



375 Essjay Road, Suite 200, Williamsville, New York 14221
P 716.688.0766 F 716.625.6825

ADDENDUM NO. 2

GBT Water Pavement Repair
GBT IFB 2020-02

DATE

06/24/2020

OWNER

Greater Bridgeport Transit (GBT)
One Cross Street
Bridgeport, CT 06610

ARCHITECT/ENGINEER

Wendel Architecture, P.C.
375 Essjay Road
Suite 200
Williamsville, NY 14221
Phone: 716-688-0766
Fax: 716-625-6825

Project No. 442113

This Addendum is being issued to clarify the bid documents and shall supersede and supplement all portions of previously issued bid documents with which it conflicts. It shall be made an integral part of the construction documents.



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Project Greater Bridgeport Transit
Pavement Repairs, 710 Water Street
Wendel Project No. 442113

Addendum No. 02
Contract _____
Date 06/23/2020

ARTICLE - 1

DRAWING NO. _____
SPEC _____
SECTION Invitation for Bids

REMOVE:

Sealed Bids (one (1) original, two (2) copies, one (1) electronic copy) for improvements to the GREATER BRIDGEPORT TRANSIT (GBT) bus station pavement, located at 710 Water Street, Bridgeport, CT 06610 will be received by GBT at its office located at 1 CROSS STREET BRIDGEPORT, CT until 12:00 p.m. local time on Monday, June 29, 2020 and then at that place, date and time publicly opened and read aloud.

REPLACE WITH:

Sealed Bids (one (1) original, two (2) copies, one (1) electronic copy) for improvements to the **GREATER BRIDGEPORT TRANSIT (GBT)** bus station pavement, located at 710 Water Street, Bridgeport, CT 06610 will be received by GBT at its office located at **1 CROSS STREET BRIDGEPORT, CT** until **12:00 p.m.** local time on **TUESDAY, JULY 7, 2020** and then at that place, date and time publicly opened and read aloud.

ARTICLE - 2

DRAWING NO. _____
SPEC _____
SECTION Invitation for Bids

REMOVE:

Requests for information must be received by Monday, June 1, 2020 at 12:00 p.m. local time.

REPLACE WITH:

Requests for information must be received by **Monday, June 30, 2020 at 12:00 p.m.** local time.

ARTICLE - 3

DRAWING NO. _____
SPEC _____
SECTION _____

QUESTION

What additional details are you willing to provide, if any, beyond what is stated in bid documents concerning how you will identify the winning bid?

ANSWER:

Bids will be evaluated based on the completeness and content of the information provided by the bidders with their bid. The required bid forms and documents can be found in the Project Manual for the work.



Project Greater Bridgeport Transit
Pavement Repairs, 710 Water Street
Wendel Project No. 442113

Addendum No. 02
Contract _____
Date 06/23/2020

ARTICLE - 4

DRAWING NO. _____
SPEC _____
SECTION _____

QUESTION

- 4a. Was this bid posted to the nationwide free bid notification website at www.MyGovWatch.com/free?
- 4b. Other than your own website, where was this bid posted?

ANSWER:

- 4a. Not to our knowledge or not by us.
- 4b. State of Connecticut BizNet (Department of Administrative Service) and Minority Construction Council

ARTICLE - 5

DRAWING NO. _____
SPEC _____
SECTION _____

QUESTION

Who attended the Pre-bid meeting?

ANSWER:

Refer to Addendum Number 1, that included a list of attendees.

ARTICLE - 6

DRAWING NO. _____
SPEC _____
SECTION 321215

REMOVE:

Specification Section 321215 HOT MIX ASPHALT (HMA) PAVEMENT (22 pages)

REPLACE WITH:

Revised Specification Section 321215 HOT MIX ASPHALT (HMA) PAVEMENT (6 pages)

ARTICLE - 7

DRAWING NO. _____
SPEC _____
SECTION 321215

CLARIFICATIONS

1. Contractor is responsible for concrete testing (See Addendum Number 1, Article 13).
2. Contractor is responsible for soil compaction testing (See Addendum Number 1, Article 14).
3. Owner will only be responsible for pavement testing (i.e. mat core compaction) in accordance with Addendum Number 2, Article 6. Contractor's obligations for pavement testing are those identified in revised Section 321215. As such, Addendum Number 1, Articles 15 to 18 are null and void.

