



<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>1</b>	<p><b>Q.</b> Can you please tell me on which drawing I might find details for the item "Temporary Signalization". There is a section on this in the spec book but there does not appear to be a plan sheet. Please advise.</p> <p><b>R.</b> Item No. 1118051A Temporary Signalization (Site No. 1) Lump Sum is called out on Dwg. No. MPT-43, Sht. No. 257, M&amp;PT During Pier Construction Sheet 2 of 7. This temporary signalization is needed on U.S. Route 1 (Forbes Ave.) at the exit driveway of the Getty Fuel facility due to proposed lane reductions and traffic shifts. This temporary signalization site is also needed for the temporary traffic pattern shown on Dwg. No. MPT-50, Sht. No. 264, M&amp;PT During Forbes Ave. Drainage Installation Sheet 2 of 2. No additional temporary signal plan drawings are included.</p>	<b>F</b>	<b>2</b>
<b>2</b>	<p><b>Q.</b> Review the attached comments from the enclosure manufacturer and advise if the sizes are acceptable. Please advise.</p> <p>As requested, I'm providing the information showing the difference between our product offering and the 92-532 spec. I have also attached PDF's of our product and issued quotes to both Wesco and Electrical Wholesalers. On the fiberglass wireway, Stahlin is a direct match.</p> <p>Item 1009410A - 150mm x 100mm Stahlin product J606W (191mm x 191mm x 121mm)</p> <p>Item 1009420A - 350mm x 300mm x 150mm Stahlin product J1210W (344mm x 291mm x 131mm)</p> <p>Fiberglass enclosures are compression molded using steel tools that run into 6 figures to manufacturer. As a result, it is difficult to be flexible in adjusting dimensions.</p> <p><b>R.</b> At this time the Specification and the dimension requirements will not be changed. However, once the contractor has been selected, the Connecticut Department of Transportation will consider other alternatives that may be presented by a contractor.</p>	<b>F</b>	<b>2</b>

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3	<p><b>Q.</b> Probably the biggest question I have is (DOT Item 1005421A) what the height of the High Mast pole is supposed to be? Are the fixtures pole mounted on a lowering device? Or, are they maintained by the stairs on the Towers? There is one section I read that seemed to imply it was not pole mounted but instead bracketed to something...maybe the bridge towers...I don't know. How many fixtures to a pole location? I'm guessing 5 but...I searched from here to tomorrow and can't find anything to indicate. High Mast is something that takes a while to price depending on the configuration. Once I input my spec data I have to send it down to the factory for engineering approval. Basically this product is made to order each time and needs to be designed to meet the application and materials priced out for each job. This typically takes about a week or so depending.</p> <p><b>R.</b> Item # 1005421A - High Mast Luminaire - High Pressure Sodium (750W), are roadway luminaires mounted on a light standard with a 15m mounting height. Refer to the Illumination Plans beginning on plan sheet 121 for more information, locations and details associated with this item.</p>	<b>F</b>	<b>2</b>
4	<p><b>Q.</b> The N fixture is detailed on both the Steel Alternate and the Concrete Alternate. I think it is actually the 100599 (qty) 60 for either alternate. Under the Steel Alt it can be found on the plans E-5 page 624. It is clearly a wall pack and indicated as "Type N". It is mounted on a plate. But that is all the info there is on it. What is the wattage? Source HPS, MH? Is it 100599?</p> <p><b>R.</b> Item # 1005999 - Underbridge Luminaire (Wall Mounted) is the pay item for the callout 'COLUMN MOUNTED LIGHT FIXTURE' referenced on Security Lighting plans in Volume III plan sheets 620-624 and Volume IVB plan sheets 957-961. These luminaires are 100W HPS as indicated in the legend on drawing E-1 of each Volume. The detail referenced on drawing E-5 of each of these Volumes, incorrectly identifies the fixture as a Type 'N' fixture. The callout is revised to read 'COLUMN MOUNTED LIGHT FIXTURE PAID FOR UNDER ITEM # 1005999 – UNDERBRIDGE LUMINAIRE (WALL MOUNTED)'. Plan sheets 624 and 961 are revised in Addendum No. 2 to reflect this.</p>	<b>F</b>	<b>2</b>

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5	<p><b>Q.</b> On the (steel Alt) and the (Concrete Alt) there are the same fixtures spec'd it's a Bantam Primatite 70W MH. In Steel it's "Type A" in Concrete it's "Type D". However; there are 3 other areas: on the Ramp, the West Approach, and East Approach all with a number of similar fixtures specified but only by DOT item numbers. Based on the sheet provided with the DOT Item numbers and quantities I can't tell if the quantities listed are just for the Main Span or if they take into account the 3 other areas? Please indicate if the other areas are included in the types &amp; counts below.</p> <p>1006008 100W Steel Main Span – 33 Concrete Main Span – 33 1006019 150W Steel Main Span – 33 Concrete Main Span - 38</p> <p><b>R.</b> The quantity for each luminaire type shown on the bid proposal forms for each Alternate bridge type includes all areas in the contract. The information for the luminaire types are found in the Illumination Plans in Volume I; the Security Lighting Plans in Volumes III and IVB and in the Electrical Plans on the Light Fixture Schedule for each Main Span Alternate, Volumes VI and VII. For information and locations for Item # 1006008 - Underbridge Luminaire High Pressure Sodium (100W), refer to the Security Lighting Plans and for Item # 1006019 - Underbridge Luminaire - High Pressure Sodium 150 Watt - Pendant Mounted refer to the Illumination Plans. The quantity of Item # 1006019 - Underbridge Luminaire - High Pressure Sodium 150 Watt - Pendant Mounted is revised from 38 to 16 in Addendum No. 2 to reflect this.</p>	<b>F</b>	<b>2</b>
6	<p><b>Q.</b> We represent a large steel fabricator that is interested in bidding the structural steel option on the Pearl Harbor Memorial Bridge. At this time we are trying to make arrangements to attend the pre-bid meeting next week in New Haven, but we have not seen any information regarding the location of this meeting. Could you please send us some information regarding the pre-bid meeting and a copy of the current bidder's list? Any information you can provide would be greatly appreciated.</p> <p><b>R.</b> Information regarding the time and location of the Pre-Bid Conference has been posted on the "Doing Business with ConnDOT" Construction Bidding &amp; Contracts link on the website as well as on the "What's New" page of the Program website at I95newhaven.com.</p>	<b>F</b>	<b>2</b>

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<b>7</b>	<b>Q.</b> Recent media reports identified a contract value different than the project scope code included with contract documents. Which is correct?  <b>R.</b> The Contract value is as indicated in the scope code included with the contract documents.	<b>F</b>	<b>2</b>
<b>8</b>	<b>Q.</b> Are there any changes to the DBE requirements anticipated?  <b>R.</b> The Disadvantaged Business Enterprise (DBE) requirements are reduced in Addendum No. 1 from a five (5) percent to a four (4) percent participation level. In addition, the low bidder is now required to submit within seven (7) days after the bid opening, the DBE(s) it will use to achieve the goal. In addition, if unable to meet the goal requirement the low bidder shall submit its request for good faith effort consideration within the seven (7) day timeframe.	<b>F</b>	<b>2</b>
<b>9</b>	<b>Q.</b> Could you clarify the DMV truck safety procedures required prior to award of the contract?  <b>R.</b> The apparent low bidder must receive a "Meets Minimum Requirements" rating as provided by a Motor Carrier Safety Rating (SAFESTAT rating) performed by the Department of Motor Vehicles Commercial Vehicle Safety Division in order for the contract to be awarded. Section 1.03.01 – Consideration of Bids is revised in Addendum No. 2 to clarify all of the Department of Motor Vehicle requirements that are required for contract award.	<b>F</b>	<b>2</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>10</b>	<p><b>Q.</b> The limits of the trestle construction shown on sheet no. 1172 differ from the environmental permit documents. Which is correct?</p> <p><b>R.</b> The limits of the trestle construction shown on sheets 1172 (Volume VI) and 1546 (Volume VII) are correct and reflect revisions required to accommodate the as-built locations for the utility relocations of the Buckeye Pipeline and the Greater New Haven Water Pollution Control Authority. The Department will work with the contractor to file and receive a Certificate of Permission for these changes. The Notice to Contractor – Permits is revised in Addendum No. 2 to reflect this.</p> <p>Additionally, the trestle being constructed in Project 92-618, Contract B1 is different from that shown in the contract plans. Plan sheets 1172, 1173 1546 and 1547 are revised in Addendum No. 2 to clarify the limits of the trestle changes under construction in Project 92-618, Contract B1.</p> <p>Working drawings for the trestles under construction in Contract B1 are added in Addendum No. 2 as “For Informational Purposes Only”. Certificate of Permission No. COP-2008-158-KZ for Contract B1’s work trestle activities was added in Addendum No. 1.</p>	<b>F</b>	<b>2</b>

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<b>11</b>	<p><b>Q.</b> Item # 0602070A - Structural Monitoring System (Steel) Item #0602070A - Structural Monitoring System (Concrete)</p> <p>Per Section (1.1), page 683, of the above item # specification section, please provide the names of (3) manufacturers for the structural monitoring system, since we can not locate any suitable mfg to meet your specifications.</p> <p>Microstrain, Inc., who did the Gold Star Bridge, Groton, CT, stated that they can not meet your specifications.</p>																				
	<p><b>R.</b> The specification is intended to allow a specialty subcontractor to assemble the system from component manufacturers.</p> <p>Following are six system suppliers:</p> <table border="0" style="width: 100%;"> <tr> <td>LifeSpan Technologies</td> <td>Alpharetta, GA</td> <td>(770) 234-9494</td> </tr> <tr> <td>Structural Integrity Systems, LLC</td> <td>Wichita, Kansas</td> <td>(316) 634-1396</td> </tr> <tr> <td>CTL Group</td> <td>Skokie, IL</td> <td>(847) 965-7500</td> </tr> <tr> <td>Strain Measurement Devices</td> <td>Wallingford, CT</td> <td>(203) 294-5800</td> </tr> <tr> <td>Smartec</td> <td>Manno, Switzerland</td> <td>+41 91 610 18 00</td> </tr> <tr> <td>Roctest Group (RTT)</td> <td>St-Lambert, Quebec, Canada</td> <td>(450) 465-1113</td> </tr> </table>	LifeSpan Technologies	Alpharetta, GA	(770) 234-9494	Structural Integrity Systems, LLC	Wichita, Kansas	(316) 634-1396	CTL Group	Skokie, IL	(847) 965-7500	Strain Measurement Devices	Wallingford, CT	(203) 294-5800	Smartec	Manno, Switzerland	+41 91 610 18 00	Roctest Group (RTT)	St-Lambert, Quebec, Canada	(450) 465-1113	<b>F</b>	<b>2</b>
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<b>12</b>	<p><b>Q.</b> DOT Item# 1005421A - High Mast Luminaire</p> <p>Lighting schedule indicates total quantity of fixtures. What is the total number of high mast poles? What is the specified height of each pole? How many fixtures are mounted per pole? Please provide pole and lowering device specification.</p>		
	<p><b>R.</b> Item # 1005421A - High Mast Luminaire - High Pressure Sodium (750W), are roadway luminaires mounted on a light standard with a 15m mounting height. Refer to the Illumination Plans beginning on plan sheet 121 for more information, locations and details associated with this item. The quantity of this item is 15 as indicated on the Detailed Estimate drawing DET-04 plan sheet 6.</p>	<b>F</b>	<b>2</b>

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<b>13</b>	<p><b>Q.</b> The "N" Fixture depicted on Dwg E5 does not appear on the lighting schedule. What is the wattage &amp; source, metal halide or high pressure sodium, is this DOT Item 1005999? Please clarify &amp; provide specifications &amp; total counts.</p> <p><b>R.</b> Item # 1005999 - Underbridge Luminaire (Wall Mounted) is the pay item for the callout 'COLUMN MOUNTED LIGHT FIXTURE' referenced on Security Lighting plans in Volume III plan sheets 620-624 and Volume IVB plan sheets 957-961. These luminaires are 100W HPS as indicated in the legend on drawing E-1 of each Volume. The detail referenced on drawing E-5 of each of these Volumes, incorrectly identifies the fixture as a Type 'N' fixture. The callout is revised to read 'COLUMN MOUNTED LIGHT FIXTURE PAID FOR UNDER ITEM # 1005999 – UNDERBRIDGE LUMINAIRE (WALL MOUNTED)'. Plan sheets 624 and 961 are revised in Addendum No. 2 to reflect this. Please refer to the Detailed Estimate sheets for each alternate in Volume I for the quantity of each fixture type.</p>	<b>F</b>	<b>2</b>
<b>14</b>	<p><b>Q.</b> Item # 1010000A Work Trestle Modifications</p> <p>Please provide the shop dwgs &amp; calculations for the existing trestle being constructed by the B1 Contractor so that we may determine if it's adequate for our next needs.</p> <p><b>R.</b> Working drawings and calculations for the construction access trestle under construction in Project No. 92-618 are added in Addendum No. 2 as "For Informational Purposes Only".</p>	<b>F</b>	<b>2</b>

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<b>15</b>	<b>Q.</b> RFI - DWG 1432, 1433, 1465, 1466, 1647, 1648  On the above dwgs, is it your intent to have all the exposed raceways be installed under the roadway or at the roadway level?		
	<b>R.</b> The conduit shown on Roadway Level Plans 1 and 2, Sheets 1432 and 1433, is strapped to the outside of the structure at roadway level as indicated in the "Types K, K1 & K2 Light Fixture Electrical Detail" on Sheet 1464.  The conduit shown on the Electrical Plan 1 and 2, Sheets 1465 and 1466 and on the Aesthetic Lighting, Intrusion and Structural Monitoring Systems Electrical Plan 1 and 2, Sheets 1467 and 1468, is mounted under the roadway as indicated on the drawing Main Span Lighting & Power Section, Sheet 1469.  The roadway level conduit connects to the conduit mounted under the roadway as indicated in "Detail 1" on Sheet 1462.	<b>F</b>	<b>2</b>
<b>16</b>	<b>Q.</b> Will the sign-in sheets from the Pre-Bid meeting and/or site walk be made available online?		
	<b>R.</b> All DVD holders will receive a copy of the Pre-Bid proceeding and sign in sheets by mail. In addition, all requests for a copy of the Pre-Bid proceeding will also receive a copy of the sign in sheets. A copy of the Pre-Bid proceeding can be requested by contacting the Transportation Manager of Contracts.	<b>F</b>	<b>2</b>
<b>17</b>	<b>Q.</b> For the steel alternate it appears that drawing number S-239 for the shear lock assembly is missing.		
	<b>R.</b> The original drawing was inadvertently omitted from the documents. Plan Sheet 1356-1 (Volume VI) Drawing S-239-1, Shear Lock Assembly is added in Addendum No. 3.	<b>F</b>	<b>3</b>
<b>18</b>	<b>Q.</b> Are the microstation files of the plans available?		
	<b>R.</b> The MicroStation files can be requested after Contract Award.	<b>F</b>	<b>3</b>

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<b>19</b>	<p><b>Q.</b> Plan sheets 509-513 indicate the bridge bearings for the West Approach are existing or previously installed. Plan sheets 555-558 state the bearings were purchased and stored under another Contract. Please verify the bearings will be-in-place (installed) for this Contract. If this is not the case and the bearings are being stored, please provide the location of the storage facility.</p> <p><b>R.</b> The bridge bearings noted on plan sheet 554 are being fabricated in Project No. 92-618 and will be stored at District 3A located at 424 Chapel Street in New Haven. The cost to retrieve the bridge bearings from storage and install them is included in the Item #0522128A - "Install Bridge Bearings". The special provision for Item #0522128A - "Install Bridge Bearings" and plan sheet 554 (Volume III) drawing S-151 Bearing Layout I-95 N.B. are revised in Addendum No. 3 to reflect this.</p>	<b>F</b>	<b>3</b>
<p>The "Existing Bearing" callouts are revised on Sheets 506, 509, 512 and 513 to indicate the bearings are stored and to be installed under this project. Plan sheets 506, 509, 512 and 513 (Volume III) drawings S-103, S-106, S-109 and S-110 are revised in Addendum No. 3 to reflect this.</p>			
<b>20</b>	<p><b>Q.</b> The Contract Specifications for pay Items 0603551A and 0603553A states the work covered under this item shall include the removal of the existing median barrier. The basis of payment for these items then states that the removal of the existing median barrier is to be paid for under the "Removal of Existing Masonry" pay item. Please clarify which pay item(s) this scope is to fall under.</p> <p><b>R.</b> The removal of the existing median barrier within the limits of work as described in Item #0603551A - "Modify Existing Structural Steel Site No. 1" and Item #0603553 - "Modify Structural Steel Site No. 3" is to be paid under Item #0974000A - "Removal of Existing Masonry", as noted in the Basis of Payment for these items. The special provisions for Item #0603551A - "Modify Existing Structural Steel Site No. 1" and Item #0603553 - "Modify Structural Steel Site No. 3" are revised in Addendum No. 3 to reflect this.</p>	<b>F</b>	<b>3</b>

