



**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**



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NEWINGTON, CONNECTICUT 06131-7546**

Phone: 860-594-3129

Subject: Project Nos. 131-194/195: The Rehabilitation of Bridges 01235 & 01236 I84 EB & WB over Marion Avenue in the Town of Southington

March 20, 2013

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 from March 20, 2013 to April 3, 2013 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

This addendum is necessary to revise contract documents.

The Department has established a general mailbox to receive contractor questions. Please send all future questions to DOTContracts@ct.gov

Philip J. Melchionne

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

MARCH 20, 2013
REHABILITATION OF BRIDGES 01235 & 01236 I-84 EB & WB OVER MARION AVE.
STATE PROJECT NOS. 131-194 & 131-195
TOWN OF SOUTHLINGTON

ADDENDUM NO. 2

SPECIAL PROVISIONS

NEW SPECIAL PROVISION

The following Special Provision is hereby added to the Contract:

- ITEM NO. 0305000A – PROCESSED AGGREGATE

REVISED SPECIAL PROVISIONS

The following Special Provisions are hereby deleted in their entirety and replaced with the attached like-named Special Provisions:

- CONTRACT TIME AND LIQUIDATED DAMAGES
- SECTION 1.08 – PROSECUTION AND PROGRESS

CONTRACT ITEMS

NEW CONTRACT ITEM

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>
1212003	TEMPORARY PLASTIC PAVEMENT MARKING TAPE – 6” WHITE	L.F.	4,322

REVISED CONTRACT ITEM(S)

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>ORIGINAL QUANTITY</u>	<u>REVISED QUANTITY</u>
0202000	EARTH EXCAVATION	8,000 C.Y.	3,560 C.Y.
0209001	FORMATION OF SUBGRADE	1,511 S.Y.	8,700 S.Y.
0305000A	PROCESSED AGGREGATE	1,050 TON	2,400 TON
0602910A	DRILLING HOLES AND GROUTING	447 EA.	684 EA.

QUESTIONS & ANSWERS

Q1. This project contains multiple unique elements that have a great deal of technical complexity compared to a normal superstructure replacement on a limited access highway. We request that the bid opening be postponed two weeks to allow bidders sufficient time to address these elements.

A1. The Department has moved the bid opening date to April 3, 2013.

Q2. Due to the amount of work that has to be accomplished in a tight area during the 56-hour shutdown of I-84 and the consequences of not completing the work in this period, would the state consider two weekend closures with one span being replaced during each closure?

A2. A two weekend closure option to remove and replace one span during each closure will not be permitted. All aspects of this project with respect to the bridge moves have been based upon a single weekend closure.

Q3. The bridge as designed is being built on temporary supports for movement by the contractor to its permanent location. So the assumption is that the beams and slabs, as designed, will have integral strength so as not to fail during the movement process from construction point to final resting point on the existing abutments. Please confirm.

A3. The suggested scheme depicted in the Contract Plans shows the bridge superstructures constructed on temporary supports in the staging areas. The suggested locations of the temporary supports are shown in the Contract Plans. Both the existing and new superstructures were analyzed for structural integrity and stability while on temporary supports, in the final resting points on the abutments and during lifting and movement for an intermediate condition with the lifting points spaced 66 feet (33 feet each side of the center of the span). A conceptual lifting scheme is shown on contract sheet 04.08. The Contractor shall design the lifting system, prepare all working drawings and calculations and submit them for the Engineer's review during the construction. If the supports are placed as depicted in the plans analysis of the existing or proposed superstructures will not be required. If the Contractor deviates from the depicted configuration it will be required to assess the integrity of the existing and proposed superstructures. The Contractor must demonstrate that, during the lifting and movement process from construction point to final resting point on the existing abutments, the superstructures will be delivered to the final location with no damage or loss of strength, performance, or long-term durability.

Q4. The Departments suggested construction sequence also shows lifting both existing bridge superstructures and moving those to temporary supports for demolition and disposal. Please confirm that you have analyzed the integral strength of the existing superstructure and in fact this procedure will work without failure during the lift and movement cycle.

