



**ADDENDUM NO. 3.0**

**REPLACEMENT OF INDUSTRIAL AVENUE BRIDGE (NO. 025030) OVER UNNAMED  
STREAM PROJECT  
Cheshire, Connecticut**

**SLR #141.11047.00059**

**Original Bid Package Issued January 30, 2024**

**Addendum No. 1 Issued February 8, 2024**

**Addendum No. 2 Issued February 12, 2024**

**Addendum No. 3 Issued February 23, 2024**

This Addendum No. 3 includes clarifications and modifications to the above-referenced bid package. Changes reflected herein shall supersede all previous bid package documentation.

**A. REVISIONS TO CONTRACT DOCUMENTS**

The following modifications to the bid documents shall be made part of the official bid package and supersede any previous documentation. Revised sections have been attached herein:

- Revised Plan Sheet – STR-01 dated **February 23, 2024**
- Revised Plan Sheet – STR-03 dated **February 23, 2024**
- Revised Plan Sheet – STR-05 dated **February 23, 2024**

**B. RESPONSE TO BIDDER QUESTIONS**

**Q1. ITEM #1401257A – WATER MAIN SUPPORT BRACKETS:** The item is paid for as a lump sum item, but we cannot locate a quantity or spacing on the plans to allow us to price this item as a lump sum item, can you tell me the quantity of these supports that are required?

R1. See revised sheet 12, STR-03, downstream parapet detail.

**Q2. What is the state-funded portion of the project?**

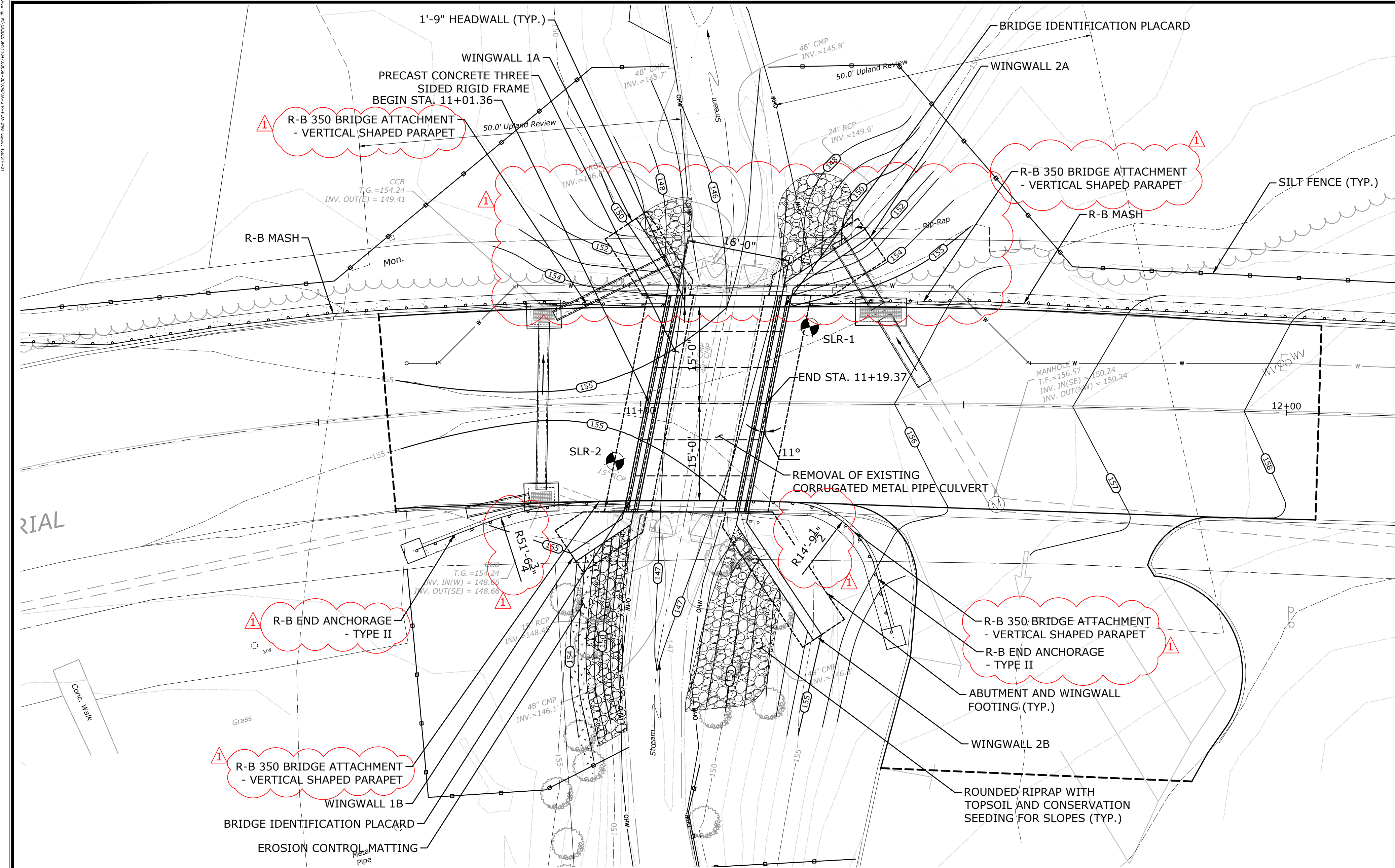
R2. 50% of the total bid is state funded.