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<b>21</b>	<p><b>Q.</b> The Contract Specifications for Pay Items 0603551A and 0603553A states the work covered under these items shall include the replacement of the median deck slab. The basis of payment for this item then states that the concrete fill for the bridge grating is to be paid for under the “Class F” pay item. Please clarify which pay item(s) this scope of work is to fall under.</p> <p><b>R.</b> The placement of concrete fill for the bridge grating within the limits of work as described in Item # 0603551A - "Modify Existing Structural Steel Site No. 1" and Item # 0603553 - "Modify Structural Steel Site No. 3" is to be paid under Item #0601201 - "Class "F" Concrete", as noted in the Basis of Payment for these items. The special provisions for Item #0603551A - "Modify Existing Structural Steel Site No. 1" and Item # 0603553 - "Modify Structural Steel Site No. 3" are revised in Addendum No. 3 to reflect this.</p>	<b>F</b>	<b>3</b>
<b>22</b>	<p><b>Q.</b> The Contract Specifications for Pay Item 0502195A states work covered under this item shall consist of treating contaminated ground water removed from excavations. Please clarify that this only includes the handling of sediment, handling of the contaminated water and transportation to the CGWT. Treatment at the CGWT is by others.</p> <p><b>R.</b> Item #0502195A - Temporary Bridge does not include the treatment of contaminated ground water but does include the handling and transport contaminated soils and sediments to the WSA. The cost of handling contaminated ground water is under Item #0204213A - Handling Contaminated Ground Water. The special provision for Item #0502195A - Temporary Bridge is revised in Addendum No. 3 to reflect this.</p>	<b>F</b>	<b>3</b>
<b>23</b>	<p><b>Q.</b> The Contract Specifications for Pay Item 0502195A state the work covered under this item shall consist of maintaining the temporary bridge as shown in the plans. Please verify that the maintenance period for the temporary bridge ends when final acceptance for the project is received.</p> <p><b>R.</b> The maintenance requirements of the Item #0502195A - Temporary Bridge end in accordance to the requirements of Article 1.08.13 - Termination of Contractor's Responsibilities. The special provision for Item #0502195A - Temporary Bridge is revised in Addendum No. 3 to reflect this.</p>	<b>F</b>	<b>3</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>24</b>	<p><b>Q.</b> Plan Sheet 818 titled “Typical Crash Wall Plan and Elevation” shows the horizontal reinforcement to be #32 rebar @ 200 E.F. in the elevation detail. The side elevation detail indicates the horizontal reinforcement to be #32 rebar @ 300. Please clarify the correct spacing of this reinforcement.</p> <p><b>R.</b> The spacing of the #32 horizontal reinforcing is 200 mm E.F., as shown on the Typical Crash Wall Elevation on plan sheet 818. The spacing indicated on the Side Elevation should also be 200 mm E.F. Typical Crashwall Plan and Elevation, plan sheet 818 (Volume IV), drawing S-191 is revised in Addendum No. 3 to reflect this.</p>	<b>F</b>	<b>3</b>
<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>25</b>	<p><b>Q.</b> Plan Sheet 630 states the minimum temporary clearances to be maintained for the railroad shall be 2.591 meters horizontally and 5.639 meters vertically. This contradicts the Railroad Standard Specifications which have been made a part of the Contract Specifications and states the minimum clearances are 4.572 meters horizontally and 7.62 meters vertically. Please verify that the clearances referenced in the Contract Plans supersede those in the Railroad Standard Specifications/Contract Specifications.</p> <p><b>R.</b> The temporary clearances, noted on Sheet 630, represent the allowable minimum clearances to fixed objects such as falsework, shoring, sheeting, etc. and have been agreed to with P&amp;W Railroad for the construction of Piers PN-15, PN-16, PN-17 and PN-18. These fixed object clearances at these locations are not considered to interfere with P&amp;W Railroad operations. Please refer to Section 1.08.04 - Limitations of Operations for the P&amp;W Railroad Operations requirements.</p>	<b>F</b>	<b>3</b>
<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>26</b>	<p><b>Q.</b> According to the Contract Drawings, the clearances between the bottom of the pier caps for bents PN-17 (7.42m) and PN-18 (7.02m) do not meet the minimum requirements (7.62m) described in the Railroad Standard Specifications which have been made part of this Contract. Please verify the minimum vertical clearance stated in the Railroad Standard Specifications does not need to be maintained for these two pier caps.</p> <p><b>R.</b> The permanent clearances to fixed objects shown on the contract drawings for the pier caps at PN-17 and PN-18 have been agreed to with P&amp;W Railroad.</p>	<b>F</b>	<b>3</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
27	<p><b>Q.</b> There seems to be scope overlap between pay items 094902A “Furnishing Planting and Mulching Trees, Shrubs, Vines and Ground Cover Plants” and 0950202A “Shoreline Grass Establishment”. For example, the basis of payment for item 0949029A included the supply and installation of grass/grass like plants for the Tidal Wetland Mitigation Area. The basis of payment for item 0950202A also included furnishing and installing grass in the Tidal Wetland Mitigation Area. Please clarify which pay item is to include the installation of grass in the Tidal Wetland Mitigation Area.</p> <p><b>R.</b> Item #094002A - “Furnishing Planting and Mulching Trees, Shrubs, Vines and Ground Cover Plants” is applicable to the Low marsh, High marsh, Coastal shoreline/high marsh and Coastal shoreline plants shown on the planting schedule and planting plan for the Tidal Wetland Mitigation Area.</p> <p>Item #0950202A - “Shoreline Grass Establishment” is applicable to the shoreline grasses established by the Shoreline Seed Mix shown on the planting schedule and planting plan for the Tidal Wetland Mitigation Area.</p> <p>Refer to drawing MIT-002, Mitigation Planting Plan, plan sheet 398 for the planting schedule and planting plan for the Tidal Mitigation Area.</p>	<b>F</b>	<b>3</b>
28	<p><b>Q.</b> Contact Drawing Sheets 821 and 822 indicate Type D6 Diaphragms are to be utilized to connect the new I-95 northbound and southbound bridges together between Piers PS-17 and PS-19. On these sheets the description states “Future Temporary Diaphragm – Type D6” which would indicate that these diaphragms are to be provided and installed in a future Contract. Plan Sheet 834 contains a detail titled “Future Temporary Crossover Diaphragm –Type D6” with references to field drilled holes that would seemingly indicate that this type of diaphragm is to be furnished and installed in this Contract. Since Type D6 Diaphragm in only called for between the above referenced piers, please clarify as to whether or not they are to be furnished and installed in Contract B.</p> <p><b>R.</b> The temporary diaphragms in the vicinity of Piers PN/PS-17 to PN/PS-19 are to be fabricated and installed in this contract. Plan sheets 821, 822, 826, 827, 834, 881, 882, 883, 884, 905, 912, 913 (Volume IV) are revised in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>

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29	<p><b>Q.</b> Contract Drawing S-114 refers you to next page for information on the column capitols. On Drawing S-115 there is a blank table with no reference to the “H” dimension. Please provide the missing dimensions.</p> <p><b>R.</b> The Table was inadvertently omitted from plan sheet 518 (Volume III) Drawing S-115. Plan Sheet 518 (Volume III) Drawing S-115, Architectural Detail 2, Typical Pier Details 2 is revised in Addendum No. 3 to add the omitted table.</p>	<b>F</b>	<b>3</b>
30	<p><b>Q.</b> The current bid-date falls on the Wednesday after the Memorial Day weekend, leaving only one day (Tuesday) for bid preparation. Trying to get subs and suppliers to give firm quotation the Thursday or Friday before the holiday will be difficult at best. We request that the bid date be moved to Wednesday June 10.</p> <p><b>R.</b> <a href="#">The Department changed the bid date to Wednesday, June 3, 2009 and is maintaining this bid date.</a></p>	<b>I</b>	
31	<p><b>Q.</b> Plan Sheet 912. Please refer to the temporary parapet transition section "E-E". Is the cost for furnishing and installing the "#19 @ 300 Threaded Dowels" included in "Item 0602886A - #19 Dowel Bar Splicer System - Epoxy" or "Item 0602006 - Deformed Steel Bars - Epoxy Coated"?</p> <p><b>R.</b> The threaded bar is part of the dowel bar splicer system and is paid for under Item #0602886A - "#19 Dowel Bar Splicer System - Epoxy Coated"</p>	<b>F</b>	<b>3</b>
32	<p><b>Q.</b> Plan Sheet 912. Please refer to Detail B. Is the "#16 Add'l. # EA Dowel Bar Splicer" shown intended to be an "Additional #16 Epoxy Bar" or an "Additional #16 Epoxy Dowel Bar Splicer"?</p> <p><b>R.</b> The #16 Add'l bar in question refers to a "U" shaped bar, bent to a diameter of 150 mm and with legs measuring 450 mm, as shown in the bar detail adjacent to the callout. This bar is placed horizontally (i.e. so the "U" is oriented in plan view) with the #19 Dowel Bar Splicer System centered in the "U"; the dot at the end of the bar represents the bar going into the page.</p>	<b>F</b>	<b>3</b>

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33	<p><b>Q.</b> Plan Sheet No. 1539 Spec. Page No. 555. A table detailing falsework tower &amp; key loads is provided on page 1539, but the location of the falsework columns is not included in the table. Calculating the moment arm from the loading given on the table gives an off-set of 8.177 m (approx 27') from falsework column to the centerline of the tower, which puts the column in the water. The sequence drawings on the same page show the columns bearing on the footing. Please provide clarification on the falsework table and column layout.</p> <p><b>R.</b> The location and layout of falsework columns are to be determined by the contractor. The Environmental permit documents do not indicate any temporary impacts located outside of the marine enclosures.</p>	<b>F</b>	<b>4</b>
34	<p><b>Q.</b> This contract has a pay item No. 204213A - Handling Contaminated Groundwater. The pay item includes containing and transportation of contaminated groundwater encountered during construction operations within designated Areas of Environmental Concern. The measurement and payment is by lump sum. On other recent projects, this item is paid as an allowance. Whereas the quantification of the amount of contaminated groundwater is impossible to determine, we request that this pay item be made an allowance item for this project.</p> <p><b>R.</b> 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>	<b>F</b>	<b>4</b>
35	<p><b>Q.</b> The plan quantity for Pay Item 0702357A "Furnish 510 mm Prestressed Concrete Piles" seems to include the length of the two test piles in Pier PS-6 and the one test pile in Pier PS-7. Standard Contract Specification 7.02.05 Subsection 5 "Test Piles" states the cost for furnishing test piles is to be paid for under the "Test Pile" pay item. Please clarify which pay item is to include the cost for furnishing the concrete test piles.</p> <p><b>R.</b> The cost of providing test piles is paid for under Item #0702480 - "Test Pile (510mm Square Prestressed Concrete 36m Long)" for Pier PS-6 and under Item #0702470 - "Test Pile (510mm Square Prestressed Concrete 32m Long)" for PS-7. The quantity for Item #0702357A - "Furnish 510 mm Prestressed Concrete Piles" included in the contract is correct and no changes are required.</p>	<b>F</b>	<b>4</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>36</b>	<p><b>Q.</b> Please verify that the cost to furnish the steel test pile for the permanent retaining wall is to be included in Pay Item 0702323A “Test Pile (Steel HP310x110 – 12 M Long)”.</p> <p><b>R.</b> The cost to furnish the steel test pile for Retaining Wall No. 101 is paid for under Item #0702323A – “Test Pile (Steel HP310x110 - 12 m Long)” as indicated on sheet 1075 (Volume V) drawing S-2, General Plan.</p>	<b>F</b>	<b>4</b>
<b>37</b>	<p><b>Q.</b> Please provide the estimated tip elevation for permanent retaining wall steel piles.</p> <p><b>R.</b> The piles will be driven to refusal to bedrock. Refer to boring logs information on sheet 1077 (Volume V) drawing S-4, Soil Boring Logs. The pile order lengths are determined from the installation of the test pile. Plan sheet 1078 (Volume V) drawing S-5, Retaining Wall Details is revised in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>
<b>38</b>	<p><b>Q.</b> Revised Plan Sheets 1078 and 1079 per Addendum 1 indicate an existing 750mm RCP pipe, that was to be removed, is now to remain in place. Since it is the Contractor’s responsibility to repair the pipe if it settles more that 12 mm and considering that the pipe is less than 2 feet from the closest retaining wall steel pile, please provide information as to the age of the pipe and what the function of the pipe is. In addition, can the pipe be temporarily removed from service?</p> <p><b>R.</b> The existing 750 mm RCP pipe that is to remain in place is a stormwater drainage pipe that outlets just east of the abutment of the U.S. Rte 1 bridge over the Quinnipiac River through a hydrodynamic separator. Refer to sheet 113-1 (Volume I), drawing DRN-08-1, Drainage &amp; Utility Plan 3 for information on the existing configuration of the drainage system accommodated by this pipe. The D.E.P. Office of Long Island Sound Protection (OLISP) is the permitting agency for the drainage outlet.</p> <p>This pipe was constructed under State Project No. 92-435 U.S. Route 1 over the Quinnipiac River. The plans for Project 92-435 are dated 1993 and overall construction was completed in 2002.</p> <p>Any proposal for the pipe to be taken out of service would require a plan and design for temporary routing of stormwater flows to be submitted to the Department for approval, submittal of the approved plan to DEP and preparation of submittal documents for a permit modification or new OLISP permit application. The Department cannot guarantee that a permit modification or new OLISP permit can be obtained. The costs associated with design and construction for any proposed temporary routing as well as preparing submittal documents for a permit modification or new OLISP permit application will be borne by the Contractor.</p>	<b>F</b>	<b>4</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>39</b>	<p><b>Q.</b> The Contract Documents indicate a plan quantity of three (3) test pits to be performed in the area of the East Approach. Please provide the exact locations, sizes and depths of the pits.</p> <p><b>R.</b> The locations of two test pits to verify Buckeye Pipeline information at drainage installations and one test pit for the telephone utility are provided. Sheet 117-1 (Volume 1) Drawing DRN-12-1, East Approach Drainage and Utility Plan 1 is revised in Addendum No. 5 to reflect this.</p> <p>Additional test pits are required to locate the Buckeye Pipeline and GNHWPCA Sewer System for the installation of trestle piles and drilled shafts. The test pits for this work is included under Item #0100600A – Construction Access and Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft. The special provisions for Item #0100600A – Construction Access, Item #0202425A – Test Pit, Item #0980300A – Utility Monitoring, Notice to Contractor – GNHWPCA Sewer Systems Protection Measures and Notice to Contractor – Buckeye Pipeline Protection Measures are revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>
<b>40</b>	<p><b>Q.</b> Sheet 511 of the Contract Drawings shows a 600 mm RCP pipe at the centerline of Pier PS-7, Column 3. Is this pipe to be relocated or uncovered prior to the installation of the concrete piles? If it is to be uncovered, would the cost of doing such be included in the “Test Pit” pay item?</p> <p><b>R.</b> As noted on Sheet No. 65, Dwg. GRA-03 the containment berm and liner were removed by State Project No. 92-602. Portions of the 600 mm RCP was removed by Project 92-602. No "test pit" work is required as this pipe is abandoned. The cost of any pipe removal encountered within the limits structure excavation is included in the price of Item #0203004 - Structure Excavation - Earth (Complete).</p>	<b>F</b>	<b>4</b>
<b>41</b>	<p><b>Q.</b> Page No. 510 of the Special Provisions states that the Anchor Bolts are to be welded to the masonry plate. The plans show non-shrink epoxy grout with no welding. Please clarify.</p> <p><b>R.</b> The bearing details shown in the plans are correct. The anchor bolts are not being welded to the masonry plates the anchor rods are being epoxy grouted to the masonry plates as shown on the Anchor Bolt Detail found on sheet 556 (Volume III) drawing S-153, Bearings Details 2 and sheet 882 (Volume IV) drawing S-255, Bearings Details 2. The special provisions for Item #0522128A –</p>	<b>F</b>	<b>4</b>

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“Install Bridge Bearings” and Item Nos. 0522410 thru 0522499 – “Pot, Spherical or Disc Bearings (\_\_\_\_ KN)” are revised in Addendum No. 4 to reflect this.