SECTION 321215 - HOT MIX ASPHALT (HMA) PAVEMENT

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provision of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 DESCRIPTION

- A. General: Work under this Section consists of providing asphalt paving complete, as indicated on the Drawings and as specified herein including:
 - 1. Furnishing hot mix asphalt (HMA) pavement (note – on the Drawings, this is also referred to as ‘bituminous concrete paving’) composed of mineral aggregate, reclaimed asphalt pavement (RAP), asphalt binder material, and an anti-strip additive (if required), that are mixed in a central mixing plant and then placing the mix on a prepared course in accordance with these specifications and conformance to the lines, grades, thicknesses and typical cross sections as shown on the Drawings or as directed by the Owner.
- B. The work includes:
 - 1. Preparation for HMA paving and furnishing and installing HMA.
 - 2. HMA overlays over existing pavement, including surface preparation, and leveling courses, tack coating and all other associated operations required.
 - 3. Saw cutting existing pavements.

1.03 RELATED SECTIONS

- A. Sections that directly relate to the Work of this Section include:
 - 1. Section 310000 - EARTHWORK.
 - 2. Section 321100 - BASE COURSES (PAVEMENTS).
 - 3. Section 321610 – CURBING.
 - 4. Section 321723 – PAVEMENT MARKINGS.

1.04 REFERENCE STANDARDS

- A. References herein are made in accordance with the listed specific standards of the following organizations and work under this Section shall conform to the latest edition, unless modified by these Specifications.
1. American Association of State Highway and Transportation Officials (AASHTO).
 2. ASTM International (ASTM).
 3. Asphalt Institute (AI).
 4. U.S. Department of Transportation Federal Highway Administration (FHWA).
 5. State of Connecticut Department of Transportation 'Standard Specifications for Roads, Bridges, Facilities and Incidental Construction –Form 818', latest edition.
 6. NorthEast Transportation Training and Certification Program (NETTCP).

1.05 SUBMITTALS

- A. Job Mix Formula (JMF): No HMA shall be produced until a JMF has been submitted by the Contractor and reviewed by the Owner's representative. The HMA shall be designed in accordance with the volumetric mixture design specifications contained in AASHTO M 323 and procedures contained in AASHTO R 35, as modified herein, and shall meet the requirements of ConnDOT Specifications.
- B. JMF Submittal: An approved Connecticut Department of Transportation job mix formula shall be submitted in writing by the Contractor at least 7 days prior to the start of paving operations and shall conform with the requirements of the State of Connecticut Form 818.
- C. Performance Graded Asphalt Binder Material: The certification(s) shall show the appropriate AASHTO and/or ASTM test(s) for each material, the test results, and a statement that the material meets the specification requirement.
Reference AASHTO MP-1 and AASHTO PP6.
1. Flash point.
 2. Rotational viscosity at 135°C. and 165°C.
 3. Specific gravity at 25°C.
 4. Original $G^*/\sin\delta$ and phase angle at test temperature.

5. RTFO percent mass loss (rolling thin film oven).
 6. RTFO - $G^*/\sin\delta$ and phase angle at test temperature.
 7. PAV Residue - $G^*(\sin\delta)$ and phase angle at test temperature.
 8. Creep stiffness and m-value at test temperature.
 9. Direct tension results (when equipment available).
 10. Strain sweep in accordance with AASHTO T315 (optional).
 11. Physical hardening after 24 hours in accordance with AASHTO T313 (optional).
 12. Mixing and Compaction viscosity-temperature chart.
- D. Asphalt Anti-Stripping Additive: This specification provides for an additive to asphalt to assist in the coating of wet aggregate and to increase the resistance of the asphalt binder coating to stripping in the presence of water. The additive shall be chemically inert to asphalt (heat stable) and when blended with asphalt shall withstand storage at a temperature of 400°F. for extended periods without loss of effectiveness.
- Composition: Anti stripping compound shall be an organic chemical compound, free from inorganic mineral salts or inorganic mineral soaps. It shall contain no ingredient harmful to the binder material or to the operator and shall not appreciably alter the specified characteristics of the binder material.
- Anti stripping additive shall be incorporated and thoroughly dispersed in the asphalt binder material in an amount equal to the percent by weight established by the job mix formula. This percent is based on the efficiency of the additive as determined by laboratory tests. The treated composite mixture shall have a minimum tensile strength ratio (TSR) conforming with the requirements of the State of Connecticut Form 818.
- E. Testing Laboratory: The laboratory used to develop the JMF shall meet the requirements of ASTM D3666. A certification signed by the manager of the laboratory stating that it meets these requirements shall be submitted with the JMF.
- F. Certified Test Reports: Submit certified test report(s) signed by the material producer and Contractor certifying that materials comply with, or exceed, the requirements herein. Owner reserves the right to employ an independent testing laboratory for testing materials included in the JMF, and Contractor shall, upon request of Owner, supply suitable quantities of these materials for such testing.