**Q3. Based on the response to question 1 in Addendum 2, please verify the left in place sheeting that is shown cutoff at the top of the footings on the “Typical Section at Culvert” detail on contract drawing 02 is not required. If it is required, please provide the minimum elevation of the bottom of the sheet.**

R3. If the contractor chooses to use sheet piling as cofferdam and dewatering, then the sheet piling material shall be left in place and cut at elevation 143.25'. If other methods are used for cofferdam and dewatering the sheet piling is not required.

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- Q4. There is conflicting information in the contract documents on which version of the Connecticut DOT Standard Specifications apply to the project – please clarify which version will be used.**
- R4. The correct specifications are Connecticut Department of Transportation Form 818 (2020), supplemental specifications dated January 2023 and special provisions.
- Q5. Please provide the elevations at the top of the wingwalls as well as the detail for where the drainage pipes pass through the wingwall.**
- R5. See updated plan sheet STR-03.
- Q6. Please verify no bid bond is required.**
- R6. The contractor's Surety bid bond.
- Q7. What is the anticipated award date of the project? The lead time for submittal and approval of shop drawings and casting and delivery of the three-sided concrete arch may be substantial.**
- R7. The town will award the project before March 29, 2024.
- Q8. We are inquiring about a specific bid bond form for the Town of Cheshire-Industrial Ave Bridge. Is there one that we are required to use? The bid package for Industrial Ave Bridge does not have one. Is a general form from our Surety ok to use for this bid? Please advise.**
- R8. The contractor's Surety bid bond.
- Q9. The south side of the bridge has 2ea Thrie Beam Bridge attachments, these attachments are shown to have a radius. Thrie Beam Bridge attachments cannot be bent per the manufacturer and FHWA guidelines. A radius panel can only be installed at the end of the transition panel at post #10.**
- R9. See revised sheet STR-01 for updated Guiderail callouts. R-B350 Bridge Attachment with curve has been designed for and constructed in a recent project. A curve radius has been provided.