No.	Question Submitted:	Status	Add. No.
42	<p><b>Q.</b> The Special Provisions, pages 655 and 666, state that tendons shall be grouted within 7 days of installation. The Special Provisions also state that grouting is prohibited when the temperature is below 4 degrees C. During colder months, it is possible the temperature will not bet above 4 degrees C for long durations. Will the Department allow corrosion inhibitor to be used in these instances when grouting cannot be achieved within 7 days?</p> <p><b>R.</b> Requirements for the type corrosion inhibitor and when it can be used and clarifications of the grouting temperature requirements have been added. The special provisions for Item #0601056A – High Performance Concrete – Concrete Extradosed Prestressed Segmental Bridge, Item #06010520A – Post-Tensioning - Transverse and Item #06010522A – Post-Tensioning – Longitudinal are revised in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>
43	<p><b>Q.</b> The scope of work for foundation seals (Item #0601523A) includes the tremie seal concrete at Towers 2, 3 and Anchor Pier 4. It appears as though this tremie seal concrete is also included in the scope of work for Underwater Concrete (Item #0601301). Please clarify.</p> <p><b>R.</b> Item #0601301 - Underwater Concrete is used for the tremie concrete within the cofferdam at Anchor Pier 1. Item #0601523A - Foundation Seals includes the bottom form and any underwater concrete used at Tower Pier 2, Tower Pier 3 and Anchor Pier 4. The quantity for Item #0601301 - Underwater Concrete is reduced from 2,425 CM to 692 CM in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>
44	<p><b>Q.</b> Please provide the distance that the steel piles are to be embedded into the footing of the permanent retaining wall.</p> <p><b>R.</b> The steel piles should be embedded 300 mm into the footing. Plan Sheet 1078 (Volume V) Drawing S-5, Retaining Wall Details is revised in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>

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<b>45</b>	<p><b>Q.</b> Contract Drawing Sheet 917, Note 2 states all work associated with the furnishing and installation of the joint shall be paid for under the main span (Site 2) item Modular Expansion Joint (Movement Capacity of Specified Size).” There is not a pay item for this Contract with this title and there is no further information contained on the drawing which would indicate the size of the interpreted to indicate that the Pier PS-12 expansion joint movement capacity is either 320mm (Steel) or 240mm (Concrete) depending on the alternate selected. Please confirm this is correct.</p> <p><b>R.</b> The movement capacity is dependent on the Site 2 Alternate selected. The required modular joint sizes at Anchor Pier 4 (Pier PN/PS-12) are 320 mm for the Steel Alternate and 240 mm for the Concrete Alternate. Sheets 916 and 917 (Volume IV) Drawings S-288 and S-289 are revised in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>
<b>46</b>	<p><b>Q.</b> Contract Drawing Sheet 916 indicates that the modular expansion joint at Pier PN-12 has a movement capacity of 320mm. According to the Site 2 Expansion Joint Details (Sheets 1378 and 1759), the movement capacity for the expansion joint at Anchor Pier 4 is either 320mm (Steel) or 240mm (Concrete) depending on the alternate. Please verify that the movement capacity is dependent on the Site 2 alternate selected and is not 320mm regardless of this selection.</p> <p><b>R.</b> The movement capacity is dependent on the Site 2 Alternate selected. The required modular joint sizes at Anchor Pier 4 (Pier PN/PS-12) are 320 mm for the Steel Alternate and 240 mm for the Concrete Alternate. Sheets 916 and 917 (Volume IV) Drawings S-288 and S-289 are revised in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>47</b>	<p><b>Q.</b> Contract Drawing Sheet 1378 and 1759 would seem to indicate the movement capacity of the expansion joints to be installed at Pier PN-9 and to be purchased and stored for the Pier PS-9 location. However the Contract Drawings do not contain a plan or section view for these two expansion joint locations which would detail the pay lengths of the joints. These views have been provided for all other modular expansion joint locations for this Contract. Please provide these details. Also confirm that the movement capacity of the Pier PN-9 and PS-9 joints are 480mm (Steel) or 400mm (Concrete) depending on the Site 2 alternate selected.</p> <p><b>R.</b> The movement capacity is dependent on the Site 2 Alternate selected. The required modular joint sizes at Anchor Pier 1 (Pier PN/PS-9) are 480 mm for the Steel Alternate and 400 mm for the Concrete Alternate. The modular joint is to be installed at PN-9 while the modular joint is to be stored for future installation at PS-9.</p> <p>New sheets 586-1 (Volume III), Drawing S-184-1, Modular Expansion Joint Pier PN-9 and PS-9 and 589-1 (Volume III), Drawing S-188-1, Modular Expansion Joint Details 4 are added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>48</b>	<p><b>Q.</b> Contract Drawing Sheet 1536, Note 6 states the cost for furnishing and installing, and later removal, the temporary media barrier complete, including the precast planks, shall be paid for per meter under the bid item “Temporary Median Barrier (Site No. 2)”. Please confirm the removal of the temporary median barrier, including the precast plans, is work that is not part of this Contract.</p> <p><b>R.</b> The removal of the temporary median barrier, precast planks and 300 mm latex modified concrete on each side of the temporary median barrier is to be performed in a future contract. Revised sheet 1536 (Volume VII) drawing S-46, Temporary Median Barrier (1) is provided in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>49</b>	<p><b>Q.</b> Contract Drawing Sheet 1536, Note 7 states the LMC 300mm each side of the temporary median barrier shall be completely removed and replaced. This work shall be paid for under separate bid items as shown on Structure Drawing S-7 and outlined in the Special Provisions. Please confirm the removal of the LMC 300mm is work that is not part of this Contract.</p> <p><b>R.</b> The removal of the temporary median barrier, precast planks and 300 mm latex modified concrete on each side of the temporary median barrier is to be performed in a future contract. Revised sheet 1536 (Volume VII) drawing S-46, Temporary Median Barrier (1) is provided in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
50	<p><b>Q.</b> Contract Drawing Sheet 1069 shows the deck pour sequence for Temporary Bridge No. 1. The Contract Drawings only depict the concrete deck between the new I-95 northbound bridge and Temporary Bridge Pier 4. The pour sequence seems to be missing between Temporary Bridge 4 and the Temporary Bridge tie in to the existing I-95 southbound structure. Please provide the missing information.</p> <p><b>R.</b> Pour sequences are only provided for continuous spans structures. The Temporary Bridge has simple spans from Pier 0 to Pier 4(A) where no pour sequence is required.</p>	<b>F</b>	<b>4</b>
51	<p><b>Q.</b> Contract Plan Sheets 10 and 969 both indicate a pay quantity of 51m of modular expansion joint (movement capacity 160mm) located within the limits of Ramp I. A review of all the plan sheets associated with Ramp I yielded only one location that calls for a 160mm expansion joint. This location is at Pier PN-5 and is depicted on Contract Plan Sheet 990 as having a pay quantity of approximately 10m. Please either verify the correct quantity for modular expansion joint (movement capacity 160mm) is 10m or provide the location of the remaining 41m of quantity.</p> <p><b>R.</b> Item #0520392A - Modular Expansion Joint (Movement Capacity 160 mm) is used only at Pier PN-5 for Ramp I as indicated on plan sheet 990 (Volume V) drawing S-24, Modular Expansion Joint Pier PN-5. The quantity of Item #0520392A - Modular Expansion Joint (Movement Capacity 160 mm) is reduced from 51 M to 10 M in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>52</b>	<p><b>Q.</b> Contract Plan Sheets 10 and 406 both do not contain a quantity for the modular expansion joint (movement capacity 240mm) pay item at Site 1 (west approach). Contract Plan Sheet 586 shows a pay quantity of approximately 27m of modular expansion joint (movement capacity 240mm) at Pier PN-5 (Site 1). Please verify that the size of the expansion joint at this location is 240mm and that it is furnished and that it is furnished and installed in this Contract.</p> <p><b>R.</b> Item #0520393A - Modular Expansion Joint (Movement Capacity 240 mm) is used at Pier PN-5 for I-95 NB/Ramp O as indicated on plan sheet 586 (Volume III) drawing S-183, Modular Expansion Joint Pier PN-5.</p> <p>The quantity of Item #0520393A - Modular Expansion Joint (Movement Capacity 240 mm) is increased from 59 M to 86 M for the Concrete Main Span Alternate in Addendum No. 4 to reflect this.</p> <p>New Item #0520393A - Modular Expansion Joint (Movement Capacity 240 mm) with a quantity of 27 M is added to the Steel Main Span Alternate in Addendum No. 4 to reflect this.</p>	<b>F</b>	<b>4</b>
<b>53</b>	<p><b>Q.</b> For all modular expansion joints, is the cost to construct the deck slab from the construction joint to the expansion joint opening depicted in Section J33-J33 on Contract Drawing Sheet 919 to be included in the Class F pay item or the pay item for the modular expansion joint?</p> <p><b>R.</b> The cost to construct the deck slab from the construction joint to the expansion joint opening is to be included in the applicable concrete item and deformed steel bar item.</p>	<b>F</b>	<b>4</b>
<b>54</b>	<p><b>Q.</b> On the Tower and Anchor Piers, Sheets S-106, S-108, S-133, and S-135, Note 5 states that extra CJ's can be added as necessary; general note 15.3 on sheet S-4 states that CJ's other than noted on the drawing must be approved by the engineer. Which note governs?</p> <p><b>R.</b> The sheet numbers referenced in the question refer to the Concrete Alternate (Volume VII). General note 15.3 governs. Above the footing caps, the Contractor may submit alternate locations for construction joints; however, construction joint locations not shown on the plans will not be permitted without the prior approval of the Engineer. A similar response applies to the Steel Alternate (Volume VI). Note 5 is revised on Sheets 1226, 1228, 1253, 1256 (Volume VI) and on sheets 1596, 1598, 1623, 1625 (Volume VII) in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>55</b>	<p><b>Q.</b> Sheet S-155, a rebar drawing, shows a 155 mm PVC Drain pipe. The drain pipe is not shown on any other drawings. Is the drain pipe required?</p> <p><b>R.</b> The sheet numbers referenced in the question refer to the Concrete Alternate (Volume VII). The drain pipe is required and shall be fabricated of fiberglass. Only the roof drain inlet is PVC. Details for the drain pipe are shown on Sheets 1767 to 1769 (Volume VII) Dwgs. S-277 to S-279. A similar response applies to the Steel Alternate (Volume VI). Details for the drain pile are shown on sheets 1278, 1386 to 1388 (Volume VII) Dwgs. S-159, S-268 to S-270.</p>	<b>F</b>	<b>5</b>
<b>56</b>	<p><b>Q.</b> On Sheet 1626 S-136, the section labeled G-G is incorrectly labeled; we believe it should have been J-J, with G-G shown in a similar location as on Sheet 1624 S-134, please confirm.</p> <p><b>R.</b> There should be two sections shown on sheet 1626 (Volume VII), Drawing S-136, Tower 3 Geometry (2) labeled J-J and G-G the same as shown on sheet 1624 (Volume VII) Drawing S-134, Tower 2 Geometry (2). Sheet 1626 (Volume VII), Drawing S-136, Tower 3 Geometry (2) is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>57</b>	<p><b>Q.</b> Sheets S-71 thru S-74 show a string of dimensions across the footing cap called "CJ Spacing", however the rebar half plan (Sheets S-76, S-84, S-91 and S-98) for each of the footing caps show half of the CJ's to be either saw cuts as on Anchor Pier 1, or a plain 32 mm reveal with no CJ. Which detail governs?</p> <p><b>R.</b> The sheet numbers referenced in the question refer to the Concrete Alternate (Volume VII). The CJ spacing on Dwg. S-71 "Anchor Pier 1 Foundation Geometry" refers to either Detail 1, 2 or 3 shown on Dwg. S-82 "Anchor Pier 1 Foundation Reinforcing (8)". Detail 1 is used around the perimeter of the columns or pier legs. Detail 2 is used at construction joints for bars that are terminated. Detail 3 is used at saw cut joints. The differentiation between construction joint and saw cut locations are noted on the other reinforcing drawings (2) through (8). For other piers see Dwgs. S-89 (Sheet 1579) "Tower 2 Foundation Reinforcing (7)"; S-96 (Sheet 1586) "Tower 3 Foundation Reinforcing (7)"; and S-103 (Sheet 1593) "Anchor Pier 4 Foundation Reinforcing (7)". A similar response applies to the Steel Alternate (Volume VI). See Sheets 1190, 1202, 1209, 1216 &amp; 1223.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
58	<p><b>Q.</b> Contract Drawing Sheet 23 shows restoration planting to take place at the West Approach and underneath the future I-95 Southbound bridge. This construction will conflict with the operations of future Contract E. Also on the same sheet, Planting Note 2 indicates that a TECB is to be installed and paid for under the Erosion Control Matting Type D pay item. Currently there is not a pay item with this description that is a part of this Contract. Please confirm that the work outlined on Contract Drawing Sheet 23 is not part of this Contract.</p> <p><b>R.</b> The Contractor will need to coordinate and schedule the shoreline grading and wetland plantings with Contract E after their completion of existing Pier 10 demolition and the construction of Pier PS-8. New Item #0950039 - Erosion Control Matting - Type D with a quantity of 300 SM is added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
59	<p><b>Q.</b> Standard Contract Specification 5.07.05 “Basis of Payment” states separate pay items for manholes less than or equal to 3 meters and manholes greater than 3 meters. A review of the pay items for this Contract indicates there is not one for manholes greater than 3 meters; however, Plan Sheet 117-1 shows a manhole at Station 1+018 that is greater than 3 meters in height. Please add the appropriate pay item to the Contract for manholes and other applicable drainage structures that are greater than 3 meters in height.</p> <p><b>R.</b> New Item #0507651 - Manhole Over 3 M Deep with a quantity of 1 EA is added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
60	<p><b>Q.</b> Contract Drawing Sheet 106 depicts a storm drainage swale to be constructed at the west approach. Typically, this work is paid for under a “Ditch Excavation” pay item as indicated by Standard Specification 2.06. For this Contract, no such pay item exists. Please clarify under which pay item the cost of performing this work is accounted for.</p> <p><b>R.</b> New Item #0202203 – Channel Excavation - Earth with a quantity of 1,440 CM is added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>61</b>	<p><b>Q.</b> Contract Drawing Sheet 117-1 Note 3 states railroad tracks and ties shall be retained intact throughout all construction operation. Then Note 6 states all railroad ballast and track resetting shall be performed by P&amp;W Railroad. For the 600mm drainage line that crosses the railroad tracks shown on the same sheet, will the tracks be removed by P&amp;W so that the pipe can be installed in an open cut or will the pipe have to be installed via direction bore underneath the tracks?</p> <p><b>R.</b> The drainage pipe will be installed using an open cut and not boring. The track rails are expected to be maintained. The pipe will need to be installed under the rails that will be above the excavated trench. The railroad will reset the tracks, ties and ballast. Sheet 117-1 (Volume I), Drawing DRN-12-1, East Approach Drainage &amp; Utility Plan I is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>62</b>	<p><b>Q.</b> Contract Drawing Sheet 117-1 depicts a 600mm drainage line crossing an operational railroad track belonging to P&amp;W. Per the Railroad Specifications, which have been made part of the Contract Specifications, the drainage line may have to be incased in a carrier pipe within the limits of the railroad right-of-way. The Contract Drawings make no mention of casing being installed in above referenced location. Will casing be required or is the drainage pipe designed to railroad loading criteria?</p> <p><b>R.</b> No casing pipe is required in this location.</p>	<b>F</b>	<b>5</b>
<b>63</b>	<p><b>Q.</b> Plan Sheet 932. Please refer to "Elevation Pier PN-16". Does the 350mm CIP get paid under the "350mm Fiberglass Pipe for Bridge Drainage" Bid Item?</p> <p><b>R.</b> The cast iron elbow at the catch basin will be included under the fiberglass pipe item. The special provision for Item Nos. 0512022A thru 0512113A -"____ mm Pipe for Bridge Drainage (Fiberglass)" is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>64</b>	<p><b>Q.</b> Plan Sheet No. 936. Please refer to "Section Q4". Does the B-Line B3154 Protective Shielding cover the entire fiberglass drainage pipe from the clean-out elbow to the downspout?</p> <p><b>R.</b> The protective shielding refers to a stainless steel sheet placed between the pipe and the clamp for horizontal fittings. The special provision for Item Nos. 0512022A thru 0512113A -"____mm Pipe for Bridge Drainage (Fiberglass)" is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
65	<p><b>Q.</b> The main span tubs are somewhere between 16' 21/2" and 16' 8" wide. The permitting department at the DOT says that they will not allow the transport on their roads of anything greater than 16'. This is the Connecticut DOT's own bridge. Can a variance for this bridge be obtained?</p> <p><b>R.</b> A waiver of the standard permit allowances can be obtained. Coordinate with the Over Size Over Weight permit office for this bridge.</p> <p>The Contractor will be required to submit in writing a request to the Commissioner to waive restrictions for a non-divisible load including an explanation for not being able to conform. The requirements are stated on our webpage. See link <a href="http://www.ct.gov/dot/cwp/view.asp?A=1394&amp;Q=259546">http://www.ct.gov/dot/cwp/view.asp?A=1394&amp;Q=259546</a> As in past situations, the Department does allow passage of these loads in and thru the state, and will facilitate movement if needed for the project.</p> <p>The transport will have special permit conditions such as; State Police escort, night time travel and roadway closure restrictions, will be required to follow the Superload routes (I-84 to Rte. 63 to Rte. 68 to Rte. 69 to I-84 to I-691 to I-91 to I-95). The gross vehicle weight with axle configurations, maximum height, width and overall transport length as well as all proposed staging areas will be required to be submitted.</p>	<b>F</b>	<b>5</b>
66	<p><b>Q.</b> Reference is made to Section 1.08.07 – Prosecution and Progress. This section states that the start of construction of stage 3 elements shall be no earlier than October 7, 2013. The Contract Completion Date is June 30, 2015. The duration for stage 3 is therefore 20.75 months.</p> <p>We have thoroughly analyzed the amount of work required to take place during Stage 3 and have investigated all available means and methods to complete this work in the shortest possible duration, including low headroom equipment, winter curing, etc. Based on our analysis, it is not realistic that this work can be completed in the current time allowed. Therefore, we respectfully request that the Department consider adjusting the final completion date through the end of 2015 to utilize the remaining work season.</p> <p><b>R.</b> The start of available areas for the Stage 3 construction for the new SB Q-Bridge (East Approach and Main Span Structures including construction access trestles, main span foundation cofferdams and marine enclosures, drilled shafts, main span foundations and substructure units) is expected to begin in Stage 2B. Additionally winter concrete curing may be required to achieve the Contract Completion date. Section 1.08 - Prosecution and Progress, Article 1.08.03 – Prosecution of Work and Article 1.08.07 - Determination of Contract Time is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>67</b>	<p><b>Q.</b> Contract Drawing Sheet 118-1 shows 300mm drainage pipe to be installed from a Type ‘C-L’ catch basin located at station 5+790 to an existing drainage structure installed in Contract B1. An invert elevation for the drainage structure installed in Contract B1 is not given. Please provide this missing information.</p> <p><b>R.</b> The proposed 300 mm drainage pipe connects to a catch basin constructed under Contract B-1 at invert elevation 0.575. This catch basis constructed under Contract B-1 is located at Sta 5+816.8, 7.6 m RT with a top of frame elevation of 1.620. Sheet 118-1 (Volume 1) is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>68</b>	<p><b>Q.</b> Contract Drawing Sheets 82, 83 and 114 depict drainage and roadway work occurring on Stiles and Kendall Streets; however, there do not seem to be any maintenance of traffic plans or details for these roads. In addition, the Contract Specifications do not contain any road closures or detours for Stiles and Kendall Streets. Is it the intent to perform all facets of construction, which includes two storm drainage crossings, using lane closures even though both Stiles Street and Kendall Street are only two lane roads?</p> <p><b>R.</b> The contract documents do not include road closures and detours for the Stiles Street and Kendall Street roadway pavement and drainage construction. This work is proposed to be performed using alternating one-way traffic operations in accordance with Item #0971001A – “Maintenance &amp; Protection of Traffic” and allowable periods described in the Section 1.08 - Prosecution and Progress, Limitations of Operations for these locations.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
69	<p><b>Q.</b> Contract Drawing Sheet 1005 depicts two locations on Temporary Bridge One that have a silicone expansion joint. Looking at the pay item plan quantity for the silicone expansion joint system, it seems these two locations have been included, however the Contract Specifications suggest that these be included in the temporary bridge lump sum pay item. Please clarify which pay item the quantity of the silicone expansion joints at these two locations are to be included.</p> <p><b>R.</b> The quantity for Item #0520035A - Silicon Expansion Joint System is for the work related to the existing bridge median modifications associated with Item # 0603551A - Modify Existing Structural Steel Site No. 1 and shown on sheet 1072 (Volume V) drawing S-69, Modifications of Existing Median Details and Item # 0603553A - Modify Existing Structural Steel Site No. 3 and shown on sheet 725 (Volume IV) drawing S-98, Modifications to Existing Structures Sections.</p> <p>The silicon expansion joint shown on sheet 1005 at Temporary Pier 1 and 4 are not to be included in the temporary bridge lump sum item. The special provision for Item #0502195A - Temporary Bridge is revised in Addendum No. 5 to clarify this. The quantity for Item #0520035A - Silicon Expansion Joint System is increased from 822 M to 864 M in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>2</b>
70	<p><b>Q.</b> The current bid date is schedule for May 27, 2009, which is the Wednesday after Memorial Day. Since most subcontractor and supplier quotations normally don't come in until the week of the bid with Monday being a holiday and the based on the magnitude of this project, we are requesting that the Department postpone the project bid date a minimum of one week to avoid the holiday.</p> <p><b>R.</b> <a href="#">The Department changed the bid date to Wednesday, June 3, 2009 and is maintaining this bid date.</a></p>	<b>I</b>	
71	<p><b>Q.</b> Item #0603424A – Materials for Anchorage Box is listed as a Lump Sum in the bid forms, but the special provisions pages 829 – 831 state that this is to be an Estimated Value, similar to those for the various Materials for Structural Steel (Site No. x). Please revise the bid forms and provide an estimated value for Anchorage Box.</p> <p><b>R.</b> The revised bid proposal forms correcting the unit of measure and estimated value were included in Addendum No. 3.</p>	<b>F</b>	<b>5</b>