- A4.** The existing and new superstructures were analyzed for structural integrity and stability with lift points spaced 66 feet (33 feet each side of the center of the span with the remaining spans cantilevered equally at each end. A conceptual lifting scheme is shown on contract sheet 04.08. The Contractor must demonstrate that during the lifting and movement process that the existing superstructures will be safely delivered to the resting point on the temporary supports prior to demolition.
- Q5.** Among other items in Addendum No. 1 are Liquidated damages for failure to reopen I-84 by 5am on the Monday morning following the weekend closure. For a project advertised with a Scope F price range a figure of up to \$600,000.00 per hour of Liquidated Damages appears to be disproportionately high compared to the Department's stated value of the work. Can this number be reviewed by the Department? Please clarify that if for some reason both directions on I-84 are still closed at 5 am Monday morning, will the Table of Liquidated Damages double and be charged at \$400,000.00, then \$800,000.00 and for a third hour and subsequent at \$1,200,000.00 per hour. Is there any maximum dollar amount of damages the Department would anticipate?
- A5.** The Department has reviewed the Liquidated Damages for the non-completion of the contract work that is to occur during the weekend closure. Liquidated Damages will apply if the Contractor fails to complete the weekend work as stated in the contract and open all lanes of I-84 to normal traffic operations by 5:00 am Monday following the weekend closure. The Liquidated Damages will be assessed at \$100,000 per hour for each direction of I-84 if all lanes of traffic are not opened by 5:00 am on Monday. The aggregate amount of Liquidated Damages assessed during this shutdown period shall not exceed \$1,000,000. The special provision Contract Time and Liquidated Damages has been revised and is included as part of this Addendum.
- Q6.** The plans show working on 2 of the 4 available gore areas between the ramps and the mainline. Would the remaining 2 areas be available to the contractor for use? If they are available and are used will the Department participate in the costs of preparing them and restoring them after use as you are on the 2 that are shown?
- A6.** The two remaining gore areas on the northeast and southeast corners are available for use as they are within the State's right of way. However, due to the existing grade in these areas, they have not been proposed for use as staging areas in the contract plans. If these areas are used by the Contractor, the Department will not participate in the costs of preparing them and restoring them after use. The Contractor will be required to restore these areas to their pre-construction condition and to the satisfaction of the Engineer at no additional cost to the Department.
- Q7.** With SPMT wheel loads approaching approximately 1,500 pounds per square foot damage to Marion Ave could result. Is the Department going to pay to restore damaged areas?

- A7.** The Contractor is required to design the lifting system in accordance with the specifications for Item #0604398A – Erection Equipment - Complete. It is required under this specification that the lifting system wheel loads do not exceed allowable ground pressures, as determined by the Contractor’s geotechnical engineer. The Department will not reimburse the Contractor for costs incurred to restore damaged areas along Marion Avenue resulting from Contractor’s operations.
- Q8.** No plans are included for Marion Ave so the assumption is that the design and methodologies shown on the plans will not damage any underground structure/utility due to the loads imposed. Please confirm.
- A8.** The design and methodologies shown in the plans will not damage underground drainage structures or utilities due to the imposed loads. Please refer to NTC-Existing IMS which is included in the contract. Also please refer to response to Question 7 above regarding imposed loads.
- Q9.** Please provide a plan of the existing IMS facilities that lie within the work areas and contract limits.
- A9.** Plan for the IMS facilities is included. Refer to sheet 07.03.
- Q10.** Page 34 of the special provisions which details the limitations of operations chart has been cut off. Please provide.
- A10.** A revised special provision for Section 1.08 – Prosecution and Progress with a complete chart showing the Limitations of Operations is included in the Addendum.
- Q11.** Will the providers of the SPMT services be required to enter into a subcontract with the general contractor and will this subcontractor have to be approved by CDOT?
- A11.** Yes.
- Q12.** On page 9 of the special provisions, it is stated that the existing overhead utilities will be moved “prior to the commencement of construction”. Is the date given for the Notice to Proceed considered the “commencement of construction”?
- A12.** Existing overhead utilities will be directed to relocate upon Award of the Contract by the CTDOT Office of Construction. The date for Notice to Proceed is considered commencement of construction for the Contractor.

