDS-1) be paid for?		
	R. All of the items including piping and manholes and hydrodynamic separator shown within the dashed line encompassing the hydrodynamic system will be paid for under Item # 0507171A - Hydrodynamic Separator (Site No. 1). DWG MDS-34 (Volume 1, Subset 7, Sheet 01.07.34) is revised to callout the dashed line as "Pay Limits - Hydrodynamic Separator (Site No. 1)". DWG MDS-34 (Volume 1, Subset 7, Sheet 01.07.34) is revised in an upcoming addendum to reflect this.	F	4
	The cleaning of hydrodynamic separator installed under Contract E1 is to be included under Item # 0507171A - Hydrodynamic Separator (Site No. 1). The special provision for Item # 0507171A - Hydrodynamic Separator (Site No. 1) is revised in an upcoming addendum to reflect this.		

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No.	Question Submitted:	Status	Add. No.
145	<p>Q. Reference Cross Section Sheets 05.06.006, 007, 009, and 010. These sheets note that the CM-CS CBs DG Type 1 in the median are to have Heavy Duty Tops and Miscellaneous Details Sheet 01.07.022 makes note that "Heavy Duty Top detail and design shall be submitted with shop drawings." There is no other mention of the heavy duty tops in the drainage plans. Where are the heavy duty catch basin tops to be installed?</p> <p>R. The CM-CS DG Type 1 catch basins noted on DWGs XSC-6, XSC-7, XSC-9 and XSC-10 (Volume 5, Subset 6, Sheets 05.06.006, 05.06.007, 05.06.009 and 05.06.010) do not require Heavy Duty Tops. The notes are revised on DWGs XSC-6, XSC-7, XSC-9 and XSC-10 (Volume 5, Subset 6, Sheets 05.06.006, 05.06.007, 05.06.009 and 05.06.010) to clarify this. DWGs XSC-6, XSC-7, XSC-9 and XSC-10 (Volume 5, Subset 6, Sheets 05.06.006, 05.06.007, 05.06.009 and 05.06.010) are revised in Addendum No. 4 to reflect this.</p> <p>Heavy Duty Lock Down Tops are required in areas where highway traffic travels over catch basin grates in accordance with Standard Sheet HW-507_09.</p>	F	4

No.	Question Submitted:	Status	Add. No.
146	<p>Q. The drainage and staging plans note a number of pipes to be plugged. How will this be paid for?</p> <p>R. Plugging of pipes is not measured for payment. Refer to Section 2.05 – Trench Excavation, Article 2.05.04 – Method of Measurement which states "<i>There will be no measurement for payment for the cost of plugging existing pipes.</i>" and Article 2.05.05 – Basis of Payment which states "<i>There will be no direct Payment for the plugging of existing pipes, or for the breaking up of floors in drainage structures being abandoned, but the cost thereof shall be included in the contract unit prices of the drainage and excavation items.</i>"</p>	F	4

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No.	Question Submitted:	Status	Add. No.
147	Q. Catch Basin Cleaning: a. Article 1.08.11 of Form 816 specifies that the contractor is responsible for cleaning the newly constructed drainage structures and culverts of obstructions resulting from the Project operations. Some of these catch basins will be in operation over a number of winters filling with salt and sand from the DOT maintenance operations. What will be the frequency of catch basin cleaning and how will each subsequent cleaning be paid for? b. Who is responsible for cleaning catch basins that were constructed by others in previous contracts, but the current contractor needs to work on? For example, on Project 627, Special CM Catch Basins that were installed under a previous contract by another contractor need to be converted to CM Catch Basins. If they are also required to be cleaned under this project, how is the cleaning paid for and how often must they be cleaned?	F	5
	R. Existing catch basins and manholes modified, adjusted or tied into as part of the drainage work included in Contract E shall be cleaned prior to any modifications or adjustments are made so that the drainage systems function as intended. The quantity of Item # 0653001 – Clean Existing Catch Basin is increased from 100 EA to 465 EA in Addendum No. 5 to reflect this. New Item # 0653010 - Clean Existing Manhole is added in Addendum No. 5 to reflect this.		

No.	Question Submitted:	Status	Add. No.
148	Q. The drainage and staging plans call for removing specific pipes. Will the removal be limited to the pipe in the vicinity of the conflict, or the entire run of pipe between drainage structures?		
	R. The limits of drainage pipe removal are dependent upon on the location of the specific pipe. When construction of new drainage systems occurs in the vicinity of an existing pipe, the area in conflict is removed within the limits of the trench excavation with the remaining pipe plugged. Plan callouts for the removal of specific drainage pipes that are not associated with conflicts with new drainage systems are to be removed between the drainage structures. The removal callouts are for drainage pipes that are in conflict with final grading or are considered detrimental to the roadway system should the pipe fail. Plan callouts for the filling of drainage pipes with controlled low strength material are for drainage pipes that are considered detrimental to the roadway system should the pipe fail and cannot be removed due to stage construction activities or the proximity to existing traffic operations.	F	4

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No.	Question Submitted:	Status	Add. No.
149	<p>Q. On Staging Plan Sheet 04.1 0.011 the existing 1650mm pipe from the temporary Junction Box at Temp Ramp G Sta 4+488.7 is shown as being removed, but on Sheet 04.10.013, it is shown as being filled and abandoned. Please clarify.</p> <p>R. The 1650 mm pipe is to be removed. The callout on DWG 5A-STG-005 (Volume 4, Subset 10, Sheet 04.10.011) is revised from "E - Remove and Abandon Pipe" to "C - Remove Pipe" to correct this. DWG 5A-STG-005 (Volume 4, Subset 10, Sheet 04.10.011) is revised in Addendum No. 4 to reflect this.</p>	F	4
150	<p>Q. Reference Detailed Estimate Sheet 02.01.005. The drawing shows Reset Granite Curbing (Item 0814002) to be done on Chapel Street and Franklin Street, but it is not shown on the plans sheets or typical sections. Is the curbing to be reset?</p> <p>R. The proposed drainage system along the south side of Chapel Street and the east side of Franklin Street, shown on DWGs DRN-12 and DRN-13 (Volume 2, Subset 10, Sheets 02.10.012 and 02.10.013) requires the removal and resetting of existing granite curbing. The limits for removal and resetting of existing granite curbing on Chapel Street and Franklin Street will be added to DWGs HWY-9 and HWY-10 (Volume 2, Subset 8, Sheet 02.08.009 and 02.08.010) to clarify this. DWGs HWY-9 and HWY-10 (Volume 2, Subset 8, Sheet 02.08.009 and 02.08.010) are revised in Addendum No. 4 to reflect this.</p> <p>The quantity for Item # 0814002 – Reset Granite Stone Curbing is reduced from 1,325 M to 1,025 M in Addendum No. 4 to reflect this.</p>	F	4
151	<p>Q. Reference Sheet 01.07.043. How are the Hood Type Traps shown on the Miscellaneous Details paid for? What are the details, standards, and accepted manufacturers for them?</p> <p>R. The Hood Type Traps are required on City of New Haven drainage structures with 300mm and 375mm outlet drainage pipes. The City of New Haven drainage structures are identified on the plans (i.e. Type "C" CB – CNH). The special provisions for New Item # 0507593A – 300mm Catch Basin Trap Hood and new Item # 0507594A – 375mm Catch Basin Trap Hood are added to pay for this work. The material requirements are included with the new special provision for Item # 0507593A – 300mm Catch Basin Trap Hood and new Item # 0507594A – 375mm Catch Basin Trap Hood. New Item # 0507593A – 300mm Catch Basin Trap Hood and new Item # 0507594A – 375mm Catch Basin Trap Hood are added in Addendum No. 5 to reflect this.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
152	<p>Q. Reference sheets 05.08.001 and 08.14.002. The drawings show several utilities passing under Wall 112:</p> <p>a. Are there any special permanent pipe protection measures required for the 1350mm RCP sanitary sewer pipe where it goes under Retaining Wall 112 as shown?</p> <p>b. The plans show an existing utility manhole and water line directly under the wall at Ramp Q Sta 0+970 Rt. Will they be relocated by the appropriate utility agency?</p>		
	<p>R. The Contractor is responsible for the relocation of the sanitary sewer prior to wall construction. Refer to DWG SAN-1 (Volume 5, Subset 08, Sheet No. 05.08.001) for Sanitary Sewer Relocation Plans. Upon completion of the sanitary sewer relocation work the abandoned 1350mm RC sanitary sewer pipe shall be removed within the limits of the Retaining Wall 112. Refer to Plan Note 3 on DWG SAN-1 (Volume 5, Subset 8, Sheet 05.08.001) for the plugging of pipes left abandoned. Item #1400005A – Trench Excavation 0 - 4.5 M Deep (Sanitary Sewer) and Item #1400007A – Trench Excavation 0 - 6 M Deep (Sanitary Sewer) are the pay items for the removal of 1350mm RC sanitary sewer pipe.</p>	F	5
	<p>Regional Water Authority water line has been abandoned. The abandonment of the AT&T utility lines and manhole are anticipated to be complete within the next few months. The removal of the abandoned AT&T manhole within the limits of Retaining Wall 112 shall be paid in accordance with Section 2.05 – Trench Excavation.</p>		
	<p>The trench within the limits of Retaining Wall 112 shall be backfilled and paid in accordance with Item # 0214023 - Compacted Granular Fill.</p>		

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No.	Question Submitted:	Status	Add. No.
153	<p>Q. Reference plan sheet 5.08.001 - Sanitary Sewer Profile. After review of the plans, there may be conflicts between the proposed sanitary sewer and existing utilities. Will the Department provide a profile drawing showing the existing utilities in relation to the proposed sanitary sewer? If not, how will these interferences be paid for?</p> <p>R. Regional Water Authority water line has been abandoned. The abandonment of the AT&T utility lines and manhole are anticipated to be complete within the next few months.</p> <p>Refer to Plan Note 3 on DWG SAN-1 (Volume 5, Subset 8, Sheet 05.08.001) for the plugging of pipes left abandoned. Item #1400005A – Trench Excavation 0 - 4.5 M Deep (Sanitary Sewer) and Item #1400007A – Trench Excavation 0 - 6 M Deep (Sanitary Sewer) are the pay items for the removal of interferences.</p>	F	4
154	<p>Q. Reference plan sheet 13.06.005: The typical MSE retaining wall section refers to note 14 but there are only 13 notes. Please provide note 14.</p> <p>R. The callout notes to the wall sections to Wall 129 on DWG S-5 (Volume 13, Subset 06, Sheet 13.06.005) are revised to refer to Notes 12 & 13. The callout for the pay limit is also revised to refer to Note 8 instead of Note 9. DWG S-5 (Volume 13, Subset 06, Sheet 13.06.005) is revised in Addendum No. 4 to reflect this.</p>	F	4
155	<p>Q. Reference Item #0924005 - Handicapped Ramp. This is a lump sum pay item with no special provision. Please verify that this item pertains to only the two sidewalk handicap ramps shown on sheet 1.09.001.</p> <p>R. Item # 0921001A – Concrete Sidewalk is the pay item for installing handicap ramps. Item # 0924005 – Handicapped Ramp was deleted in Addendum No. 3 to reflect this.</p>	F	4

