



**STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**



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NEWINGTON, CONNECTICUT 06131-7546**

**Phone: 860-594-3129**

Subject: Project Nos. 310-0056 & 310-0057  
Branford & Guilford: Construction of Branford & Guilford Railroad Stations,

October 4, 2012

**NOTICE TO CONTRACTORS:**

This is to notify all concerned and especially the prospective bidders that the bid opening for the subject project was previously postponed to October 17, 2012 at 2:00 P.M. in the Conference Room of the Department of Transportation Administration Building, 2800 Berlin Turnpike, Newington, Connecticut.

**Addendum No. 2** is attached and can also be obtained on the Statewide Contracting Portal at [http://www.biznet.ct.gov/scp\\_search/BidResults.aspx?groupid=64](http://www.biznet.ct.gov/scp_search/BidResults.aspx?groupid=64)

This addendum is necessary to add a new Special Provisions, revise Plan Sheets, and to respond to questions asked on the subject project.

Bid Proposal Forms (0310-0056.EBS file and amendment file 0310-0056.00# if applicable) are available for those bidders that have received approval from the Department to bid on the subject project.

The Department has established a general mailbox to receive contractor questions. Please send all future questions to [DOTContracts@ct.gov](mailto:DOTContracts@ct.gov)

*Philip J. Melchionne*

For: Gregory D. Straka  
Contracts Manager  
Division of Contracts Administration

**OCTOBER 4, 2012**  
**BRANFORD RAILROAD STATION AND GUILFORD RAILROAD STATION**  
**FEDERAL AID PROJECT NOS. N/A**  
**STATE PROJECT NOS. 310-56 & 310-57**  
**TOWNS OF BRANFORD & GUILFORD**

**ADDENDUM NO. 2**

**SPECIAL PROVISION**  
**NEW SPECIAL PROVISION**

The following Special Provision is hereby added to the Contract:

- **NOTICE TO CONTRACTOR – SPECIALIZED WORK AND PRE-AWARD REQUIREMENTS /QUALIFICATIONS**

**PLANS**  
**REVISED PLANS**

The following Plan Sheets are hereby deleted and replaced with the like-numbered Plan Sheets:

01.02  
01.03.009.A2  
01.03.011.A2  
01.03.013.A2  
01.03.014.A2  
01.03.027.A2  
01.03.028.A2  
01.03.032.A2  
01.03.033.A2  
01.03.034.A2  
01.03.041.A2  
01.03.047.A2  
01.03.082.A2  
01.03.095.A2  
01.03.098.A2  
01.03.099.A2  
01.03.111.A2  
01.03.103.A2  
01.03.135.A2  
01.03.137.A2  
02.02  
02.03.004.A2  
02.03.006.A2

02.03.007.A2  
02.03.011.A2  
02.03.012.A2  
02.03.013.A2  
02.03.014.A2  
02.03.024.A2  
02.03.035.A2  
02.03.036.A2  
02.03.037.A2  
02.03.048.A2  
02.03.049.A2  
02.03.059.A2

### **QUESTIONS & ANSWERS**

1. Q: Please consider adding the following items to the proposal form

- Disposal of controlled material (#cy)
- Management of re-useable controlled material (#cy)
- Handling water (ls)
- Dewatering (ls)
- Light bollards (#ea)

During construction of the new Branford platform the Contractor will need to work in the Wetland area while installing piles, precast panels and structural steel. Please provide the restrictions regarding temporary access/work within the wetland area.

A:

- Disposal of controlled material (#cy): This is a borrow site. All material should remain on site. There is no Waste Stockpile Area called for and therefore, a Disposal of Controlled Material item is not required.
- Management of re-useable controlled material (#cy): All material should remain on site. Please refer to the Environmental documents and Geotechnical report for guidance on reuse of controlled material.
- Handling water (ls): Handling Water should not be necessary, as the Contractor is not permitted to work inside the wetlands, nor cross the open stream. Contaminated groundwater is anticipated. Therefore, all dewatering procedures should be performed and paid under Item #0204210A – Handling Contaminated Water, provided under Addendum No. 1.
- Dewatering (ls): Because of the known contaminated groundwater, any dewatering must be done in accordance with Item #0204210A - Handling Contaminated Water special provision provided in Addendum No. 1.
- Light bollards (#ea): The light bollards are part of the lighting package, which is paid for under the Major Lump Sum Items (MLSI).