- Q13.** Although not completely dimensioned the End Diaphragm Section shown on Drawing No. S-17 adds approximately 2 feet to each end of the deck. This 4 feet plus the 104'-6" beam length results in a deck pour of 108'-6". Because the decks are skewed this results in a deck surface long diagonal dimension of approximately 140 feet. This is significant because rotating the structure becomes problematic with this dimension. Using Travel Path and Marion Ave Stationing as shown on Drawing BSA-01, specifically Points B and C. These points coincide with the centerline of structure for rotational purposes. Conflicts are anticipated with bypassing traffic on the ramps during weekend highway closure. At Point C, Marion Ave Sta 8+13.21 and add of 70 lf (1/2 of the long diagonal) needs to be considered for the location of the leading edge of the moving structure. This results in a Marion Ave Station of 7+43.12 for the leading edge. This station location is in the detour travel path; all westbound traffic will have to stop while these 4 rotations shown are completed. Is this going to be allowed?
- A13.** The Contractor's attention is directed to Notes 1, 2 and 3 on TP-01. Generally, the TP baseline shown on BSA-01 and rotational movements shown on TP-01 and TP-02 are not necessarily intended to represent the exact movement path and location of rotation of the moving structures. The intent of the TP baseline is to indicate a general movement path and associated vertical alignment indicated on TPR-01. The structure movement concept depicted on the plans can be achieved without impacting active traffic patterns.
- Q14.** At Point B on Marion Ave rotating the structure is not possible if EB Existing structure is parked temporarily where indicated at Marion Ave Sta 12+25 +/- . Rotation on Marion Ave Sta 11+69.45 plus the 70 lf required for the leading edge results in Marion Ave Sta 12+39.45. EB Existing structure is in the way. EB Existing cannot be moved up station without interfering with bypassing traffic. Can this ramp bypass traffic be stopped to accomplish this scenario? Both these scenarios are presented here without consideration for the additional work room required while completing rotations.
- A14.** See response to Question 13.
- Q15.** Temporary Support systems shown on BSA-01 and other drawings are with a 90' span. Reality is they will have a bearing line spacing of 103' and 102'. Considerable additional room is needed at each end to result in a deck length of 108'-6". The location of Temporary Support System Site # 2 and Site # 3 can and will be adjusted longitudinally in their present locations so that the new structures can be constructed. The problem is Site # 1 – future home of Existing westbound structure; – Site No 2 has extended south into the area east of Site # 1 – If Site # 1 is built, where shown and utilized as shown there is no way to move EB Proposed off its supports (Site 1 blocks movement from Site 2). Simply not enough room unless modifications to the off ramp are constructed and Site #1 is moved south to clear Site 2. Will this be allowed and compensable to the Contractor? Does the Department have ramp reconstruction plans available for review?

A15. The Contractor is responsible for designing and providing Temporary Support Systems as well as a proposed movement sequence. The temporary support systems shown on BSA-01 are schematic only. The temporary support concept indicated on BSA-01 will allow for all anticipated movements to be achieved. No modifications to the off ramp will be permitted.

Q16. Contract drawing 4.13 depicts an "Existing Parapet Detail" which shows the existing parapet reinforcing steel is to be preserved during removal of the parapet. The "Proposed Parapet Detail" on the same drawing shows the drilling and grouting of new reinforcing steel. Is the intent of the design to have both existing and new reinforcing steel in the wingwall parapets?

A16. Yes.

Q17. Given that the risk reward ratio for this project is so large, potentially \$13,000,000 per 24 hour period liquidated damages on a project that is only 5-7 million, it would seem foolhardy to bid this job.

A.17 The Contract Time and Liquidated Damages that were included in Addendum No. 1 have been revised and are included as part of this Addendum.

Q18. Additionally, our surety is unlikely to provide bonding for this project in its present form.

A18. See response to Question 17.

The Detailed Estimate Sheets do not reflect these changes.

The Bid Proposal Form has been revised to reflect 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.

ITEM #0305000A – PROCESSED AGGREGATE

Work under this item shall conform to the requirements of Section 3.05 amended as follows:

Article 3.05.03 - Construction Methods:

Delete the second paragraph of this article in its entirety and replace with the following:

The processed aggregate shall be spread uniformly by a method approved by the Engineer. The thickness of each course shall not be more than 4 inches after compaction, unless otherwise ordered.

