



City Of New London

Department of Finance-Purchasing Agent
13 Masonic Street • New London, CT 06320 • Phone (860) 447-5215 • Fax (860) 447-5297

Request for Proposals

ADDENDUM 2

Proposal No.: 2023-10

Addendum No.: 2

Date Issued: March 30, 2023

Williams & Broad Street Test Pits

Opening Date and Time: ~~April 3, 2023~~ April 11, 2023 at 2:00 P.M. *BID OPENING DATE HAS CHANGED*

Bidders Notes: This addendum is issued to provide all potential bidders with answers to questions submitted.

All other terms and conditions remain the same.

This Addendum cover page must be signed and returned with your bid.

Authorized Signature of Bidder

Company Name

Return Bid To:

Joshua Montague, Accounting Purchasing Agent
City of New London
13 Masonic Street
New London, CT 06320

Bids cannot be accepted after the Bid Opening Date and Time indicated above

ADDENDUM 2

Williams & Broad Street Test Pits

FROM: Joshua Montague, Accounting Purchasing Agent
TO: Prospective bidders

This Addendum shall be part of the Contract Documents and modifies the original bidding documents. This Addendum is to be acknowledged by the bidders on the Bid Form. Failure to do so may subject the bidder to disqualification.

Changes to prior Addenda:

- No prior addenda have been issued

Q&A:

1. We are a company bidding the test pitting/utility locating portion of the intersection improvement/roundabout installation at Williams & Broad. I'm looking for some assistance in obtaining the prices and process of getting street opening/closing permits issued in the affected area. More specifically the prices associated.
A1. Street Openings/ Permits are through City Engineer, Thomas Quintin. Since this is a city project, the cost of the permitting is waived. The City would just need the permit filled out with Cert of Insurance for \$1,000,000.00/\$2,000,000.00 aggregate and a permit bond for \$10,000.00.
2. We will also need a police detail, but I'm assuming once we receive information about the street regulations in the area we can reach out for pricing for flagging.
A2. It may be hard to get Police Detail due to our short staffing. (860)442-4444 is the number to schedule them and they would be able to give you a cost for an Officer and a Vehicle. Certified Flaggers are acceptable for the project. You can get a cost from Connecticut Flaggers or any company that you feel comfortable working with for an estimate of cost.
3. I found an event permit application on your website, but I'm not sure this is the correct form since it doesn't reference construction or development.
A3. You will need to reach out to Thomas Quintin for the excavation permit.
4. Can the test pit excavations be done by vac truck?
A4. Yes, test pits can be performed with a vac truck.
5. Is the depth of the current asphalt known?
*A5. Estimate 4" to 6" due to possible overly of the road.
Broad Street - varies from 2" to 4" of HMA over 0" to 6.5" of PCC base. The subbase and base layers vary in thickness and composition but are principally silty sands with an average thickness of 9.5". Subgrade soils were silty sand with fines content ranging from 21.9% to 35.1%.

Williams Street - varies from 2" to 5" of HMA with cobble underlying on the north side of the intersection. The subbase and base layers vary in thickness and composition but are principally silty sands with an average thickness of 13". Subgrade soils were silty sand with fines content ranging from 7.4% to 35.1%.*
6. After the company Contacts the Utilities (Eversource-Gas, Veolia-Water & Sewer, and Telecommunications Representatives) and said representatives neglect to arrive to the site to witness the work, shall the work proceed in their absence or shall the contractor stand-down until the representative(s) arrives and if so, how shall the contractor be compensated for standing-down?
A6. The Utility companies may possibly be present at the time of excavation along with the Engineers to note the exposed utility locations.

Work can proceed without utility representation except for test pits that involve Eversource-Gas,

2023-10

they must be present. This will affect TP-03, portion of TP-04, TP-10, TP-11, and TP-12.

7. Can Fuss & O'Neill provide a list of the applicable local permits?

A7. Permitting is done through the City. P.O.C. is Tom Quintin. Contractor to fill out an Excavation Permit. Fees are waived due to it is a City Project. The City requires a Certificate of Insurance for \$1,000,000.00/\$2,000,000.00 aggregate and Permit Bond for \$10,000.00

8. If rock is encountered while excavating, shall the rock be broken and removed, or will Fuss & O'Neill designate an off-set or new test pit location? If so, how will the Contractor be compensated for the original test pit that wasn't completed to full depth (it is understood that the pit will be backfilled and hard cover restored)?

A8. If rock is encountered, and full Test Pit depth is not achieved it will be under the discretion of the Engineer to select another Test Pit location to determine utility locations. If rock is encountered at a particular TP it will be field adjusted, and an additional TP will be performed. Payment for the original test pit will be compensated by the material removal and restored, per the bid items established. Yes, all TP's will be restored to their original condition.

