

Addendum No. 1

Pavement Rehabilitation on Milton Road

Town of Goshen, CT

State Project No. 0054-0086 F.A.P. No. 1054(002)

Issue Date: June 7, 2019

This addendum incorporates the Report of Meeting for the pre-bid meeting held on June 6, 2019 into the Contract Documents (see attached).



David N. Battista, P.E.
Lenard Engineering, Inc.

Report of Meeting

State Project No: 0054-0086 **F.A.P. No:** 1054 (002) **Date:** June 6, 2019

Project: Pavement Rehabilitation on Milton Road **Town:** Goshen

Meeting Location: Project Site (intersection of Milton and Shearshop Roads)

Meeting Subject: Pre-Bid Meeting

In Attendance:

Town of Goshen

Garret Harlow

Lenard Engineering, Inc.

David N. Battista, P.E.

A&J Construction

Stephen Scherrer

S+S Asphalt

Zachari Light

Transactions and Determinations:

Mr. Battista summarized the following project features:

1. The Owner is the Town of Goshen. The project will be constructed under the ConnDOT Local Rural Major/Minor Collector program. The project will be funded at 80% by federal funds, 10% by state funds, and 10% by local funds. The Engineer's estimate is \$503,000.
2. Garret Harlow, Public Works Supervisor, will serve as the Town's project manager. A Town employee to be designated will serve as the inspector.
3. The project will be administered by ConnDOT District 4 personnel, who will oversee the Town's inspection and contract administration efforts. The Town has retained Lenard Engineering (the design engineer) to consult during construction. Representatives of Lenard Engineering will be available on call to help resolve questions, problems, and conflicts. Also, these representatives will visit the site from time to time to check on prosecution and progress of the work.
4. The project will involve full-depth reclamation and construction of hot mix asphalt pavement throughout. The project length is approximately 2,730 feet.
5. Clearing and Grubbing has already been completed by the Town.
6. The contract includes an item for unsuitable material excavation. This item was created to prepare roadside edges prior to reclamation. The item will be paid for on a linear-foot basis and includes removal of turf, organic soil, and other deleterious materials (approximately one foot wide) along the pavement edges. Under this Item, The contractor will be required to remove and reset mail boxes, private signs, and street signs as necessary to construct the project. Mr. Harlow confirmed that the contractor will be allowed to dispose of excavated materials at the Goshen Fire Department located at 181 Sharon Turnpike (Route 4).

7. There are two “grade control areas” on the project, one at the beginning, and one at the end of the project. The work required in these areas is intended to provide the required pavement cross section without increasing pavement grades at the project termini. In these areas, the contractor will be required to remove, relocate, and stockpile reclaimed asphalt base so that the subgrade can be lowered. The contractor must then haul the reclaimed asphalt base back to the site, and place it on top of the newly prepared subgrade. Excavation of subgrade will be paid for under the Earth Excavation item. Removal, stockpiling, and resetting of reclaimed asphalt base will be paid for under the Unclassified Excavation item. If the contractor cannot make suitable arrangements for stockpiling of reclaimed asphalt base near the site, the Town will allow the contractor use space available at the Goshen Fire Department located at 181 Sharon Turnpike (Route 4).
8. The contract documents require construction of processed aggregate base on top of the reclaimed asphalt base. The Contractor will be responsible for in-place density testing of this item.
9. The Town of Goshen will remove pavement and remove and replace base material in three separate areas of the project, which are designated on the plans. This work will take place in advance of the commencement of this contract. Full-depth reclamation will not be required in these areas; however, the application of processed aggregate base will be required.
10. The contract documents require construction of processed aggregate edge backing along the entire length of roadway, two feet wide by a minimum of four inches deep. The item includes all excavation required to box out for the edge backing and will be paid for on a linear foot basis.
11. The contract includes a rock excavation item in the event that the contractor encounters large boulders.
12. The contract includes construction of four-inch and six-inch diameter underdrains in places. The underdrains will be discharged at drainage structures or roadside ditches as directed by the engineer in the field. The underdrain detail follows the typical ConnDOT standard detail.
13. Full-depth reclamation will be required throughout the project length, except where noted on the plans. If delays result between the reclamation and paving operations, the projects includes separate items for calcium chloride and water for dust control. The Contractor will be responsible for in-place density testing of this item.
14. Pavement will involve construction of a 2.5-inch Superpave HMA S0.5 binder course and 1.5-inch Superpave HMA S0.375 wearing course for a total of 4 inches. The special provisions for bituminous concrete delineate the contractor’s responsibilities with respect to quality control and density testing.
15. The project will include construction of new driveway aprons at each curb cut. The length of aprons will be determined by the Engineer in the field. The design plans call for a maximum length of six feet at uphill driveways and ten feet on downhill driveways.
16. The plans require application of new white stop bars at the Shearshop Road and Lucas Road intersections.