After the aggregate is spread, it shall be thoroughly compacted and bound by use of equipment specifically manufactured for that purpose. Water may be used during the compaction and binding operation and shall be applied from an approved watering device. The compacting and binding operation shall be continued until the voids in the aggregates have been reduced to provide a firm and uniform surface satisfactory to the Engineer. The dry density of each layer of processed aggregate after compaction shall not be less than 95 percent of the dry density for that material when tested in accordance with AASHTO T180, Method D.

Should the subgrade material become churned up or mixed with the processed aggregate at any time, the Contractor shall, without additional compensation remove the mixture. New aggregate material shall be added, compacted and bound, as hereinbefore specified, to match the surrounding surface.

Any surface irregularities which develop during, or after work on each course, shall be corrected by loosening material already in place and removing or adding aggregate as required. The entire area, including the surrounding surface, shall be re-compacted and rebound until it is brought to a firm and uniform surface satisfactory to the Engineer.

CONTRACT TIME AND LIQUIDATED DAMAGES

In order to minimize the hazard, cost and inconvenience to the traveling public, pollution of the environment and the detriment to the business area, it is necessary to limit the time of construction work, which interferes with traffic as specified in Article 1.08.04 of the Special Provisions.

There will be three assessments for liquidated damages and they will be addressed in the following manner:

1. For this contract, an assessment per day for liquidated damages, at a rate of Two Thousand One Hundred (\$2,100.00) Dollars per day shall be applied to each calendar day the work runs in excess of the Two Hundred Thirty (230) allowed calendar days for the contract.
2. For this contract, an assessment per hour for liquidated damages shall be applied to each hour, or any portion thereof, in which the Contractor interferes with normal traffic operations during the restricted hours given in Article 1.08.04 of the Special Provisions. The liquidated damages shall be as shown in the following tables entitled "Liquidated Damages Per Hour For Other Than Weekend Closure" for each hour, or any portion thereof, in which the Contractor interferes with normal traffic operations during the restricted hours.

For the purpose of administering this contract, normal traffic operations are considered interfered with when:

- Any portion of the travel lanes or shoulders is occupied by any personnel, equipment, materials, or supplies including signs.
- The transition between the planes of pavement surfaces is at a rate of one inch in less than fifteen feet longitudinally.

**LIQUIDATED DAMAGES PER HOUR
FOR OTHER THAN WEEKEND CLOSURE**

Project Nos. 131-194/195

Route I-84 Eastbound 3 Lane Section				
If Working Periods Extends Into	A.M. 1 Lane Closure	A.M. 2 Lane Closure	P.M. 1 Lane Closure	P.M. 2 Lane Closure
1st Hour of Restrictive Period	\$ 500	\$ 500	\$ 500	\$ 500
2nd Hour of Restrictive Period	\$ 500	\$ 9,000	\$ 500	\$ 500
3rd Hour or any Subsequent Hour of Restrictive Period	\$ 500	\$ 20,000	\$ 2,000	\$ 2,000

Route I-84 Westbound 3 Lane Section				
If Working Periods Extends Into	A.M. 1 Lane Closure	A.M. 2 Lane Closure	P.M. 1 Lane Closure	P.M. 2 Lane Closure
1st Hour of Restrictive Period	\$ 500	\$ 15,000	\$ 500	\$ 500
2nd Hour of Restrictive Period	\$ 6,000	\$ 70,000	\$ 500	\$ 500
3rd Hour or any Subsequent Hour of Restrictive Period	\$ 5,000	\$ 100,000	\$ 500	\$ 500

The above liquidated damages apply to those hours shown on the Limitation of Operations charts designated with a “3” or “E”.

For those hours on the Limitation of Operations charts designated with a “2”, the liquidated damages shown above for “1 Lane Closure” shall apply when only one lane is open to traffic.

For each hour shown on the Limitation of Operations charts designated with an “E”, liquidated damages of \$500 per hour shall apply if all available shoulder widths are not available to traffic.

Liquidated damages in the amount of \$500 shall apply for each hour that the Contractor interferes with existing traffic operations on any ramps during the non-allowable hours.