There is no work called for within the wetlands and no construction work, haul roads, etc. is permitted within the wetland limits, even on a temporary basis. The Contractor is

responsible for providing a means and methods to avoid wetland impacts. The Contractor shall refer to the suggested phasing provided on plan sheet C-001 for guidance.

2. Q: On Drawing No. S-100 Sheet No. 01.03.094, the Pile Foundation Type Schedule indicates the type of pile to be used and the symbol associated with the various types. According to this drawing, the micropiles to be used on the ramp (Column Line C from 4S to 10.5S) appear to be Type 3. However, on Drawing S-208 Sheet No. 01.03.111, these piles are labeled to be Micropile Type 1. Please clarify the type of pile to be used for these piles.

A: See Addendum No. 1 for response to question.

3. Q: Please clarify estimated length of casing to be left-in-place based on above.

A: See Addendum No. 1 for response to question.

4. Q: If the geotechnical specialty contractor is responsible to designing the micropile, will they be allowed to provide a smaller diameter casing and core bar, assuming that the micropile design and load test satisfactorily achieves the maximum test load?

A: See Addendum No. 1 for response to question.

5. Q: Drawing A-506 Detail B shows the backband along the edge of the platform. Can another detail be provided for attaching the ¼" x 10" plate to the back of the Platform? The tolerances of the precast vertically & horizontally, and welding do not allow the piece to remain a straight piece along the length of the platform.

A: A ¾ inch maximum gap will be permitted between the embedded steel angles in the precast platform units and the painted steel backband, using continuous galvanized angles welded to the top embedded angle and the back of the backband and using 4inch galvanized clip angles (two per precast platform unit spaced evenly) to the bottom embedded angle and the back of the backband. This information was provided by Detail on Sheet No 01.03.104.A1 (Dwg No S-201) in Addendum #1.

6. Q: A505 Detail B shows the windscreens are to be ½" laminated glass. The specifications require the glass to be large missile impact resistant. For the glass to be large missile impact resistant, the glass will be to be much thicker. How are we to proceed for the windscreens?

A: Refer to CSI Specification Section 088000, Part 2.1.A, regarding indicated thickness as a minimum and complying with listed requirements of specifications, including Part 2.1.C Windborne-Debris-Impact Resistance. See also Note 1 on Sheet No. 01.03.059 (Dwg. No. A-507). The Contractor shall coordinate the glass clamp dimensions with the glazing manufacturer.

7. Q: Drawing Branford S-101 has scale listed as 1/8"=1'0", but stated dimension scale to 1"=10', please verify the proper scale.

A: Proper dimension scale for S-101 is 1"=10'. Sheet No. 01.03.095 (Dwg No. S-101) has been revised and is hereby reissued as part of this addendum.

8. Q: On Branford drawing S-102, the elevator pits elevation is -1'6", on Branford drawing S-100 the bottom of matt elevation is +8'5", but Branford drawing S-205 shows the elevator pit sitting on top of the matt slab. Please verify which are the correct elevations.

A: On sheet S-102, note 8 indicates the datum elevation (0'-0") is +12.72'. According to S-102 and S-205, the top of the elevator pit is -1'-6", the elevator pit is 9" thick, and the mat slab is 2'-0" thick.  $+12.72' - 1.5' - 0.75' - 2.0' = +8.47'$ . The elevation noted on S-100, +8.5', has been rounded. Use the +8.47' elevation arrived from sheets S-102 and S-205.

9. Q: Drawing ET-7 shows lowered height of the feeder cable for between 81-3 to 81-9 for the track 1 and 81-4 and 81-10 for the track 2. The ET-9 drawing shows relocation of the feeder cable to the other side of the catenary tower on both sides of the tracks. The lowered height of the cable can be a considerable obstruction for the sheet piling driving operation. Please advise.

A: Before construction of the piles, the Contractor is obligated to submit a workplan to Amtrak for approval. Unless the Contractor can provide a means and method for construction of the piles which will not interfere with the relocated cables, work on the feeder cables shall be coordinated with Amtrak by the Contractor during construction such that the cables will not be moved before the piles are installed. Note: the Amtrak ET Department will de-energize the wires during this operation regardless of the location of the wires. The Contractor should refer to the limited outage times described in the contract specifications.

10. Q: On Branford drawings S-211 and S-212, site stairs 1 and 2, are these site stairs and landings precast or cast in place? And under what pay items should these items be carried?