17. The Contractor will be required to maintain and protect traffic throughout the duration of the project. One lane of traffic must remain open at all times during construction activities. The Special Provisions allow for short shutdowns under certain circumstances. The Contract contains items for uniformed flaggers, construction signage, cones, and drums. State police will not be required on this project.
18. This project was designed in two dimensions and without benefit of a detailed survey. Project stakeout will involve an informal process to locate the existing pavement centerline at regular intervals and to place offset stakes for centerline reference during reclamation and paving operations. The Engineer and Contract may confer and make subtle adjustments to horizontal alignment where necessary and appropriate. The Engineer may instruct the Contractor to adjust vertical alignment where necessary to avoid adverse increases in the roadway profile, especially in areas of downhill driveways.
19. Contract Time is set at 60 days. Liquidated damages are \$500 per day.
20. This is a prevailing wage project. The State wage-rate decision is included in the contract documents. Federal Davis Bacon wage rates do not apply to this project.
21. No utility relocations are included in the project.
22. ConnDOT's Standard Specifications for Roads, Bridges, and Incidental Construction - Form 817 and the Supplemental Specifications of January 2018 will serve as the prevailing specification for the project. For some items, Special Provisions alter the prevailing standard and supplemental specifications.
23. Various aspects of the work will be subject to material testing by the ConnDOT Division of Material Testing. Testing coordination and procedures will follow the typical process utilized by ConnDOT on state projects.
24. The Disadvantaged Business Enterprise goal for this project has been set at zero percent by ConnDOT. Commission on Human Rights and Opportunities set-asides do not apply to this project.
25. Bids are due at the office of the First Selectman - Goshen Town Hall no later than 10:00 AM on Thursday June 20, 2019, at which time they will be opened publicly and read aloud.
26. Funding is in place for the project. The Town intends to review bids promptly, seek expeditious authorization from ConnDOT to award the contract, and construct the project this summer.
27. Prospective bidders who have not yet acquired bid documents may do so by visiting the Town of Goshen web site, registering as a bidder for this project, and downloading all bid documents. No hard copies are available. Addenda will be posted to the Town's web site when and if they are issued.

Questions and Answers

- A. Mr. Harlow asked Mr. Battista to confirm whether a second reclamation process is required to mix the additional processed aggregate base with the reclaimed asphalt base. Mr. Battista confirmed that the processed aggregate base will be placed and compacted on top of the compacted reclaimed base. The contract documents do not require the contractor to mix the two layers.
- B. Mr. Scherrer asked about the details of driveway aprons, especially those in the downhill condition. Mr. Battista confirmed that the plans and special provisions provide instructions regarding driveway apron construction. In general, aprons in up-hill conditions will be up to six feet long, while aprons at down-hill conditions will be up to 10 feet long and contain a shallow hump to prevent gutter flow from entering driveways. Mr. Battista also stated that he or the Town will work with the contractor to adjust apron length and other features if field conditions warrant deviation from the typical details.
- C. Mr. Scherrer asked whether attendance at the pre-bid meeting is mandatory. Mr. Battista and Mr. Harlow responded that attendance is not mandatory. Mr. Light observed that the invitation to bid states otherwise.
- D. Mr. Light inquired about the contractor's obligations regarding the number of asphalt core samples that must be collected and tested. Mr. Battista responded the Special Provision for bituminous concrete contains tables that define the number of samples that must be collected and tested by the contractor. Mr. Light predicted that Mr. Battista's response is overly optimistic. Mr. Light further stated that, in his experience, ConnDOT always uses alternative methods to define the number of required samples, and that the number is always larger than required in the Special Provision tables. Mr. Battista will confer with ConnDOT about this matter and provide a response via addendum.
- E. Mr. Light asked whether the plans call for a notched wedge joint at longitudinal pavement seams. Mr. Battista recalled that the Special Provision for bituminous concrete requires use of the notched wedge joint for lifts between 1.5 and 3 inches thick. The lift thicknesses applicable to this project include 2.5 inches for the S0.5 binder course and 1.5 inches for the S0.375 wearing course. Accordingly, he believes that the notched wedge joint will be required on both lifts. Mr. Light stated that the notched wedge joint is not required for the binder course. He further stated that the butt joint is far superior to the notch wedge joint with respect to performance over time. Mr. Light indicated his strong preference for use of the butt joint on both courses, given the small quantities involved in this project and the high probability that both lanes in a lift will be paved in the same work shift. Mr. Battista will confer with ConnDOT about this matter and provide a response via addendum.
- F. Prospective bidders asked about the timing of award and construction. Mr. Battista explained that the Town will tabulate and evaluate the bids and identify the apparent lowest responsible and responsive bidder as quickly as possible. From there, the Town will solicit certain paperwork from the identified low bidder and appeal to ConnDOT for authorization to award the contract. The Town cannot award the contract until ConnDOT authorizes the Town to do so. Mr. Battista hopes to receive such authorization in early July of 2019. Mr. Battista expects that the Town will

issue a Notice of Award and schedule a pre-construction meeting quickly after receipt of authorization from ConnDOT. The Town wants construction to proceed as soon as possible.

- G. Mr. Scherrer asked about the latest date for asking questions. Mr. Battista confirmed that the Town will respond to questions via addenda up to three days prior to the bid opening. All addenda will be posted to the Town's bidding portal on their web site. Registered bidders will have access to all documents, including addenda. Mr. Harlow noted that all registered bidders should receive an e-mail alert when addenda are posted.

- H. Mr. Light asked whether the Town will mow the roadsides in advance of construction. Mr. Harlow responded in the affirmative. Town-wide mowing will commence on or after July 1st. Mr. Harlow will make sure that the roadsides within the project limits are mowed prior to commencement of construction.

Prepared by:
Lenard Engineering, Inc.



David N. Battista, P.E.
Principal Engineer

Distribution:

Garret Harlow; Town of Goshen

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