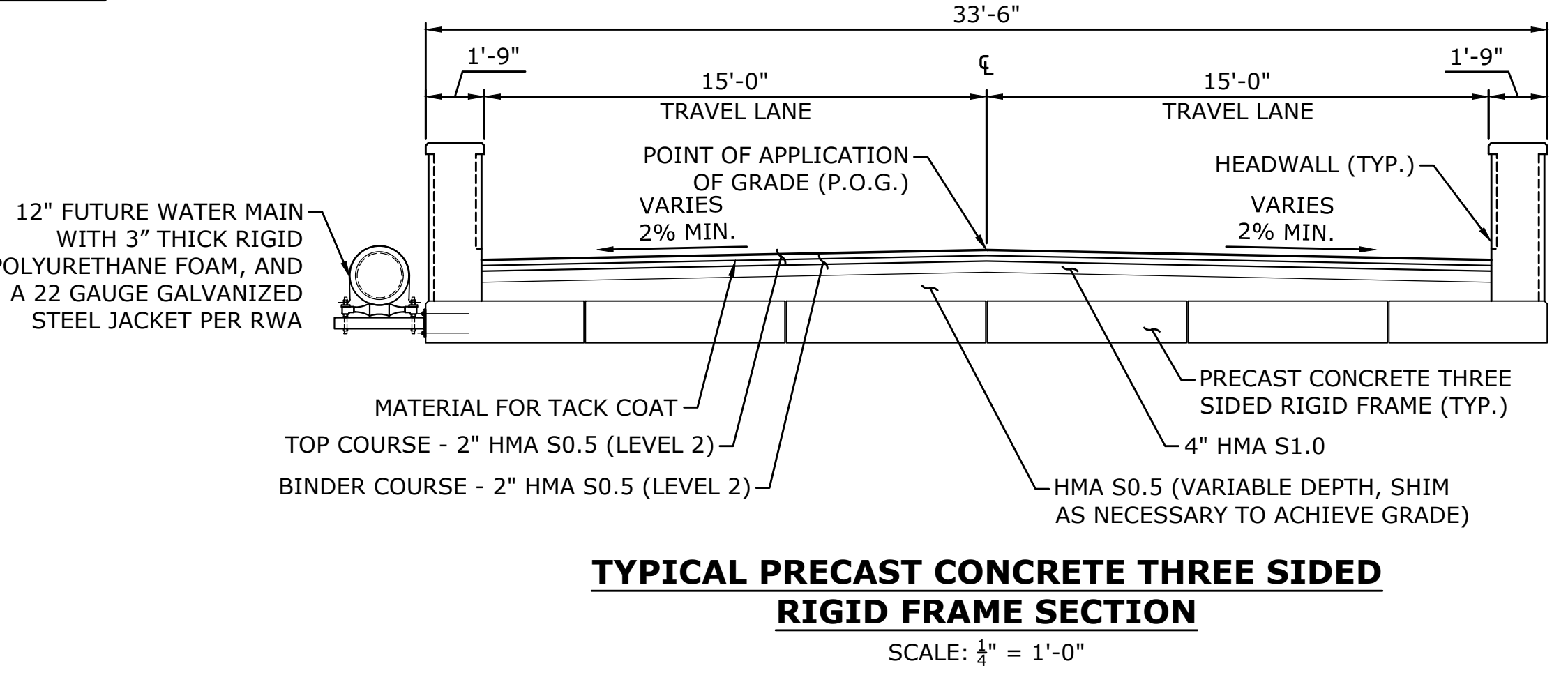
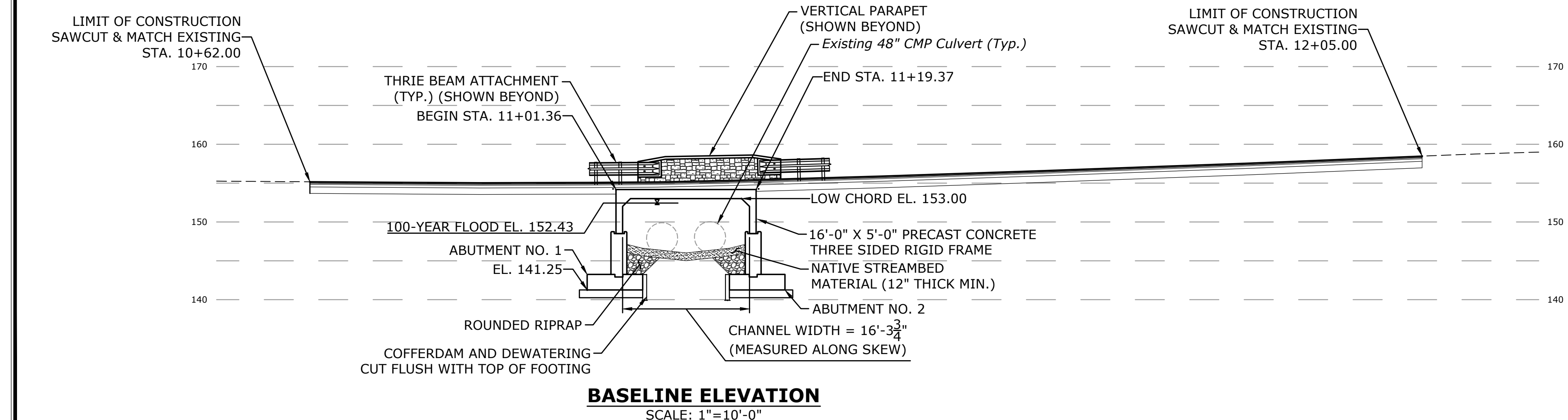




HYDRAULIC DATA	
DRAINAGE AREA	1.56 SQ. MI.
DESIGN FREQUENCY	100-YR
DESIGN DISCHARGE	752 CFS
UPSTREAM DESIGN WATER SURFACE EL.	152.43 FT
DOWNSTREAM DESIGN WATER SURFACE EL.	150.13 FT
OVERTOPPING FREQUENCY	500-YR
OVERTOPPING DISCHARGE	1000 CFS
WORST CASE SCOUR SUB-STRUCTURE	WEST ABUTMENT
MAXIMUM SCOUR ELEVATION	143.0 FT
AVERAGE DAILY FLOW	6 CFS
AVERAGE SPRING FLOW	3 CFS

CONCRETE DISTRIBUTION			
DESCRIPTION	UNIT	QTY	
SUPERSTRUCTURE	CY	7	
SUBSTRUCTURE	CY	115	
FOOTINGS	CY	67	
<b>TOTAL</b>	<b>CY</b>	<b>189</b>	