A: The site stairs and landings are precast concrete. This is indicated in detail 9/S-209. These items are paid under the major lump sum item (MLSI) "Rail Facility Upgrade", Item # 0063510A.

11. Q: On Branford drawing 2/S-210, how is that stair being supported? Please clarify.

A: Elevation – Precast Conc Stair 2/S-210 is incorrectly referenced on Dwg No. S-208 as call-out 2/S-209. The call-out, located between 9.5S and 10.5S should read as 2/S-210. The high side of the stairs is supported by the foundation wall per typical detail: Support at Panel Joint 9/S-209 and the low side of the stairs is supported by the foundation wall per Detail 3/S-210 in conjunction with End Joint 4/S-210. Sheet No. 01.03.111 (Dwg No S-208) has been revised and is hereby reissued as part of this Addendum.

12. Q: Branford Bike Shelter as shown on drawing C-103, A-103 and S-801, under what pay item should we carry this?

A: Removal, relocation, and repair of finishes to the existing passenger shelter for reuse as a bike shelter, including all necessary foundations and appurtenances, is paid under the major lump sum item (MLSI) entitled “Item # 0063510A – Rail Facility Upgrade”.

13. Q: What trade contractor is responsible for removing the existing south side passenger shelter frame for the Branford Station and move it to the new concrete pad?

A: The Contractor is responsible for determining which of their trade subcontractors will be responsible for removing said items.

14. Q: What trade contractor is responsible for lead paint abatement?

A: See Addendum No. 1, response to Question 19.

15. Q: Structural drawings call for the canopy framing to be galvanized and the specs call for it to have a 3 coat high performance coating. Please clarify.

A: Specification Section 099600 High-Performance Coatings governs. Canopy steel receives 3 coat high performance coating which includes a zinc primer (per Section 2.4.A Exterior High-Performance Coating Systems) to take the place of galvanized steel.

16. Q: What is the finish for the bike storage steel?

A: At Guilford Station, bike storage steel shall receive a 3 coat high performance coating that complies with Specification Section 099600. At Branford Station, bike storage steel existing finishes shall be touched-up and restored after relocation of shelter to its new position, following Specification Section 099600 for touch-up of primer coat and finish coats.

17. Q: Detail 4/S-303 shows light fixture mounting at canopy ridge beam. Please provide locations and/or quantity.

A: Contractor shall review Reflected Ceiling Plans, Demolition Plans, and Lighting Plans for light fixture locations as they pertain to Detail 4/S-303.

18. Q: Is Branford site 1 or site 2?

A: Branford is Site No. 1.

19. Q: Where is the spec for Item #0101117a?

A: The special provision entitled “Item No. 0101117A –Controlled Materials Handling” is included in the original contract documents on pages 201-206.

20. Q: I do have a question for you concerning the 1x6 decking. The structurals call out 5/8" T&G plywood sheathing. See note on S-105. Please clarify.

A: The material shall be Fire Retardant treated, 1x6 T&G, V-Groove decking, Grade B&B, Southern Pine; SPIB. The call-outs on Sheet No. 01.03.099 (Dwg No S-105) and Sheet No. 02.03.037 (Dwg No S-102) were revised and the sheets reissued as part of Addendum #1.

21. Q: We will require a 30 foot wide bench/working platform along the entire length of the areas requiring earth support. Will the CTDOT permit this given the wetlands adjacent to the work zone? Please confirm that we will be provided the 30 foot wide bench/working platform as needed.

A: No wetland impacts will be allowed. The Contractor is responsible for providing a means and methods to construct the platform given the site constraints. A sample staging plan has been provided in the drawing set, please refer to sheet C-001

22. Q: According to S-105 it calls out 5/8" T&G Plywood for the roof sheathing at the canopy. A-300 notes 1x6 T&G roof sheathing. Please clarify what materials to price?

A: The material shall be Fire Retardant treated, 1x6 T&G, V-Groove decking, Grade B&B, Southern Pine; SPIB. The call-outs on Sheet No. 01.03.099 (Dwg No S-105) and Sheet No. 02.03.037 (Dwg No S-102) were revised and the sheets reissued as part of Addendum #1.

23. Q: 061063 - Specs for the rafters and sheathing materials call for Fire-Retardant. Is this correct?

A: Yes, rafters and sheathing materials shall be fire retardant per CSI Specification Section 061063.