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156	<p>Q. Reference Item 0100299A - Blue Light System. Blue Light System is shown on the detailed estimate sheet for 424 Chapel Street on plan sheets 1.09.001 to 1.09.006. Is this the only area this item is required? If not, please provide all the locations (areas) that will require a Blue Light System.</p> <p>R. The Blue Light System is removed from the work at 424 Chapel Street. Item # 0100299A – Blue Light System was deleted in Addendum No. 3 to reflect this.</p>	F	4
157	<p>Q. Reference plan sheet 8.24.001 and all other proprietary retaining wall typical sections. Note 14 states that the contractor shall install a structure underdrain and the retaining wall typical sections show this 150mm structure underdrain located behind the wall. Is there a specific underdrain pipe material required or shall it be at the option of the contractor?</p> <p>R. Material requirement for the underdrain pipe and outlet shall conform to the Form 816 Section M.08 - Drainage, Subarticle M.08.01- 3 - Perforated or Plain Coated Metal Pipe for Underdrains or Outlets or Subarticle M.08.01-15 - Corrugated Aluminum Pipe for Underdrains and Outlets. The special provision for Item # 0601651A through 0601679A - Retaining Wall (Site No. X) is revised in Addendum No. 4 to reflect this.</p>	F	4
158	<p>Q. Reference plan sheet 8.14.001, 8.14.002 and the typical section on 8.24.001. The note on 8.14.001 requires the removal of fill and replacement with granular fill "beneath the footing". Please clarify if "beneath the footing" means only beneath the leveling pad or is it to include the entire wall system width.</p> <p>R. Granular fill is required to replace existing material for the full width of the wall system as depicted in the typical sections on DWG W-1 (Volume 8, Subset 24, Sheet 8.24.001) for the proprietary wall sections and on DWG W112-5 (Volume 8, Subset 14, Sheet 8.14.005) for the cast in place section.</p>	F	4
159	<p>Q. Reference plan sheet 8.14.002 and 8.14.005. Will the temporary lateral support system shown be paid under item 714100A or is it to be included in the retaining wall item?</p> <p>R. Temporary lateral earth support systems required for the construction of a given retaining wall are included in the Lump Sum price for the given wall.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
160	<p>Q. Reference Items #0601651A- #0601679A - Retaining Walls 1,2 and 12 (plan sheets 8.05.001,8.06.001 and 8.14.001) Is it the Department's intent to use only Reinforced Earth or Retained Earth on these walls or will the department accept Doublewal and TWall as well?</p> <p>R. Reinforced Earth and Retained Earth are the only wall types allowed at Wall No. 101 (ret wall site 92-531-1), Wall No. 102 (ret wall site 92-531-2) and Wall No. 112 (ret wall site 92-531-12). Refer to the "GENERAL NOTES" on DWG W101-1 (Volume 8, Subset 5, Sheet 8.05.001), DWG W102-1 (Volume 8, Subset 6, Sheet 8.06.001 and DWG W112-1 (Volume 8, Subset 14, Sheet 8.14.001). Doublewal and T-Wall are not allowed at these locations.</p>	F	4
161	<p>Q. Reference Notice to Contractor - Access Restrictions/Work Areas. Figure 4-4 depicts a large area available in previous stages as not available at the start of MPT phase 15. The area remains unavailable according to this Notice for the balance of the project. Is there a future contract on 1-91 that needs this area or is it possible for the area to remain available for the entire duration of the project?</p> <p>R. In order to limit the disruption to adjacent businesses and the noise/inconvenience to the adjacent residential neighborhood resulting from the work in Project No. 92-622 in these areas is to be completed by the end of Stage 2B. These areas are not available after Stage 2B (MPT Phase 14B) as indicated in the Notice to Contractor – Access Restrictions/Work Areas.</p>	F	4
162	<p>Q. Reference Item# 0406286 - Milling for Pavement Transitions. The specification states this item will be used "when milling a tapered "keyway" to transition the top course of a bituminous concrete overlay to an existing pavement surface which has not been placed under this contract." The details on sheet 1.07.003 (MDS-3) do not reference this condition and the detailed estimate sheets do not present a logical solution as to the quantities shown. Could you further detail and define where this item will be used?</p> <p>R. The special provision for Item # 0406286A – Milling for Pavement Transitions is correct. Notes are added to DWG MDS-3 (Volume 1, Subset 7, Sheet 01.07.003) to clarify this.</p> <p>DWG MDS-3 (Volume 1, Subset 7, Sheet 01.07.003) is revised in Addendum No. 4 to reflect this.</p> <p>The quantity for Item # 0406286A – Mill for Pavement Transitions is increased from 800 SM to 3,550 SM in Addendum No. 4 to reflect this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
163	<p>Q. We respectfully request that the above mentioned project be bid as scheduled on September 15, 2010. Upon review of the most recently published 'Questions and Responses', it has Come to our attention that some potential bidders are requesting an extension to the bid date. A change to extend the bid date beyond September 15th would conflict with other major heavy civil projects that bid through the month of September and October.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	
164	<p>Q. Please reference specifications for Item 0702160A – Furnishing and Installation of Pipe Protection Casing. Casing Installation (page 862) states: Removal of obstructions to (for) the installation of the casing is included in the work and not paid for under the Item “Obstruction Drilling and Removal for Piles”. Basis of Payment (page 864) states: Payment for Obstruction Drilling and Removal for Piles is not included, but is paid for under Item 0702060A Obstruction Drilling and Removal for Piles. Please clarify the intent of these specifications.</p> <p>R. Obstruction removal is included in Item # 0702160A - Furnishing and Installation of Pipe Protection Casing. The Basis of Payment is revised to delete the reference to Obstruction Drilling and Removal for Piles. The special provision for Item # 0702160A - Furnishing and Installation of Pipe Protection Casing is revised in Addendum No. 4 to reflect this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
165	<p>Q. Please refer to the Temporary Protective Barrier spec. in the Special Provisions. On p.919, in the 1st paragraph, it states that “The protective barrier shall be erected below all spans of the existing bridges...” In addition, on plan sheet 13.07.002, paragraphs 5 and 6, under General Note No. 9, states that no demolition debris shall be allowed to fall to the ground or in the river except within 3 meters of abutments and piers which implies that a Temporary Protective Barrier is to be installed for the superstructure removal. However, the horizontal pay limits for the Temporary Protective Barrier is clearly shown on sheet 13.07.004 occurring at the span over East St. (from Piers 21A & 22A to Piers 23A & 24A) and the span over the Railroad (from Pier 1 to Pier 2). Please clarify the exact horizontal limits of installation of the Temporary Protective Barrier.</p> <p>R. The temporary protective barriers are required for the removal of superstructures and for the removal of concrete bridge decks to prevent all construction debris, material, tools, equipment or any other waste from entering into all areas below the bridge deck including haul roads, access roads, wetlands, waterways, and railroad right-of-way. Temporary protective barriers are included in Item # 0503065A through 0503505A – Removal of Superstructure (Site No. __) and Item # 0503420A – Removal of Concrete Bridge Deck.</p> <p>Item # 0913296A - Temporary Protective Barrier (Railroad), Item # 0913306A – Temporary Protective Barrier (Existing Bridge (Site No. 27) and Item # 0913307A - Temporary Protective Barrier (Existing Bridge (Site No. 28) are deleted in Addendum No. 4 to reflect this.</p> <p>The callouts for Temporary Protect Barrier over East Street and P&W Railroad on DWG S-4 (Volume 13, Subset 07, Sheet 13.07.004) are removed to clarify this. DWG S-4 (Volume 13, Subset 07, Sheet 13.07.004) is revised in Addendum No. 4 to reflect this.</p>	F	4
166	<p>Q. We wish to reinforce that we are NOT in need of an extension of the proposed bid date beyond September 15, 2010. It is necessary to bid the project on the scheduled date in order to prevent conflict with other major projects. Any extension beyond the existing bid date would also impact the multiple milestone dates set forth in the contract documents.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p> <p>Contract milestone dates are maintained providing the award and execution of the contract is in accordance with Section 1.03 – Award and Execution of Contract, Article 1.03.02 – Award and Execution of Contract, as revised in Addendum No. 1, and Article 1.03.08 – Notice to Proceed and Commencement of Work.</p>	I	

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No.	Question Submitted:	Status	Add. No.
167	<p>Q. Referencing Railroad Protective Liability Insurance, Section 1.03.07 paragraph 5. Please confirm that this coverage only needs to be in place during the period of time where work is within 50 feet of the railroad, and not the entire six year term of the project? Requiring the coverage throughout the term of the project would add additional cost and would provide no material benefit.</p> <p>R. Railroad Protective Liability Insurance is required covering operations performed by the contractor or any subcontractor work on, over or under the right-of-way of any railroad company. In addition to the referenced insurance requirements in Section 1.03.07, please also refer to the specific insurance requirements for P&W and AMTRAK railroads contained within the contract documents.</p>	F	4
168	<p>Q. The Fixed Bearings have an indication of the diameters of the swedged anchor bolts; however the corresponding expansion bearings do not have the diameters shown. Are the diameters given for the Fix bearings to be used for the expansion bearings? If not is there a specific diameter to be used for Expansion bearings?</p> <p>R. For Project Nos. 92-531 and 92-622, the diameter of anchor rods and the associated hole in the masonry plates are provided with the bearing details for each bridge. The single callout for the diameter of anchor rods and the associated hole in the masonry plates is typical for all the pot, spherical or disc bearings types on a given plan sheet.</p> <p>For Project No. 92-627, the diameter of anchor rods are provided in the “Bearing Data” table on DWG S-213 (Volume 12, Subset 2, Sheet 12.02.213). Masonry plate openings are provided with the “ANCHOR BOLT DETAIL” on DWG S-210 (Volume 12, Subset 2, Sheet 12.02.210).</p>	F	4
169	<p>Q. What is the thickness for the preformed bearing pads used under the bearings?</p> <p>R. The preformed (prefabricated) pads between the masonry plate and concrete pedestals shall have a nominal thickness of 4 mm and shall conform to the requirements of M.12.02-2. Refer to the materials section of the special provisions for Item # 0522405A through 0522461 - Pot, Spherical or Disc Bearings (___ KN) / (___MN).</p> <p>The plan callouts for “3mm” preformed fabric pad on DWGs S-209 through S-212 (Volume 12, Subset 2, Sheet 12.02.209 through 12.02.212) are revised to “4mm” to match the special provision. DWGs S-209 through S-212 (Volume 12, Subset 2, Sheet 12.02.209 through 12.02.212) are revised in Addendum No. 4 to reflect this.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
170	<p>Q. The bevel for the sole plates is not given. We intend to use one half inch across the length. The sole plate will be one quarter inch thicker than shown on the plan and the taper will be such that the center dimension will match the plan thickness as shown. If there is a definite taper, can you furnish it to us?</p> <p>R. Sole plate bevel varies by bearing. The detailing shall satisfy the "sole plates shall be beveled where they bear on steel to such that the lower surface of the top plate is level in the transverse and longitudinal directions when the bridge is opened to traffic" note in the Item # 0522405A through 0522461 - Pot, Spherical or Disc Bearings (__ KN) / (__MN).</p>	F	4
171	<p>Q. Item #0204213A Handling Contaminated Groundwater- Noting the Department has denied previous requests to change this to an allowance amount or unit price item, we hereby request that the Department provide monthly and overall quantities of contaminated groundwater transported to the dedicated treatment facility by Contracts B, B1, and E2.</p> <p>R. Contaminated groundwater quantities received at the Central Groundwater Treatment facility as of June 30, 2010 from Contracts B1, E2 and B monthly (summarized quarterly) will be added 111_Additional Information and posted on the FTP site. These are provided for information only and represent the quantities and values from each project contractors means and methods, durations and schedules.</p>	I	
172	<p>Q. On contract 0092-0531/0092-0622/0092-0627 I 95, 91 & 34 under item # 0204213A Handling Contaminated Ground Water you show lump sum. Why isn't this material going to the state water treatment facility at Stiles Street New Haven, or the new one on the rail road property? In addition there is no information regarding volumes , gpm, frac tanks needed etc.</p> <p>R. Please refer to the NTC - Handling Contaminated Ground Water and the special provision Item # 0204213A - Handling Contaminated Ground Water which state the contaminated ground water is to be delivered to the Central Ground Water Treatment Facility (CGWT) at 333 Waterfront Street. The NTC - Handling Contaminated Ground Water provides information on discharge limits for the CGWT. The special provision Item # 0204213A - Handling Contaminated Ground Water provides information on temporary containment tanks, transport vehicles and settlement requirements.</p>	F	4

