



**ADDENDUM NO. 1
Issued April 19, 2010**

TO

**“REQUEST FOR BIDS
FOR
MAINTENANCE AND REPAIRS FOR THE RAILROAD TRACK
GRADE CROSSING ON MAXIM ROAD, HARTFORD,
CONNECTICUT”
(RFB Number 10-OP-008)
(RFB Issued March 29, 2010)**

Note: Bidders are required to acknowledge this and all Addenda in Section 5(a) of the Bid Form.

This Addendum consists of a change to the RFB Package Documents initiated by the Connecticut Resources Recovery Authority (“CRRA”) and CRRA’s responses to written questions that were received by CRRA by 3:00 p.m., April 14, 2010, the deadline specified in the Instructions To Bidders for the submission of written questions.

1. CRRA INITIATED CHANGE

CRRA hereby modifies Section 6.1.1 of the “Agreement for Maintenance and Repairs for the Railroad Track Grade Crossing on Maxim Road, Hartford, Connecticut” (Section 15 of the RFB Package Documents) by deleting subsection (h) regarding a requirement for “professional liability insurance.” All other references to “professional liability insurance” in the Agreement are also deleted.

2. QUESTIONS AND ANSWERS

2.1	Question	There seems to be confusion among several provisions of the RFB Package Documents regarding maintenance and protection of roadway traffic. Who is responsible for the cost of traffic protection, erecting detours and flagging during any part of the project? (See Section 6(g) of the Instructions to Bidders, Section 01010, subsection 1.3.A.7 of the General Requirements, Part 1.0, subsection d of the Technical Specifications and Part 2.0, subsection 2.9 of the Technical Specifications.)
	Answer	As noted at the Pre-Bid Conference and Site Tour, costs for maintenance and protection of roadway traffic by City of Hartford Police during the three-day roadway outage must be paid for by the Contractor, then billed to CRRA as a Direct Cost item. CRRA will reimburse the Contractor at-cost for required services by the Hartford Police. Any subsequent costs for flagging or other traffic protection outside the three-day roadway outage will be borne by the Contractor.
2.2	Question	During the site tour, CRRA stated that professional liability insurance is not required for the Work. Please confirm.
	Answer	See Section 1 above.

2.3	Question	Please provide the quantity of ties to be replaced outside of the roadway. (See Section 01010, subsection 1.3A.2 of the General Requirements.)
	Answer	The Contractor shall install 100% new ties within fifty (50') feet from each edge of roadway outside the crossing, and install twenty (20) additional ties on each track approach to the crossing within the Project Limits shown on Site Plan sheet C 1.0. which was provided in the Bid Package. CRRA's project representative will mark the 20 additional ties within each crossing approach prior to construction. New ties must be installed under all insulated joints.
2.4	Question	Please provide a definition for the term "original condition." (See Section 01010, subsection 1.3.A.8 of the General Requirements.)
	Answer	The language contained in 1.3.A.8 for "cleaning up, disposing of waste and debris and demolition materials, and restoring the work site to its original condition" refers to Contractor's materials or activities during construction. It is recommended that Exhibit B be reviewed in its entirety, including but not limited to Section 1.4 Project Work Limits; Section 1.6 Site Clearing; and Section 1.8 Site Clean-up.
2.5	Question	Section 01025 of the General Requirements does not appear to be applicable to this project. Please provide the section for "Measurement and Payment" applicable to the project.
	Answer	Section 01025 of the General Requirements is applicable to this project. Contractor shall conform to this section regarding the submission of the Schedule of Values and the submission of invoices to CRRA for payment of the work completed.
2.6	Question	There appears to be insufficient distance to install a 136RE bonded insulated joint, a 20' length of 136 RE rail and a 19'6" step-down rail from a point 100' of the west edge of the road to the existing turnout stock rail. Please clarify the scope of work for this area. (See Part 1.0, subsection 1.4.c and Part 3.0, subsection 3.2.f of the Technical Specifications.)
	Answer	New 115 RE factory bonded insulated joint rails are acceptable for both sides of the crossing, with appropriate new compromise joints.