9. In response to this question, can Fuss & O'Neill specify the test pit backfill compaction criteria? Ultimately, if backfill material is comprised of excavation spoils and compaction criteria are 90% to 95% modified proctor, for example, will Fuss & O'Neill permit the contractor to perform using certified resources a 1-point Proctor curve on-site?

A9. Backfill will be the material removed from the Test Pit.

All material except pavement removed from the test pit shall be used to backfill the test pit after the subsurface conditions have been measured and verified. (Unless material is deemed contaminated), proctor test is not required. Compaction shall be performed on all test pits with appropriate lifts to be determined in the field (if applicable).

10. For test pits in the existing paved road, is the pay item per pit, namely cubic yards (CY), the ACTUAL width X length X depth of each pit as measured and agreed upon in the field by the contractor and perhaps a Fuss & O'Neill representative? Or is the pay item per pit 2' X 2' X 2-3' and if so, will the depth be 2' or 3' when computing the pay item? If the line item is to be paid by the actual cubic yards removed, how will this be measured?

A10. Test pits shall be a minimum of 2 ft. x 2 ft. for shallow (2 - 3 ft. deep) utilities and a maximum of 8 ft. x 15 ft. for deep (8 - 10 ft. deep) utilities that are either hard to find or if multiple utilities are being located with one exploration pit. Test pits shall be measured by the volume of material each test pit excavated, or otherwise noted by the Engineer. The time required to dig test pits, the sawcutting of bituminous concrete pavement, and the placement of temporary pavement patch shall not be measured for payment, but the cost thereof shall be included in the contract unit price for this item.

Measurement will be made and agreed upon in the field by the limits and dimensions explored in the field.

11. Based on the response from question 8, how should we fill in the bid price for numbers 2 & 3 as the unit column asks for cubic yard but the quantity column is based off the number of test pits requested?

A11. A unit price per C.Y. should be used and applied to all test pits. The bid form table was revised (row 2) to request per C.Y. dollar values.

12. For utilities that are either hard to find or if multiple utilities are being located with one exploration pit, can the contractor contrast a "slot trench" at approximately 24" wide (or narrower but wide enough to enable proper compaction) and to a length that, beginning at the curb, traverses all marked utilities? Would an alternative approach relative to what's specified as a maximum of 8 ft. x 15 ft.

A12. Yes, "slot trench" can be used to expose utilities (example TP-04).

2023-10

13. For, "...Do not backfill test pits until authorized.", how long with the entire authorization process take, at the end of which the test pit can be backfilled?

A13. That day once the utility measurements are taken and concurred with the Engineer. Once utilities are exposed, it should only be several minutes to document and record findings at which point TP can be backfilled.

14. Can Fuss & O'Neill clarify what is meant by, "Compact backfill materials to 95% to the subgrade elevation..."? Does this specification pertain to compacting backfill materials to within 5% of the total depth of the pit as measured from the existing grade? Or, Does this specification pertain to compacting all backfill materials to at least 95% of a proctor curve? If so, can a 1-point proctor curve be completed in the field?

A14. Yes, compaction of backfill material should be within 5% of the total depth of the pit as measured from the existing sub-grade material. A proctor test is not required. The top three inches of test pits in the paved roadway shall be repaved with Class 2 bituminous concrete that has been thoroughly compacted to match the existing road grade, unless otherwise approved by the Engineer.

15. If dewatering a pit becomes necessary what shall the contractor do with the water displaced from the pit?

A15. If clean water is found during TP it may be discharged into the existing storm sewer system.

16. The specifications indicate with the exception of hardcover debris the pits are to be backfilled with the excavation spoils and the hardcover debris will be disposed of off-site. Can Fuss & O'Neill clarify what is meant by "disposal of unsuitable material"?

A16. See image below CTDOT Form 818, Section 2.02.03-10.

10. Disposal of Unsuitable Material: When the Engineer has not directed otherwise, the Contractor has the option to dispose of unsuitable excavated material by either or both of the following methods:

- (a) By removing such material from within the limits of the highway and disposing of such material at point or points as the Contractor shall determine provided this does not create any detrimental effects to the Project and the Engineer does not object to the area selected for disposal.
- (b) By disposing of such material within the limits of the highway in accordance with the details and requirements shown on the plans and the following requirements:

Not less than 15 days prior to disposing of any such material within Project limits, the Contractor shall submit to the Engineer for his approval a proposal delineating the locations and extent of the areas in which

2.02.04

he intends to dispose of such material. The proposal shall describe the nature of the material and the methods to be employed in placing and covering the material. The proposal will be reviewed for its effects on the completed construction and the environment. The proposal shall be amended as required by the Engineer. No such material shall be disposed of within Project limits until the proposal has been approved by the Engineer.

