



**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**



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NEWINGTON, CONNECTICUT 06131-7546**

Phone: 860-594-3128

January 23, 2015

Subject: Project No. 94-255
F.A.P. No. N/A
Pavement Preservation on I-95.

NOTICE TO CONTRACTORS:

This is to notify all concerned and especially the prospective bidders that the bid opening for the subject project is postponed to Wednesday February 4, 2015 at 2:00 P.M. in the Conference Room of the Department of Transportation Administration Building, 2800 Berlin Turnpike, Newington, Connecticut.

Addendum No. 1 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 a special provision and revise contract items and plan sheets.

Bid Proposal Forms (0094-255.EBS file and amendment file 0094-0255.00# if applicable) are available for those bidders that have received approval from the Department to bid on the subject project.

Pre-Bid Questions and Answers: Questions pertaining to DOT advertised construction projects must be presented through the CTDOT Pre-Bid Q and A Website. The Department cannot guarantee that all questions will be answered prior to the bid date. **PLEASE NOTE - at 12:01 am, the day before the bid, the subject project(s) being bid will be removed from the Q and A Website, Projects Advertised Section, at which time questions can no longer be submitted through the Q and A Website. At this time, the Q and A for those projects will be considered final, unless otherwise stated and/or the bid is postponed to a future date and time to allow for further questions and answers to be posted.**

H. J. Emond

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

JANUARY 22, 2015

PAVEMENT PRESERVATION ON I-95

STATE PROJECT NO. 0094-0255
TOWNS OF NEW LONDON, GROTON AND WATERFORD

ADDENDUM NO. 1

This Addendum addresses the following questions and answers contained on the “CT DOT QUESTIONS AND ANSWERS WEBSITE FOR ADVERTISED CONSTRUCTION PROJECTS”:

Question and Answer Nos. 2, 3, 4, 7, 9, 14, 16, 19 and 33

SPECIAL PROVISIONS

NEW SPECIAL PROVISIONS

The following Special Provisions are hereby added to the Contract:

- NOTICE TO CONTRACTOR – MATERIAL TRANSFER VEHICLE
- ITEM NO. 0980001A – CONSTRUCTION STAKING

***NOTE:** “Item No. 0520040A – Strip Seal Expansion Joint System For Rehabilitation Projects” was inadvertently omitted from the “Table of Contents” but the specification is included in the Contract.*

CONTRACT ITEMS

NEW CONTRACT ITEM

| <u>ITEM NO.</u> | <u>DESCRIPTION</u> | <u>UNIT</u> | <u>QUANTITY</u> |
|-----------------|---|-------------|-----------------|
| <u>1111201A</u> | <u>TEMPORARY DETECTION</u> <u>(SITE NO. 1)</u> | <u>LS</u> | <u>LS</u> |

REVISED CONTRACT ITEMS

| <u>ITEM NO.</u> | <u>DESCRIPTION</u> | <u>ORIGINAL QUANTITY</u> | <u>REVISED QUANTITY</u> |
|-----------------|--|--------------------------|-------------------------|
| <u>0406157</u> | <u>PMA S0.25</u> | <u>3,972 TON</u> | <u>4,529 TON</u> |
| <u>0814002</u> | <u>RESET GRANITE STONE CURBING</u> | <u>120 LF</u> | <u>2,440 LF</u> |
| <u>0815001</u> | <u>BITUMINOUS CONCRETE LIP CURBING</u> | <u>1,828 LF</u> | <u>1,349 LF</u> |

PLANS

NEW PLAN

The following Plan Sheet is hereby added to the Contract:

03.09-1.A1 – MISCELLANEOUS DETAILS

REVISED PLANS

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

02.01.A1 – LIST OF REVISIONS

03.03.A1 – PLAN SHEET

04.02.A1 – BRIDGE INFORMATION TABLE 1

DELETED PLAN

The following Plan Sheet is hereby deleted in its entirety:

03.09 – MISCELLANEOUS DETAILS

The Detailed Estimate Sheet does 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.

NOTICE TO CONTRACTOR – MATERIAL TRANSFER VEHICLE

Material Transfer Vehicles may not be utilized on any bridges within the project limits due to load restrictions. The contract estimate quantities reflect the use of Material Transfer Vehicles for all final pavement courses excluding shoulders and bridges.

ITEM NO. 0980001A – CONSTRUCTION STAKING

Description: The work under this item shall consist of construction layout and reference staking necessary for the proper control and satisfactory completion of all work on the project, except property lines, highway lines, or non-access lines. The work shall also include construction layout and reference staking required for identifying existing pavement conditions.

Materials: All stakes used for control staking shall be a minimum of 1" x 1" in width and a minimum of 18" in length. Stakes shall be legible and visible from the edge of the travelway, as well as, durable enough to last the duration of the contract. In areas where traditional staking cannot be established, other materials/methods may be used to mark critical locations, as directed by the Engineer.

Construction Methods: The Contractor shall be responsible for the placement and preservation of adequate ties to all reference points, necessary for the accurate establishment of all temporary base lines, center lines, and all critical locations, including all line striping and grooving for line striping, as shown on the plans or directed by the Engineer.