2.7	Question	Please confirm if paragraph 3.2.f.6 of Part 3.0 of the Technical Specifications applies to this project.
	Answer	Delete the word “three” from Part 3.0, paragraph 3.2.f.6 (page 9 of 16), however a minimum of two new #1 ties must be installed under each compromise joint within the project limits.
2.8	Question	Please confirm that all existing signal conduits and wiring, except as noted, is functional and to be re-used. (See Part 5.0 of the Technical Specifications.)
	Answer	It is intended that all existing signal cables and conduits are to be re-used to the extent possible. Any additional track circuit wire (#6 twisted) or other wiring, if required, is to be included in contractor’s bid price. Internal wiring within the instrument case shall be replaced if necessary to install the new rectifiers, batteries, etc. If existing cables are damaged during construction, replacement of the affected cable(s) shall be the responsibility of the contractor.
2.9	Question	Please advise what permits and/or licenses are required for the actual crossing work. (See Sheet C-1.0, Note 9 of the Plans.)
	Answer	It is CRRA’s practice to rely on the knowledge, expertise and experience of the successful bidder for a project to identify and make provision for whatever permits and/or licenses are required for the project. CRRA is not aware of any particular permits and/or licenses that are required for the project.
2.10	Question	Please provide the starting time for Saturday and the completion time for Monday during the three-day, continuous outage (See Sheet C-1.0, Note 16 of the Plans.)
	Answer	Assume 8 AM Saturday morning start time and 8 PM Monday completion time for the three-day roadway outage.
2.11	Question	Sheet C-1.0 states that the existing granite curb shall be reset while Sheet C-3.0 states to reset only curbs disturbed by construction. If the existing curb is not disturbed, must it still be re-set? (See Sheet C-1.0 and C-3.0, Notes 3, 4 and 5 of the Plans.)
	Answer	Confirming discussion during the Pre-Bid Conference and Site Tour, if the existing granite curb is not disturbed, it does not need to be re-set.

2.12	Question	The plans indicate removal of existing bituminous pavement down to layer of existing crushed stone sub-base. Please provide the existing pavement thickness. (See Sheet C-1.0 of the Plans.)
	Answer	Please refer to Contract Plan Sheet 3.0. "Typical Section Maxim Road" for typical pavement thickness information, subject to field conditions.
2.13	Question	The plan directs excavation to the bottom of tie, which may not provide sufficient area under the tie to place new ballast. Please review and advise if the depth of excavation should be modified. (See Sheet C-3.0 of the Plans.)
	Answer	Note 1 on C-3.0 advises the "Contractor shall remove bituminous pavement, rail, rubber rail seal, timber ties, and ballast to the bottom of the existing ties" as a minimum depth of excavation. The maximum depth of excavation must be determined by the contractor during construction to facilitate track construction while avoiding any damage to existing geotextile fabric, underground conduits, and any other buried utility item.
2.14	Question	We are having difficulty locating GNB Corporation Batteries Model 50A11. GNB is now Exide Technologies, who does appear to manufacture a battery satisfying the project specifications. We are also unable to locate another battery matching the project specifications. Please provide the name of a firm and corresponding model number of for the batteries required. (See Technical Specifications section 5.1.e.)
	Answer	Substitute the slightly larger Exide/GNB 50G13 batteries rated at 312AH which are available. It is recommended that all signal batteries be ordered as individual cells rather than in two 12V banks of batteries to facilitate tight space requirements within the instrument cabinet. Factory inter-cell jumpers and factory connectors should be provided. All battery bolts and connectors shall be coated with "No Oxide" grease to prevent corrosion.

2.15	Question	In section 5.1.i.2 of the Technical Specifications, we are unable to differentiate between the existing signal circuitry and the circuit changes required. Please highlight or annotate the Signal Plans to clearly illustrate the circuit revisions necessary.
	Answer	The contractor shall determine and implement the changes necessary to convert the grade crossing activation from “Manually Activated – Automatic Clear” to “Automatic Island Circuit” operation. Prior to start of signal construction, the contractor shall submit any proposed signal system changes to CRRA for review. Any proposed signal changes shall be shown as “mark ups” on the signal plans supplied in the Bid Package. It is recommended that Exhibit B be reviewed in its entirety, including but not limited to Section 15, Agreement, Exhibit B , Part 5.0, par. 5.1.i (page 15 of 16) pertaining to signal work, return of final As In Service Plans, Testing and Acceptance requirements. Note the clarification in this Addendum of Section 15, Agreement, Exhibit B , Part 5.0, par. 5.1.i.4 (page 16 of 16).
2.16	Question	Will CADD files be made available for as-build As-In-Service Plans or will CRRA accept re-lines on the plans issued with the bid package?
	Answer	The Contractor shall provide CRRA with mark-ups or “relines” on both the civil roadway and signal plans issued in the Bid Package. The marked up plans shall reflect the revised As-In-Service conditions after construction, testing, and all other contractor work has been completed.