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72	<p><b>Q.</b> Item #0203398A – Confined In-Water Excavation special provision (page 431) states that “work under this item consists of the removal of all material within the Marine Construction Enclosures at Towers 2 and 3 and Anchor Pier #4 required for installation of the foundation templates.” However, plan sheet 1176 Note #2 on the bottom right of the pages states “all excavation within the cofferdam will be considered “Confined In-Water Excavation”. Typically, the excavation within a cofferdam is paid under Structure Excavation (excluding Cofferdam and Dewatering) but there is no such item on the project. On sheet 1177, the estimated quantity for Towers 2 and 3 and Anchor Pier 4 only yield 1,225 Cu.M, and the estimated quantity for the item is 2,225 Cu.M, it appears that the excavation for Anchor Pier #1 should also be included. Please confirm which item the excavation for Anchor Pier #1 will be paid under.</p> <p><b>R.</b> The excavation within the cofferdam at Anchor Pier 1 is included under Item #0203398A – Confined In-Water Excavation. The special provision for Item #0203398A – Confined In-Water Excavation is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
73	<p><b>Q.</b> Addendum #1 revised drawing 1078 by deleting reference in Section A-A and Typical Wall Section to “Existing Temporary Earth Retaining System constructed in Contract B1”. However, in the Plan view the reference to “Approximate Limit of Earth Retaining System Constructed in Contract B1” and the symbol delineating sheet piling along Retaining Wall 101 still remains.</p> <ul style="list-style-type: none"> <li>• Please clarify if in fact this temporary sheet piling will be in place or not.</li> <li>• Note #1 implies that the Contractor is to expose the existing 750mm RCP, thus indicating that we need to perform the excavation using and open cut, rather than a temporary earth retaining system. Will sheeting be required and under what item will it be paid?</li> <li>• Note #2 states that the Contractor shall monitor the existing RCP for settlement prior to and after pile driving operations, and any damage to the existing pipe and/or settlement of the pipe exceeding 12mm shall be repaired at no cost to the State. Since the condition of the pipe or surrounding soil can not be known at bid time, this statement is forcing bidders to include a worst case situation and subsequent costs for something that may not occur. Please add an item with an estimated value for Repair of Existing 750mm RCP.</li> </ul> <p><b>R.</b> There is no work completed in Contract B1 in this area and therefore no temporary sheet piling will be in place. Sheet 1078-1 (Volume V) drawing S-5, Retaining Wall Details is added in Addendum No. 5 to reflect this and to clarify the requirements for exposing and monitoring the existing 750 mm drainage pipe. Sheet 1075 (Volume 5) Drawing S-2, General Plan and Sheet 1079 (Volume 5) Drawing S-6, Miscellaneous Details, were also updated.</p>	<b>F</b>	<b>5</b>

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<b>74</b>	<p><b>Q.</b> Plan Sheet 1385 (Volume 6, S-267) contains Temporary Drain Details, of which Note #8 states “temporary drain work shown on this sheet to be paid for under the item “Temporary Drainage (Site No. 2)”. See Special Provisions.” There does not appear to be a Temporary Drainage item for Site No. 2, just for sites 1, 3 and 4. Please add an item to the bid form and amend the special provisions for Items 0511111A, 0511113A, and 511114A to include Site No. 2.</p> <p><b>R.</b> The note on the plan is correct. Item #0511350A - "Temporary PVC Drainage Scuppers, Installed" is deleted and new Item #0511112A - Temporary Drainage (Site No. 2) is added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<hr/>			
<b>75</b>	<p><b>Q.</b> Item #0602070A Structure Monitoring System (Steel or Concrete), please confirm that the following quantities are the total amount required for the project as the wording of the special provision was a little subjective:</p> <ul style="list-style-type: none"> <li>• 16 Each – Bridge Strain Gages</li> <li>• 20 Each – Resistance Temperature Devices</li> <li>• 10 Each – GPS Monitors</li> <li>• 43 Each – Accelerometers</li> <li>• 24 Each – Resistance Strain Gages</li> <li>• 32 Each – Brass Survey Monuments</li> </ul> <p><b>R.</b> The quantities for the components types match those indicated on the structural monitoring plans and special provision for Item #0602070A – Structural Monitoring System [_____].</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
76	<p><b>Q.</b> The General Notes on plane sheet 405 indicate that Class “F” Concrete is to be used for all pedestals and keepers blocks. However, Note #1 on plan sheets 516 states that concrete for pedestals shall be Class “F” Concrete or Class “40” Concrete and Note #4 on plan sheet 1251 states concrete for keeper blocks shall be Class “F” Concrete or Class “40” Concrete. Since this is a unit price project and the prices are weighted averages of the work involved, what is the determining factor for which class of concrete to be used?</p> <p><b>R.</b> For the West Approach and East Approach structures the concrete for the pier pedestals and pier keeper blocks are required to be a minimum of Class "F" concrete. The pier pedestals and pier keeper blocks may be constructed of the same class of concrete as the pier, Class 40 or Class 60 and paid for under the corresponding concrete item. If the pier pedestals or pier keeper blocks are constructed with Class "F" concrete the concrete will be paid for under the item for Class "F" concrete. Sheet 405 (Volume III) drawing S-2, General Notes is revised in Addendum No. 5 to reflect this.</p> <p>The Steel and Concrete Alternate pedestal and keeper block concrete are required to be the same class of concrete as the tower, Class 60 and paid for under the corresponding concrete item. Sheet 1121 (Volume VI) drawing S-4, General Notes and sheet 1494 (Volume VII) drawing S-4, General Notes are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

No.	Question Submitted:	Status	Add. No.
77	<p><b>Q.</b> Note #15.1 on plan sheet 1121 indicates that Class “60” Concrete is to be used for the Footing Caps, however, the DOT’s estimated quantities appear to be based on Class “50” Concrete being used for this work. Please clarify which Class Concrete should be used.</p> <p><b>R.</b> The concrete for the footing including the footing cap shall be Class "50" concrete. The quantity for Class "50" is correct. Sheet 1121 (Volume VI) drawing S-4, General Notes and sheet 1494 (Volume VII) drawing S-4, General Notes are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
78	<p><b>Q.</b> Reference is made to the Department's response to question 34 concerning pay item No. 204213A - Handling Contaminated Groundwater. The Department has concluded that an estimated amount will not be created and that the Contractor must determine the extent and cost of containing and transporting contaminated groundwater. We request that the Department provide the monthly costs and quantity to date that has been expended on the B-1 contract.</p> <p><b>R.</b> The following is provided for information only and represents the quantities and values from each project contractors means and methods durations and schedules.</p> <p>As of April 1, 2009 Contract B1 has transported approximately 352 kL of contaminated ground water to the Central Ground Water Treatment facility (CGWT) and the Department has made no payments under the contract item Handling of Contaminated Ground Water in Contract B1.</p> <p>Project 92-533/92-569 - Contract C2 transported/transmitted 21,000 kL of contaminated ground water to the CGWT at a cost of \$615,800 and Project 92-613 - Replacement of the WPCA Force Mains transported 64,850 kL of contaminated groundwater to the CGWT at a projected cost of \$667,000.</p>	<b>F</b>	<b>5</b>
79	<p><b>Q.</b> The bid date for this project is May 27, which follows the Memorial Day weekend. We are pricing both the concrete and steel options. In order to allow sufficient time to accurately price both options we request that the bid date be extended to June 24.</p> <p><b>R.</b> <a href="#">The Department changed the bid date to Wednesday, June 3, 2009 and is maintaining this bid date.</a></p>	<b>I</b>	
80	<p><b>Q.</b> Your specifications call for the coating system, in this case metalizing is included, be performed in a permanent enclosed facility. Due to the nature of the metalizing process, High Steel performs metalizing in a portable enclosed building. Will this be approved for the Q-Bridge project?</p> <p><b>R.</b> A permanent building is not required but the enclosed structure must be considered weather tight to perform the metalizing process. The special provision for Item #0603062A - Structural Steel Site No.2 [Steel] is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>81</b>	<p><b>Q.</b> Under the Concrete Notes section on sheet 405, it is stated that all keeper blocks in the West Approach shall be class 'F' concrete. However, on sheet 515, Note 5 states, "Concrete for pedestals and keeper blocks shall be class 'F' or class '40' concrete." Please clarify which class of concrete is to be used for the keeper blocks on the West Approach</p> <p><b>R.</b> For the West Approach and East Approach structures the concrete for the pier pedestals and pier keeper blocks are required to be a minimum of Class "F" concrete. The pier pedestals and pier keeper blocks may be constructed of the same class of concrete as the pier, Class 40 or Class 60 and paid for under the corresponding concrete item. If the pier pedestals or pier keeper blocks are constructed with Class "F" concrete the concrete will be paid for under the item for Class "F" concrete. Sheet 405 (Volume III) drawing S-2, General Notes is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>82</b>	<p><b>Q.</b> Sheet No. 1121 (Mainspan - Steel Alternative - Vol. 7 Sheet S-4) lists the locations at which Class "50" Concrete is used as "Drilled Shafts and Footings" and the location at which Class "60 Concrete is used as "Towers &amp; Anchor Pier Stems, Columns &amp; Caps". Sheet No. 1494 (Mainspan - Concrete Alternative - Vol. 6 Sheet S-4) lists the locations at which Class "50" Concrete is used as "Drilled Shafts and Footings" and the location at which Class "60 Concrete is used as "Towers &amp; Anchor Pier Stems, Columns &amp; Footing Caps". It is unclear in the foundation drawings (Sheets 1190-1193 and 1561-1564) as to what is considered the "Footing Cap" and what is the "Footing". Please specify where exactly the different classes of concrete are to be used.</p> <p><b>R.</b> The concrete for the footing including the footing cap shall be Class "50" concrete. The quantity for Class "50" is correct. Sheet 1121 (Volume VI) drawing S-4, General Notes and sheet 1494 (Volume VII) drawing S-4, General Notes are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>83</b>	<p><b>Q.</b> Please refer to sheet nos. 822 &amp; 936. Sheet 936 shows the bridge drainage pipe hanger assembly attached to the bridge diaphragm C200x28. Is it your intent to have a pipe hanger at every bridge diaphragm as it is crossed? (As shown on sheet 822)</p> <p><b>R.</b> The drainage pipe is to be supported with utility support at each diaphragm as shown on the framing plans. A utility support detail is added to the detail "Diaphragm - Type D3" shown on sheet 834 (Volume IV) drawing S-207, Cross Frame Details in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>84</b>	<p><b>Q.</b> Please refer to the "Joint Profile - Abutment 1JK East" on sheet 989. This detail has the note "Pay limit for Remove and Replace Elastomeric Concrete Expansion Joint System". Please provide this pay item.</p> <p><b>R.</b> The remove and replace work is not required as part of this contract. Sheet 989 (Volume V) drawing S-23, Elastomeric Concrete Expansion Jt. System is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>85</b>	<p><b>Q.</b> Can CTDOT make available the Rock Cores obtained during the Geotechnical investigations for inspection by the contractors. We would like to better understand the geology of the rock.</p> <p><b>R.</b> The rock cores for this project will be available for review on May 12, 2009 from 10:00 am to 2:00 pm at the DOT Soils Laboratory, Bay 13, at 11 Candlewood Hill Road in Higganum, CT.</p>	<b>F</b>	<b>5</b>
<b>86</b>	<p><b>Q.</b> Please provide the as-builts of the Junction Chamber, force Mains and Buckeye Pipelines to allow us to complete our Trestle Design where it crosses these utilities.</p> <p><b>R.</b> The as-builts are provided in an upcoming addendum and plan sheets indicating the as-built locations of the Buckeye Pipeline, Junction Chambers and WPCA force main information are also revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>87</b>	<p><b>Q.</b> Spec Page No. 907. The specification for Item # 0702953A – Material for Permanent Steel Casing (Sites 2 &amp; 3) does not note that the material for permanent steel casing for the 1370 MM drilled shafts are paid under this Bid Item. Should the permanent stool casing material cost for the 1370 MM be included in Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shafts or will the Specification for the Material for Permanent Steel Casing be changed?</p> <p><b>R.</b> The material for permanent steel casings for the 1370 mm drilled shafts are included under Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shaft and are not paid for under Item #0702953A – Materials for Permanent Steel Casings (Site No. 3). The special provision for Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shafts is revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>