3. Time is of the essence in completing this project and in opening all travel lanes and shoulders along I-84 eastbound and westbound roadways to normal traffic operations. In order to reduce the hazard, cost and inconvenience to the traveling public, the pollution of the environment and the detriments to the local businesses which inevitably result from construction projects such as this, it is necessary that the Contractor complete the rapid removal and replacement of the existing superstructures and all contract work associated with this project which is within the project limits, at the earliest date possible. To achieve this, the following plan has been established and made part of the Contract.

As described in Section 1.08 Prosecution and Progress to accommodate rapid bridge replacement operations, the Contractor will be allowed to close I-84 eastbound and westbound lanes and detour traffic around the site in accordance with the Maintenance and Protection of Traffic Plans. The closure of I-84 will begin at 9:00 P.M. on Friday

and will end on 5:00 A.M. on the following Monday. The removal and replacement of the existing bridge superstructures will be completed within the above time period over a weekend.

Liquidated Damages will be assessed in the amount of \$100,000 per hour for each direction of I-84, for each hour, or any portion thereof, if the Contractor fails to complete the rapid removal and replacement of the bridge superstructure, complete all roadway work and paving along I-84 and open all lanes of traffic to normal traffic operations by 5:00 A.M. of the Monday following the weekend closure. The aggregate amount of Liquidated Damages assessed during this shutdown period shall not exceed \$1,000,000.

INCENTIVES

Should the Contractor complete the rapid removal and replacement of the both Bridge Nos. 01235 (I-84 eastbound) and 01236 (I-84 westbound), complete all roadway work and paving along I-84 and open all lanes of traffic along I-84 eastbound and westbound to normal traffic operations prior to 10:00 A.M. of the Sunday of the weekend closure, then the Contractor will receive an incentive payment of \$250,000.

If the Contractor is unable to complete the work described above prior to 10:00 A.M. of the Sunday of the weekend closure the incentive payment will be reduced as stated below.

I-84 Lanes Open to Traffic By:	Incentive Payment (Dollars)
10:00 A.M. Sunday	\$ 250,000
10:01 A.M. – 12:00 P.M. Sunday	\$ 200,000
12:01 P.M. – 5:00 P.M. Sunday	\$ 150,000

There will be no incentive payment if the work is completed and I-84 is opened to traffic in both directions after 5:00 P.M. on the Sunday of the weekend closure.

SECTION 1.08 - PROSECUTION AND PROGRESS

Replace Article 1.08.01 – “Transfer of Work or Contract” with the following:

1.08.01—Transfer of Work or Contract: The Contractor shall perform with its own organization Contract work with a value under the Contract of at least 50% of the original total Contract value. If the Contractor sublets, sells, transfers, or otherwise disposes of any part of the Contract work without the Commissioner's prior written consent, the Contractor will not be relieved of any Contractual or other legal responsibility in connection therewith. Such an unauthorized act by the Contractor shall constitute a material breach of the Contract, and the Commissioner may, in such a case, terminate the Contract without further compensation to the Contractor.

The Contractor shall include the following alternative dispute resolution clause in all of its Project subcontracts:

"For any dispute arising out of the agreement between the Contractor and a subcontractor, including claims of late payment or non-payment, which cannot be settled within 60 days of the subcontractor submitting a written claim to the Contractor, either party may bring the dispute before an alternative dispute resolution entity for resolution. If the parties do not agree upon a particular dispute resolution entity for that purpose, the dispute shall be resolved under the auspices and construction arbitration rules of the American Arbitration Association, or under the rules of any other alternative dispute resolution entity approved by the Department either generally or for the specific dispute. The Department may not be made a party to formal arbitration regarding such a dispute. These rights and restrictions may not be waived, and if these provisions are not included in the Contractor's subcontracts for the Project, these provisions shall nonetheless be read into them."

The Contractor shall not knowingly enter into any lower tier transaction on a Department project with any person or entity which, under any federal or state law or regulation, or by voluntary agreement, is currently debarred or disqualified from bidding for construction contracts or participating in construction projects in any jurisdiction within the United States, unless after disclosure of such ineligibility, such participation is authorized by appropriate federal and State authorities, including the Commissioner.