1.06 WEATHER LIMITATIONS

- A. The HMA shall not be placed when weather conditions of fog or rain prevail or when the pavement surface or base shows signs of free moisture (film of water) or when surface temperature is less than 40°F measured in the shade. When the surface temperature of the underlying course is less than 50°F, the estimated time available for compaction shall be provided by the Contractor to the Engineer. The Engineer and the Contractor shall determine if there is an adequate amount of time available to compact the mixture. The Contractor assumes responsibility for constructing the pavement to meet compaction and specification requirements. The estimated time available for compaction can be calculated with computer programs, e.g., Pave Cool Tool.

This program is available at the following web location:
<http://www.dot.state.mn.us/app/pavecool/>

The Engineer will not permit work to continue when overtaken by sudden storms until the pavement surface shows no signs of free moisture. The material in transit at the time of shutdown will not be placed until the pavement surface shows no signs of free moisture, provided the mixture is within temperature limits as specified.

- B. When air temperature falls below 50°F, extra precautions shall be taken in drying the aggregates, controlling the temperature of the materials, and in placing and compacting the mixtures.

1.07 COORDINATION

- A. The contractor shall coordinate paving with all other work, especially underground utility construction, to prevent covering up unfinished or uninspected work and loss of time or labor by improper scheduling. Any repaving required shall be done at no cost to Owner.

1.08 PAVEMENT WITHIN PUBLIC RIGHT-OF-WAY

- A. The construction of all pavements within public rights-of-way shall be in accordance with the rules, regulations and requirements of the public agency having control and ownership of such rights-of-way.

PART 2 - PRODUCTS

2.01 MATERIALS

- A. All HMA materials shall meet the requirements of State of Connecticut Form 818 Section M.04 (Bituminous Concrete Materials).

PART 3 - EXECUTION

3.01 CONSTRUCTION METHODS

- A. Hot mix asphalt shall be installed as detailed in State of Connecticut Form 818 Section 4.06.03 paragraphs 1 thru 7, 14, and 15.

3.02 QUALITY CONTROL AND ACCEPTANCE

- A. Quality Control and Acceptance shall conform with the State of Connecticut Form 818 Section 4.06.03 paragraphs 8 thru 13 and Section M.04 with the following exception:
 - 1. Only mat testing will be required, and joint testing will be omitted.
 - 2. Any reference to the Department shall be replaced with Owner or Engineer.
- B. Adjustment values shall conform with the State of Connecticut Form 818 Section 4.06.04 paragraph 2 with the following exceptions:
 - 1. Only adjustments for air voids, binder content, and mat density will be included, and joint density will be omitted.
 - 2. The upper adjustment value total (i.e. Contractor incentives) shall be capped at \$10,000.
 - 3. Any reference to the Department shall be replaced with Owner or Engineer.

3.03 MEETING EXISTING PAVEMENTS

- A. Where new pavements will abut existing pavements, the Contractor shall sawcut the existing pavements to produce a uniform, smooth, vertical joint surface. Sawcutting of existing pavements shall be neat, straight and even lines, and done in a manner that prevents damage to the pavement to remain.
- B. Full-Depth Pavement: Sawcut by approved method to the full depth of the pavement prior to placement of any new pavement. The sawcut surface shall be a neat true line with straight vertical edges free from irregularities. The sawcut surface shall be tack coated immediately prior to the installation of the new abutting HMA material to provide a bond between the old and new pavement. The new compacted pavement surface shall be finished flush with the abutting pavement.
- C. Immediately prior to the placement of the HMA overlay, the vertical sawcut edges of the existing pavement shall be treated with tack coat to bond the new pavement to the old pavement. The new pavement surface shall be finished flush with the abutting pavement.

Greater Bridgeport Transit
Water Street Pavement Repair
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END OF SECTION 321215