All stakes, references, and batter boards which may be required for construction operations, signing and traffic control shall be furnished, set and properly referenced by the Contractor. The Contractor shall be solely and completely responsible for the accuracy of the line and grade of all features of the work. Any errors or apparent discrepancies found in previous surveys, plans, specifications or special provisions shall be called to the Engineer's attention immediately for correction or interpretation prior to proceeding with the work.

The Contractor shall provide and maintain for the periods needed, as determined by the Engineer, reference stakes at maximum 20 foot interval stations. If no baseline stationing is provided for on the contract drawings, then the stationing shall begin at the project termini in the log directions with reference stakes at a minimum of 4/1000 of a mile.

The Contractor shall provide and maintain additional reference stakes at all structures including drainage structures, including reference stakes for the determination of the structure alignments as may be needed. The reference stakes shall be placed immediately prior to and maintained during construction. These stakes shall be properly marked as to station and offset and shall be referenced to the proposed grade.

The Contractor shall furnish copies of data used in setting and referencing stakes and other layout markings used by the Contractor after completion of each operation when requested by the Engineer.

The Contractor shall provide safe facilities for convenient access by Department forces to all survey stakes, control points, batter boards, and references when requested by the Engineer.

All staking shall be performed by qualified engineering or surveying personnel who are trained, experienced and skilled in construction layout and staking of the type required under the contract. Prior to start of work, the Contractor shall submit for review and comment the qualifications of personnel responsible for construction staking on the project. All field layout and staking required for the project shall be performed under the direct supervision of a person, or persons, of engineering background experienced in the direction of such work and acceptable to the Engineer. If the personnel responsible for construction staking change during the course of the project, then a revised submittal will be required prior to project site access.

The Department may check the control of the work, as established by the Contractor, at any time as the work progresses. The Contractor will be informed of the results of these checks, but the Department by so doing in no way relieves the Contractor of responsibility for the accuracy of the layout work. The Contractor shall correct or replace, at the Contractor's own expense, any deficient layout and construction work which may be the result of the inaccuracies in the Contractor's staking operations or the failure to report such inaccuracies, or the Contractor's failure to report inaccuracies found in work done by the Department or by others.

The Contractor shall furnish all necessary personnel, engineering equipment and supplies, materials, transportation, and work incidental to the accurate and satisfactory completion of this work.

For roadways where the existing pavement markings need to be reestablished or grooved markings are to be used:

Prior to any resurfacing or obliteration of existing pavement markings, the Contractor and a representative of the Engineer must establish and document pavement marking control points from the existing markings. These control points shall be used to reestablish the positions of the lanes, the beginnings and endings of tapers, channelization lines for on and off ramps, lane use arrows, stop bars, driveways, private drives, road entrances, and any lane transitions in the project area, including all linestriping grooving. The Contractor shall use these control points to provide appropriate pre-marking prior to the installation of the final markings, including grooves.

The Contractor shall provide and maintain reference stakes and/or markings at 100 foot intervals immediately off the edge of pavement to be used to reestablish the existing pavement markings and necessary line stripe grooving limits. The Contractor shall also provide and maintain additional reference stakes and/or markings at any point where there is a change in pavement markings to reestablish the existing pavement markings and grooving limits.

For non-limited access roadways:

On non-limited access roadways it may be necessary to adjust the final locations of the pavement marking and grooving limits to accommodate pedestrians and bicyclists where feasible. Prior to any resurfacing or obliteration of existing pavement markings, the Contractor, the Engineer, including a representative from the Division of Traffic Engineering must establish and document pavement marking control points from the existing marking and grooving limits as described above. The control points at that time may be adjusted to provide minimum shoulder widths of 4

to 5 feet wherever possible while maintaining travel lane widths of no less than 11 feet and no more than 12 feet.

Obtaining Roadway Elevations for Vertical Control and Pavement Rehabilitation

Controls:

The Contractor shall survey existing pavement elevations at the cross sectional breakpoints, lane lines, and edge of pavement within the Construction Limits of the settlement and sag areas as shown on the plans or as directed by the Engineer at 20 foot intervals. The contractor shall also survey existing drainage structure elevations within these limits. This work shall be submitted to the Engineer no later than 30 days prior to any work within the subject areas. Based on this data, the Engineer will determine whether adjustments to grade will be required in the roadway construction. The data will also be used to determine adjustments in the final milling of HMA, proposed leveling course thicknesses or other overlay modifications.

The Contractor shall also provide additional stakes or painted pavement markings to assist the Engineer in accurately identifying the proposed cross-slope adjustments, milling and pavement depths. Each marking shall identify information appropriate for its intended use in a manner acceptable to the Engineer, such as station, offset, and depth of mill or pavement course required.

Method of Measurement: Construction staking will be measured at the Contract lump sum for construction staking.

Basis of Payment: Construction staking will be paid for at the Contract lump sum price for "Construction Staking," which price shall include all maintenance, materials, tools, equipment, labor and work incidental thereto, including removal of materials. A schedule of values for payment shall be submitted to the Department for review and comment prior to payment.

Pay Item
Construction Staking

Pay Unit
l.s.