NOTICE TO BRIDGE INSPECTORS	
The Department's Bridge Safety procedure require this bridge to be inspected for, but not limited to, all appropriate components indicated in the governing manuals for bridge inspection. Attention must be given to inspecting the following special components and details. (The listing for components for specific attention shall not be construed to reduce the importance of inspection of any other component of the structure.) The frequency of inspection of this structure shall be in accordance with the governing manuals for bridge inspection, unless otherwise directed by the Manager of Bridge Safety and Evaluation.	
COMPONENT OR DETAIL	BRIDGE SHEET REFERENCE
NONE	



- ### GENERAL NOTES
- SPECIFICATIONS:** CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 818 (2020), SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2023 AND SPECIAL PROVISIONS.
  - DESIGN SPECIFICATIONS:** AASHTO LRFD DESIGN SPECIFICATIONS, 9<sup>TH</sup> EDITION, 2020, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003) WITH INTERIM REVISIONS UP TO AND INCLUDING 2019.
  - MATERIAL STRENGTHS:**

CONCRETE:

CLASS PCC03340	f <sub>c</sub> = 3,000 PSI
CLASS PCC04460	f <sub>c</sub> = 4,000 PSI
CLASS PCC04462	f <sub>c</sub> = 4,000 PSI
PRECAST CONCRETE PCC08061	f <sub>c</sub> = 6,500 PSI

THE CONCRETE STRENGTH USED IN DESIGN (f<sub>c</sub>) OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6.01 - CONCRETE FOR STRUCTURES AND M.03 - PORTLAND CEMENT CONCRETE.

REINFORCEMENT:

ASTM A615 GRADE 60	f <sub>y</sub> = 60,000 PSI
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  - LIVE LOAD:** HL-93, LEGAL AND PERMIT VEHICLES
  - FUTURE PAVING ALLOWANCE:** NONE
  - EXISTING DIMENSIONS:** DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISH 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.

- ### CONCRETE NOTES
- REMAIN-IN-PLACE FORMS:** THE USE OF REMAIN-IN-PLACE FORMS ON THIS STRUCTURE IS NOT ALLOWED.
  - THE FOLLOWING PAY ITEMS AND CONCRETE CLASSES ARE REQUIRED FOR CAST-IN-PLACE BRIDGE COMPONENTS:

ITEM	BRIDGE COMPONENTS	PCC CLASS
FOOTING CONCRETE	ABUTMENT & WINGWALL FOOTINGS	PCC04460
ABUTMENT AND WALL CONCRETE	ABUTMENT AND WINGWALL STEMS	PCC04460
PARAPET CONCRETE	HEADWALLS	PCC04462
  - EXPOSED EDGES:** EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1"x1" UNLESS DIMENSIONED OTHERWISE.
  - CONCRETE COVER:** ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.
  - REINFORCEMENT:** 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 PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "DEFORMED STEEL BARS - GALVANIZED." DRILLED SHAFT REINFORCING SHALL ALSO BE GALVANIZED AND PAID FOR UNDER ITEM "DRILLED SHAFT (2.5FT)".
  - PREFORMED EXPANSION JOINT FILLER:** THE COST OF FURNISHING AND INSTALLING PREFORMED EXPANSION JOINT FILLER IS PAID FOR AS "1" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES."
  - CONSTRUCTION JOINTS:** CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
  - PRECAST CONCRETE THREE SIDED RIGID FRAME:** SEE SPECIAL PROVISIONS.