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No.	Question Submitted:	Status	Add. No.
173	Q. Refer to Section 1.02, specification page 287 and the response to Question No. 140. How does this clause affect our ability to evaluate and ask questions related to the addenda we have yet to receive given the bid date is within the 28 day period?		
	R. The time does not affect the bidder’s ability to examine and review the plans, specifications and special provisions and ask questions in preparation of their bid. The Department is evaluating the current bid date to ensure the appropriate amount of time for examination and review of the information contained within each addendum is provided. The Department has changed to the bid date to October 13, 2010.	I	
	Section 1.02 – Proposal Requirements and Conditions, Article 1.02.04 – Examination of Plans, Specifications, Special Provisions and Site Work was revised in Addendum No. 4 to revise “28 day prior to the bid” to “14 days prior to the bid” to allow the appropriate amount of time for examination and review of the information contained within each addendum.		

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No.	Question Submitted:	Status	Add. No.
174	<p>Q. Please reference the MSE and Modular wall typical sections found on sheet 08.24.001. This detail indicates a 1.5:1 slope of pervious structure backfill outside the formal pay limits of the wall. There is also a callout that reads “SLOPE LINE EXCEPT WHERE UNDISTURBED MATERIAL OBRUDES WITHIN THIS AREA”. The language in the call out is not very clear. Under what conditions does CTDOT expect the contractor to place pervious structure backfill in this area? Under both cut and fill conditions? If it is in an area where no cut was necessary for wall installation can this slope be steepened? Please advise.</p> <p>R. The callout “Slope Line Except Where Undisturbed Material Obstrudes Within This Area” for Detail TYPICAL SECTION PREFABRICATED MODULAR WALL on DWG W-1(Volume 8, Subset 24, Sheet 08.24.001) should read “Slope Line Except Where Undisturbed Material Obtrudes Within This Area.” DWG W-1 (Volume 8, Subset 24, Sheet 08.24.001) will be revised in an upcoming to reflect this.</p> <p>When a Mechanically Stabilized Earth Wall or Prefabricated Modular Wall is located in a cut section, Pervious Structure Backfill is required to be placed within the 1.5 to 1 slope limits above any undisturbed existing grade or preload grade line to the bottom of subbase.</p> <p>When a Mechanically Stabilized Earth Wall or Prefabricated Modular Wall is located in a fill section, Pervious Structure Backfill is required to be placed from the 1.5 to1 slope line to the bottom of subbase.</p> <p>All material placed within the zones identified as requiring "Pervious Structure Backfill" per the typical sections of DWG W-1 (Volume 8, Subset 24, Sheet 08.24.001) shall meet the material requirements for "Pervious Structure Backfill." The cost for the Pervious Structure Backfill is included in the Lump Sum cost of each respective retaining wall as indicated in Note 7 on DWG W-1 (Volume 8, Subset 24, Sheet 08.24.001).</p>	F	5

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No.	Question Submitted:	Status	Add. No.
175	<p>Q. Diamond Grinding is shown on sheets 11.07.009 to 11.07.012 on the NB side of the Main Span and approaches. If the E contractor is not performing the full width Latex Modified Overlay, then the E contractor should not be responsible for the Diamond Grinding and more importantly the Profilograph portion of the specification. Can the profilograph portion of the specification be deleted?</p> <p>R. Project 92-532 (Contract B) is responsible for diamond grinding the latex modified concrete overlay placed by Contract B. Contract E is responsible for diamond grinding the latex modified concrete overlay placed by Contract E and therefore the profilograph requirements will not be deleted. Additionally, Contract E is responsible to re-grind latex modified concrete overlay placed in Contract B to re-establish the specified surface texture. The special provision for Item # 0401156A – Diamond Grinding is revised to clarify this. The special provision for Item # 0401156A – Diamond Grinding is revised in Addendum No. 5 to reflect this.</p>	F	5
176	<p>Q. This question pertains to the required facing panel finish for Retaining Wall 128 (Volume 10, Subset 5).</p> <p>All the proprietary retaining walls (Walls 101 – 129) require an architectural finish as shown and noted on the elevation drawing for each wall. The requirement for an architectural finish is not shown or noted on the wall elevation sheet for retaining wall 128 is a plain “smooth form” finish acceptable for the facing units of Wall 128?</p> <p>R. As indicated on DWG W128-1 (Volume 10, Subset 5, Sheet 10.05.01) Retaining Wall No. 128 does not require an architectural finish. A plain smooth finish is acceptable for Retaining Wall No. 128.</p> <p>Refer to the Notice to Contractor - Form Liner for specific form liner pattern requirements for the remaining retaining walls.</p>	F	5

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177	<p>Q. Please refer to Drawing No. S-48: Sheet 07.04.048. The longitudinal and Transverse (Horizontal) Loads appear to be over estimated. For example the Longitudinal Load for Pier 1 G5 is shown as 11139KN which is twice the vertical bearing load. Generally we see horizontal loads that are 20% of the vertical loads and sometimes as high as 50% of the vertical load. Each of the loadings shown on the G5 girders should be verified. Please clarify.</p> <p>R. On DWG. S-50 (Volume 07, Subset 04, Sheet 50) the horizontal loads and one-way movements shown for Girder G5 at Pier 1 are incorrect, the values should read 1114 kN longitudinal and 2186 kN transverse, the longitudinal movement shall be 70 mm and transverse movement shall be 0 mm. The transverse loads for Girder G-5 at the remaining locations are incorrect; the values should read 515 kN at Abutment 1, 1225 kN at Pier 2 and 342 kN at Abutment 2. DWG S-50 (Volume 07, Subset 04, Sheet 50) is revised in Addendum No. 5 to reflect this.</p>	F	5
178	<p>Q. Drawing 01.11.018 depicts the locations of the Primary Reuse Stockpile Area, Primary Waste Stockpile Area and Secondary Waste Stockpile Area. The specifications for Item 0101146A – Reuse of Stockpiled Materials refers to a “secondary RSA”. Where is the secondary RSA located?</p> <p>R. As indicated on DWG ENV-018 (Volume 1, Subset 11, Sheet 01.11.018) there is no secondary Reuse Stockpile Area (RSA) for Contract E. The special provision for Item # 0101146A – Reuse of Stockpiled Materials is revised to delete any reference to a secondary RSA. The special provision for Item # 0101146A – Reuse of Stockpiled Materials is revised in Addendum No. 5 to reflect this.</p>	F	5
179	<p>Q. Is there an estimate of the amount of available fill at the Primary RSA, Primary WSA and Secondary WSA at NTP for this project?</p> <p>R. There is sufficient reuse material available at the Primary RSA, Primary WSA or Secondary WSA to accommodate the reuse of stockpiled material requirements indicated on DWG DET-003 (Volume 1, Subset 1, Sheet 01.01.007) added in Addendum No. 3 for each stage of construction.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
180	<p>Q. In the event there is insufficient fill material in any stage available at the Primary RSA, Primary WSA and Secondary WSA how will payment be made for fill required to form embankments or backfill trenches?</p> <p>R. There is sufficient reuse material available at the Primary RSA, Primary WSA or Secondary WSA to accommodate the reuse of stockpiled material requirements indicated on DWG DET-003 (Volume 1, Subset 1, Sheet 01.01.007) added in Addendum No. 3 for each stage of construction.</p>	F	5
181	<p>Q. As the current bid date for this complex project rapidly approaches with the understanding that one or more significant Addenda must still be issued, we respectfully request a bid postponement of at least 4 weeks to provide adequate time for the Department to generate these Addenda and to enable all Contractors, subcontractors, and suppliers to properly address the impacts of these Addenda. We would appreciate receiving notice of a bid postponement at your earliest convenience.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	
182	<p>Q. During our preliminary design, we discovered that the allowable bearing capacity for each wall is based on an apparent safety factor of 3.2 against an ultimate bearing capacity failure. This level of safety is high for Mechanically Stabilized Earth (MSE) walls. A safety factor of 2.0 with respect to ultimate bearing capacity is considered adequate for MSE walls when detailed geotechnical information is available (Ref AASHTO 2002 5.8.3 - copy attached).</p> <p>Likewise for LRFD Design, the resistance factor for bearing resistance is 0.65 for MSE walls (Ref AASHTO 2008 interim - copy attached). This factor was 0.45 prior to 2008 and is listed in the contract plans (see attached excerpt for Wall 106). Use of a resistance factor of 0.65 with a load factor of 1.35 for vertical soil loads, equates to a safety factor of $1.35/0.65 = 2.07$ against a bearing capacity failure in allowable stress design.</p> <p>The maximum applied bearing pressure calculated for each wall using traditional reinforcement lengths and backfill properties, exceeds the allowable bearing capacity listed for each wall in the contract plans. The allowable listed in the plans is based on a safety factor of 3.2.</p> <p>If a safety factor of 2.0 is considered adequate, the maximum applied bearing pressure for each wall will be less than the allowable</p>	F	5

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bearing capacity for each wall and therefore all walls will be acceptable.

- R. The geotechnical properties have been re-evaluated for Retaining Wall Nos. 101 thru 128 and revised values for allowable bearing pressure are as follows:

Wall 101 - 281 kPa
Wall 102 - 717 kPa
Wall 103 - 296 kPa
Wall 104 - 261 kPa
Wall 106 - 358 kPa (Factor of Safety 2.0 as described in the revised Geotechnical report)
Wall 107 - 286 kPa
Wall 108 - 323 kPa
Wall 110 - 313 kPa
Wall 111 - 280 kPa
Wall 112 - 876 kPa
Wall 117 - 516 kPa
Wall 120 - 496 kPa
Wall 121 - 281 kPa
Wall 122 - 268 kPa
Wall 123 - 278 kPa
Wall 124 - 280 kPa
Wall 125 - 226 kPa
Wall 126 - 363 kPa
Wall 127 - 260 kPa
Wall 128 - 227 kPa

The retaining wall drawing plan notes related to foundation pressure for these walls are revised in an upcoming addendum to reflect the revised values. Additionally, the geotechnical reports for these walls are revised in Addendum No. 5 to reflect the revised values.