The Contractor shall not sublet, sell, transfer, assign, or otherwise dispose of the Contract or any portion thereof, or of the work provided for therein, or of its right, title, or interest therein, to any individual or entity without the prior written consent of the Commissioner. No payment will be made for any part of the work sublet, sold, transferred, assigned, or otherwise disposed of by the Contractor, prior to the authorization date given in the written consent of the Commissioner. Such an unauthorized act by the Contractor shall constitute a material breach of the Contract, and the Commissioner may, in such a case, terminate the Contract without further compensation to the Contractor.

The Contractor shall pay the subcontractor for work performed within thirty (30) days after the Contractor receives payment for the work performed by the subcontractor. Withholding retainage by the Contractor, subcontractor or lower tier subcontractors is not allowed.

Payment for work that has been performed by a subcontractor does not eliminate the Contractor's responsibilities for all the work as defined in Article 1.07.12, "Contractor's Responsibility for Work."

Payment for work that has been performed by a subcontractor also does not release the subcontractor from its responsibility for maintenance and other periods of subcontractor responsibility specified for the subcontractor's items of work. Failure of a subcontractor to meet its maintenance, warranty and/or defective work responsibilities may result in administrative action on future Department contracts.

For any dispute regarding prompt payment, the alternate dispute resolution provisions of this article shall apply.

The above requirements are also applicable to all sub-tier subcontractors and the above provisions shall be made a part of all subcontract agreements.

Failure of the Contractor to comply with the provisions of this section may result in a finding that the Contractor is non-responsible on future projects.

Article 1.08.04 - Limitation of Operations - Add the following:

In order to provide for traffic operations as outlined in the Special Provision "Maintenance and Protection of Traffic," the Contractor will not be permitted to perform any work which will interfere with the described traffic operations on all project roadways as follows:

Route I-84

On the following State observed Legal Holidays:

- New Year's Day
- Good Friday, Easter*
- Memorial Day
- Independence Day
- Labor Day
- Columbus Day
- Thanksgiving Day**
- Christmas Day

The following restrictions also apply:

On the day before and the day after any of the above Legal Holidays.

On the Friday, Saturday, and Sunday immediately preceding any of the above Holidays celebrated on a Monday.

On the Saturday, Sunday, and Monday immediately following any of the above Holidays celebrated on a Friday.

* From 6:00 a.m. the Thursday before the Holiday to 8:00 p.m. the Monday after the Holiday.

** From 6:00 a.m. the Wednesday before the Holiday to 8:00 p.m. the Monday after the Holiday.

During all other times

The Contractor shall maintain and protect traffic as shown on the accompanying "Limitation of Operations" charts, which dictate the minimum number of lanes that must remain open for each day of the week.

To accommodate rapid bridge replacement operations, the Contractor will be allowed to close I-84 and detour traffic around the site in accordance with the Maintenance and Protection of Traffic Plans for one 56 hour period of time starting at 9:00 PM on a Friday and ending at 5:00 AM the following Monday. The detour shall not take place during a Holiday week or the weekends of September 27-30, 2013 and October 4-7, 2013.

The Contractor shall notify the Engineer at least 30 days in advance of the start of the I-84 closure.