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<b>88</b>	<p><b>Q.</b> Spec. Page No. Add#2; Pg. 15. In Specification #0702058A – Trial Drilled Shaft, the paragraph in the Method of Payment that addresses payment for the Material for Permanent Steel Casing is worded than the Bid Item Drilled shaft than the Addendum 2 Drill Shaft Specification on page 249. Please confirm the material for the permanent steel casing for the trial shaft will be paid for under Item #0702953A – Material for Permanent Steel Casing (Sites 2 &amp; 3).</p> <p><b>R.</b> The material for permanent steel casing for the trial drilled shaft is included under the Item #0702058A – Trial Drilled Shaft and is not paid for under Item #0702953A – Materials for Permanent Steel Casings (Site No. 3). The special provision for Item #0702058A – Trial Drilled Shaft is revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>
<b>89</b>	<p><b>Q.</b> Spec Page No. 907. If the two questions above are paid under Item #0702953A – Material for Permanent Steel Casing (Sites 2 &amp; 3), will the estimated weights and lengths in the Table 1 be adjusted to reflect the new quantity? If the Table is not adjusted, will the contractor be at risk for the extra cost if the table weights and lengths are exceeded due to this additional quantity?</p> <p><b>R.</b> The material for permanent steel casings for the 1370 mm drilled shafts are included under Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shaft and are not paid for under Item #0702953A – Materials for Permanent Steel Casings (Site No. 3). The special provision for Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shafts is revised in Addendum No. 5 to clarify this.</p> <p>The material for permanent steel casing for the trial drilled shaft is included under the Item #0702058A – Trial Drilled Shaft and is not paid for under Item #0702953A – Materials for Permanent Steel Casings (Site No. 3). The special provision for Item #0702058A – Trial Drilled Shaft is revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>90</b>	<p><b>Q.</b> Spec Page No. Add 2; 228/239. In the Drilled Shaft Specification #07028_A, Paragraph 1.02.A.2 and Paragraph 3.06.A.1 (on page 239) state that the same equipment approved for the satisfactory Trial Shaft will be required to be used when constructing production shafts. The East Approach (Site 3) and the Main Bridge (Site 2) are covered by the same Specification. The project will incur significant additional costs and schedule impacts if the methods required on the deep shafts are required to be used on the more conventional normal and shallow drilled shafts. It is our belief that this paragraph were only intended to address the Site 2 drilled shafts. We base our belief on Specification for Item #0702058A, Paragraph 1.01.B Related Work specified elsewhere that only references the drilled shafts at Site 2 and Specification #07028_A, and Paragraph 3.03 (on page 237) which notes starting the Main Span Shafts after the trial drilled shafts. Please confirm which shafts are required to be drilled in the same manner as the trial shaft.</p> <p><b>R.</b> The satisfactory completion of a trial shaft utilizing the equipment and techniques associated with construction of drilled shafts is required prior starting drilled shaft work at the Main Span (Site 2). The satisfactory completion of a trial shaft utilizing the equipment and techniques associated with construction of drilled shafts is required prior starting drilled shaft work at the East Approach (Site 3). The special provision for Item #0702058A – Trial Drilled Shaft is revised in Addendum No. 5 to reflect this. New Item #0702490A - Trial Drilled Shaft (Site No. 3) is added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>91</b>	<p><b>Q.</b> Spec Page No. 228. As a follow on question to using the trial shaft equipment for the Site 2 drilled shafts only vs. the complete project using the same equipment as the trial shafts, we would like to confirm the schedule of the trial shaft. With the current Drilled Shaft Specification #07028_A, Paragraph 1.02.A.2 requires the trial shaft to be drilled near the start of the project. If this paragraph only applies to the Site 2 drilled shaft, please confirm this item can be performed just prior to Site 2 production shaft work.</p> <p><b>R.</b> The satisfactory completion of a trial shaft utilizing the equipment and techniques associated with construction of drilled shafts is required prior starting drilled shaft work at the Main Span (Site 2).</p>	<b>F</b>	<b>5</b>
<b>92</b>	<p><b>Q.</b> Plan Sheet No. 1189 Spec Page No. Add#2; Pg. 13. The location of the Trial Shaft is shown under the new Northbound Bridge on plan sheet 1189. Is it permissible to move the trial shaft location from under any bridge?</p> <p><b>R.</b> An alternate trial drilled shaft location may be submitted by the Contractor for approval; however, the trial shaft must simulate low headroom conditions and at a depth to rock equal to or greater than the location proposed on the plans.</p>	<b>F</b>	<b>5</b>

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<b>93</b>	<p><b>Q.</b> Spec Page No. Add#2; Pg. 226. In the Drilled Shaft Specification 07028_A, Paragraph 1.01.B.1 notes that the drill rig is required to drill “to a depth of 20 percent beyond the depths shown on the plans.” This is a common drilled shaft specification note with a normal subsurface geotech program. However the geotech information for Anchor Pier 1 already includes nine (9) prebid borings, twelve (12) borings at the drill shaft locations for contract Phase B1, and 12 drilled shafts in the footing. With all the drilling that has occurred at Anchor Pier 1 is this 20% requirement with its additional cost necessary? Can the requirement be reduced to 3 additional meters?</p>		
	<p><b>R.</b> The excavation and drilling equipment, for the Main Span (Site 2), shall be heavy-duty drilling rig with adequate capacity, including power, torque and down thrust to excavate a hole though the anticipated soil/rock conditions of both the maximum diameter and to a depth of 3 meters beyond the depths shown on the plans.</p>	<b>F</b>	<b>5</b>
	<p>The excavation and drilling equipment, for all remaining work, shall be heavy-duty drilling rig with adequate capacity, including power, torque and down thrust to excavate a hole though the anticipated soil/rock conditions of both the maximum diameter and to a depth of 20 percent beyond the depths shown on the plans.</p>		
	<p>The special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft are revised in Addendum No. 5 to reflect this.</p>		

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No.	Question Submitted:	Status	Add. No.
94	<p><b>Q.</b> Spec Page No. Add#2; 225/250. By combining all the Drilled Shaft Specification #07028_A in one specification, a number of special Site 2 requirements and their additional costs have been added to Site 3 as well. Please review the noted requirements and confirm if all or any will be required for all drilled shafts.</p> <p>A. Paragraph 1.01.B.3 on page 226 requires “Drilling test borings with rock coring at the location of each drilled shaft.” This is also noted paragraph 3.05.A on page 238. Is this required for Site 3 as well as Site 2?</p> <p>B. Paragraph 1.02.B.4 on page 229 requires that “After all concrete is placed, the top of the reinforcing steel cage shall be no more that 150 mm above and no more that 75 mm below plan position.” With the requirement that all column and drilled shaft reinforcing steel be continuous by coupling or welding and the tops of the reinforcing steel may have threaded couplings on there top. Is it also normal practice to prefabricate the drilled shaft rebar cages before the bottom of the shaft elevation is known? We understand this requirement when lap splices or reinforcing steel are used, but are unsure why it is needed when the rebar is continuous? Please consider removing this requirement.</p> <p>C. Paragraph 1.02.C.2 on page 229 requires Integrity tests on two load test. We believe the load tests were performed in Contract B1, please clarify.</p> <p><b>R.</b> Test borings with rock cores are required at all drilled shaft locations.</p> <p>The tolerance requirements in paragraph 1.02.B.4 are revised to specify they are specific to the Main Span (Site 2).</p> <p>The integrity testing requirements in paragraph 1.02.C.2 are revised to delete the two load test shafts. The estimated number of tests is also revised to match 1/3 of the total number of drilled shafts.</p> <p>The special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>95</b>	<p><b>Q.</b> In the Soils report there are several sections of photographs of rock corings that are included as black and white scanned photos rather than the color photographs we need. Is it possible to obtain color photographs or good color scans of the following pictures?</p> <p>A. Structural Soils Report, Extradosed Main Span, Appendix 4, Rock Core photographs at the end of Logs of Subsurface Explorations</p> <p>B. Structural Soils Report, Extradosed Main Span, Appendix 9, Photos of Large Diameter Rock Cores (Tomlinson Bridge)</p> <p>C. Structural Soils Report, East Approach Viaduct, Appendix 4, Rock Core photographs at the end of Logs of Subsurface Explorations</p> <p><b>R.</b> Digital photos are provided in 103A Supplemental Soil Information in Addendum No. 5. The rock cores for this project will be available for review on May 12, 2009 from 10:00 am to 2:00 pm at the DOT Soils Laboratory, Bay 13, at 11 Candlewood Hill Road in Higganum, CT.</p>	<b>F</b>	<b>5</b>
<b>96</b>	<p><b>Q.</b> In Structural Soils Report, Extradosed Main Span, Appendix 10, in the Civil Engineering Article from 1958 notes that during the erection of the three-span continuous unit over the river, two falsework bents were required under the end spans. Please confirm locations of these bents and that these bents were completely removed under that contract.</p> <p><b>R.</b> The locations of the temporary erection bents used in the erection of the existing bridge and the extent of their removal are unknown.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
97	<p><b>Q.</b> Please refer to Addendum 2, Permits, Department of Environmental Protection, Appendix A, page 6 and 7 of 14 (Addendum 2 pdf.file sheets 375 and 376). In Paragraphs 1.G and 2.B the Department of Environmental Protection Permit, Appendix A requires the cranes working within reach to be sized for a factor-of-safety of 50% greater than the crane’s maximum anticipated pick. We are unable to find this requirement noted anywhere in the contract specifications and will change all the methods we have evaluated to date. We believe with the relocation of the GNHWPCA Sewer System this was seen as no longer needed. However it is clearly stated as a requirement in the Permit. Has or will a permit revision be submitted to eliminate this requirement or must we include this additional cost in our bid?</p>		
	<p><b>R.</b> As stated in DEP Permit No. 200300998-KZ, Special Condition 2, "If the existing City of New Haven Water Pollution Control Authority's (WPCA) twin sewer force main which crosses the Quinnipiac River adjacent to the existing Q-Bridge are in operation at the time of construction of the bridge, marine enclosures, or temporary trestles authorized herein, the Permittee shall comply with the terms and requirements of the Risk Management Plan ("RMP") to protect the WPCA's existing twin sewer force main as described in the document entitled "Attachment A", attached hereto", adherence to the RMP is required only where the WPCA twin sewer force main is in operation. As the force mains were relocated under Project 92-613, the RMP requirements are only in affect in those areas where the proposed trestle is over or adjacent to the active force main..</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
98	<p><b>Q.</b> Please refer to Plan Sheet 1083, Spec Page No: 1094 and Addendum 2, Permits, Department of Environmental Protection, Special Term and Conditions page 10 of 18. The Removal Specifications for Items #0974340A to 0974481A specifies under the Construction Methods on sheet 1094 that “Blasting is not allowed.” However on drawing 1083 note 9 states Blasting was not submitted as a method of demolition for the permit (which implies it may be approved). But the Department of Environmental Protection, Special Term and Conditions, Paragraphs 9A and 9B, on page 10 of 18 allows blasting except for the fish spawning period. Will demolition of the existing Piers by blasting be allowed or is their another Permit that specifically excludes it?</p> <p><b>R.</b> As stated in DEP Permit No. 200300998-KZ, Special Condition 9 the demolition of the existing bridge authorized in the SCOPE OF AUTHORIZATION paragraph 1.D includes existing Piers 10, 11, 12, 13, 14, 15, 16 and 17 only. Blasting may be allowed in these locations as authorized under the permit if the Contractor prepares, submits, performs and submits the final results of the underwater blast monitoring study to the Department for submission to the DEP Inland Fisheries Division required as part of Special Condition 9B.</p> <p>Additionally, approval form Buckeye Pipeline and the WPCA demonstrating blasting will not exceed the vibration and movement threshold criteria are required. This criteria is found in the Buckeye Pipeline and WPCA portions of the special provision for Item #0980300A - Utility Monitoring.</p> <p>The special provision for Item Nos. 0974340 through 0974481A - Removal of Pier ____ and the Notice to Contractor - Permits are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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99	<p><b>Q.</b> Please refer to Spec Page No:1094 and Addendum 2, Permits, Department of Environmental Protection, Special Term and Conditions page 10 and 11 of 18. The Department of Environmental Protection Permit, Special Term and Conditions, Paragraphs 8 and 9 have work restrictions during Fish Spawning period of April 1st to June 30th each year. The restrictions address pile driving, sheet piling and demolition. These restrictions are not noted directly in any of the specifications. Do these river restrictions apply to Contract B?</p> <p><b>R.</b> The 12 hour limitation on pile driving and the driving of sheet pile with impact hammers from April 1st to June 30th as stated in DEP Permit No. 200300998-KZ, Special Condition 8 is a contract limitation.</p> <p>The April 1st to June 30th blasting restriction as stated in DEP Permit No. 200300998-KZ, Special Condition 9A is a contract limitation.</p> <p>The April 1st to June 30th hoe ramming restriction as stated in DEP Permit No. 200300998-KZ, Special Condition 9D is a contract limitation. If it can be demonstrated that hoe ramming is unlikely to produce harmful sound levels then the hoe ramming restriction is modified to a 12 hour limitation from April 1st to June 30th as stated in DEP Permit No. 200300998-KZ, Special Condition 9E and becomes a contract limitation.</p>	<b>F</b>	<b>5</b>
100	<p><b>Q.</b> Please refer to Addendum 2, Permits, Department of Environmental Protection, Appendix A, page 2 and 3 of 14. In Paragraph 1.A the Department of Environmental Protection Permit, Appendix A requires the special pile and sheet pile driving requirements near the WPCA such as Drill-in techniques and statically driving the pile. Since the utilities have been moved, are these still a requirement for Contract B?</p> <p><b>R.</b> As stated in DEP Permit No. 200300998-KZ, Special Condition 2, "If the existing City of New Haven Water Pollution Control Authority's (WPCA) twin sewer force main which crosses the Quinnipiac River adjacent to the existing Q-Bridge are in operation at the time of construction of the bridge, marine enclosures, or temporary trestles authorized herein, the Permittee shall comply with the terms and requirements of the Risk Management Plan ("RMP") to protect the WPCA's existing twin sewer force main as described in the document entitled "Attachment A", attached hereto", adherence to the RMP is required only where the WPCA twin sewer force main is in operation. As the force mains were relocated under Project 92-613, the RMP requirements are only in affect in those areas where the proposed construction is adjacent to the active force main.</p> <p>The drill-in techniques and static sheet pile installation are only required if the force main movement exceeds the WPCA threshold criteria. This criteria is found in the WPCA portion of the special provision for Item #0980300A - Utility Monitoring.</p>	<b>F</b>	<b>5</b>