96 REALTY DRIVE  
2032711773  
SIRCONCONSULTING.COM

DATE	BY	DESCRIPTION
02-28-24	NP	ADDENDUM NO. 3

**BRIDGE PLAN, PROFILE & TYPICAL SECTION**

REPLACEMENT OF INDUSTRIAL AVENUE  
BRIDGE (NO. 025030) OVER UNNAMED STREAM

INDUSTRIAL AVENUE  
CHESHIRE, CONNECTICUT

KP	WRS	KP
DESIGNED	DRAWN	CHECKED

SCALE: AS SHOWN

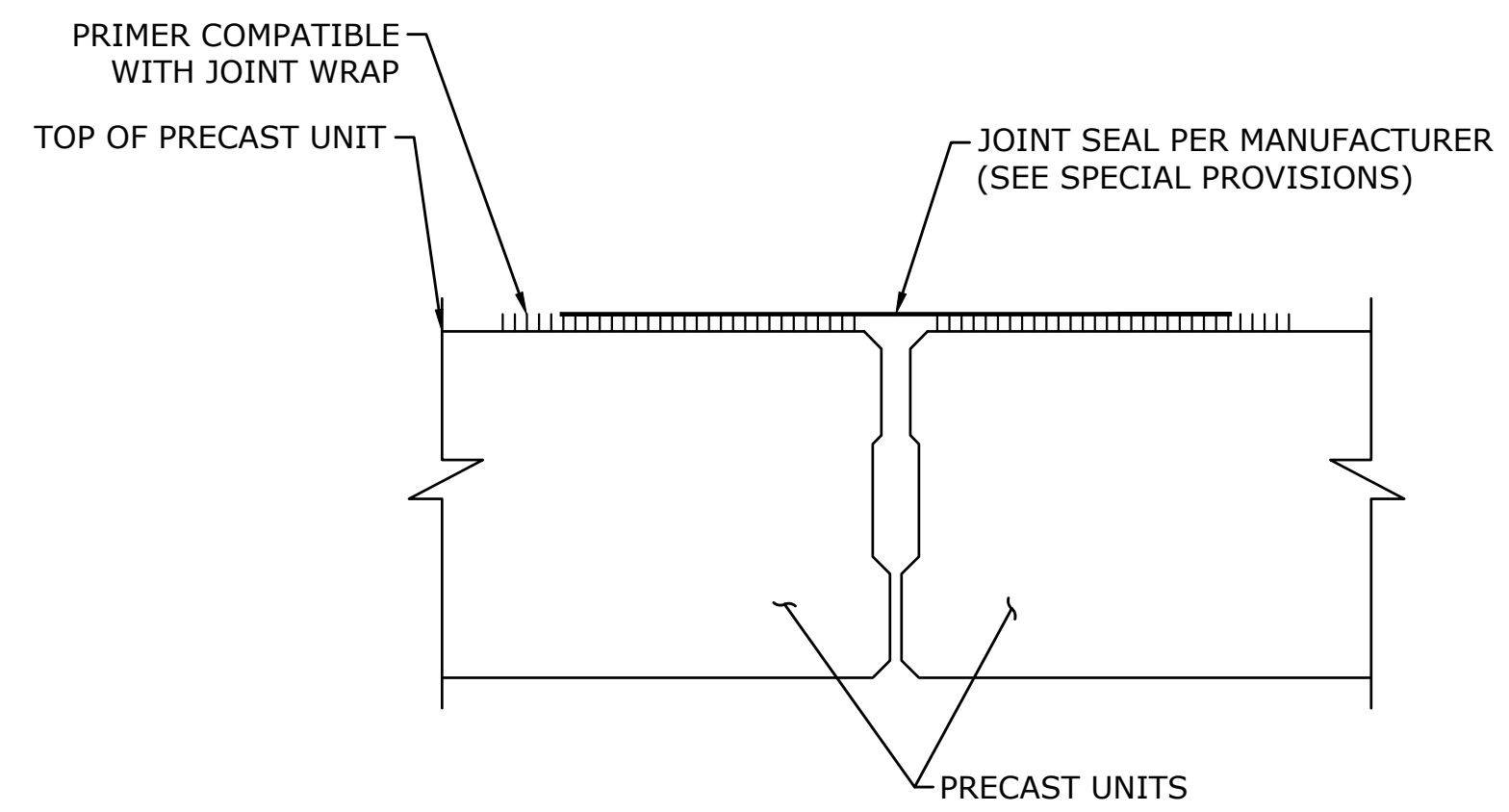
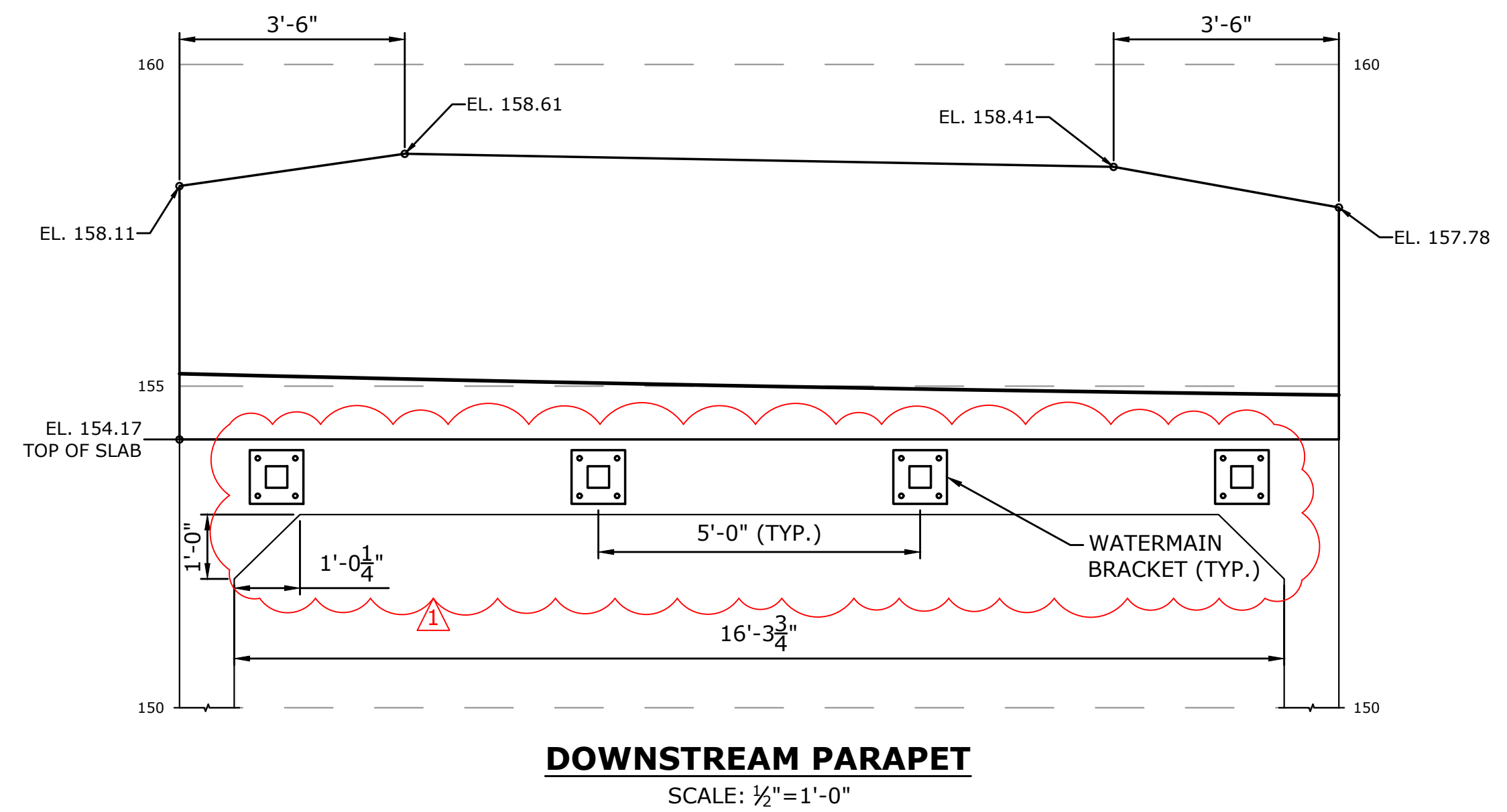
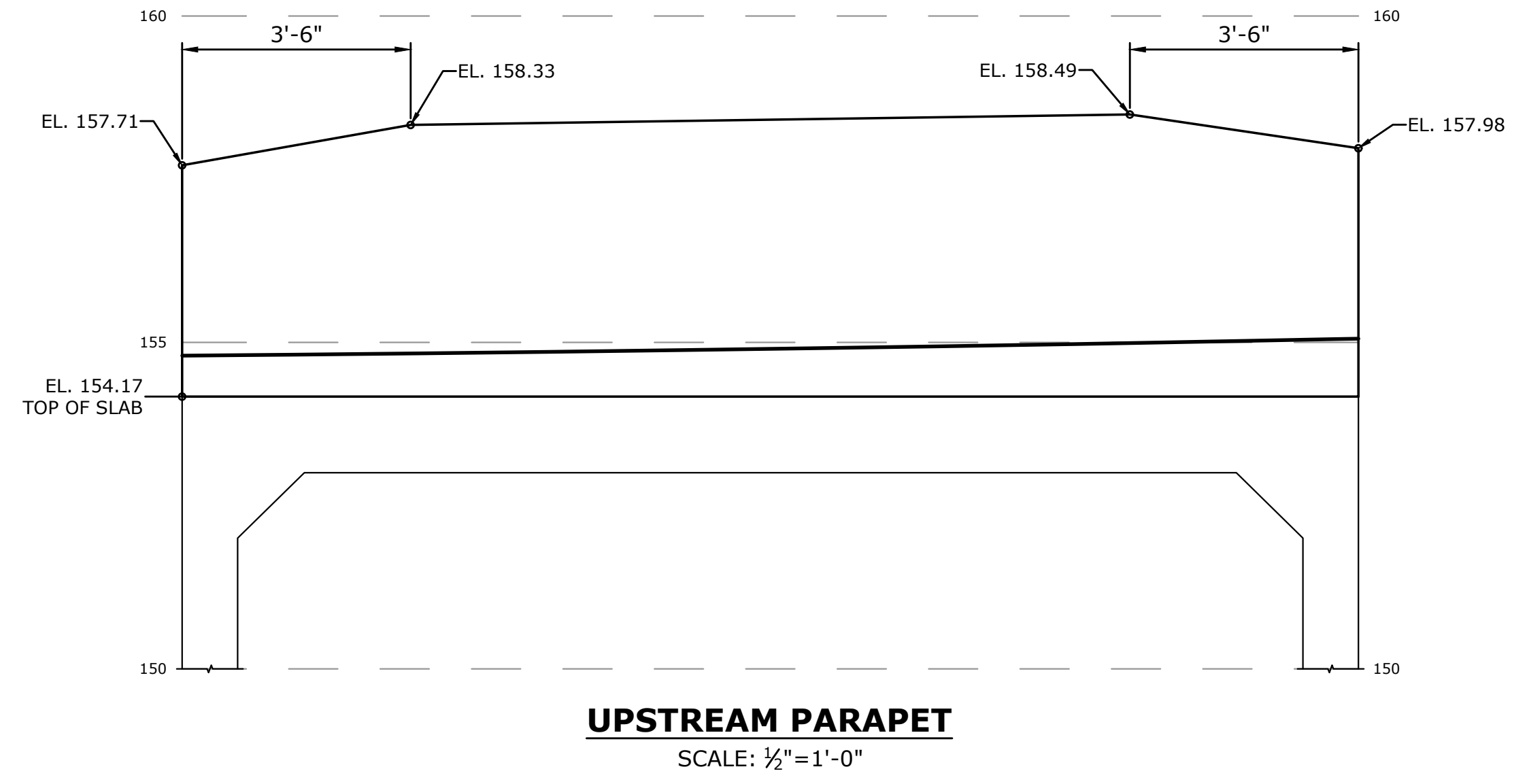
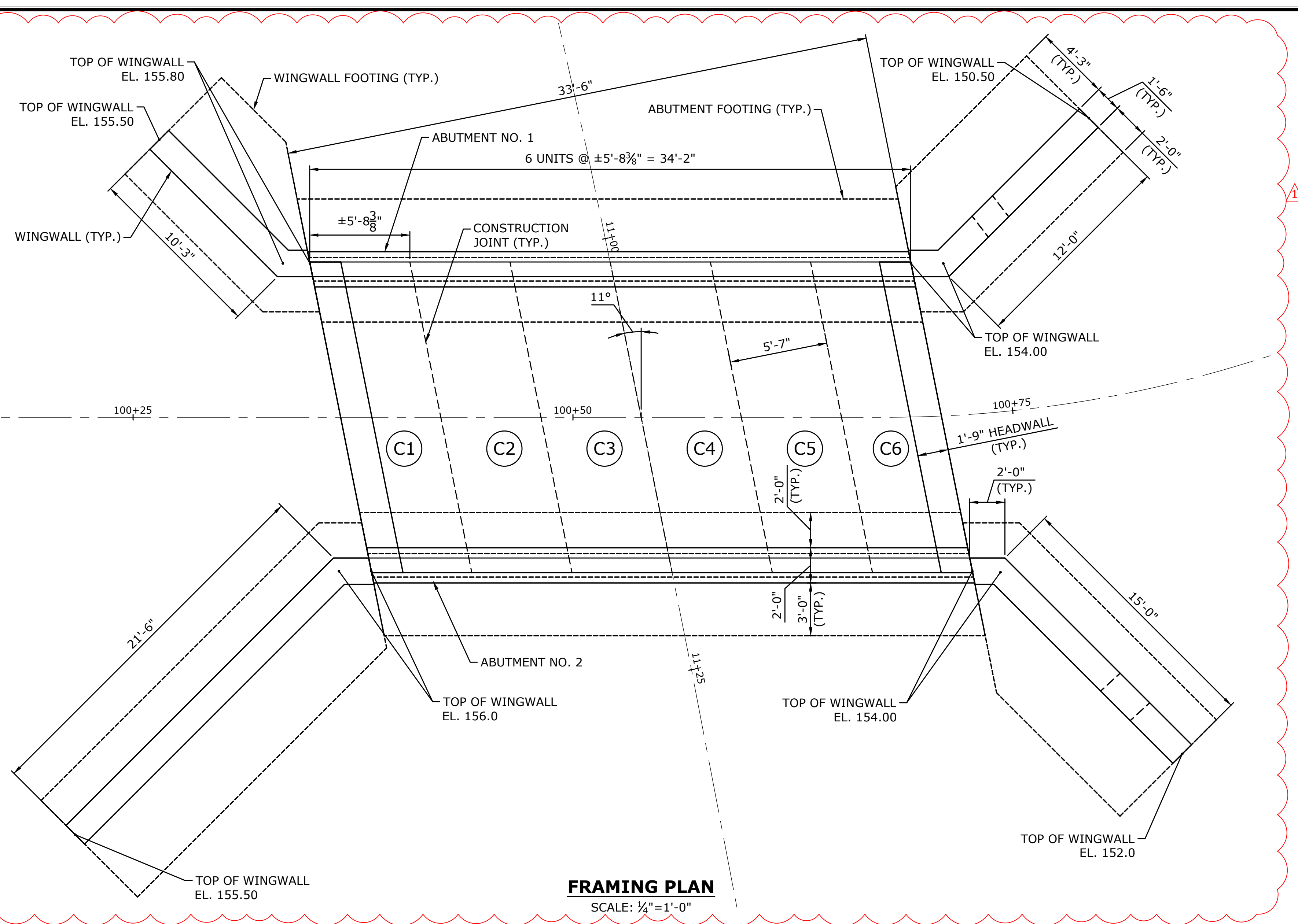
DATE: JANUARY 30, 2024