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No.	Question Submitted:	Status	Add. No.
183	<p>Q. Reference Item No. 0601651A -Retaining Wall (Site No.1) thru Item No. 0601679A Retaining Wall (Site No.29) and Plan Sheet 8.24.001 typical sections for both MSE and Modular Retaining Walls. We have received preliminary drawings from the Proprietary Wall suppliers listed in the specifications. The Pervious Structure Backfill limits shown on the supplier's drawings differ from those shown on the Contract Drawings. Will the limits of the Pervious Structure Backfill be in accordance with the Proprietary Wall supplier's drawings or what is shown on the Contract Drawings?</p> <p>R. The limits of Pervious Structure Backfill shall be in accordance with the Contract Drawings Typical Sections shown on DWG W-1 (Volume 8, Subset 24, Sheet 08.24.001).</p>	F	5
184	<p>Q. Upon reviewing the plans and specifications through Addenda No.2, we see no mention of a "Buy America" provision. Is "Buy America" applicable to this project? If so, please provide a "Buy America" specification.</p> <p>R. Please refer to Section 1.06 – Control of Materials, Article 1.06.01 – Source of Supply and Quality for the Buy America information.</p>	F	5
185	<p>Q. We request an extension of time for receipt of bids for the above project for an additional Month to six weeks due to the complexity of the work and the ongoing technical changes By addendums as issued to date. These modifications involve subcontractors and suppliers, who need additional time to make modifications and respond.</p> <p>Given the size of the project and the coordination with multiple operations, this extension would be essential to develop a responsible and competitive proposal.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	

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No.	Question Submitted:	Status	Add. No.
186	<p>Q. We have reviewed the contents of Addendum # 3 for the above-referenced project. The amount of time remaining until current bid date of September 15 is completely inadequate for a review of changes, assessing their impact to the project schedule and estimate, revising current takeoff and pricing, performing any additional takeoff and pricing necessitated by this major addendum, disseminating this information to the affected subcontractors and vendors and revising our schedule and estimate.</p> <p>Given the magnitude and impacts of this addendum we request that the bid date be postponed a minimum of four (4) weeks to October 13, 2010 to provide adequate time to properly incorporate the contents and impacts of this major addendum into our proposal.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	
187	<p>Q. Reference Sheet No. 02.08.007. Please review Ramp I, approximate station 0+565, right shoulder and advise if a RB 350 Br Attachment Trailing End is required between the 755 x 1145 PCBC F Shape and the MBR Type RB 350.</p> <p>R. An R-B 350 Bridge Attachment Trailing End is required at Ramp I Sta. 0+565 RT. A callout for R-B 350 Bridge Attachment Trailing End is added to DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) for this location to clarify this. DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) is revised in Addendum No. 5 to reflect this.</p>	F	5
188	<p>Q. Reference Sheet No. 02.08.007. Please review Ramp F, approximate station 2+695, right shoulder and advise if the second call out for a RB 350 Br Attachment Trailing End is required.</p> <p>R. An R-B 350 Bridge Attachment Trailing End is not required at Ramp F Sta. 2+695 RT. The callout for R-B 350 Bridge Attachment Trailing End is deleted from DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) for this location to clarify this. DWG HWY-7 (Volume 2, Subset 8, Sheet 02.08.007) is revised in Addendum No. 5 to reflect this.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
189	<p>Q. Reference Sheet No. 02.08.010. Please review Ramp G, approximate station 1+360, left shoulder and advise if a RB 350 Br Attachment Jersey Shape Parapet Trailing End is required at the bridge parapet.</p> <p>R. An R-B 350 Bridge Attachment Jersey Shape Parapet is required at Ramp G Sta. 1+365 LT. A callout for R-B 350 Bridge Attachment Jersey Shape Parapet is added to DWG HWY-10 (Volume 2, Subset 8, Sheet 02.08.010) for this location to clarify this. DWG HWY-10 (Volume 2, Subset 8, Sheet 02.08.010) is revised in Addendum No. 5 to reflect this.</p>	F	5
190	<p>Q. Reference Sheet No. 09.08.001. Please review Ramp U, right shoulder and advise as to limits of and call out for the MBR Type RB 350.</p> <p>R. MBR Type R-B 350 is located between the R-B End Anchorage Type I at Ramp U Sta. 10+030 RT to the R-B 350 Bridge Attachment Jersey Shaped Parapet at Ramp U Sta. 10+330 RT. A callout for MBR Type R-B 350 is added to DWG HWY-1 (Volume 9, Subset 8, Sheet 09.08.001) for this location to clarify this. DWG HWY-1 (Volume 9, Subset 8, Sheet 09.08.001) is revised in Addendum No. 5 to reflect this.</p>	F	5
191	<p>Q. Reference Sheet No. 09.08.001. Please review Ramp U, right shoulder and advise if the RB End Anchorage Type I at approximate station 10+030 is proposed or existing.</p> <p>R. The R-B End anchorage Type I at Ramp U Sta. 10+030 RT is proposed.</p>	F	5
192	<p>Q. Reference Bid Item 0912503 – Remove Metal Beam Rail. Please advise as to description of removal work scope as well as the locations where this work is to take place. The Roadway plans are silent as to the locations of MBR removal.</p> <p>R. Callouts for Remove MBR and Remove Cable Guide Rail are added to DWGs HWY-1 through HWY-11 and HWY-13 (Volume 2, Subset 8, Sheets 02.08.001 through 02.08.011 and 02.08.013) to indicate the locations for the removal of metal beam rail and removal of cable guide rail. DWGs HWY-1 through HWY-11 and HWY-13 (Volume 2, Subset 8, Sheets 02.08.001 through 02.08.011 and 02.08.013) are revised in Addendum No. 5 to reflect this.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
193	<p>Q. Reference Sheet No. 02.08.03. Please advise as to the Bid Item under which the 4 each PCBC transitions from 530 x 1145 F Shape to 530 x 1370 vertical barrier are to be paid.</p> <p>R. Item # 0812513 – Vertical Face Precast Concrete Barrier Curb (530mm x 1370mm) is the pay item for this work. Refer to Note 4 on DWG MDS-5 (Volume 1, Subset 7, Sheet 01.07.005).</p>	F	5
194	<p>Q. Reference Bid Item 821502 F Shape Precast Concrete Barrier Curb (530mm x 1145 mm) and Sheet Nos. 02.08.003, 02.08.004, 02.08.006 and 02.08.007. Please review the call out for this PCBC on the reference drawings at Bridge Nos. 00167 and 00172 and advise if this detail is correct. Note that the median details for these bridge structures are shown in the respective bridge structure plans in Volume 6 Subset nos. 2 and 3. Please advise as to the revised bid quantity for this item.</p> <p>R. F Shape Precast Barrier Curb (530mm x 1145mm) is not to be used for median barriers on Bridge Nos. 00167 and 00172.</p> <p>The quantity for Item # 0821502A – F Shape Precast Concrete Barrier Curb (530mm x 1145) is reduced from 4775 m to 3680 m to correct this.</p>	F	5
195	<p>Q. After a brief review of Addendum #3 would the DOT please consider a request to postpone the bid date 4 to 6 weeks to make applicable changes to the estimate?</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	

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No.	Question Submitted:	Status	Add. No.
196	<p>Q. Upon review of the information provided in Addendum #3, it is apparent that we require additional time to address the impacts of this Addendum and incorporate the necessary changes into our bid. As such, we respectfully request that the Department provide a three (3) week extension to the bid date. As you can appreciate, we (and our subcontractors/suppliers) also have other concurrent obligations, bid lettings and business requirements that we have to meet. Any bid extension beyond three (3) weeks may seriously impact these obligations and could very well impede our ability to submit a bid or at the least a competitive bid on this project. We recognize an extension is required given the nature of the most recent Addendum, however we urge the Department to limit any extension to three (3) weeks.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	
197	<p>Q. In reading responses to questions 185 and 186 we understand that the current bid date of 9/15/10 will be changed. We also understand that at a minimum there one more addendum issued. We would request that you take into account time for the contractors to review and make changes per this addendum and reschedule the bid date accordingly based on you timeline for issuance of the addendum. The sooner you can issue the revised bid date the better. It helps us in coordinating schedules for internal bid reviews.</p> <p>R. The Department has changed to the bid date to October 13, 2010.</p>	I	

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No.	Question Submitted:	Status	Add. No.
198	<p>Q. Reference Addendum 3, Section 6.01- CONCRETE FOR STRUCTURES, Subarticle 6.01.03 - 3, Forms, Stay-in-Place Metal Form System.</p> <p>The amended paragraph on page 235 states filler material shall not be used for structures in Project Nos. 92-531 and 92-622 yet the paragraph on the bottom of page 237 states the depth of the concrete slab shall be as shown on the plans and the corrugated forms shall be placed so that the top of the corrugation will coincide with the bottom of the deck slab.</p> <p>Please clarify what filler material is to be used in the stay-in-place form system for Project Nos. 92-531 and 92-622.</p> <p>R. The camber ordinate information shown in the Camber Table (with SIP Deck Forms) for Projects 92-531 and 92-622 assumes the filler material in the stay-in-place form corrugations is Class F Concrete and is placed in conjunction with the deck slab. The payment line for the Class F Concrete is from the bottom of the deck slab (top of the corrugations). No payment is made for the quantity of Class F Concrete used as filler material.</p>	F	5

No.	Question Submitted:	Status	Add. No.
199	<p>Q. Referencing Item #0969051A Contractor Quality Control, please confirm that the contractor is only responsible for furnishing a management employee (QCM) and a management plan that will allow the QCM to plan, monitor, and report how the contractor will ensure and document the quality of the work. Our interpretation of the specification is that all construction inspection and testing is performed by or on behalf of CDOT as described in the Standard Specification Form 816.</p> <p>R. The special provision for Item # 0969051A - Contractor Quality Control Program states that “The Quality Control Program is neither intended to relieve the Contractor from its responsibility under the Contract, nor to replace the external inspections of the work carried out by, or on behalf of, the Engineer.” Additionally under “Construction Methods”, Item 6, “Inspection”, it is further stated that “The Contractor’s program is not related to any inspection carried out by the Engineer on behalf of the Department.”</p> <p>The special provision requires the contractor to “furnish the service of one of its management staff to serve as Quality Control Manager (QCM) for the project” and a Quality Control Program that “shall provide a comprehensive description of the planning, monitoring and reporting program the Contractor intends to implement to ensure and document the quality of the work.” However, input/involvement from other entities, such as upper management staff, supervisory field personnel and all subcontractors, fabricators and suppliers, is required as detailed throughout the special provision.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
200	<p>Q. The sign details given in the special provisions under Item #1207034A – Sign Face – Extruded Aluminum (Type IV Reflective Sheeting) are only the details for project 92-627. Please supply sign details for projects 92-531 and 92-622</p> <p>R. The details for permanent signs for Project 92-531 and 92-622 were inadvertently omitted from the special provision for Item # 1207034A – Sign Face - Extruded Aluminum (Type IV Reflective Sheeting). The special provision for Item # 1207034A – Sign Face - Extruded Aluminum (Type IV Reflective Sheeting) is revised to provide the omitted permanent sign details. The special provision for Item # 1207034A – Sign Face - Extruded Aluminum (Type IV Reflective Sheeting) is revised in Addendum No. 5 to reflect this.</p>	F	5
201	<p>Q. The contract does not supply sign details for the temporary extruded alum. overhead signs, or the required overlay panels for the existing extruded alum. overhead signs. Please supply the sign details for these signs.</p> <p>R. The details for temporary signs and temporary overlay panels for Project 92-531 and 92-622 were inadvertently omitted from the special provision for Item # 1220013A – Construction Signs – Bright Fluorescent Sheeting. The special provision for Item # 1220013A – Construction Signs – Bright Fluorescent Sheeting is revised to provide the omitted temporary sign and overlay panel details. The special provision for Item # 1220013A – Construction Signs – Bright Fluorescent Sheeting is revised in Addendum No. 5 to reflect this.</p> <p>As indicated in the special provision for Item # 0971001A – Maintenance and Protection of Traffic, SIGNING, “The type of material, the type of sheeting, and the color of the sheeting for the temporary signs and temporary sign faces for side mounted and overhead signs shall be submitted to the Engineer for approval.” Temporary overlay panels are added to this description to clarify this. The special provision for Item # 0971001A – Maintenance and Protection of Traffic is revised in Addendum No. 5 to reflect this.</p>	F	5
202	<p>Q. The bid sheets state that there are 2 ea, “Temporary Cantilever Sign Support” (Item 1201600A). We have reviewed the Contract plans and are unable to find where and when these sign supports are being installed. Please clarify the necessary details regarding the location and installation of these sign supports.</p> <p>R. There are no Temporary Cantilever Sign Supports required in the Contract. Item # 1201600A – Temporary Cantilever Sign Support is deleted in Addendum No. 5 to reflect this.</p>	F	5