24. Q: Is the extent of the scope of the project described in the Station Plans for the two stations and the specs for sections 104250 and 104260, or are there other plans and specs of relevance?

A: The Contractor should refer to other sections of the Contract which describe signs, including but not limited to the CTDOT Standard Specifications for Roads, Bridges and Incidental Construction Form 816, the sign graphic drawings, sign schedule drawings, sign mounting detail drawings, and CTDOT Traffic Engineering Guide sheets.

25. Q: Re Guilford:

a) Drawing N-201 shows sign type ES-1 as 2'-0" wide;

b) The schedule, N-601, shows them as 2' or 3' wide depending on the layout and copy. It appears that what is shown in the schedule is the actual desired width. Is this correct?

A: The widths of Sign Type ES-1 are correctly shown on Dwg No. N-601.

26. Q: Re Branford: There is a similar question with respect to the widths of the Type DS-1 and ES-1 signs in the Graphic drawing, N-201 and the schedule N-601.

A: The widths of Sign Types DS-1 and ES-1 are correctly shown on Dwg No. N-601.

27. Q: Sign numbers 118 & 119 at the Guilford location and 170-175 in Branford are not shown on the "Sign Location Plans". Can you be of help?

A: Final determination of sign locations for Sign Numbers 118 & 119 at Guilford Station and 170 – 175 at Branford Station shall be coordinated by the Contractor with CTDOT's Project Engineer.

28. Q: In the sign schedules for both locations, there are references to "D.O.T. Standard Sheets". Can you provide them or give me info on where I could obtain electronic copies?

A: "DOT Standard Sheets" is referring to the Traffic Guide Sheets. The CTDOT Traffic Guide Sheets X, Y and Z were included in the bid package. Additional information on sizes, colors and styles for traffic signage can be found on these sheets.

29. Q: On drawing A-506 for the Guilford Station shows a bike shelter. Is this new or is it existing? The structural drawing doesn't show a canopy on the North Bound Platform. Is the bike rack the only thing added to this shelter?

A: Bike shelter is new for Guilford Station. See Addendum No. 1, Question #26 for response to question.

30. Q: The FACP shows on drawing E-703. There is a phone line shown on the left that runs to the telephone service board. Where is this located? There are no communications/Phones shown on any of the drawings.

A: Emergency phones / Blue phones are indicated in multiple locations on the plans. The existing Telephone Cabinet is located approximately 5ft from the southeast corner of the existing station shelter mounted on a plywood board and its exact location should be confirmed in the field by the Contractor.

31. Q: Bid Item # 0601653A-Retaining Wall (Site No.3) does not have a profile drawing similar to Retaining Wall Site No.1 & 2 and is not shown on grading plan (Drawing C-107). Please indicate if this item is needed.

A: Retaining Wall Site No. 3 runs parallel to the tracks, south of the driveway loop. It is shown on C-107. All retaining walls are labeled on the Site Plan, Drawing C-103 for reference. The profile for Retaining Wall Site No. 3 was provided on sheet 01.03.020 (C-305) in the plan set.

32. Q: The roof plan for Guilford (A-120) only shows a partial roof area only. The Guilford station has north & south platforms plus a pedestrian bridge. The plans call for the removal of the existing adhered snow guards & installation of a new snow guard system at the entire roof. Do we follow the Branford drawings or are there additional drawings showing the scope of the snow guard work or the entire roof at Guilford?

A: Notes on Sheet No. 02.03.013 (Dwg. No. A-120) provide the Scope of Work for the existing snow guard removal and new snow guard installation work for Guilford, in addition to Specification Section 077253.

33. Q: The bid tab and list of drawings on Sheet No. 01.03.000 refer to Retaining Wall (Site 3). However there appears to be only two retaining walls (Site 1 and Site 2).

A: Retaining wall Site No. 3 is clearly shown on Sheet 01.03.020 (C-305) of the bid documents. If the Contractor is missing this sheet, please re-download the bid set to find this sheet.

34. Q: Drawing C-305 is listed on Sheet No. 01.03.000 as Retaining Wall (Site 3) Profile, when in fact Drawing C-305 is showing RW2 (Site 2) from Station 3+02.4 to Station 4+60.

A: Retaining wall Site No. 3 is clearly shown on Sheet 01.03.020 (C-305) of the bid documents. If the Contractor is missing this sheet, please re-download the bid set to review this sheet.

