

REPLACEMENT OF HUNT ROAD AT MONO POND
COLUMBIA, CT
ADDENDUM NO. 1
July 18, 2023

TO ALL BIDDERS:

All instructions contained in this addendum shall be reflected in the Bid and will be made part of the Contract Documents when the Contract is awarded. **Please note that the date that bids are due has been changed. Sealed Bids will be due to be received at the Town Administrator's Office of the Town of Columbia until 2:00 pm prevailing time on TUESDAY, JULY 25, 2023.**

Addenda will be posted on the Town of Columbia website. It is the responsibility of contractors bidding the project to distribute copies of this addendum to all subcontractors, suppliers and other entities providing quotations.

The following items form this addendum:

1. Sign in sheet for optional pre-bid meeting held on June 29, 2023
(1 page)
2. Responses to questions and additional information discussed at the pre-bid meeting.
(2 pages)
3. Revised Plan Sheets 3 and 7.

Additional Information for bidders:

1. *The location for submitting bids will be the office of the Town Administrator of the Town of Columbia as stated in the Instructions to Bidders.*
2. *The contractor who is selected to perform this State project must comply with CONN. GEN. STAT. §§ 4a-60, 4a-60a, 4a-60g, and 46a-68b through 46a-68f, inclusive, as amended by June 2015 Special Session Public Act 15-5. See the bid documents for additional information regarding CHRO requirements. The value of the State funded portion of this project is \$128,000.*

Responses to questions posed at the Pre-Bid Meeting:

Question – Will there be a traffic plan?

Response –Plans include a detailed Detour Plan.

Question – According to the plans, the cutoff walls are to be cast-in-place. How much cure time is required before placing the box culvert? Can cutoff walls be precast?

Response –The project construction specifications follow the CTDOT Form 818, which states that in section 06.01.03-II.12c “Precast concrete or steel girders shall not be placed on substructure elements until the substructure concrete has attained 85% of its specified strength”. However, the Engineer will also accept a precast concrete cutoff wall.

Question – Is temporary sheeting on the north side of the road required, or is the temporary earth retaining system designation on sheet 9 a general term and sloping the excavation will be allowed?

Response – All temporary earth retaining systems (TERS) shown are necessary to retain the existing facilities/earth adjacent to the required excavation to complete the bridge work. The type of TERS to be used shall be chosen and designed by the Contractor in accordance with Section 7.16 of the CT DOT Form 818. The excavation within the TERS is sloped but the TERS is in place to prevent the substructure excavation outside of the TERS.

Question – Is it anticipated that the road will be opened for the winter season?

Response – It is anticipated that the road will remain closed throughout the winter to allow the Contractor to complete the project work in the Spring 2024. The Contractor may work during the winter shutdown with Town and Engineer approval and following any necessary cold weather work procedures. An anticipated schedule is included in the Special Provisions Section of the bid documents.

Question – Will the existing overhead wires be temporarily relocated by others?

Response – It is anticipated that the overhead wires across the bridge will be de-energized during the construction.

Question – The asphalt sections shown on sheets 2 and 3 do not match. What is the intent?

Response – The proposed pavement section is as shown on sheet 2. Sheet 3 has been revised.

Question – There are no details for connecting the new box culvert to the existing walls on the south side. Also, there is a portion of the existing wall that is deteriorated. What is the intent for replacing that portion of the wall and connection to the box culvert?

Response – A portion of the existing channel walls will remain in place because they fall outside of the Town's right-of-way. The new box culvert will not be attached to the existing channel walls but will have a ½" expansion joint between them. There will be a joint seal which is detailed on Sheet 7. The detail has been updated to more clearly illustrate this joint.

Question – What is required to be submitted with the bid? The bid documents indicated information that might be best required by only the low bidder.

Response – The items required with the bid are listed in the Instructions to Bidders and include:

1. Bidder Contract Compliance Monitoring Report, in accordance with part 15 of the Instructions to Bidders and Tab H.
2. Non-Collusion Affidavit
3. Bid Security
4. Bidders Qualification Statement, in accordance with part 7 of the Instructions to Bidders.