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No.	Question Submitted:	Status	Add. No.
203	<p>Q. The bid sheets state that there are 5 ea, “Temporary Overhead Sign Support” (Item 1201610A). We have reviewed the Contract plans and are able to find where and when four of the five sign supports are being installed (95NB, Ramp F, Ramp P, Ramp P). Please clarify the necessary details regarding the location and installation of the remaining sign support.</p> <p>R. There are four Temporary Overhead Sign Supports required in the Contract. The quantity of Item # 1201610A – Temporary Overhead Sign Support is reduced from 5 EA to 4 EA in Addendum No. 5 to reflect this.</p>	F	5
204	<p>Q. The signing and pavement drawings for project 92-627 shown a parapet mounted sign support with the sign 51-2051 at Ramp I station 1+260. The installation of this sign support and sign are shown in the MPT drawings as being 95 NB station 5+700 and not at Ramp I station 1+260. Please clarify which location is correct, or if two signs and sign supports are required.</p> <p>R. The parapet mounted sign 51-2051 (Quinnipiac River) is to be installed at Ramp I Sta. 1+260 +/- as shown on DWG SPM-02 (Volume 11, Subset 11, Sheet 11.11.002). The Quinnipiac River sign at I-95 NB Sta. 5+700, shown on DWGs MPT-48 and MPT-52 (Volume 11, Subset 14, Sheets 11.14.048 and 11.14.052), is shown in error, and is NOT to be installed. DWGs MPT-48 and MPT-52 (Volume 11, Subset 14, Sheets 11.14.048 and 11.14.052) will be revised in an upcoming addendum to reflect this.</p>	F	5
205	<p>Q. I have noticed that the specification for Item No. 0210302 – Containment Boom is not located in the job specifications or in Form 816. Please provide us with a specification for the aforementioned item.</p> <p>R. Item # 0210302 – Containment Boom was deleted in Addendum No. 1.</p>	F	5
206	<p>Q. Addendum 3 introduced new language in the proprietary retaining wall special provision that may effectively eliminate the alternative to use precast traffic barrier atop Mechanically Stabilized Earth walls. The following paragraph was added to the special provision:</p> <p>Precast parapet sections shall be no less than 2440 mm (8 feet) in length. All precast parapet joints shall be vertical in the final erected position on the retaining wall. Structural supports for light standards, signs or other elements, if required, shall be vertical and/or with a level top surface to properly mount the appurtenance plumb in the final location on the retaining wall.</p> <p>The requirement that "All precast parapet joints shall be vertical in the final erected position on the retaining wall," requires every</p>	F	5

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precast barrier unit to be special. The top and bottom surfaces of the barrier units run parallel to the roadway profile (gutter line). The roadway profile is typically in a vertical curve. The grade of the roadway profile varies between 0.4 and 5.3 percent.

This requirement will mean that every precast barrier unit will need to be cast as a parallelogram with the bulkheads at each end angled by 0.23 to 3.03 degrees. This equates to an off set of 8 to 109 mm from top to bottom of barrier unit. Unfortunately every unit will be different depending on its location along the vertical curve of the roadway.

Considering casting tolerances, and that units will be different by only a few millimeters, and considering the logistics of keeping track of 250 slightly different barrier units, it is unlikely that any precaster will be up for the task.

The national standard in the MSE wall industry (and in all projects constructed to date in Connecticut) is to fabricate precast barrier units with square ends. The top and bottom surfaces of the barrier run parallel to the roadway profile (gutter line). The barrier joints are perpendicular to the roadway profile. The result is a standard barrier unit that may be used anywhere on the project requiring a standard unit. This standard will result in the joints being at an angle of 0.23 to 3.03 degrees from vertical depending on location along the roadway profile.

More than 200 precast barrier units will be standard on the subject project if the joints can be perpendicular to the roadway profile. This standardization is what makes precasting the units feasible and economical.

The new paragraph added by Addendum 3 may effectively eliminate the alternative to use precast traffic barrier atop Mechanically Stabilized Earth walls. The end result may be a significant increase in cost to the project to cast the traffic barriers in place.

Please issue an addendum deleting the paragraph added by Addendum 3.

Please add a paragraph stating that the joints between precast barrier units may be either vertical or perpendicular to the roadway profile as per the design by the proprietary retaining wall supplier.

- R.** The Program architectural details drawings were developed in partnership with the City of New Haven and board of local architects to ensure that all bridges, cast-in-place and proprietary retaining walls had a similar look throughout the Program where architectural details were agreed to apply. The special provision for Item # 0601651A through 0601679A – Retaining Wall Site No.____) was revised in Addendum No. 3 to ensure conformance to DWG ARCH-006 “Typical Mechanically Stabilized Earth Retaining Wall” (Volume 8, Subset 28, Sheet 08.28.006).

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No.	Question Submitted:	Status	Add. No.
207	<p>Q. Please provide clarification for item 1215023A – Tubular Arch Cantilever Sign Support- 3 each</p> <p>On the overhead sign support cross sections,(project 92-531, drawing SPM-11, sheet no 05.02.011) a tubular arch cantilever sign support is located at 95-092-170-A, I 95 Southbound at Station 2 + 500. On drawing SPM-20, sheet 05.02.020, a tubular arch cantilever sign support is located at 95-092-130-A, I 95 Southbound at the same station, 2+ 500. We cannot locate a cross section for 95-092-130A. Please advise which structure should be located at station 2 + 500 and if necessary please provide a cross section for 95-092-130A.</p> <p>R. Please refer to the Signing and Pavement Marking Plans (Volume 5, Subset 2) as included in Addendum No. 3. For the Tubular Arch Cantilever Sign Support 95-092-170 (I-95 SB Sta. 2+500) information see DWGs SPM-5 and SPM-11 (Volume 5, Subset 2, Sheets 05.02.005 and 05.02.011). For the Tubular Arch Cantilever Sign Support 91-092-020 (Ramp G Sta. 1+280) information see DWGs SPM-7 and SPM-14 (Volume 5, Subset 2, Sheets 05.02.007 and 05.02.014).</p> <p>Please refer to the Signing and Pavement Marking Plans (Volume 9, Subset 12). For the Tubular Arch Cantilever Sign Support 91-092-110 (I-91 NB Sta. 2+380) information see DWGs SPM-2 and SPM-3 (Volume 9, Subset 12, Sheets 09.12.002 and 09.12.003).</p> <p>It has been determined that existing overhead cantilever sign structure 91-092-070, as shown on DWG SPM-2 (Volume 9, Subset 12, Sheet 09.12.002 is required to be replaced by a new Tubular Arch Cantilever Sign Support. Additionally, it has been determined that existing overhead sign structure 91-092-030, as shown on DWG SPM-7 (Volume 5, Subset 2, Sheet 05.02.007), existing overhead sign structure 91-092- 050 as shown on DWG SPM-1 (Volume 9, Subset 12, Sheet 09.12.001) and existing overhead sign structure 91-092- 090 as shown on DWG SPM-2 (Volume 9, Subset 12, Sheet 09.12.002) are required to be replaced by new Tubular Arch Sign Support Structures. A new Notice to Contractor – Replacement of Existing Overhead Sign Structures is added in Addendum No. 6 to provide information for these sign structures. The quantity for Item # 1202352A – Tubular Arch Sign Support Foundation is increased from 13 EA to 20 EA in Addendum No. 6 to reflect this. The quantity for Item # 1215020A – Tubular Arch Sign Support is increased from 7 EA to 10 EA in Addendum No. 6 to reflect this. The quantity for Item # 1215023A – Tubular Arch Cantilever Sign Support is increased from 3 EA to 4 EA in Addendum No. 6 to reflect this.</p>		
		F	6

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No.	Question Submitted:	Status	Add. No.
208	Q. The Contractor for Project E is to use and or connect to the existing trestle constructed on a previous project. Please provide proposed and as-built drawings with design calculations of the existing trestles within the project limits so that the Contractor for Contract E can analyze the existing condition and incorporate the appropriate costs into their proposal.		
	R. Refer to DWGs S-197-1 through S-202-1 (Volume 12, Subset 2, Sheets 12.02.197-1 through 12.02.202-1) which includes the proposed trestle layout and the minimum design loading (Note 1) provided for the shared trestle as part Project No. 92-532. The design calculations and as-built drawings will be provided to the successful low bidder after the bid date once they become available.	F	6

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No.	Question Submitted:	Status	Add. No.
209	<p>Q. In Addendum 4 the items for Temporary Protective Barrier were deleted and are now to be included in the various "Removal of Superstructure "Items. Please provide a revised specification for "Removal of Superstructure "to include the protective barrier?</p> <p>R. The special provision for Item # 0503209A through 0503505A - Removal of Superstructure (Site No.__) is revised to clarify use and payment for temporary protective barriers.</p> <p>Article 5.03.03, Section 3 Superstructure Removal is revised as follows:</p> <p><i>b. The Contractor shall prepare and submit to the Engineer for review, a working drawing submission in accordance with 1.05.02 of the Standard Specifications (including plans and calculations), sealed by a Professional Engineer registered in the State of Connecticut. The submission shall address the proposed demolition sequence, methods of removal, temporary protective barriers, falsework and/or temporary supports for live and dead loads, if required, for the protection of traffic, utilities, railroad right-of-way, adjacent property and areas below the structure from falling debris including slurry from any saw cutting operations. The working drawings shall include the proposed demolition sequence together with calculations showing the governing stresses for removal of steel girders during the various sequence steps. Proper temporary vertical and horizontal girder supports shall be provided, as necessary, to suit the Contractor's sequence. The Contractor shall also submit working plans for maintaining and protecting pedestrian and vehicular traffic throughout the project area for each construction stage. Acceptance of the Contractor's plans shall not be considered as relieving the Contractor of any responsibility.</i></p> <p><i>c. Vacant</i></p> <p><i>d. At locations where a suggested "Superstructure Demolition Method" is shown on drawings, the Contractor may propose an alternate method, to be accepted by the Engineer. The alternate method is to conform to all requirements described in drawings, specifications and special provisions.</i></p> <p><i>e. Adequate measures shall be taken by the Contractor to prevent all construction debris including slurry from any saw cutting operations, material, tools, equipment or any other waste from entering into all areas below the bridge deck including haul roads, access roads, wetlands, waterways, and railroad right-of-way.</i></p> <p>The special provision for Item # 0503209A through 0503505A - Removal of Superstructure (Site No.__) is revised in Addendum No. 6 to reflect this.</p>	F	6