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<b>101</b>	<p><b>Q.</b> Please refer to Spec Page No: 153, 154 and 163. The GNHWPCA and Buckeye Pipeline require specific managers and all craft and subcontractors to attend their initial and annual training prior to working on this project. Do you have information on the cost and duration of this training?</p> <p><b>R.</b> The initial and annual training included in the Notice to Contractor - GNHWPCA Sewer System Protection Measures are to be developed and performed by the Contractor as part of the GNHWPCA Emergency Response Plan.</p> <p>The training included in the Notice to Contractor - Buckeye Pipeline Protection Measures is to be developed and performed by the Contractor.</p>	<b>F</b>	<b>5</b>
<b>102</b>	<p><b>Q.</b> Drawing number DRN-10, (sht. #115) shows a proposed reinforced concrete pipe (bold RCP symbol, with size unidentified) running from an existing manhole to a proposed catch basin (bold catch basin symbol, with type unidentified) between approximate station of 20+380 and station SB 7+380. Please clarify contract B's responsibility over this RCP and catch basin.</p> <p><b>R.</b> Refer to sheet 347 (Volume I) Drawing ST-2B-05, Stage Construction Stage 2B Roadway Plan for additional information regarding this proposed catch basin and proposed pipe.</p>	<b>F</b>	<b>5</b>
<b>103</b>	<p><b>Q.</b> On sheet no. 123, it seems that the installation of concrete handhole Type-W (By East Street) and the trenching for the installation of three 65mm RMC that intercept the type-W handhole is under contract B. However, looking at sheet no. 620, that proposed type-W handhole is installed under state contract 92-618. Please clarify contract B's obligation over this handhole and RMC.</p> <p><b>R.</b> The re-installation of three 65 mm RMC and Type W handhole shown on sheet 123 is required after the existing bridge substructure removal is performed by Contract E. Sheet 123 (Volume I) Drawing ILL-03, Illumination Plan, is revised in Addendum No. 5 to reflect this</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>104</b>	<p><b>Q.</b> Drawing no. ILL-13 (Sheet no. 133) shows details of concrete pullbox. Please specify whether this specific pullbox is of Type II or Type W.</p> <p><b>R.</b> The details on sheet 133 are for a Type W handhole. Sheet 133 (Volume I) Drawing ILL-13 is renamed Type W Handhole in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>
<b>105</b>	<p><b>Q.</b> Contract Drawing Sheet 1005 depicts two pier locations on Temporary Bridge One that have silicone expansion joint. Looking at the pay item plan quantity for the silicone expansion joint system, it seems these two locations have been included, however the Contract Specifications suggest that these be included in the temporary bridge lump sum pay item. Please clarify which pay item the quantity for the silicone expansion joint at these two locations is to be included. Also, clarify the same for the asphalt plug expansion joint located in the same area.</p> <p><b>R.</b> The quantity for Item #0520035A - Silicon Expansion Joint System is for the work related to the existing bridge median modifications associated with Item # 0603551A - Modify Existing Structural Steel Site No. 1 and shown on sheet 1072 (Volume V) drawing S-69, Modifications of Existing Median Details and Item # 0603553A - Modify Existing Structural Steel Site No. 3 and shown on sheet 725 (Volume IV) drawing S-98, Modifications to Existing Structures Sections.</p> <p>The silicon expansion joint shown on sheet 1005 at Temporary Pier 1 and 4 are not to be included in the temporary bridge lump sum item. The special provision for Item #0502195A - Temporary Bridge is revised in Addendum No. 5 to clarify this. The quantity for Item #0520035A - Silicon Expansion Joint System is increased from 822 M to 864 M in Addendum No. 5 to reflect this.</p> <p>The asphaltic plug expansion joint shown on sheet 1005 at Temporary Pier 2 and 3 are not to be included in the temporary bridge lump sum item. The special provision for Item #0502195A - Temporary Bridge is revised in Addendum No. 5 to clarify this. The quantity for Item #0601604A - Asphaltic Plug Expansion Joint System is increased from 28 M to 56 M in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>106</b>	<p><b>Q.</b> Contract drawing Sheet 11 indicates there are 30 square meters of temporary earth retaining system and 5 square meters of temporary earth retaining system to be left in place at Retaining Wall 101. A review of the drawings associated with Retaining Wall 101 only shows a temporary earth retaining system to be left in place by Contract B1, which is now not being installed per Addendum 1. Please verify there are no retaining systems to be installed at Retaining Wall 101.</p> <p><b>R.</b> There is no work completed in Contract B1 in this area and therefore no temporary sheet piling will be in place. Sheet 1078-1 (Volume V) drawing S-5, Retaining Wall Details is added in Addendum No. 5 to reflect this and to clarify the requirements for exposing and monitoring the existing 750 mm drainage pipe. Sheet 1075 (Volume 5) Drawing S-2, General Plan and Sheet 1079 (Volume 5) Drawing S-6, Miscellaneous Details, were also updated.</p>	<b>F</b>	<b>5</b>
<b>107</b>	<p><b>Q.</b> It is our understanding that Pay Item 0202315A "Disposal of Controlled Materials" is for all costs associated with transporting from the WSA and disposing of contaminated soils at the Contractor's designated disposal facility as well as handling and disposing of any contaminated materials generated from the decontamination of equipment. Please verify that any contaminated soils or water generated from the decontamination of equipment used to handle contaminated materials on this project can be sent to the WSA or CGWT for disposal.</p> <p><b>R.</b> The special provision for Item #0202315A - Disposal of Controlled Materials requires equipment decontamination for equipment used for the transportation of Controlled Materials from the WSA's or RSA's to the treatment/recycling/disposal facility when directed by the Engineer. The price shall also include equipment decontamination; the collection and disposal of residuals generated during decontamination; and the collection and disposal of liquids generated during equipment decontamination activities.</p>	<b>F</b>	<b>5</b>
<b>108</b>	<p><b>Q.</b> The method of measurement portions of the Contract Specifications for various trenching pay items defines pay limits for the excavation of soils and rock. In order to construct some of the drainage on the project, the Contractor may need to excavate outside of these limits. In the areas of contamination, will the cost for the transportation from the WSA and disposal of contaminated soils excavated outside of the trenching limits be paid for by the owner under the Pay Item 0202315A "Disposal of Controlled Materials"?</p> <p><b>R.</b> Any excavation out side of the limits shown in the plans or specifications, within Areas of Environmental Concern, will be subject to the review by the Engineer. The Engineer may seek a credit for any additional cost it is exposed to for the disposal of controlled materials for excavation outside of the limits shown in the plans or specifications within Areas of Environmental Concern.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>109</b>	<p><b>Q.</b> Contract Drawings Sheet 25 indicates re-grading of the existing No. 4 Crushed Stone behind the curb along Waterfront Street. Under which pay item is the cost for this work to be paid.</p> <p><b>R.</b> The reconstruction of the Waterfront Street/Forbes Avenue intersection is included in Addendum No. 5 and addresses the payment for the work required in this area.</p>	<b>F</b>	<b>5</b>
<b>110</b>	<p><b>Q.</b> Contract Drawing Sheets 21 and 77 contain conflicting information regarding the type of material to be used to construct the access road adjacent to Tower No. 2. Please clarify the type of material to be used.</p> <p><b>R.</b> The access road is to be constructed with 150mm thickness of processed aggregate base as shown on sheet 77 (Volume I) Drawing HWY-11, Roadway Plan 4. Sheet 21 (Volume I) Drawing TRF-01, Turfing Plan 1 is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>111</b>	<p><b>Q.</b> Contract Drawing Sheet 26 shows processed Aggregate Base extending underneath the sidewalks along Stiles Street and Kendall Street. The depth of the base indicated on Contract Drawing Sheet 26 is contradictory to the depth shown on the City of New Haven Details. Please clarify the depth and type of the base material for the sidewalks.</p> <p><b>R.</b> Item #0921001A - Concrete Sidewalk includes the excavation and placement of the gravel base course to the thicknesses shown on the plans. Sheet 26 (Volume I) Drawing TYP-03, Typical Sections is revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>
<b>112</b>	<p><b>Q.</b> Please verify the excavation and pervious material backfill quantities for the box culvert, per Specifications 2.03 and 2.16, are included in the plan quantities for Pay Items Pervious Structure Backfill and Structure Excavation Earth (Complete).</p> <p><b>R.</b> The quantities for Item #02016003 - Pervious Structure Backfill is increased from 3,805 CM to 5,405 CM; Item #0213013 - Granular Fill is increased from 1,666 CM to 1,766 CM; and Item #0203004 - Structure Excavation Earth (Complete) is increased from 5,675 CM to 7,475 CM in Addendum No. 5 to reflect the work associated Item #0601968 – Box Culvert Structure Over Sanitary Sewer.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>113</b>	<p><b>Q.</b> Per the recently answered Contractor questions, the silicone expansion joints located within the limits of the temporary bridge are not to be included in the lump sum quantity for the pay item "Temporary Bridge", which is contrary to the Contract Specifications. Please provide any other work directly associated with the construction of the temporary bridge that is not to be included in the lump sum pay item "Temporary Bridge".</p> <p><b>R.</b> The special provision for Item #0502195A - Temporary Bridge is revised in Addendum No. 5 to clarify the work included in this item and what work is excluded.</p>	<b>F</b>	<b>5</b>
<b>114</b>	<p><b>Q.</b> Sheet No.'s 95 through 97 show proposed 250 mm processed aggregate subbase located over 6 meter below existing grade, which seems strange. Please clarify the location of this 250 mm processed aggregate subbase.</p> <p><b>R.</b> Plan sheets 95 through 97 are the roadway profile drawings. It is standard practice to show the limits and any changes in thickness of processed aggregate subbase on these drawings. The typical sections and cross sections indicate the elevations of the processed aggregate subbase layer.</p>	<b>F</b>	<b>5</b>
<b>115</b>	<p><b>Q.</b> Plan Sheet No. 397 Spec Page No. 1005. Please refer to Bid Item # 0948013A – Tidal Wetland Creation. It appears that the tidal wetland mitigation work must be completed by the contract completion date of June 30, 2015. Based on the requirement for spring planting, with a four month plant development period after planting and a 6 month stabilization period before planting, the east side construction access must be removed and grading work must take place by late fall 2013. It is not realistic to expect the access and grading work to be performed this early. At best, the access and grading work could occur by late 2014, but the plant development period and subsequent removal of remaining sheet pile would occur beyond the contract completion date. Please revise the schedule requirements to allow the Tidal mitigation work to extend past the June 30, 2015 contract completion date.</p> <p><b>R.</b> In order to meet the permit requirement to complete the mitigation area prior to completing the bridge construction, it is anticipated, with the construction access as shown on the plans, the south easterly access portion of the construction access trestle and the Yale Boathouse platform within the mitigation area will be removed by no later than the fall of 2013. The grading and stabilization period will be complete for the spring 2014 planting and allow final sheeting removal to coincide with the construction access removal, outside of the mitigation area, during the fall of 2014.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
<b>116</b>	<p><b>Q.</b> Please refer to bid item #0969205A – Class B Office Supplies. This section states that the Contractor shall include “at least” the items included under “Office Requirements”. Is Contractor required to supply more than the items and quantities listed, and if so, please provide a list of the additional items.</p> <p><b>R.</b> The Basis of Payment of the special provision for Item #0969205A - Class B Office Supplies allows "Any items not covered under this provision required for the operation of the Class B Office will be paid for as Extra Work as defined under Section 1.09".</p>	<b>F</b>	<b>5</b>
<b>117</b>	<p><b>Q.</b> Plan Sheet No. 1762 Spec. Page No. 561. Please refer to bid item #601056A – High Performance Concrete – Concrete Extradosed Prestressed Segmental Bridge. The specification requires that construction joints be placed where shown on the plans. For the parapet shown on sheet 1762 of the plans, the parapet detail shows a mandatory sloped construction joint. This will be very difficult to achieve considering that the concrete will have to be vibrated in place. Can this construction joint be eliminated? If not, will the contractor be allowed to level out the construction joint by using one of the lower rustifications on the backside of the parapet?</p> <p><b>R.</b> The parapet slope construction joint is required per Department Standard Details. Modifications to parapet details can be submitted to Department for review.</p>	<b>F</b>	<b>5</b>
<b>118</b>	<p><b>Q.</b> According to Form 816, the maximum excavation clearance is 2 feet or .610 meter on each side (Additional 2 feet in length and width). However drawing no. S-127 (Sheet no. 754) shows pay excavation to be additional 4 feet on each side of the structure (Additional 2 feet each in length and width) plus the 1.5 slope. The plan and specification contradict. Please clarify the pay limit for excavation.</p> <p><b>R.</b> The detail on sheet 754 shows the pay limits for "Temporary Earth Retaining System" and not structure excavation.</p> <p>Pay limits for "Structure Excavation - Earth (Complete)" plumb lines 600 mm outside the footing outline; refer to sheet 755 and Form 816 Section 2.03.04.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>119</b>	<p><b>Q.</b> Per the Notice to Contractor - Construction Signing and Pavement Markings Contract Specific Specification on page 78, the Contract B contractor is to assume responsibility for maintaining existing traffic signs and pavement markings from Contract C2 up to the East Haven/New Haven town line. What are the MOT station limits on the west side of the bridge for the I-91, I-95, and Route 34 for Contract B? When does the Contract B contractor assume responsibility for these limits? Is the Contract B contractor responsible for providing MOT for Contracts E/E2/B1 until the turnover after TS-15?</p> <p><b>R.</b> The westerly limits correspond to the work limits shown for each stage of construction prior to the turnover to Contract E after Corridor Wide Traffic Shift TS-15.</p> <p>Temporary construction signs and other appurtenances that the Contractor requires to complete daily/nightly lane closures, etc. to complete the work included under the project will be the responsibility of the Contractor for State Project No. 92-532. The Contractor will be responsible for coordinating all lanes closures with the Contractor for State Project Nos. 92-618, 92-619, 92-634 and 92-531/622/627. The Contractor for State Project No. 92-532 will not be responsible for providing temporary construction signs and other appurtenances that are required for daily/nightly lane closures, etc. required to complete the work under State Project Nos. 92-618, 92-619, 92-634 and 92-531/622/627.</p>	<b>F</b>	<b>5</b>

The Notice to Contractor - Construction Signing and Pavement Markings is revised in Addendum No. 5 to reflect this.