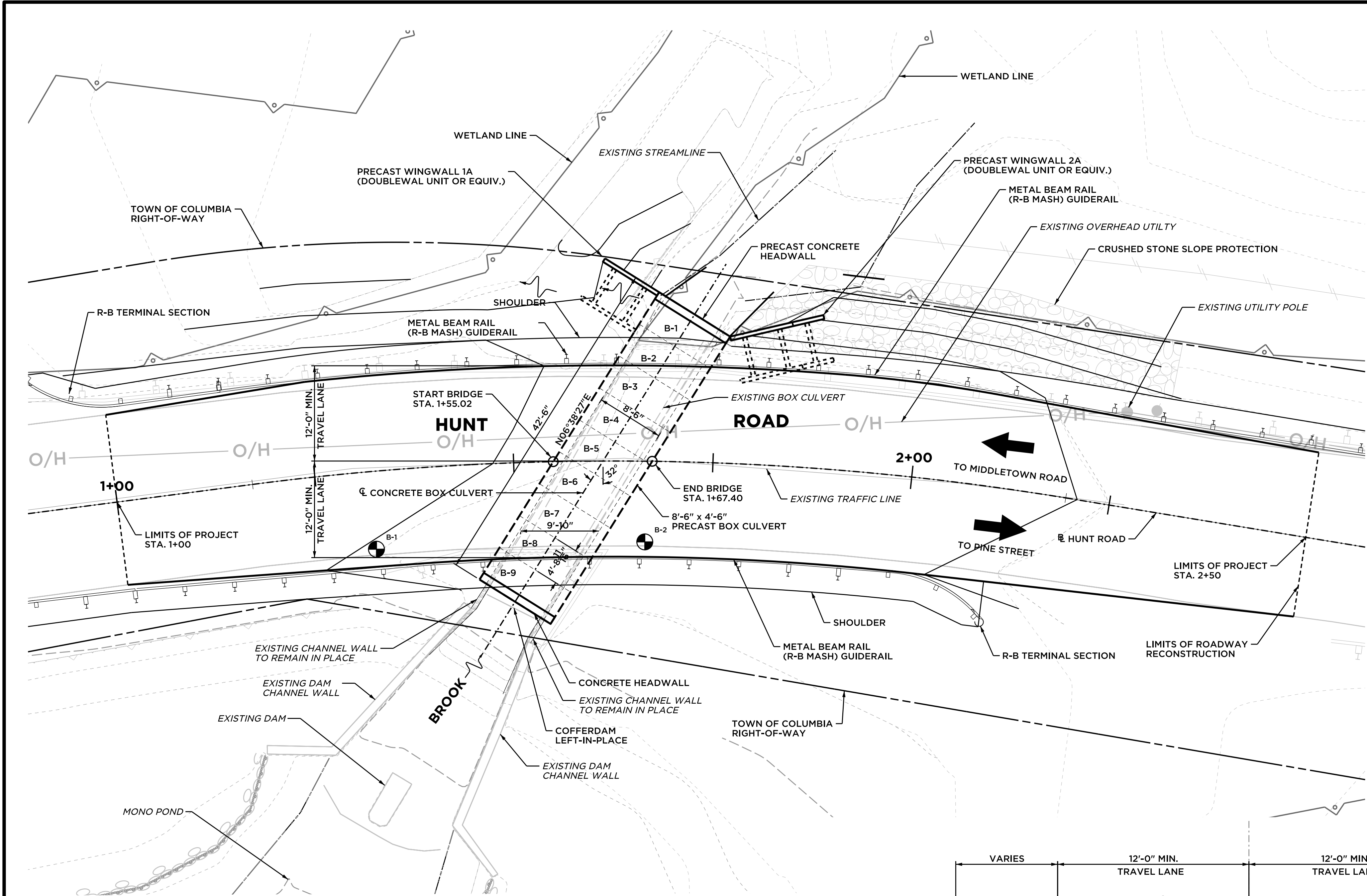
Other items such as Schedule of Values, Performance and Payment Bonds etc. are only required once the contract is to be awarded.

Question – Depending on when responses will be given, and the number of questions, is a bid extension possible to give the contractor sufficient time to react to the addendum?