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No.	Q.	Question Submitted:	Status	Add. No.
210	Q.	Reference plan sheet No. 05.08.001 - Sanitary Sewer Relocation Chapel Street. The existing 600mm RCP and 1350mm RCP Sanitary Sewer lines will need to be bypassed. Could you please provide the peak flow rates for each of these existing lines for sizing the bypass pumps?		
	R.	No hydraulic data exists on the 600mm sanitary sewer. Upon completion of the sanitary sewer work on Project 92-619 (Contract E-2), the 1350mm sanitary sewer is anticipated to be carrying only the flow of the 600mm sanitary sewer plus some minor infiltration values. An average daily peak flow of 0.17 cubic meters/second (3.8 MGD) shall be used for the 600mm sanitary sewer. The special provision for Item No. 1401054A - Handling Sanitary Sewer (Sanitary Sewer) is revised in Addendum No. 6 to reflect this.	F	6

No.	Q.	Question Submitted:	Status	Add. No.
211	Q.	Reference plan sheet Nos. 08.24.001 & 10.05.002 - General Cross Sections for Retaining Walls. These typical cross sections provide widths for the specified walls. In the event the Proprietary Wall supplier requires a different width than that detailed on the Contract Drawings, who's dimension will take precedence, the Wall Supplier or the Contract Drawings?		
	R.	The minimum Mechanically Stabilized Earth Wall width shall be 0.7H (or 2.4 m) in accordance with AASHTO 5.8.1 except for Walls 102 and 112 which shall be 1.0H and Wall 120 which shall be 0.8H. The minimum Prefabricated Modular Wall width shall be 0.6H except for Wall 117 which shall be 0.7H and Wall 120 which shall be 0.8H. The dimension measured from the face of wall to the retained earth side lump sum pay limit line shall reflect a dimension of 1.0H + 600 mm. The Typical Sections on DWG W-1 (Volume 8, Subset 24, Sheet 08.24.001) and DWG W128-2 (Volume 10, Subset 05, Sheet 10.05.002) are revised in Addendum No. 6 to reflect this.	F	6
		The geotechnical properties have been re-evaluated for Retaining Wall Nos. 101 thru 128 and revised values for allowable bearing pressure superseding those previously issued for Retaining Walls Nos. 103 thru 128 are as follows:		

	Mechanically Stabilized Earth Wall Allowable Bearing Capacity (kPa)	Prefabricated Modular Wall Allowable Bearing Capacity (kPa)
WALL 103	290	190
WALL 104	230	140
WALL 106	300	250
WALL 107	260	160

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WALL 108	310	190
WALL 110	300	180
WALL 111	260	160
WALL 112	780	N/A
WALL 117	410	340
WALL 120	430	360
WALL 121	270	170
WALL 122	260	170
WALL 123	270	170
WALL 124	280	180
WALL 125	180	110
WALL 126	380	240
WALL 127	230	140
WALL 128	410	130

The retaining wall drawing plan notes related to foundation pressure for these walls are revised in Addendum No. 6 to reflect the revised values. DWG W103-1 (Volume 8, Subset 7, Sheet 08.07.001), DWG W104-1 (Volume 8, Subset 8, Sheet 08.08.001), DWG W106-1 (Volume 8, Subset 9, Sheet 08.09.001), DWG W107-1 (Volume 8, Subset 10, Sheet 08.10.001), DWG W108-1 (Volume 8, Subset 11, Sheet 08.11.001), DWG W110-1 (Volume 8, Subset 12, Sheet 08.12.001), DWG W111-2 (Volume 8, Subset 13, Sheet 08.13.002), DWG W112-1 (Volume 8, Subset 14, Sheet 08.14.001), DWG W117-1 (Volume 8, Subset 15, Sheet 08.15.001), DWG W120-1 (Volume 8, Subset 16, Sheet 08.16.001), DWG W121-1 (Volume 8, Subset 17, Sheet 08.17.001), DWG W122-2 (Volume 8, Subset 18, Sheet 08.18.002), DWG W123-1 (Volume 8, Subset 19, Sheet 08.19.001), DWG W124-1 (Volume 8, Subset 20, Sheet 08.20.001), DWG W125-1 (Volume 8, Subset 21, Sheet 08.21.001), DWG W126-1 (Volume 8, Subset 22, Sheet 08.22.001), DWG W127-2 (Volume 8, Subset 23, Sheet 08.23.002) and DWG W128-1 (Volume 10, Subset 5, Sheet 10.05.001) are revised in Addendum No. 6 to reflect this.

Additionally, the geotechnical reports for Retaining Wall Nos. 101 thru 128 are revised in Addendum No. 6 to reflect this.

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No.	Question Submitted:	Status	Add. No.
212	<p>Q. Sheet 02.08.007 Addendum No. 3: The second entry in the added clouded note for “TPCBC Left in Place from Previous Contract (State Owned)” only lists the “station from”. Please provide the “station to” so the length may be determined.</p> <p>R. The missing station limit is added to the “TPCBC Left in Place from Previous Contract (State Owned)” table on DWG HWY-7 (Volume 2, Subset 8, sheet 02.08.007). DWG HWY-7 (Volume 2, Subset 8, sheet 02.08.007) is revised in Addendum No. 6 to reflect this.</p>	F	6
213	<p>Q. Referencing Drawings #MPT-3 Sheet 03.03.003 and Drawing #2B-MPT-005 Sheet 03.03.036, please answer the following question. Temporary Sign #26: It states that in stage 2B an overlay panel will be required for this sign, however there seems to be no indication on the drawings which show a difference between the two variations. The only difference between the two variations is the exit sign shifts. Which leaves the question what is being overlaid? In addition to that Drawing #2B-MPT-005 Sheet 03.03.036 calls for no action to take place with the sign. It is during this stage where, according to the first of the two drawings, an overlay panel is to be applied and the existing sign is required to shift. Please clarify.</p> <p>R. Temporary Sign 26 as shown on DWG MPT-3 (Volume 3, Subset 3, Sheet 03.03.003) is revised to "Retain" the "Existing" sign in Stages 1A - 2B. As indicated in DWG 2B-MPT-005 (Volume 3, Subset 3, Sheet 03.03.036) is correct and no action is required for Temporary Sign "26" in Stage 2B. DWG MPT-3 Volume 3, Subset 3, Sheet 03.03.003) is revised in Addendum No. 6 to reflect this.</p>	F	6

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No.	Question Submitted:	Status	Add. No.
214	<p>Q. Referencing Drawing #MPT-4 Sheet 03.03.004, please answer the following question. Temporary Signs #43, 53, 54, and 56 are all temporary signs which are to be installed during stage 3. I have not been able to locate the dimensions of these signs. They seem to not be located in either the drawings or the spec sheets.</p> <p>R. The details for temporary signs and temporary overlay panels for Project 92-531 and 92-622 were inadvertently omitted from the special provision for Item # 1220013A – Construction Signs – Bright Fluorescent Sheeting. The special provision for Item # 1220013A – Construction Signs – Bright Fluorescent Sheeting is revised to provide the omitted temporary sign and overlay panel details. The special provision for Item # 1220013A – Construction Signs – Bright Fluorescent Sheeting was revised in Addendum No. 5 to reflect this. Details for Temporary Sign Nos. 43 and 54 are included with the revised special provision.</p> <p>DWG MPT-4 (Volume 3, Subset 3, Sheet 03.03.004) is revised in Addendum No. 6 to adjust the signing for the revisions to substandard I-95 SB weave condition for traffic utilizing Exit 46 inadvertently created in Stage 3 by Traffic Shift TS-15 and deletes Temporary Signs Nos. 53 and 55. There is no Temporary Sign No. 56.</p>	F	6
215	<p>Q. Referencing Drawing #3-MPT-006 Sheet 03.03.044, please confirm whether or not the “State Wide Emergency Number Call 911 for Police-Fire-Ambulance” sign, which is located above the M&PT Construction Legend, is meant to say existing sign or if its meant to say relocate existing sign. The arrow convention shown in this drawing implies the sign be relocated while the statement contradicts the arrows.</p> <p>R. The "Statewide Emergency Number Call 911 for Police-Fire-Ambulance" sign on DWG 3-MPT-006 (Volume 3, Subset 3, Sheet 03.03.044) should be relocated as per the arrow convention. DWG 3-MPT-006 (Volume 3, Subset 3, Sheet 03.03.044) is revised in Addendum No. 6 to reflect this.</p>	F	6
216	<p>Q. Referencing Drawing # 5C-MPT-004 Sheet 03.03.077, please confirm whether or not the “Exit 48←” sign, which is located in the center area of the drawing, is meant to say retain or is it meant to say relocate. The arrow convention shown in this drawing implies the sign be relocated while the statement contradicts the arrows.</p> <p>R. The "Exit 48 ←"sign callout on DWG 5C-MPT-004 (Volume 3, Subset 3, Sheet 03.03.077) should state "Relocated" as per the arrow convention. DWG 5C-MPT-004 (Volume 3, Subset 3, Sheet 03.03.077) is revised in Addendum No. 6 to reflect this.</p>	F	6

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217	<p>Q. Item # 1104502A thru 1104517A page 1225 paragraph 8 of the specification notes “The mast arm shall be designed for the load effects due to the actual appurtenances (signals, signs, luminaires, cameras, etc). The mast arms shall also be designed for the effects of traffic appurtenances during all stages of construction that may exist during the project under which the mast arms are installed. The mast arms shall be designed to support traffic appurtenances with properties no less than those tabulated on the plans.” Are we to design the mast arms to the State load case design (35-1W for example), or to the actual loads as shown on sheets 1233-1258?</p> <p>R. The special provisions for Item # 11040502A through 1104517A – Mast Arm Assembly, __-1W were deleted in Addendum No. 3. Refer to special provisions for Item # 1104024A through 1104037A - (Size) Steel Mast Arm Assembly added in Addendum No. 3 for the load case information. Additional load case information is provided in the Mast Arm Detail on DWGS TDS-16, TDS-16-1, TDS-16-2 & TDS-16-3 (Volume 5, Subset 4, Sheets 05.04.16 to 05.04.016-3) from Addendum No. 3.</p>	F	6
218	<p>Q. I-95 SB states that “Complete all Stage 6B elements”, however from the DOT provided Construction Schedule Stage 6B occurs from 9/5/16 to 11/30/16, and the Incentive/Allowable Completion Dates are 6/30/16, so if all of Stage 6B is not completed by 6/30/16, the contractor would be under Liquidated Damages from 6/30/16 until Stage 6B is complete, even though the DOT Construction Schedule does not show completion of Stage 6B until 11/30/16.</p> <p>R. The I-95 Southbound incentive was intended to apply to I-95 SB Stage 6A elements. The special provision Incentive and Liquidated Damages Provisions should say “Complete all I-95 SB Stage 6A elements and...” The special provision “Incentive and Liquidated Damages Provisions” is revised in Addendum No. 6 to reflect this.</p>	F	6
219	<p>Q. I-95 NB states that “Complete all Stage 6B elements”, however from the DOT provided Construction Schedule Stage 6B occurs from 9/5/16 to 11/30/16, and the Incentive/Allowable Completion Dates are 10/6/16, so if all of Stage 6B is not completed by 10/6/16, the contractor would be under double Liquidated Damages(\$30,000 from I-95 SB and \$30,000 from I-95 NB) from 10/6/16 until Stage 6B is complete, even though the DOT Construction Schedule does not show completion of Stage 6B until 11/30/16.</p> <p>R. The I-95 Northbound incentive was intended to apply to I-95 NB Stage 6B elements necessary to safely open I-95 NB. The special provision Incentive and Liquidated Damages Provisions should say “Complete I-95 NB Stage 6B elements and...” The special provision “Incentive and Liquidated Damages Provisions” is revised in Addendum No. 6 to reflect this.</p>	F	6

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No.	Question Submitted:	Status	Add. No.
220	Q. Will completion dates prior to the Allowable Completion Dates be counted towards Incentive Daily Payments for Incentive I-95 SB and I-95 NB Construction Stages up to the Maximum Incentive Payment?		
	R. Should the Contractor complete the specified Contract Construction Stage elements on or before the Incentive Completion Date (When the “Allowable Completion Date” is the same as the “Incentive Completion Date”) the total Lump Sum Incentive Payment = Incentive Bonus Payment Amount + (Incentive Daily Payment Amount x (number of days the Contract Construction Stage elements complete before the “Incentive Completion Date”))	F	6
	Should the Contractor fail to complete the specified Contract Construction Stage elements by the “Incentive Completion Date (When the “Allowable Completion Date” is the same as the “Incentive Completion Date”) the Total Liquidated Damages = Liquidated Damages Daily Amount x (number of days the Contract Construction Stage elements complete after the “Allowable Completion Date”)		
	The special provision “Incentive and Liquidated Damages Provisions” is revised in Addendum No. 6 to clarify this.		