All work shall be done in accordance with the approved proposal.

Suitable material excavated for the disposal of the unsuitable excavated material shall be placed in the embankment in accordance with the requirements of 2.02 or shall be used to cover the unsuitable excavated material.

The State does not guarantee nor imply that the areas available for disposal of unsuitable excavated material within Project limits will be adequate for the disposal of all unsuitable excavated material to be removed. The Contractor shall dispose of all unsuitable excavated material in excess of that which can be placed within the permitted areas.

17. The excavation permit from the city of New London states "In backfilling, only appropriate excavated material shall be used in courses no exceeding eight inches in depth... When street patching is necessary, only approved granular trench backfill shall be used." Can you specify what the approved granular trench backfill is?

A17. Material that is removed from the Test Pit would be returned to the excavated hole and repaved. Backfill material used shall be of a quality satisfactory to the engineer and shall be free from large or frozen lumps, wood and other extraneous material, rock fill of stones larger than 5 inches shall not be placed within 1 foot of the exposed utilities.

18. Can Fuss & O'Neill provide the pavement restoration specifications?

A18. The top three inches of test pits in the paved roadway shall be repaved with Class 2 bituminous concrete that has been thoroughly compacted to match the existing road grade, unless otherwise approved by the Engineer.

2023-10

19. How should the “exact horizontal” location of utilities be recorded/referenced?

A19. Records and Documentation of Test Pits

Work under this section includes detailed information on the location of underground feature(s).

The Contractor shall keep complete, neat accurate and legible information of the location of underground feature(s) encountered with each Test Pit excavation.

The records shall be made at the site as the work progresses for each Test Pit. The records shall contain the following information:

- Name of Inspector, Contractor and Engineer*
- Date*
- City of New London, Project No.: _____, Street Name*
- Test Pit Number as located on the drawing.*
- Full Test Pit Information in tabular form including underground feature(s) elevations and locations.*
- Notes regarding any other pertinent information and remarks on miscellaneous conditions encountered.*
- Sketch with dimensions of the underground feature(s).*

20. What are “...contract time requirements”?

A20. The total project should take no longer than four (4) days to complete.

21. Is a price required or expected for line item 7 (clean up all work areas and dispose materials off site)?

A21. No price is required for this line item. There shall be no payment to the contractor for “clean up”.

Clean Up

The work under this section shall consist of restoration of the areas that were disturbed during construction.

The Contractor shall promptly remove all equipment and other materials brought by them to the site and restore the site to its original condition.

The area shall be left free of debris caused by this installation.

All construction staging (signs, lights, barricades and Contractor equipment) shall be removed upon completion of the project.

Remove soil erosion controls around construction site.

Remove signs and barriers around the construction area.

Clean up all work areas and dispose of materials off site.

Repair any and all disturbed areas impacted from the construction.

22. How should line item 4 (maintenance & protection of traffic) be separated from items 5 & 6? Is this for any materials other than flaggers (signs & cones) required to protect traffic?

A22. A unit price per day shall be provided for work associate with line item 5, see description below.

Line Item 5 Maintenance and Protection of Traffic

Work under this section includes all work necessary or may be required securing the site including the

2023-10

installation of barriers/signs to keep pedestrians and vehicular traffic control safely away from the construction site.

Install signage cones, drums, barricades and provide traffic control in the areas of equipment and Test Pit excavations in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

It is anticipated that temporary lane or shoulder closures will be necessary to perform the Test Pit excavations. Local Police Officers or Certified Flaggers will be needed to assist with traffic control.

It is the Contractor's responsibility to schedule and coordinate the use of Certified Flaggers to control traffic operations for the maintenance and protection of all traffic. If New London Police Officers are used, the Contractor should contact NLPD at (860)442-4444 at least 48 hours' notice to schedule an Officer and vehicle.

It is the Contractor's responsibility to schedule and coordinate for the use of Uniformed Police Officer and vehicle for any road closures.

Line Item 6 Traffic Person (Uniformed Flaggers):

This item will be measured and paid for by the actual number of hours for each Certified Flagger rendering services approved by the Engineer. Services used beyond the limits approved by the Engineer or in conjunction with movement of construction equipment will not be measured for payment. The following will not be measured for payment but its cost shall be considered as included in the unit price bid for "Traffic Person (Uniformed Flaggers)":

- 1. Travel Time.*
- 2. Mileage fees/Fuel charges.*
- 3. Paddles.*
- 4. Safety Equipment.*

Line Item 7 Traffic Person (Uniformed Police Officer):

There may be locations where some areas of the construction for the Test Pit excavations that require Uniformed Police Officers and a vehicle. Such areas may be times where road closure is required. (The New London Police Department is the only organization permitted to close a road.)