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>120</b>	<p><b>Q.</b> There are bid items for #13, #16, #19, and #25 epoxy coated dowel bar splicer systems. What is to be paid under Bid Item "0602891A - Dowel Bar Splicer System - Epoxy Coated" (Concrete Option)? Similarly, #13 &amp; #16 epoxy coated dowel bar splicer systems for the Steel Option.</p> <p><b>R.</b> Item #0602891A – Dowel Bar Splicer System – Epoxy Coated was for work associated with the East and West Approaches.</p> <p>Item #0602891A – Dowel Bar Splicer System – Epoxy Coated is deleted and the quantities for Item #0602884A - #13 Dowel Bar Splicer System – Epoxy Coated is increased from 8,232 EA to 8,432 EA and Item #0602886A - #19 Dowel Bar Splicer System – Epoxy Coated is increased from 9,864 EA to 12,076 EA for the Concrete Main Span Alternate in Addendum No. 5 to reflect this.</p> <p>Item #0602891A – Dowel Bar Splicer System – Epoxy Coated is deleted and the quantities for Item #0602884A - #13 Dowel Bar Splicer System – Epoxy Coated is increased from 4,116 EA to 4,316 EA and new Item #0602886A - #19 Dowel Bar Splicer System – Epoxy Coated with a quantity of 2,212 EA is added for the Steel Main Span Alternate in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>121</b>	<p><b>Q.</b> Please refer to the "Notice To Contractor - GNHWPCA Sewer System Emergency Response Plan". The "Engineer" section under "Organizational Responsibilities" states the following: "The Engineer shall review and approve the 'Contractor Site-Specific GNHWPCA Sewer System Emergency Response Plan' (CERP) developed under the item #1499999A". Please provide this item.</p> <p><b>R.</b> The revised bid proposal forms adding Item #1499999A - Contractor Site-Specific GNHWPCA Sewer System Emergency Response Plan are included with Addendum No. 5.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
122	<p><b>Q.</b> Please confirm the strands for in-situ fabricated cables can be individually stressed for all stages except if the strand needs to be detensioned, provided that it can be demonstrated that all strands are equalized to within +/- 2.5%. In the event a stay needs to be detensioned, it would be detensioned as a unit.</p> <p><b>R.</b> For in-situ fabricated cables consisting of individually anchored strands may be to be tensioned one by one provided that it can be demonstrated, to the satisfaction of the Engineer, that the final tension of each tensile element is equalized within a range of ± 2.5 percent of the final dead load and the minimum elongation is 20 mm. Detensioning operations shall be done as a unit. The special provision for Item Nos. 0601517A - Stay Cable Testing [____] and 0601518A - Stay Cable Assemblies [____] are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
123	<p><b>Q.</b> The 5th edition of the Post-Tensioning Institute's "Recommendations for Stay Cable Design, Testing and Installation" states that cables with strands individually anchored can be stressed one by one provided all the strands within the stay can be equalized within +/- 2.5% MUTS.</p> <p>Please confirm the +/- 2.5% referenced in the Special Provisions relates to MUTS?</p> <p><b>R.</b> For in-situ fabricated cables consisting of individually anchored strands may be to be tensioned one by one provided that it can be demonstrated, to the satisfaction of the Engineer, that the final tension of each tensile element is equalized within a range of ± 2.5 percent of the final dead load and the minimum elongation is 20 mm. Detensioning operations shall be done as a unit. The special provision for Item Nos. 0601517A - Stay Cable Testing [____] and 0601518A - Stay Cable Assemblies [____] are revised in Addendum No. 5 to reflect this</p>	<b>F</b>	<b>5</b>
124	<p><b>Q.</b> The Special Provisions specifies viscous damping devices. Please confirm if alternate stay cable damping devices will be acceptable provided they meet or exceed the cable damping requirements specified in the drawings and specifications? Several stay cable suppliers have developed damping devices designed specifically for their stay cable systems.</p> <p><b>R.</b> The special provision for Item #0610519A - Stay Cable Damping System requires viscous damping devices and will not be changed. However, once the contractor has been selected, the Connecticut Department of Transportation will consider other alternatives that may be presented by a contractor.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>125</b>	<p><b>Q.</b> Contract Drawing Sheet 347 shows multiple locations where 300mm Slotted Drain is to be installed, however there is not a pay item for this work. Please clarify whether this work is included in this Contract and if so under which pay item will it be paid for?</p> <p><b>R.</b> The 300 mm Slotted Drain called out on the plan is not required. Sheet 347 (Volume I) Drawing ST-2B-05, Stage Construction Stage 2B Roadway Plan is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>126</b>	<p><b>Q.</b> Contract Drawings Sheets 1030 and 1052 indicate that there are no expansion bearings between the steel pier frames and the plate girder caps, however there are expansion bearings between the plate girder caps and the existing concrete column. Please verify no expansion bearings are required between the steel pier frames and plate girder caps for Temporary Pier 1.</p> <p><b>R.</b> The bearings at Pier 0 (Span 1) are to be expansion. The bearings at Temporary Pier 1 (Span 1 &amp; Span 2) are to be fixed. The bearings at Pier 2 (Span 2) are to be expansion bearings. Plans are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>127</b>	<p><b>Q.</b> In order to meet the Contract completion date, it will be necessary to construct and place bridge deck slab concrete during winter months with approved cold-weather procedures. With reference to Section 6.01, Paragraph 12, is it the intent of the Department to require that such deck slabs be constructed in a heated enclosure to provide the specified temperature control? If this is the case, this would require a tented steel frame structure mounted on the constructed steel girders. Has the Department allowed for such additional loadings in the design of the permanent structure?</p> <p><b>R.</b> Any concrete components that may be constructed during winter months must be performed in conformance with the requirements of Form 816, Section 6.01.03.12 - Concreting in Cold Weather.</p> <p>Refer to Section 1.07 – Legal Relations and Responsibilities Article 1.07.05 – Load Restrictions for additional information and requirements.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
<b>128</b>	<p><b>Q.</b> Contract Drawing Sheet 108 General Note states that the bypass structure, which is an 1830mm diameter manhole, is to be paid for under the “Hydrodynamic Separator” pay item. There is a separate pay item for 1830mm diameter manholes with a plan quantity of one each. Since the only location shown in the plans for an 1830mm diameter manhole is the bypass structure adjacent to the hydrodynamic separator, please clarify under which pay item is the cost for furnishing and installing the manhole to be included.</p> <p><b>R.</b> As stated in the General Note on sheet 108, the bypass structure is included under Item #0507171A - Hydrodynamic Separator (Site No. 1). Item #0507685 - Manhole - 1830 MM Diameter is deleted in Addendum No. 5 to reflect this.</p> <p>The correct bypass structure manhole stationing is as shown on sheet 116 (Volume I). Sheet 108 (Volume I) Drawing DRN-03, Drainage Details 3 is revised in Addendum No. 5 to reflect this.</p> <p>Additional approved suppliers and technical information has been added to the special provision for Item #0507171A - Hydrodynamic Separator (Site No. 1). The special provision for Item #0507171A - Hydrodynamic Separator (Site No. 1) is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>129</b>	<p><b>Q.</b> In reference to Special Provision for Structural Steel, item 0603062, page 741, Additional Field Top Coating. Please clarify which structural steel components will require additional field coating. In addition to the outside web of the outside girders, will the edge beam cross frames and top laterals and the bottom web of the outside box girder be field coated.</p> <p><b>R.</b> The additional field topcoat is required on the exterior fascia (outside web and the longitudinal stiffeners of the box girders) and for all metallized members as indicated in the special provision and as shown on the plans. The metallized members requiring additional field topcoat include both edge girders, the cross frames including the diagonals, the top lateral bracing, and the gusset plates and connections between each edge girder and the adjacent box girder. The special provision for Item # 0603062A – Structural Steel (Site No. 2) [Steel] is revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>130</b>	<p><b>Q.</b> According the Supplemental Specifications for Drilled Shaft Foundations, Page 894, “In general, the Contractor shall organize his/her work efforts such that the time between final cleaning, inspection and acceptance of shaft bottom and completion of concrete placement is less than 24 continuous hours.” For the shafts installed in a low headroom condition, it may not be possible to meet this specification due to the number of splices in the rebar cage. Is the Department willing to waive this specification for low headroom shafts?</p> <p><b>R.</b> When low headroom work is performed for Main Span (Site 2) at Anchor Pier 1 and Tower Pier 2, the Contractor shall organize his/her work efforts such that the time between final cleaning, inspection and acceptance of shaft bottom and commencement of concrete placement is less than twenty-four (24) continuous hours. Where 24 or more continuous hours elapse between final cleaning and commencement of concrete placement, the Contractor shall re-clean the shaft and reinforcing cage already placed using methods approved by the Engineer to the satisfaction of the Engineer. After cleaning, concrete placement shall commence immediately as outlined below in section 3.09.</p> <p>The special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>131</b>	<p><b>Q.</b> For forming the parapets for this project, is slip-forming an acceptable method?</p> <p><b>R.</b> Any proposed method for parapet construction needs to accommodate the required paraffin joints. Please refer to the Parapet Details drawings and the Slab plans for information on the limits and spacing of the paraffin joints.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>132</b>	<p><b>Q.</b> On Sheet 1122, note 5 states “For aerodynamic purposes, the main span shall be lifted with the SIP forms in place”. Can this requirement be relaxed so that the SIP forms are installed after the main span is erected? Is there an aerodynamic report that can be made available to the Contractor?</p> <p><b>R.</b> The aerodynamic analysis indicated that the mainspan lift segment was not stable without covers between the boxes and indicated a critical flutter wind speed of a 41.0 meters/second which is well below the threshold wind speed of 53.4 meter/second. The aerodynamic analysis indicated that the boxes themselves do not require covers and only the gaps between boxes and the gaps between the boxes and the edge girders, are required to be covered. The aerodynamic analysis is provided in 106 Reports in Addendum No. 5.</p> <p>Any Contractor proposals to lift the mainspan without SIP forms in-place will be subject to the review and approval of the Engineer. These proposals shall consider the aerodynamic characteristics of the mainspan section without SIP forms and shall accommodate static and dynamic effects produced by wind. The Contractor shall be required to use construction wind speeds of 30 meter/second for design and 53.4 meter/second for stability.</p>	<b>F</b>	<b>5</b>
<b>133</b>	<p><b>Q.</b> If delays to any of the various milestones for this project are caused by other contractors, will we be compensated for extended overhead costs?</p> <p><b>R.</b> Notwithstanding the conditions associated with the incentive provisions of the contract, any project delays beyond the Contractors control will be addressed in accordance with Article 1.08.08 - Extension of Time.</p>	<b>F</b>	<b>5</b>
<b>134</b>	<p><b>Q.</b> Addendum #2 added removal of all existing and proposed trestles to the contract. As this represents a significant amount of additional work at the end of the project, can these items be removed after the June 30, 2015 project completion date?</p> <p><b>R.</b> The last sentence of the first paragraph of the special provision for Item #0100600A - Construction Access states “Also included is the removal of all Construction Access facilities, even those installed under previous contracts, upon completion of the work” and has not changed. Addendum No. 2 added the Yale Boathouse platform to this removal work. The removal of the Yale Boathouse platform is required for the establishment of the mitigation area.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>135</b>	<p><b>Q.</b> Drawing #62 refers to borings WC-1 and WC-2. Can you please provide the boring information for these?</p> <p><b>R.</b> The information and logs for Borings WC-1 and WC-2 are provided in 103A Supplemental Soil Information in Addendum No. 5.</p>	<b>F</b>	<b>5</b>
<b>136</b>	<p><b>Q.</b> Specification Section #0100600A specifies design standards for the access trestles based on a 10 year life span. These design standards incorporate AASHTO requirements for safety factors that are significantly higher than the industry standard requirements as defined by the AISC Construction Standards. These higher design requirements for factors of safety in tension, compression and overturning in conjunction with specification requirements for the grade of pipe pile, additional sacrificial steel and pressure treatment of deck lumber, will add significant cost over the industry standard design requirement for construction access trestles. Since the requirement to leave the trestle in place has been removed, the current specification requirement for access trestles appears to be incorrect for the intended purpose. Will the State revise this specification?</p> <p><b>R.</b> The material and design life requirements of the special provision for Item #0100600A are deleted. The special provision for item #0100600A - Construction Access is revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>
<b>137</b>	<p><b>Q.</b> We note the given dollar values for Material for Structural Steel; bid item nos. 0603371A, 0603372A, and 0603373A seem to be quite high. It appears they may be based on steel prices from a year ago. Given that steel prices today are significantly lower than they were a year ago, please verify current dollar values. Will the dollar values be adjusted to show today's current pricing levels?</p> <p><b>R.</b> The Department has reviewed the current market pricing as they apply to the materials for structural steel for the NB portion of the structure only. The purchase of materials for structural steel for the SB portion of the structure is deferred several years as indicated in the special provision. The estimated cost for Item #0603372A – Materials for Structural Steel (Site No. 2) is reduced in Addendum No. 5 to reflect current market pricing for the NB portion of the structure only.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>138</b>	<p><b>Q.</b> The existing Force Main that was to be protected by the East and West Trestles is now abandoned and filled with grout. Will the Department allow us to install the East and West Trestles such that that portion of the Trestles will be south of the abandoned sewer line? This would be an advantage in safety and would move the work activities away from the U.I. Power Lines, Buckeye Pipeline and Relocated Sewer Force Main.</p> <p><b>R.</b> Please refer the Notice to Contractor – Permits which states the Contractor has 120 days from Contract Award to submit their proposed trestles and corresponding pile layouts and any proposed trestle modifications and corresponding pile layouts for the application for a Certificate of Permission from the Department of Environmental Protection.</p>	<b>F</b>	<b>5</b>
<b>139</b>	<p><b>Q.</b> In Addendum No. 1, Notice to Contractors - DBE Requirements the Department changed the submission time from fourteen days to seven (7) days after bid opening for the apparent low bidder to provide its intended DBE Subcontractors and Material Suppliers. With a project of this magnitude that is potentially utilizing numerous in and out of State Subcontractors and Suppliers to meet the 4% goal, it will be extremely difficult for the Contractor to meet the seven (7) day time limit. We are requesting that the DBE submission be changed back to fourteen day time frame typically given on DOT projects.</p> <p><b>R.</b> The DBE submission requirement schedule will not be changed. The DBE goal was reduced to 4% to assist in meeting the submission schedule.</p>	<b>F</b>	<b>5</b>
<b>140</b>	<p><b>Q.</b> Due to the magnitude of this project and analyzing the two (2) bid alternates, we are requesting a bid postponement to June 24, 2009. Your immediate response to this request is greatly appreciated.</p> <p><b>R.</b> Department is maintaining the bid date of Wednesday, June 3, 2009.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>141</b>	<p><b>Q.</b> The CD that was provided for Addendum No. 3 contains a file titled "105 TRANSFER OF DATA FROM CONTRACT B1 2.1 East Trestle/ 01 Working Drawings" that is not in a complete PDF format. Only some of the files can be read and printed, a number of them could not be opened, even utilizing the latest version of Adobe. Could the Department please correct this and reissue the Addendum No. 3 CD.</p> <p><b>R.</b> The file contained SAP 2000 data files that can only be opened with that specific software. The East Trestle/01 Working Drawings folder is deleted and replaced with a new folder containing the pdf images of these files in Addendum No. 5.</p>	<b>F</b>	<b>5</b>
<b>142</b>	<p><b>Q.</b> Could the Department please issue a CD containing the Project No. 92-618 (Contract B1 - NB West Approach/Main Span Foundations) Contract Drawings.</p> <p><b>R.</b> Project 92-618, Contract B1 was not advertised in digital format. Contract plans are available at CONNDOT Plans Sales Office, 160 Pascone Place, Newington, Connecticut.</p>		
<b>143</b>	<p><b>Q.</b> Referencing Item No. 0100600A Construction Access, in Addendum No. 2 Note 8 from Plan Sheet S-55 (Sheet 1172) was removed and the work trestles on the project will be removed under Contract B. Since the Contractor is ultimately responsible for the design of the trestles, the means, methods and materials should conform to the Contractor's needs. Please remove the following requirement from the Special Provisions, (page 400) "5) The design life of the trestle shall be at least 10 years. Therefore the 610 mm diameter steel pipe piles will have an additional wall thickness of 1.5 mm. The other steel members within the splash zone will also have this sacrificial thickness. Members with two exposed faces will have an additional sacrificial thickness of at least 3 mm."</p> <p><b>R.</b> The material and design life requirements of the special provision for Item #0100600A are deleted. The special provision for item #0100600A - Construction Access is revised in Addendum No. 5 to reflect this</p>	<b>F</b>	<b>5</b>

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<b>144</b>	<p><b>Q.</b> Again referencing Item No. 0100600A Construction Access, for the same reasons stated in the previous question, please remove the following requirement from the Special Provision (page 400) "3) Decking timber shall be No. 2 or better Pressure Treated Southern Yellow Pine rough cut or dressed. Sawn lumber shall comply with the requirements of AASHTO M133. All cut surfaces and holes made subsequent to the pressure treatment shall be treated in accordance with AWP Standard M4."</p> <p><b>R.</b> The material and design life requirements of the special provision for Item #0100600A are deleted. The special provision for item #0100600A - Construction Access is revised in Addendum No. 5 to reflect this</p>	<b>F</b>	<b>5</b>
<b>145</b>	<p><b>Q.</b> Plan sheet 1341. Please confirm that the top lateral bracing and double channels within the box girder 1, 2 and 3 do not require metallizing. Additionally, please confirm that everything within these box girders is to receive a (2) coat paint system with no top coat.</p> <p><b>R.</b> The top lateral bracing as noted on the plans is metallized. The elements within the box girders including the top lateral bracing and cross frames as well as the interior portions of the box girders receive the first two coats of the three coat system. The special provision for Item # 0603062A – Structural Steel (Site No. 2) [Steel] is revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>5</b>
<b>146</b>	<p><b>Q.</b> On page 30 of the Q &amp; A issued by the State item #78 Contaminated ground water. The following items are not mentioned</p> <p>(1) How long will transportation take month's years etc.</p> <p>(2) Volume est amount of water to be hauled</p> <p>Without the above information it is very difficult to come up with a realistic price.</p> <p><b>R.</b> The determination for the time and quantity required for the completion of work items is dependent upon the prime contractors means, methods and activity durations and cannot determined by the Department.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>147</b>	<p><b>Q.</b> On the Steel Main Span Alternate there are 102 of Item 1006200A, On the Concrete Alternate there are 12.</p> <p>Are these quantities correct or was a "typo" made.</p> <p>Please advise ASAP</p>	<b>F</b>	<b>5</b>
	<p><b>R.</b> The quantities contained in each bid proposal form are correct. Although both alternates contain the same Item #1006200A - Type "A" Luminaire, the type of fixture is not the same in each alternate. Please refer the sheet 1428 (Volume VI) Drawing E-2, Light Fixture Schedule for the fixture type for the Steel Main Span Alternate and sheet 1808 (Volume VII) Drawing E-2, Light Fixture Schedule for the Concrete Main Span Alternate.</p>		
<b>148</b>	<p><b>Q.</b> Can you please provide the location of Bid Item #0601640 "25mm Closed Cell Elastomer" in the bid documents?</p>	<b>F</b>	<b>5</b>
	<p><b>R.</b> There are no locations for 25mm Closed Cell Elastomer in the project. Item #0601640 - 25mm Closed Cell Elastomer is deleted in Addendum No. 5 to reflect this.</p>		
<b>149</b>	<p><b>Q.</b> On Plan sheet 915, Section A-A shows a cross-section of the approach slab. The bid Item "Sawing and Sealing Joints" is referenced. Please provide this item.</p>	<b>F</b>	<b>5</b>
	<p><b>R.</b> The sawing and sealing of joints at the end of the approach slabs is not required. Sheets 582, 583, 915 and 987 will be revised in Addendum No. 5 to reflect this.</p>		

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No.	Question Submitted:	Status	Add. No.
150	<p><b>Q.</b> The value of Bid Item #0603372A [Steel Alternate] seems to be significantly higher than current pricing based on the estimated weight of Structural Steel as shown on Page 829 of the Special Provisions. This value should reflect current pricing so that the steel alternate will not be overvalued in the bidding process.</p> <p><b>R.</b> The Department has reviewed the current market pricing as they apply to the materials for structural steel for the NB portion of the structure only. The purchase of materials for structural steel for the SB portion of the structure is deferred several years as indicated in the special provision. The estimated cost for Item #0603372A – Materials for Structural Steel (Site No. 2) is reduced in Addendum No. 5 to reflect current market pricing for the NB portion of the structure only.</p>	<b>F</b>	<b>5</b>
151	<p><b>Q.</b> Both the Steel and Concrete Alternates indicate that external viscous dampers are required for most of the cables. Does the actual damping device, excluding the cable clamp, deck bracket, extension rod and their attachments fall under the “Buy America” provisions</p> <p><b>R.</b> The damping devices fall under the requirements of Section 1.06.01.</p>	<b>F</b>	<b>5</b>
152	<p><b>Q.</b> Please provide shop/working drawings for the bearing being supplied under Contract B1 and paid under Item #0522128A – Install Bridge Bearings. This is needed because there is no information given in the plans for the amount of field weld required for installation.</p> <p><b>R.</b> Working drawings and calculations for the for the bearings for the West Approach structure supplied in Project No. 92-618 are added in Addendum No. 5 as “For Informational Purposes Only”.</p>	<b>F</b>	<b>5</b>
153	<p><b>Q.</b> Drawings 897-900 Typical Deck Sections for the East Approach, call for the Temporary LMC Wedge to be milled and the final lift of LMC placed. Per Phase 18 (reference sheet 168 – Sheet 3/Corridor Wide Phase 18) Contract B leaves the NB and SB traffic as indicated in Phase 17, which is in temporary alignment on the future NB side of the bridge, thus the temporary LMC wedge should be required to remain in place under this contract. Please confirm.</p> <p><b>R.</b> The temporary latex modified concrete wedge is left in place under Contract B and is removed in future Project 92-531/622/627 - Contract E. Sheets 897, 898, 899 and 900 are revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>5</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>154</b>	<p><b>Q.</b> Since the temporary wedge of LMC is to be eventually milled and the final LCM placed, does the wedge require the hydrodemolition and additional preparation work required by the specifications, or will the prep work be done in a future contract when placing the permanent LMC in this area?</p> <p><b>R.</b> All surface preparation called for in the special provision for Item #0601307A – Latex Modified Concrete is required in all locations where the overlay is placed.</p>	<b>F</b>	<b>5</b>
<b>155</b>	<p><b>Q.</b> Is Item #0204213A Handling Contaminated Groundwater intended just for the Drainage and Precast Box Culvert items, or does it also apply to pumping “river water” from outside the cofferdams and marine enclosures, which all happen to be within AOEC’s? Where has the water within the Cofferdams and Marine Enclosures been disposed of on the current B1 project?</p> <p><b>R.</b> Item #0204213A – Handling Contaminated Ground Water applies to all handling of contaminated ground water encountered within the project. Please refer the Notice to Contractor – Environmental which identifies the Areas of Environmental Concerns (AOEC) and areas where contaminated ground water is anticipated. The descriptions for AOEC’s 4, 5, 6 and 7A state that all sediments and soils that are excavated to a depth of 2 meters below the lower limit of the soft, black, organic silt layer that are disturbed during construction activities within each of these AOEC’s be solidified as needed and transported to the Primary WSA where it shall be managed by others; free draining liquid from this material shall be collected and transported to the CGWT for treatment by others prior to discharge. Soils excavated from below this depth are to be solidified as needed and transported to the Reuse Stockpile Area; free draining liquids from these soils will not require treatment by others at the CGWT but may require treatment by the Contractor for the removal of suspended solids prior to discharge. River water is not considered contaminated ground water. The free draining liquid that ends up with the excavated sediments is considered contaminated ground water. Refer to the special provision for Item #0203398A – Confined In-Water Excavation for additional information.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
156	<p><b>Q.</b> Once the Contractor brings Controlled material to the WSA all Care and Custody of the material is by others. Will the Contract B Controlled Material be segregated and will the Contractor only be required to dispose of materials generated from this Contract?</p> <p><b>R.</b> The materials transported to the WSA are segregated by project and Area of Environmental Concern. The controlled materials requiring disposal are from various sources ss indicated in the special provision for Item #0202315A – Controlled Material Disposal “Work under this item shall consist of the transportation and disposal of controlled materials (excluding dewatering fluids) when directed by the Engineer. The controlled materials are generated by the I-95 New Haven Harbor Crossing Corridor Improvements Program and associated projects” and “The contamination is documented in the reports listed in the “Notice to Contractor – Disposal of Controlled Materials”.”</p>	<b>F</b>	<b>5</b>
157	<p><b>Q.</b> Drawing 688 R.R. Coord. Stage 1A Col &amp; Cap PN-15 &amp; 16 indicates that there are two intermediate supports allowed for the construction of the cap, however, when matched up with Drawing 775 it appears that at least one support falls within the “minimum construction clearance envelope”. If intermediate supports are not allowed for some of the pier caps, there is a tremendous added expense to the formwork to span full width. Please verify that Drawing 688 is correct and intermediate supports will be allowed as shown.</p> <p><b>R.</b> The railroad track that parallels Forbes Avenue adjacent to PN-15 column 1 is in active and does not extend beneath the existing bridge. Only Track 3 crossing Forbes Avenue and extending up Waterfront Street is active and the two temporary supports indicated are allowed.</p>	<b>F</b>	<b>5</b>
158	<p><b>Q.</b> We have noted there are numerous questions being responded to in an upcoming addendum. Are there any other changes included in the addendum that are not covered by the posted responses?</p> <p><b>R.</b> In addition to the revisions noted in the posted responses the addendum includes revisions to reinforcing steel in the drilled shafts at Anchor Pier 1; roadway and drainage work associated with reconstruction of Waterfront Street; and maintenance and protection of traffic drawings associated with the drilled shaft and column construction along Waterfront Street.</p>	<b>F</b>	<b>5</b>