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No.	Question Submitted:	Status	Add. No.
221	<p>Q. Should the Incentive Completion Date for I-95 SB be July 31, 2016? Should the Incentive Completion Date for I-95 NB be Nov. 6, 2016?</p> <p>R. The I-95 Southbound “Incentive Completion Date“ is intended to be the same as the I-95 Southbound “Allowable Completion Date”. The I-95 Northbound “Incentive Completion Date“ is intended to be the same as the I-95 Northbound “Allowable Completion Date”.</p> <p>Should the Contractor complete the specified Contract Construction Stage elements on or before the Incentive Completion Date (When the “Allowable Completion Date” is the same as the “Incentive Completion Date”) the total Lump Sum Incentive Payment = Incentive Bonus Payment Amount + (Incentive Daily Payment Amount x (number of days the Contract Construction Stage elements complete before the “Incentive Completion Date”))</p> <p>Should the Contractor fail to complete the specified Contract Construction Stage elements by the “Incentive Completion Date (When the “Allowable Completion Date” is the same as the “Incentive Completion Date”) the Total Liquidated Damages = Liquidated Damages Daily Amount x (number of days the Contract Construction Stage elements complete after the “Allowable Completion Date”)</p> <p>The special provision “Incentive and Liquidated Damages Provisions” is revised in Addendum No. 6 to clarify this.</p>	F	6

No.	Question Submitted:	Status	Add. No.
222	<p>Q. For Bid Item 0824056A-Removal of State Owned Temporary Precast Concrete Barrier Curb, would you provide a breakdown by stage or date of when the 6,230 meters of barrier will be available to the Contract E contractor?</p> <p>R. There is 2,830 M of State Owned Temporary Precast Barrier Curb left in place within Project 92-531 limits and are assumed to be maintained or relocated in the Stage Construction drawings. There is 3,400 M of State Owned Temporary Precast Barrier Curb left in place within Project 92-627 limits and are assumed to be maintained or relocated in the MPT drawings.</p>	F	6

No.	Question Submitted:	Status	Add. No.
223	<p>Q. Please reference Special Provisions item #0503065A thru Item 0503505A, Article 5.03.03, Section 3 Superstructure Removal, Paragraph E and your Answer to question # 142 included in Addendum #4. Is it the Owners intent that a temporary protective barrier be installed to keep all demolition debris and other waste or tools from falling to the ground at every bridge, regardless of location or removal methods? For example will the contractor be permitted to sawcut the concrete superstructure into sections and remove these</p>	F	6

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sections with a crane or excavator without a protective barrier? Obviously the Owner understands that any protective barrier previously installed would require removal prior to removing the bulk of the existing steel framing.

- R.** The special provision for Item # 0503209A through 0503505A - Removal of Superstructure (Site No.__) is revised to clarify use and payment for temporary protective barriers.

Article 5.03.03, Section 3 Superstructure Removal is revised as follows:

- b. The Contractor shall prepare and submit to the Engineer for review, a working drawing submission in accordance with 1.05.02 of the Standard Specifications (including plans and calculations), sealed by a Professional Engineer registered in the State of Connecticut. The submission shall address the proposed demolition sequence, methods of removal, temporary protective barriers, falsework and/or temporary supports for live and dead loads, if required, for the protection of traffic, utilities, railroad right-of-way, adjacent property and areas below the structure from falling debris including slurry from any saw cutting operations. The working drawings shall include the proposed demolition sequence together with calculations showing the governing stresses for removal of steel girders during the various sequence steps. Proper temporary vertical and horizontal girder supports shall be provided, as necessary, to suit the Contractor's sequence. The Contractor shall also submit working plans for maintaining and protecting pedestrian and vehicular traffic throughout the project area for each construction stage. Acceptance of the Contractor's plans shall not be considered as relieving the Contractor of any responsibility.*
- c. Vacant*
- d. At locations where a suggested "Superstructure Demolition Method" is shown on drawings, the Contractor may propose an alternate method, to be accepted by the Engineer. The alternate method is to conform to all requirements described in drawings, specifications and special provisions.*
- e. Adequate measures shall be taken by the Contractor to prevent all construction debris including slurry from any saw cutting operations, material, tools, equipment or any other waste from entering into all areas below the bridge deck including haul roads, access roads, wetlands, waterways, and railroad right-of-way.*

The special provision for Item # 0503209A through 0503505A - Removal of Superstructure (Site No.__) is revised in Addendum No. 6 to reflect this.

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No.	Question Submitted:	Status	Add. No.
224	<p>Q. Please reference Notice to Contractor - Access Restrictions/Work Areas on page 60, second paragraph from bottom of page states “The Contractor is hereby notified that the use of the existing temporary construction access trestles in the Contract B area for off loading activities is prohibited”. This restriction is likely to increase the cost of unloading, storing, and handling materials that could be delivered by barge such as pre-stressed precast concrete piles. In addition to the increased cost, the Contract B Contractor may have an unfair advantage as a prospective bidder of Contract E if allowed to unload barges on the aforementioned access trestles. Will the Department provide coordinated access with the Contract B Contractor for limited use of the southern runway of the west trestle to unload barged materials?</p> <p>R. The Department will not change the language in the Notice to Contractor – Access Restrictions/Work Areas as there is no contractual obligation in Contract B that requires the shared use of the southern runway of the west trestle.</p>	F	6
225	<p>Q. Addendum No. 5 added plan 01.12.001 which does not appear on your website, and also revised plans 08.17.001 and 08.18.002 which appear to be crossed out on your website. Please clarify these discrepancies and provide the proper plans.</p> <p>R. The Department has reviewed the posted documents and finds them to be complete.</p>	I	

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No.	Question Submitted:	Status	Add. No.
226	<p>Q. The question has been asked on at least three occasions that Item #0204213A Handling Contaminated Groundwater be changed from a Lump Sum to either a unit price (kiloliter) or Estimated amount (Q&A#'s 91, 125 & 171). Each time the Department has denied this request stating that the Contractor controls the means, methods, durations and schedules of construction operations which generate the amount of contaminated groundwater, therefore they are best suited to determine the cost for this work. While it is true that the Contractor controls the means and methods, it is also true that the information provided in the borings and other Contracts (B1, E2 and B quarterly amounts brought to the CGT facility) is insufficient regarding the Contractor's ability to determine the potential amount of groundwater that they will encounter while doing the work. Missing from the borings is the Permeability Factor which would be used to determine the possible flow the Contractor would encounter while working in a particular area. In addition, a number of the borings at the West Approach structure don't list when groundwater was encountered instead they just say "mud after N/A hrs". The quarterly amounts from the other projects (provided in response to question #171) are not useful without knowing specific locations, number of pumps, duration of pumping and Permeability of the existing soil. Without this guidance, the Contractor is guessing and is at risk in determining the amount of Contaminated Groundwater that will be encountered.</p> <p>We ask that you reconsider the Department's previous responses that opposed a change to the basis of payment for Item #0204213A, and provide either a unit price or estimated amount as the method of measurement. If you provide a unit price option, the contractor's means and methods will still be required to price the item, however, the uncertainty of how much water they will actually encounter will not over-inflate their bid.</p>	F	6
	<p>R. The specification for Item #0204213A - Handling Contaminated Ground Water will not be changed for this contract.</p>		

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No.	Question Submitted:	Status	Add. No.
227	<p>Q. The Department has created the Item #1507000A - Protection and Support of Existing Utilities, which puts the responsibility of protection and support of both known and unknown existing utilities on the Contractor. We do not take exception to pricing protection and support of existing utilities that are clearly shown on the Contract Plans, however, asking the Contractor to price as a Lump Sum the support of unknown existing utilities in a competitive bid process is not practical. Please revise the specification for Item #1507000A to include the protection and support of only those existing utilities shown on the Contract Drawings.</p>		
	<p>R. The special provision for Item #1507000A – Protection and Support of Existing Utilities consists of designing, furnishing, placing and subsequently removing temporary supports and protection shields which will be necessary to protect and/or stabilize the existing utilities and service connections during the construction of the drainage, structures, roadway, traffic signal foundations and other work as shown on the plans. It is not intended to cover the cost of protecting and supporting unidentified utilities. Existing utilities have been identified on the mapping included in the highway and bridge plan sets and in “111 Additional Information” (Folders: “17 Utilities” and “19 Supplemental Utility Plans”). Utility facilities not identified on the mapping or in the “111 Additional Information” folders that require temporary support or protection will be paid as provided for under Article 1.09.04 – Extra and Cost-Plus Work. No additional compensation will be made for any unidentified utility service connection from an identified utility. The special provision for Item #1507000A – Protection and Support of Existing Utilities is revised in Addendum No. 6 to reflect this.</p>	F	6

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No.	Question Submitted:	Status	Add. No.
228	<p>Q. Reference Sheet 02.10.07 and 02.10.15: Sheet 02.10.15 shows "900mm Water Abandoned" running along the southern end of Sargent Drive to the match line for sheet 02.1 0.07. However, Sheet 02.10.07 does not show the water line or any other utilities. Furthermore, in the RWA Folder enclosed in the "Additional Information" the files "RWA at Canal and Sargent.pdf" and "Water Street_907.dwg" show water line relocations at the intersection of Sargent Drive and Canal Dock Road which appears to be the same water line that was labeled "abandoned" on Sheet 02.1 0.15.</p> <p>a. Is there an active water line on Sargent Drive? If so, please show the locations since "RWA at Canal and Sargent.pdf" shows a 900mm water line east of the 1500mm manhole at Sargent Drive Sta 30+055.43, 6.88m Rt and "Water Street_9-07.dwg" shows a 600mm water line west of the manhole and a 900mm water line east of the manhole.</p> <p>b. Please indicate where the other existing utilities are located on Sargent Drive.</p>	F	6
	<p>R. The relocation and abandonment of the RWA watermain was done in two different phases, first the RWA at Canal Dock Road and Sargent Drive work was performed and later the Sargent Drive watermain was relocated as part of the Water Street relocation work. Refer to DWG HWY-03 (Volume 2, Subset 8, Sheet 02.08.003) and DWG UTIL-3 (Volume 1, Subset 17, Sheet 01.17.003) for the existing utility information on the southern end of Sargent Drive.</p>		