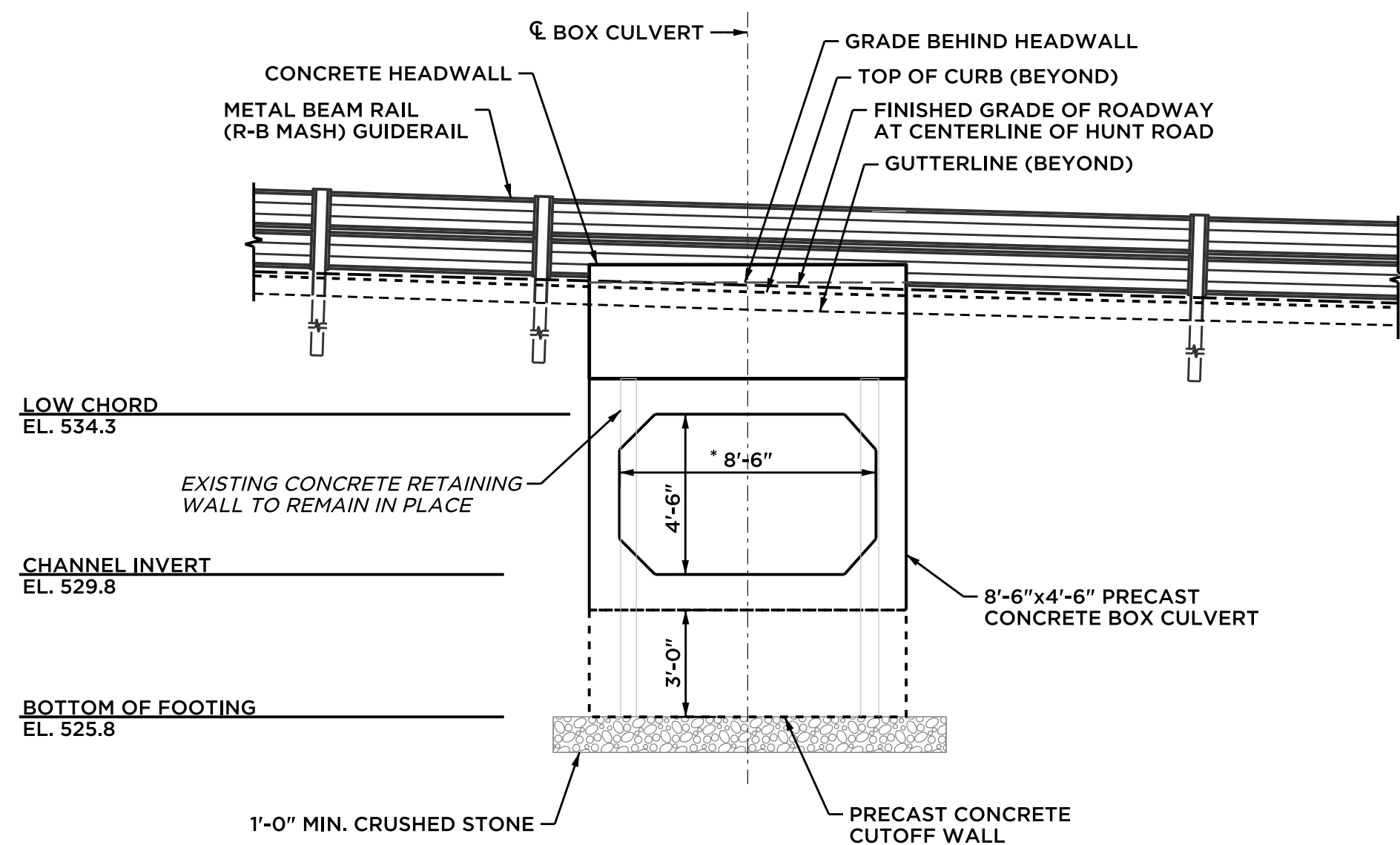
Response – The bid opening has been postponed to Tuesday, July 25, 2024 at 2:00 p.m.

PRE-BID MEETING SIGN-IN SHEET
REPLACEMENT OF HUNT ROAD BRIDGE
AT MONO POND
COLUMBIA, CONNECTICUT
10:00 AM, JUNE 29, 2023

NAME	ORGANIZATION	CONTACT INFORMATION
Matt Brown	Barton & Loguidice, LLC	Telephone: 860-633-8770 Fax: 860-633-5971 Email: mbrown@bartonandloguidice.com
Kim Fletcher	Barton & Loguidice, LLC	Telephone: 860-633-8770 Fax: 860-633-5971 Email: kfletcher@bartonandloguidice.com
Nicholas Pye	New England Infrastructure	Telephone: 978-293-3535 Fax: — Email: npye@neinfrastructure.com
Saham Prabhudesai	NEI	Telephone: 978-293-3535 Fax: — Email: sprabhudesai@neinfrastructure.com
		Telephone: — Fax: — Email: —