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No.	Question Submitted:	Status	Add. No.
159	<p><b>Q.</b> "Painting Requirements" Page 61 Section "General"</p> <p>This section requires any painting contractors or painting subcontractors, to have PCCP certifications QP-1 and QP-2. If we are using a licensed Lead Abatement Contractor for the lead work, in lieu of a painting contractor, will this alleviate the requirement for the PCCP certifications?</p> <p><b>R.</b> As stated in the Notice to Contractor – Painting Requirements, “All painting contractors and painting subcontractors to be used for lead paint removal, containment and collection, surface preparation, or coating of structural steel must have been certified by the Society for Protective Coatings (SSPC) Painting Contractor Certification Program (PCCP), QP-1 and QP-2, before the day of bid opening.” The PCCP certification requirements apply to surface preparation and coating applications as well as lead paint removal, containment and collection.</p>	F	6
160	<p><b>Q.</b> Refer to Specs. #1801000 - 1801004 - Repair of Temporary Impact Attenuation System. The State of Connecticut Standard Specifications for Roads, Bridges and Incidental Construction (2004) states that the repair for Temporary Impact Attenuation Systems is to be bid a shown in the itemized proposals as "Estimated Cost". In the itemized proposal this item is show with quantities of repairs instead of estimated cost value. Please clarify how these items are to be bid as there is a conflict between the itemized proposal and the Standard Specifications.</p> <p><b>R.</b> <a href="#">Item Nos. 1801000 through 1801004 - Repair of Temporary Impact Attenuation System Type A Module ___ kg are paid as each items as shown on the bid proposal forms. It has been concluded there is insufficient time to answer this question.</a></p>	I	
161	<p><b>Q.</b> Unless we receive a three week bid postponement to June 24th, we will not receive a quotation for the Structural Steel (Site 2) from this reputable fabricator. Please consider postponing the bid date to June 24th.</p> <p><b>R.</b> <a href="#">With the issuance of Addendum No. 5 on Thursday May 21, 2009, and the issuance of Addendum No. 6 on Monday June 1, 2009, the Department is maintaining the bid date of Wednesday, June 3, 2009.</a></p>	I	

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>162</b>	<p><b>Q.</b> Please consider adjusting the value of Item #0603372A - Materials for Structural Steel (Site 2) so a more realistic cost comparison can be made between the two alternates.</p> <p><b>R.</b> The Department has reviewed the current market pricing as they apply to the materials for structural steel for the NB portion of the structure only. The purchase of materials for structural steel for the SB portion of the structure is deferred several years as indicated in the special provision. The estimated cost for Item #0603372A – Materials for Structural Steel (Site No. 2) was reduced in Addendum No. 5 to reflect current market pricing for the NB portion of the structure only.</p>	<b>F</b>	<b>6</b>
<b>163</b>	<p><b>Q.</b> Question #132 from the DOT's website addressed the requirements for the SIP forms to be in place prior to the erection of the main span for aerodynamic reasons.</p> <p>A. Typically, the fill grades used to set the SIP forms to proposed elevations are obtained after the structural steel has been erected, particularly in a continuous span. In this instance, an added process of installing the stays and stressing has been added. By installing the SIP forms ahead of time, the grades and subsequent haunch depths are being figured purely from theoretical steel elevations. Is this the Departments intent?</p> <p>B. In lieu of using SIP forms for the aerodynamic purpose, will the Department consider providing a design for permanently cross bracing the tub girders to accommodate this condition? This will allow us to install the SIP decking as stated in Part A.</p> <p><b>R.</b> The main span structure has constant depth fixed haunches that allows the stay-in-place forms to be placed before the segment is lifted into place. Refer to Detail 1 and Detail 2 on sheet 1298 (Volume VI) Drawing S-180 and sheet 1303 (Volume VI) Drawing S-185 for more information.</p> <p>The Department will not provide a new design. Any Contractor proposals to lift the mainspan without SIP forms in-place will be subject to the review and approval of the Engineer. These proposals shall consider the aerodynamic characteristics of the mainspan section without SIP forms and shall accommodate static and dynamic effects produced by wind. The Contractor shall be required to use construction wind speeds of 30 meter/second for design and 53.4 meter/second for stability.</p>	<b>F</b>	<b>6</b>

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No.	Question Submitted:	Status	Add. No.
164	<p><b>Q.</b> Will the State provide any certifications stating that the Contract B1 west and proposed east trestles were constructed in accordance with the approved design? In order to price what upgrades are required to the B1 trestles (if any), the bidders need to know the starting point (in this instance the approved design) is what we're actually being provided with.</p> <p><b>R.</b> The trestle information provided by the Department from Contract B1 is the latest information for what is being constructed.</p>	<b>F</b>	<b>6</b>
165	<p><b>Q.</b> Item#0520392A through #0520397A, the Method of Measurement (page 503) states that "this work will be measured for payment by the number of meters of joint installed." Since the Modular Expansion Joints for some locations are being furnished only and to be installed at a later date by a future contractor, will this quantity be measure for payment (based on its quantity, Item #520397A appears though joint material furnished under this contract to be installed by a future contract will be measure, however, Item #520395A does not seem to account for the quantity associated with the areas under the temporary LMC wedge? Also since we do not know when the joints will be used and the item states that we are responsible for storage, can the Department provide a State-owned location for storage similar to that with the bearings from Contract B1?</p> <p><b>R.</b> The payment limits for the Modular Expansion joint furnished for PS-9 is as shown on plan 586-1 (Volume III) Drawing S-184, Modular Expansion Joint Piers PN-9 &amp; PS-9 which was added in Addendum No. 5.</p>	<b>F</b>	<b>6</b>
166	<p><b>Q.</b> Item#0100425A - Water Transportation for Inspection Personnel requires the Contractor to provide a motor boat and an operator to transport inspection personnel when required. This will require having a specially trained operator available on standby at all times, however, the item states that the boat will only be paid for on the days that the boat is used to transport inspection personnel. If the Contractor has to have personnel readily available at all times, then the item should be paid for every day that the boat/operator are available, whether it is used by inspection personnel or not. Please consider adding a lump sum item for providing the inspection boat and modifying the existing specification to provide the operator and operating costs of the boat by the day.</p> <p><b>R.</b> This item has been utilized in numerous contracts by the Department and will not be changed for this contract.</p>	<b>F</b>	<b>6</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>167</b>	<p><b>Q.</b> Note 5 on Sheet No. 731 states that concrete for drilled shafts at Piers PS-16 and PN-15 thru PN-18 be Class 60 and concrete for all other shafts shall be Class 40. Paragraph 2.01.A of the specifications for Furnishing and Installing Drilled Shafts states that concrete shall conform to Class 50 and Class 60. Please confirm that the concrete for the East Approach shafts is to Class 40 with exception of those indicated in Note 5 of Sheet 731.</p> <p><b>R.</b> Class 40 concrete is to be used for all east approach drilled shafts except for PN-15, PN-16, PN-17, PN-18 and PS-16 as indicated in Note 5 on Sheet 731. The special provision for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft was revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>6</b>
<b>168</b>	<p><b>Q.</b> Paragraph 1.02.C.2 of the specifications for Furnishing and Installing Drilled Shafts states that integrity testing will be done on approximately 1/3 (about 16) of the installed shafts. The quantity of integrity testing in the bid items is 81. Please clarify how many tests are anticipated.</p> <p><b>R.</b> The integrity testing requirements in paragraph 1.02.C.2 are revised to delete the two load test shafts. The estimated number of tests is also revised to match 1/3 of the total number of drilled shafts.</p> <p>The special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft was revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>6</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>169</b>	<p><b>Q.</b> Paragraph 1.02.C.2 of the specifications for Furnishing and Installing Drilled Shafts indicates that there will be two load test shafts required. Please confirm that there are no requirements for load tests or load test shafts.</p> <p><b>R.</b> The integrity testing requirements in paragraph 1.02.C.2 are revised to delete the two load test shafts. The estimated number of tests is also revised to match 1/3 of the total number of drilled shafts.</p> <p>The special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft was revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>6</b>
<b>170</b>	<p><b>Q.</b> Paragraph 3.01.A references a Notice to Contractors – Drilled Shaft Installation Sequencing and Scheduling. Please advise as to the location of the Notice.</p> <p><b>R.</b> The sequencing and scheduling information is contained within Sections 3.01, 3.02 and 3.03 of the special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft. The reference to the Notice to Contractor - Drilled Shaft Installation Sequencing and Scheduling is deleted.</p> <p>The special provisions for Item Nos. 0702835A through 0702856A – Furnish and Install ____ MM Diameter Drilled Shaft and Item Nos. 0702836A through 0702857A – Drill Rock Socket for ____ MM Diameter Drilled Shaft are was revised in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>6</b>
<b>171</b>	<p><b>Q.</b> Is the installation and acceptance of the Trial Drilled Shaft required prior to installation of the shafts for the East Approach or is it required only prior to installation of the shafts for the main span foundations?</p> <p><b>R.</b> The satisfactory completion of a trial shaft utilizing the equipment and techniques associated with construction of drilled shafts is required prior starting drilled shaft work at the Main Span (Site 2). The satisfactory completion of a trial shaft utilizing the equipment and techniques associated with construction of drilled shafts is required prior starting drilled shaft work at the East Approach (Site 3). The special provision for Item #0702058A – Trial Drilled Shaft was revised Addendum No. 5 to reflect this. New Item #0702490A - Trial Drilled Shaft (Site No. 3) was added in Addendum No. 5 to reflect this.</p>	<b>F</b>	<b>6</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>172</b>	<p><b>Q.</b> Please confirm that the steel plate for the permanent casings for the 1370 mm shafts is to be included in the item for Furnish and Install 1370MM Diameter Drilled Shafts and is not included in the item for Materials for Permanent Steel Casing (Site No. 3).</p> <p><b>R.</b> The material for permanent steel casings for the 1370 mm drilled shafts are included under Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shaft and are not paid for under Item #0702953A – Materials for Permanent Steel Casings (Site No. 3). The special provision for Item #0702854A – Furnish and Install 1370 MM Diameter Drilled Shafts was revised in Addendum No. 5 to clarify this.</p>	<b>F</b>	<b>6</b>
<b>173</b>	<p><b>Q.</b> The specifications for the item Materials for Permanent Steel Casings indicate that the cost of steel plate will be paid for at prices in effect two weeks prior to placement of the order for the plate. Is it the intent of the Department to pay for the steel plate with orders being placed incrementally to support the Contractor’s schedule or will the Department require that all plate be ordered at one time and stored for fabrication as needed to support the Contractor’s schedule?</p> <p><b>R.</b> The ordering of materials for permanent steel casings for the NB drilled shafts can be either incrementally or at one time which ever best supports the Contractor’s schedule. The ordering of materials for permanent steel casings for the SB drilled shafts must be supported by the CPM schedule and can be either incrementally or at one time which ever bests supports the Contractor’s schedule. Payment for material will be based on the price quote received two weeks before the order date.</p>	<b>F</b>	<b>6</b>

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<b>No.</b>	<b>Question Submitted:</b>	<b>Status</b>	<b>Add. No.</b>
<b>174</b>	<p><b>Q.</b> The Special Provisions has revised Section 6.01 - Concrete for Structures, has amended Subarticle 6.01.03 - 21 - Surface Finish. A revised Table of Finishes has been added and a requirement "The entire surface shall be rubbed within 24 hours after removal of forms". Special Provision Section 601056A - High Performance Concrete - Concrete Extradosed Prestressed Concrete Segmental Bridge, under Construction Methods, Subarticle 4 - Placing Concrete there is the paragraph "give all other exterior surfaces, except the roadway surface of segments a rubbed finish in accordance with 6.01.03-21 of the Standard Specifications. The referenced specification requires the use of a carborundum stone. Is it the intent to rub both the fascia and underside of the segmental concrete structure? Also please confirm that the requirement to rub the surface within 24 hours after the removal of forms does not apply to the segmental concrete.</p> <p><b>R.</b> The inclusions of the special provision Section 6.01 - Concrete for Structures in the contract amends the standard specifications to include the changes listed in Section 6.01 and are considered the Standard Specification for this Contract.</p> <p>As required in the special provision for Item #0601056A - High Performance Concrete - Concrete Extradosed Prestressed Concrete Segmental Bridge "give all other exterior surfaces, except the roadway surface of segments a rubbed finish in accordance with 6.01.03-21 of the Standard Specifications". The segment surface is to be rubbed finish within 24 hours after the removal of the forms as required by Section 6.01.03-21.</p>	<b>F</b>	<b>6</b>
<b>175</b>	<p><b>Q.</b> For the Main Span of the Steel Option what are the limits of rubbing in addition to the parapets?</p> <p><b>R.</b> As required in the special provision for Item #0601055A - High Performance Concrete - Steel Extradosed Bridge "give all other exterior surfaces, except the roadway surface, a rubbed finish in accordance with 6.01.03-21 of the Standard Specifications". The exterior surface is to be rubbed finish within 24 hours after the removal of the forms as required by Section 6.01.03-21.</p>	<b>F</b>	<b>6</b>
<b>176</b>	<p><b>Q.</b> We respectfully request that this project be bid as scheduled on June 3. It has come to our attention that some suppliers may be requesting an extension to the bid date. Movement of the bid date beyond June 3 would conflict with other major projects we are bidding.</p> <p><b>R.</b> <a href="#">With the issuance of Addendum No. 5 on Thursday May 21, 2009, and the issuance of Addendum No. 6 on Monday June 1, 2009, the Department is maintaining the bid date of Wednesday, June 3, 2009.</a></p>	<b>I</b>	

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

**Disclaimer:**

All prospective bidders, subcontractors, suppliers and all others who have an interest in the Bidder's Questions and the Department of Transportation's (DOT) Responses are advised that these questions and responses (collectively "Q & R") are being provided for informational purposes only, are not part of the bidding documents and are subject to change. DOT will issue an addendum addressing all questions that are made part of the bidding documents.

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The availability of the Bidder's Questions and DOT's Responses and other information on the website does not relieve prospective bidders of their obligation to review and become familiar with the plans, specifications, addenda, bidding requirements, notices, site conditions, and all other relevant project and bidding requirements. The plans, specifications, addenda, bidding requirements, and notices issued by the Department of Transportation take precedence over and supersede all information posted on any and all Web sites. Bidders shall not rely on the Q&R in preparing and submitting their bids.



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No.	Question Submitted:	Status	Add. No.
177	<p><b>Q.</b> We respectfully request that the above mention project be bid as scheduled on June 3, 2009. It has come to our attention that some suppliers and /or subcontractors may be requesting an extension to the bid date. A change to extend the bid date beyond June 3<sup>rd</sup> would conflict with other major heavy civil projects that bid through the month of June and July.</p> <p><b>R.</b> <a href="#">With the issuance of Addendum No. 5 on Thursday May 21, 2009, and the issuance of Addendum No. 6 on Monday June 1, 2009, the Department is maintaining the bid date of Wednesday, June 3, 2009.</a></p>	I	

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