No.	Question Submitted:	Status	Add. No.
229	<p>Q. Reference Contract Plan Sheet 02.10.013. The Franklin Street Sta 300+274.40, 9.55 Rt Special Round Catch Basin Type CB, Ramp Q Sta 1+106.68, 21.76 Lt Type C Catch Basin, Ramp Q Sta 1+099.184.72 Rt 1800mm Manhole Over 3m Deep, and the 750mm RCP drainage line running between them appears to either be in conflict with or in extremely close proximity to Southern Connecticut Gas's 500mm gas line, but no mention is made in the Special Provisions stating that SCG has or will be relocating that particular gas line. Will SCG be relocating this line to accommodate the drainage structures and pipe? If they are not relocating the existing gas line, then more information is needed as follows. In the Additional Info/17 Utilities/Southern_CT_Gas folder, the SCG-ChapelSt.pdf shows the 500mm gas approximately 900mm-1200mm from the curblines. From what point on the pipe is this measurement taken (the southern edge, centerline, or northern edge)? In addition, no elevations of the gas line are given, which are essential to determining if additional protection or support is required per Item #1507000A.</p>	F	6
	<p>R. Refer to Volume 1, Subset 17 Utility Test Pit Plans for information on the locations and elevations taken on the gas main on Chapel Street. Test pit information generally is taken on the centerline for pipe. SCG is not relocating the cast iron gas main on Chapel Street.</p>		

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No.	Question Submitted:	Status	Add. No.
230	<p>Q. Reference Contract Plan Sheet 10.03.01: There is a note on the drawing stating "overhead wires to be relocated underground by others", but it is not shown where the wires are to be relocated to or to what depth. Please provide the location and depths of this future underground electric line so that the contractor can determine if additional protection or support will be required per Item #1507000A.</p> <p>R. The overhead wires being relocated are for AT&T, FiberTech and Comcast Cable. A line layout drawing indicating the area available for the AT&T and Comcast Cable relocations and the proposed AT&T relocation location drawing (including FiberTech) are added to "111 Additional Information" ("19 Supplemental Utility Plans") in Addendum No. 6.</p>	F	6
231	<p>Q. Reference Contract Plan Sheet 02.10.013 and UI-ChapelSt-HamiltontoFranklin.pdf in the Additional Info/17Utilities/UI folder: There is an electric line shown at the north side of Chapel Street between utility manholes 991 and 74 on the UI drawing, but no electrical lines were shown on the Contract Plan Sheet. Please confirm if there is an active underground electrical line in its location and the elevation of the line so that the contractor can determine if additional protection or support will be required per Item #1507000A.</p> <p>R. Refer to DWG HWY-10 (Volume 2, Subset 8, Sheet 02.08.010) which shows utilities for Chapel Street that are active and refer to Volume 1, Subset 17 Utility Test Pit Plans for information on the locations and elevations taken on the utilities on Chapel Street.</p>	F	6
232	<p>Q. Reference Contract Plan Sheet 02.10.012: There is a 500mm gas line crossing 375mm RCP at Franklin Street Sta 300+125, however no elevation of the gas line is provided. Please provide the elevation of the line so that the contractor can determine if additional protection or support will be required per Item #1507000A.</p> <p>R. The 375mm RCP was thought to just pass beneath the SCG 500mm gas main at this location. A SCG utility test pit has been ordered for this location to verify the elevations of the gas main. This information will be provided when it becomes available.</p>	F	6

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233	<p>Q. We request an additional extension of time for the receipt of bids for the above project for another month beyond that of October 13, 2010 due to the changes both to drawings, items, and specifications revisions and confirmations.</p> <p>We know that you are well aware of the size and complexity of this project and the timetable and milestones involved and any forthcoming addendums for addition time in evaluation. We feel this would be beneficial for the submission of a competitive and responsible bid for all the prime contractors.</p> <p>We are doing a detailed takeoff of your I91/I95 job, and have requested that the bids be postponed for one month to mid November 2010. Our basis is that this is a huge job, that has major changes issued as follows</p> <p>Add #4 23 drawings/58 Spec pages Add #5 105 drawings/337 pages Add #6 34 drawings/225 pages</p> <p>While we have had a full staff of engineers and estimators taking off this work, it is almost impossible to keep up with the changes.</p> <p>I am sure other bidders are having the same problem, and are also requesting more time.</p> <p>If one month is not acceptable, would two weeks work for you??</p> <p>We really could use the time to give you a reasonable price, if not, we will be forced to add substantial contingency to cover the rush to October 13, 2010.</p>		
	<p>R. With the issuance of Addendum No. 6 on Thursday September 30, 2010, the Department is maintaining the bid date of Wednesday October 13, 2010.</p>		

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234	<p>Q. The recently received Addendum #6 for the above captioned project revises the bottom width of the lowest modular section for “Prefabricated Modular Walls” by notes at the typical section on Structure Sheet W-1. The new requirements indicate a minimum bottom width of (.6)(H) where H is the height measured from the top of the leveling pad to finished gutter grade.</p> <p>The Doublewal system, an approved precast modular wall by the Connecticut DOT, has been required to use footings designed to take the loads from the retaining structure. Leveling pads, with a uniform weight distribution as a design, is not allowed by the DOT for the Doublewal system.</p> <p>Review of the geotechnical reports for walls on the subject project indicate that an acceptable safety factor for the global stability is 1.3. The reports also indicate that the actual safety factor results range up to 2.2. The result is that Doublewal is being required to provide structure dimensions that are in excess of the minimum determined by previously approved procedures which have been provided satisfactory retaining wall structures New Haven Harbor Interchange Project.</p> <p>Doublewal has been provided and erected on other contracts in the New Haven Harbor Interchange Project. It is our understanding that these projects were designed utilizing an allowable bearing capacity of one-third ultimate for the cast-in place structures as well as “Prefabricated Modular Walls”.</p> <p>In reviewing the data for wall 112 we note that this wall ties both ends into a cast-in-place wall and addendum No. 6 calls for a bottom of proprietary structure width equal to (1.0)(H). Yet the dimensions of the wall show (.5)(H). This demonstrates the inconsistency with the structure dimensions required by Addendum No. 6.</p> <p>We request a review of the changes required by Addendum No. 6 in order to bring the design requirements for Doublewal to that of the previously completed sections of the Harbor Interchange Project.</p> <p>R. The minimum requirements for proprietary wall systems and the associated geotechnical reports included in Addendum No. 6 are considered appropriate to meet project criteria including serviceability. Retaining Wall Nos. 101, 102 and 112 are limited to a Mechanically Stabilized Earth walls only. No changes will be made to these requirements.</p>		I

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No.	Question Submitted:	Status	Add. No.
235	<p>Q. Pay items: PRESTRESS PILES</p> <p>Can an equivalent Type II cement with slag be substituted for the Type V cement for all Prestress Concrete Piles?</p> <p>R. The special provision for Item # 0702341A thru 0702357A – Furnish __ mm Square Prestress Concrete Piles Article 7.02.02 – Materials states:</p> <p><i>Portland Cement: Cement used in the fabrication of all prestressed precast concrete piles shall consist of ASTM C150 Type V Portland cement or other approved Portland-pozzolan cement providing comparable sulfate resistance when used in concrete.</i></p> <p>After the Award of the Contract, the Department will consider other alternatives that may be presented by the contractor.</p>	I	
236	<p>Q. Volume # 7 Bridge # 03035 Drawing # S-50 The one-way movements in the bearing load data table are extremely high. Please verify that the movements are correct?</p> <p>R. The bearing load data on DWG S-50 (Volume 7, Subset 4, Sheet 07.04.050) as issued with Addendum No. 5 are correct.</p>	I	

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No.	Question Submitted:	Status	Add. No.
237	<p>Q. Attached is a copy of page 18 from Addendum #6 CTDOT 92-531, 92-622, 92-627. Per this document (1) New Tubular Arched Cantilever Sign Support and (3) New Tubular Arched Sign Supports (spans) were added. The structures at these locations were previously designated as existing structures. Very little or no information has been provided for these (4) new structures.</p> <p>*Structure 91-092-030 (Span) - The existing structure at this location is shown in cross section on Drawing SPM-14, Sheet 05.02.014. Are we to assume that the new structure will be the same span and elevations as the existing???</p> <p>*Structure 91-092-050 (Span) - The existing structure at this location is shown in cross section on Drawing SPM-4, Sheet 09.12.004. Are we to assume that the new structure will be the same span and elevations as the existing??? (no dimensions are given-we would need to scale from the grid)</p> <p>*Structure 91-092-070 (Cantilever) - No cross section has been provided. Shown only in schematic on Signing and Pavement marking Plan sheet 09.12.002. What is the span (arm) length and mounting height???</p> <p>*Structure 91-092-090 (Span) - No cross section has been provided. Shown only in schematic on Signing and Pavement marking Plan sheet 09.12.002. What is the span length and beam height???</p> <p>*Can the fabricator offer an AASHTO 2009 DESIGN for these added structures. The construction would same as for Monotube Span Structure Item No. 1201801A, as exactly specified for CTDOT Project No. 174-308, I-84 Signing the Bid on 9-29-10?</p>		
	<p>R. Tubular Arch Sign Structure 91-092-030 the span will be approximately 28.2 m similar to that of the existing sign structure. Tubular Arch Sign Structure 91-092-050 the span will be approximately 23.0 m similar to that of the existing sign structure. Tubular Arch Sign Structure 91-092-090 the span will be approximately 23.0 m with a max beam height of approximately 8.5 m. Tubular Arch Cantilever Sign Structure 91-092-070 the span will be approximately 9.2 m with a max beam height of approximately 8.0 m similar to Tubular Arch Cantilever Sign Structure 91-092-110.</p> <p>Final details and cross sections for these sign structures will be provided post bid in a Change Order as indicated in the Notice to Contractor – Replacement of Existing Overhead Sign Structures.</p> <p>No alternatives will be allowed for this contract.</p>		

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238	<p>Q. Item 1201610A – Temporary Overhead Sign Support Item 1215020A – Tubular Arch Sign Support Structure</p> <p>We have reviewed the plan sheets and we have found there is not enough information to formulate a firm quote for the (4) temporary overhead sign support structures or the (3) tubular arch sign support structures that were added in addendum no 6.</p> <p>While we can locate some information on structure 91-092-050, (for the tubular arch structure), we cannot locate any details for 91-092-070 or 91-092-090.</p> <p>There are no cross sections, and no details that provide for the square footage or the location of the sign panels.</p>		
	<p>R. Temporary Overhead Sign Supports are contractor designed from the information found in the Maintenance and Protection of Traffic drawings. Refer to Question No. 201 for additional information for temporary signs.</p> <p>Refer to Question No. 238 for additional information on the Tubular Arch Sign Supports added in Addendum No. 6. Refer to the special provision for Item #1207034A - SIGN FACE - EXTRUDED ALUMINUM (TYPE IV RETROREFLECTIVE SHEETING) as revised in Addendum No. 5 for sign details and sizing.</p>	I	

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