**Project No. 131-194/195
Limitation of Operations Chart
Minimum Number of Lanes to Remain Open**

Route: I-84 Eastbound Location: Vicinity of Exit #30 Number of Through Lanes: 3								Route: I-84 Westbound Location: Vicinity of Exit #30 Number of Through Lanes: 3							
Hour Beginning	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour Beginning	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Mid	1	1	1	1	1	1	1	Mid	1	1	1	1	1	1	1
1 AM	1	1	1	1	1	1	1	1 AM	1	1	1	1	1	1	1
2 AM	1	1	1	1	1	1	1	2 AM	1	1	1	1	1	1	1
3 AM	1	1	1	1	1	1	1	3 AM	1	1	1	1	1	1	1
4 AM	1	1	1	1	1	1	1	4 AM	1	1	1	1	1	1	1
5 AM	1	1	1	1	1	1	1	5 AM	1	1	1	1	1	1	1
6 AM	E	E	E	E	E	1	1	6 AM	E	E	E	E	E	1	1
7 AM	E	E	E	E	E	2	1	7 AM	E	E	E	E	E	1	1
8 AM	E	E	E	E	E	2	1	8 AM	E	E	E	E	E	2	1
9 AM	2	2	2	2	3	2	1	9 AM	3	3	3	3	3	2	1
10 AM	2	2	2	2	3	2	2	10 AM	3	3	3	3	3	2	2
11 AM	2	2	2	2	3	2	2	11 AM	3	3	3	3	3	3	2
Noon	2	2	2	2	3	2	2	Noon	3	3	3	3	3	3	3
1 PM	2	2	2	2	3	2	2	1 PM	3	3	3	3	3	3	3
2 PM	3	3	3	3	3	2	2	2 PM	3	3	3	3	3	3	3
3 PM	E	E	E	E	E	2	2	3 PM	E	E	E	E	E	3	3
4 PM	E	E	E	E	E	2	2	4 PM	E	E	E	E	E	3	3
5 PM	E	E	E	E	E	2	2	5 PM	E	E	E	E	E	3	3
6 PM	2	2	2	2	2	2	2	6 PM	3	3	3	3	3	2	2
7 PM	2	2	2	2	2	2	2	7 PM	2	2	2	2	2	2	2
8 PM	2	2	2	2	2	2	2	8 PM	2	2	2	2	2	2	2
9 PM	1	1	1	1	2	2	1	9 PM	2	2	2	2	2	2	1
10 PM	1	1	1	1	1	1	1	10 PM	1	1	1	1	2	2	1
11 PM	1	1	1	1	1	1	1	11 PM	1	1	1	1	2	1	1

On Holidays and within Holiday Periods, all Hours shall be 'E.'

'E' = maintain existing traffic operations = all available travel lanes, including exit only lanes, climbing lanes and all available shoulder widths shall be open to traffic during this period

Ramps and Turning Roadways

The Contractor will not be allowed to perform any work that will interfere with traffic operations on:

Monday through Friday between 6:00 a.m. and 9:00 a.m. & between 3:00 p.m. and 6:00 p.m.

Marion Avenue and Atwater Street

The Contractor will not be allowed to perform any work that will interfere with traffic operations on:

Monday through Friday between 6:00 a.m. and 9:00 a.m. & between 3:00 p.m. and 6:00 p.m.
Saturday and Sunday between 10:00 a.m. and 6:00 p.m.

To accommodate rapid bridge replacement operations, the Contractor will be allowed to close Marion Avenue and Atwater Street and detour traffic around the site in accordance with the Maintenance and Protection of Traffic Plans for one 60 hour period of time starting at 5:00 PM on a Friday and ending at 5:00 AM the following Monday. During the time between 5:00 PM and 9:00 PM on the same Friday, all lanes of I-84 shall remain open. The detour shall not take place during a Holiday week or the weekends of September 27-30, 2013 and October 4-7, 2013.

The Contractor shall notify the Engineer at least 30 days in advance of the start of the Marion Avenue and Atwater Street closures.

All Other Roadways

The Contractor will not be allowed to perform any work that will interfere with traffic operations on:

Monday through Friday between 6:00 a.m. and 9:00 a.m. & between 3:00 p.m. and 6:00 p.m.
Saturday and Sunday between 10:00 a.m. and 6:00 p.m.

Additional Lane Closure Restrictions

It is anticipated that work on adjacent projects will be ongoing simultaneously with this project. The Contractor shall be aware of those projects and anticipate that coordination will be required to maintain proper traffic flow at all times on all project roadways, in a manner consistent with these specifications and acceptable to the Engineer.

The Contractor will not be allowed to perform any work that will interfere with traffic operations on a roadway when traffic operations are being restricted on that same roadway, unless there is at least a one mile clear area length where the entire roadway is open to traffic or the closures have been coordinated and are acceptable to the Engineer. The one mile clear area length shall be measured from the end of the first work area to the beginning of the signing pattern for the next work area.

Article 1.08.13 - Acceptance of Work and Termination of the Contractor's Responsibility:

Replace 1.08.13 – “Termination of the Contractor's Responsibility” with the following:

The Contractor's responsibility for non-administrative Project work will be considered terminated when the final inspection has been held, any required additional work and final cleaning-up have been completed, all final operation and maintenance manuals have been submitted, and all of the Contractor's equipment and construction signs have been removed from the Project site. When these requirements have been met to the satisfaction of the Engineer, the Commissioner will accept the work by certifying in writing to the Contractor, that the non-administrative Project work has been satisfactorily completed.