Contact The New London Police Department at (860)442-4444 for a Uniformed Officer and a vehicle.

The New London Police Department requires at least 48 Hour notice to schedule an Officer and vehicle for traffic control operations.

It is the Contractor's responsibility to schedule, coordinate for the use of Uniformed Police Officer and vehicle for any road closures.

23. Item 3 has a unit of CY with a qty of 1. Please confirm these test pits are paid per CY and not each.

A23. These test pits are paid per CY.

2023-10

General Items:

- Bid opening date has changed from April 2, 2023 to April 11, 2023 at 2:00 P.M.
- The quantity for item #2 on the bid form has been modified from 11 to 1. Revised bid form attached- please use this form in place of that in the bid documents originally posted.

CITY OF NEW LONDON, CONNECTICUT

BID FORM

The following price quote is being submitted to the City of New London, Connecticut, for the Excavation of 12 Test Pits on Broad St. and Williams St. between the intersection of Broad St. and Williams St. for the proposed roundabout., the cost of the project should include supplying all labor, material and equipment to perform the work as specified in **General Conditions & Bid Specifications, Excavation of 12 Test Pits on Broad St. and Williams St. between the intersection of Broad St. and Williams St. for the proposed roundabout., New London, Connecticut**

Excavation of 12 Test Pits on Broad St. and Williams St. between the intersection of Broad St. and Williams St. for the proposed roundabout.

1. Securing site including the installation of barriers/signs to keep pedestrians safely away from construction site.
2. Contact Eversource Gas Utilities and Veolia Water & Sewer Utilities, and Telecommunication owners to assist and witness the work.
3. Obtain any and all applicable local permits for performing the work.
4. Installation of Erosion and Sediment barriers to keep construction debris within the construction zone.
5. Provide signs, barricades, cones, Certified Flaggers and Police Officers for Maintenance and Protection of Traffic.
6. Perform 12 Test Pit excavations according to the Construction (TPL-01, TPL-02 and TPL-03) drawing. Record the location and depth of underground utilities, backfill Test Pits with suitable materials and restoration of the pavement surface.
7. Record documentation and location of underground features of the 12 Test Pit locations.
8. Clean up all work areas and dispose materials off site.

****REVISED BID FORM AS OF 3/30/2023****

<u>ITEM NO</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>BID UNIT PRICE</u>	<u>Total Price</u>
1	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	1	\$	\$
2	11 TEST PITS (2 FT W x 2 FT L x 2-3 FT D), RECORD DOCUMENTATION OF UNDERGROUND FEATURES & RESTORATION	CY	1	\$	\$
3	1 TEST PIT (8 FT W x 15 FT x 8-10 FT D), RECORD DOCUMENTATION OF UNDERGROUND FEATURES & RESTORATION	CY	1	\$	\$
4	MAINTENANCE & PROTECTION OF TRAFFIC	PER DAY	4 DAY S (Est.)	\$	\$
5	TRAFFIC PERSON UNIFORMED CERTIFIED FLAGGERS	PER HOUR	4 DAY S (Est.)	\$	\$
6	TRAFFIC PERSON: UNIFORMED POLICE OFFICER & VEHICLE	PER HOUR	4 DAY S (Est.)	\$	\$
7	CLEAN UP ALL WORK AREAS & DISPOSE MATERIALS OFF SITE	-----	-----	-----	\$

TOTAL BID PRICE (Complete) \$ _____

Total Written Price: _____

The undersigned certifies that he/she has read and understood all of the provisions of the Specifications. Any exceptions to the Specifications are noted below and/or on a separate sheet of paper and made a part of this bid. The undersigned also certifies that this bid is being submitted without collusion with any individual or corporation and agrees, by virtue of submitting this bid, that if accepted by the City of New London, this forms a contractual obligation on the part of the bidder to provide the material as bid.

****REVISED BID FORM AS OF 3/30/2023****

SIGNATURE: _____

FOR: _____
(Bidder Name)

ADDRESS: _____

TOWN/CITY: _____ STATE: _____ ZIP: _____

BY: _____ DATE: _____
(Print Name & Title)

TEL NO. _____ FAX NO: _____
(Area Code) (Area Code)

EMAIL: _____

(CHECK ONE)

No exceptions to the Specifications _____

Exceptions taken as noted below _____ or on separate sheet of paper _____