35. In “notice to contractor-demolition & hazardous materials abatement – “the building schedule for abatement is located at the Westbrook Maintenance Garage in Westbrook, CT”. I assume this is a misprint.

A: See Addendum No. 1, response to Question 19.

36. The existing structure in both locations (Branford and Guilford train stations) look post-1978. Do we need lead abatement on this project? Please advise.

A: See Addendum No. 1, response to Question 19.

37. “Section 01520A – Requirements for temporary protection shields for demolition and construction of overhead bridges and other structures”, Subsection 3.2.E. 2 “The vertical shield shall extend a minimum 6’6” above the top of the adjacent surface, such as curb or sidewalk.” If I follow the letter of this specification section and I want to separate the work area from the tracks including edge of the platform, I would need to erect a sturdy barrier almost to the elevation of the bottom of the pedestrian bridge (reference point) and the barrier would be in a way of approaching train. Please advise.

A: Section ‘O’ indicates “Where site specific conditions impose insurmountable restrictions to the design of temporary construction conforming to the limitations listed above, the design

of temporary construction shall be developed in close coordination with Amtrak design review personnel. The Chief Engineer, Structures shall Provide final approval of temporary construction that does not conform to the above limitations.” Since the installation of temporary protection shields along the front edge of the platform would affect railroad operations, these conditions impose an insurmountable restriction, thereby requiring the Contractor to propose an alternate means of protection to be approved by Amtrak. The Contractor should include the cost of the design, coordination with Amtrak forces, and installation and removal of the temporary protections in their bid.

38. Q: Branford – Analysis of boring data implies dewatering of foundation excavation could be required. Therefore the following questions:

- Where groundwater should be discharged? (back to wetlands, sewer, etc)
- Is filtering of groundwater required?
- Who is responsible for sewer fees, if any?

A: All dewatering shall be paid for under Item #0204213A – Handling Contaminated Groundwater. Any dewatering shall adhere to the Special Provision Item #0204213A – Handling Contaminated Groundwater provided under Addendum No. 1. No sewer fees are anticipated, as there are no sewer connections required.

39. Q: Branford – South tower. Structural drawings do not show modifications to the existing foundations to accommodate installation of new elevator (slab opening for the pit, etc)

A: The existing south tower foundation assembly was constructed with an elevator pit that has been covered with a 6’-9” x 9’-11” x 6” thick reinforced concrete removable pit cover. The contractor shall remove the existing cover prior to construction of the overpass tower assembly. This work shall be paid under the major lump sum item (MLSI) “Rail Facility Upgrade”, Item # 0063510A.

The Bid Proposal Form is not affected by these changes.

There will be no change in the number of calendar days due to this Addendum.

The foregoing is hereby made a part of the contract.

## **NOTICE TO CONTRACTOR – SPECIALIZED WORK AND PRE-AWARD REQUIREMENTS/QUALIFICATIONS**

The work included in this contract involves specialized work. The expansion of the Branford railroad station includes a stair/elevator assembly. It is highly important that the Contractor (prime or subcontractor) performing the work, be familiar with the overall assembly of an Electric Traction Elevator, and the mechanical and electrical operation of this type of structure/assembly. In order to ensure the successful completion of this project, the Contractor (prime or subcontractor) performing the work must meet the following specialized requirements. The low bidder must submit written evidence of the following requirements/qualifications within 21 days of the bid opening, prior to award of the Contract:

- **Elevator Work:** The elevator assembly work must be detailed, fabricated, and installed by contractors who have successfully completed work on an Electric Traction Elevator assembly within the last (5) years. Please submit, in writing, prior work experience completed, including project descriptions, completion dates, location, and project contact information.
- **Electrical Work:** The electrical contractor must be familiar with the electrical workings of an Electric Traction Elevator. The electrical contractor must show that they have successfully completed electrical installation of an Electric Traction Elevator within the last five (5) years. Please submit experience, in writing, of prior work completed, including personnel names, project descriptions, completion dates, location, and project contact information.
- **Mechanical Work:** The contractor must be familiar with the mechanical workings of an Electric Traction Elevator. The contractor shall have available personnel working on site, who have successfully completed mechanical work related to an Electric Traction Elevator within the last five (5) years. Please submit experience, in writing, of prior work completed, including personnel names, project descriptions, completion dates, location, and project contact information.

Due to the expected long lead time for the elevator equipment, submit shop drawings for the elevator system early in the project.