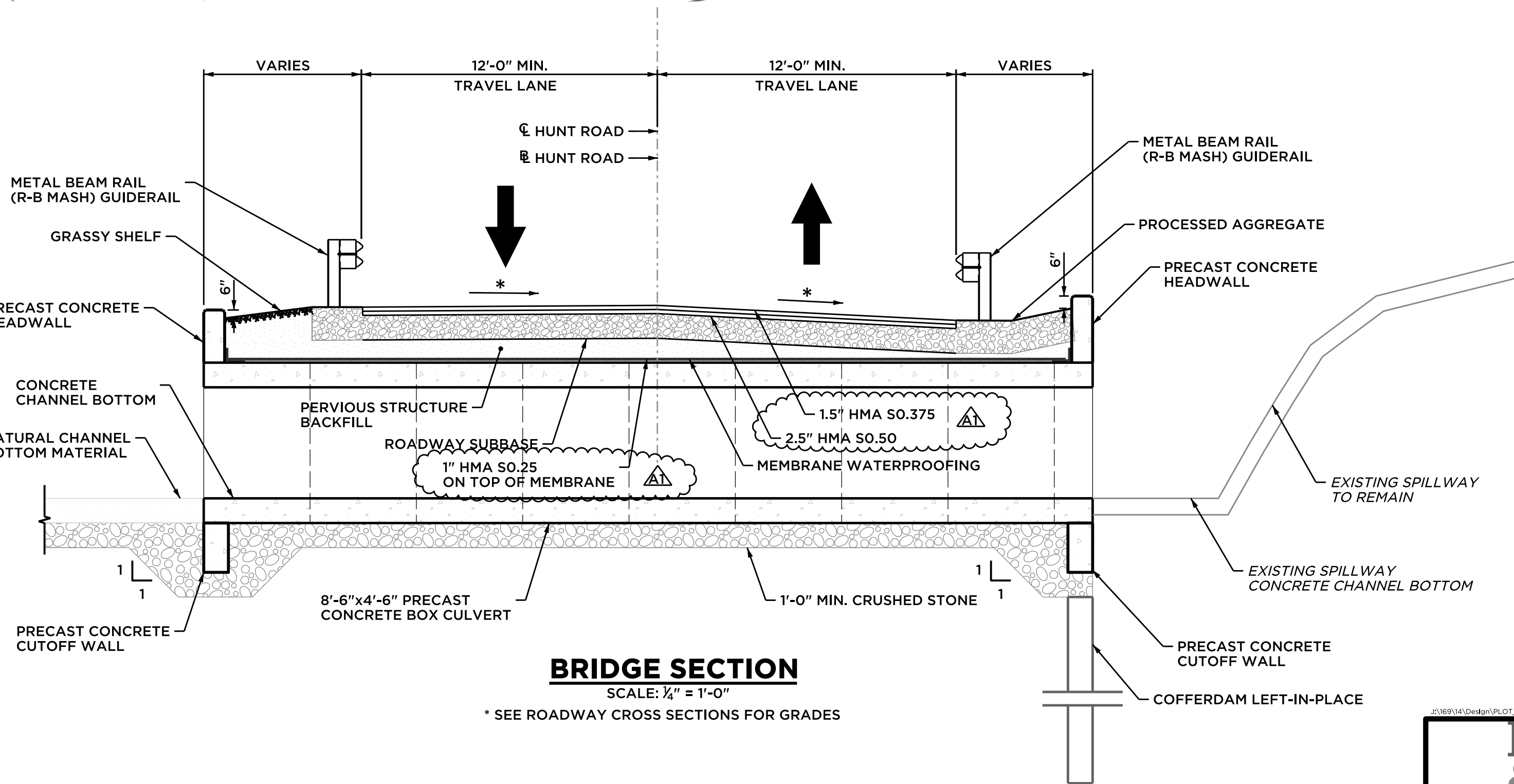


BRIDGE LAYOUT
SCALE: 1/8" = 1'-0"



BRIDGE ELEVATION
SCALE: 1/4" = 1'-0"

*MEASURED PERPENDICULAR TO THE CENTERLINE OF CULVERT



BRIDGE SECTION
SCALE: 1/4" = 1'-0"

* SEE ROADWAY CROSS SECTIONS FOR GRADES

SHIPPING DATA				
MEMBER	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING WEIGHT
B1-B9	10.5'	6.5'	-4'-9"	25 KIPS
CUTOFF WALL	10.5'	3'	5'	10.13 KIPS

CONSTRUCTION SPECIFICATIONS:

DESIGN SPECIFICATIONS:

MATERIAL STRENGTHS:

LIVE LOAD:

FUTURE PAVING ALLOWANCE:

CLASS PPC 03340 CONCRETE:

CLASS PPC 04460 CONCRETE:

EXISTING DIMENSIONS:

DIMENSIONS:

UTILITIES:

MASH TEST LEVEL:

JOINT SEAL:

EXPOSED EDGES:

CONCRETE COVER:

REINFORCEMENT:

PREFORMED EXPANSION

JOINT FILLER:

CLOSED CELL ELASTOMER:

CONSTRUCTION JOINTS:

GENERAL NOTES

CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 818 (2020), WITH SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2021 AND SPECIAL PROVISIONS.

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS EIGHTH EDITION (AASHTO 2017) WITH 2015 INTERIMS, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003), WITH LATEST REVISIONS.

CONCRETE:
CLASS PPC 03340
CLASS PPC 04460
PRECAST CONCRETE

BASED ON f'c = 3,000 PSI
BASED ON f'c = 4,000 PSI
f'c = 5,000 PSI (MIN.)

THE SPECIFIED CONCRETE STRENGTH USED IN DESIGN, F'C, OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF "SECTION 6.01 CONCRETE FOR STRUCTURES."

REINFORCEMENT:
(ASTM A615 GRADE 60)

fy = 60,000 PSI

HL-93, LEGAL AND PERMIT VEHICLES

NONE

CLASS PPC 03340 CONCRETE SHALL BE USED FOR THE ENTIRE SUBSTRUCTURE.

CLASS PPC 04460 CONCRETE SHALL BE USED FOR CURBS.

DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

WHEN DECIMAL DIMENSIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.

THE FOLLOWING UTILITIES ARE LOCATED WITHIN THE PROJECT LIMITS AND SHALL BE PROTECTED DURING CONSTRUCTION: EVERSOURCE ENERGY. THE CONTRACTOR SHALL COORDINATE ALL WORK RELATED TO UTILITY RELOCATION WITH THE RESPECTIVE UTILITY COMPANIES.

THE METAL BEAM RAIL (R-B MASH) GUIDERRAIL WAS DESIGNED AND CRASH TESTED TO MEET THE TL-3 CRITERIA FOR MASH 2016. THE R-B TERMINAL SECTION WAS DESIGNED TO MEET THE TL-2 CRITERIA FOR NCHRP 350.

CONCRETE NOTES

SEE SPECIAL PROVISIONS.

EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1"X1" UNLESS DIMENSIONED OTHERWISE.

ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS DIMENSIONED OTHERWISE.

ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS.

THE COST OF FURNISHING AND INSTALLING PREFORMED EXPANSION JOINT FILLER IS PAID AS A PART OF THE LUMP SUM PRICE OF WORK.

FURNISHING AND INSTALLING CLOSED CELL ELASTOMER SHALL BE INCLUDED IN THE ITEM AS A PART OF THE LUMP SUM PRICE OF WORK.

CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

PAY ITEM	BRIDGE COMPONENT	PCC CLASS
FOOTING CONCRETE	RETURN WALLS & CUTOFF WALLS	PCC03340
BARRIER WALL CONCRETE	CONCRETE CURBS	PCC04460

HYDRAULIC DATA

DRAINAGE AREA	1.21 SQ. MI.
DESIGN FREQUENCY	100-YR
DESIGN DISCHARGE	129 CFS
AVERAGE DAILY FLOW ELEVATION	
UPSTREAM DESIGN WATER SURFACE ELEVATION	
DOWNSTREAM DESIGN WATER SURFACE ELEVATION	
MAXIMUM SCOUR ELEVATION FREQUENCY DISCHARGE	
WORST CASE SCOUR SUBSTRUCTURE UNIT	
2-YEAR FLOW	17.4 CFS

Barton & Loguidice

Civil Engineering • Environmental Consulting • Land Surveying • Construction Management

PROJ. ENGINEER KBF
PROJ. MANAGER MNB
OFFICE REVIEW SMM

REVISIONS
07/18/23 ADD. 1

SCALE: AS NOTED

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Glastonbury, CT 06033
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www.bandct.com

REPLACEMENT OF HUNT ROAD BRIDGE

PREPARED FOR
TOWN OF COLUMBIA

GENERAL PLAN

HUNT ROAD COLUMBIA, CT

PROJECT 3169-14 DATE 06/12/23 SHEET NO. 3 OF 9