PROJECT NO.: 11047.00059

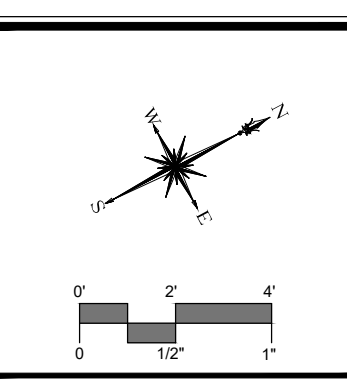
DRAWING NO.: STR-01

10

CONSULTING ENGINEER: SLR CONSULTING INC. 2025-03-24  
 PROJECT NO. 11047.00059  
 DRAWING NO. STR-03



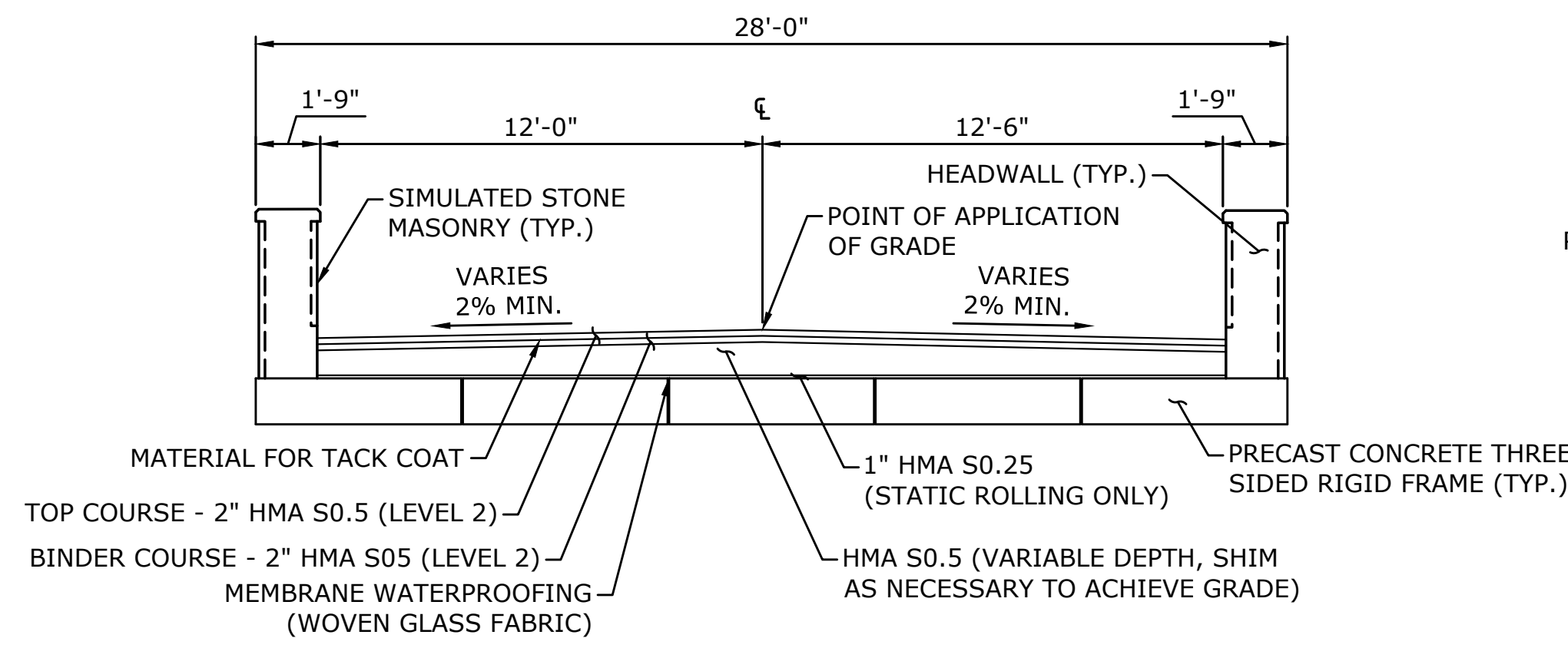
- NOTES**
1. THE JOINT SEAL SHALL BE APPLIED TO THE ENTIRE LENGTH OF THE JOINT BETWEEN PRECAST UNITS.
  2. THE COST OF THE JOINT SEAL SHALL BE INCLUDED IN THE COST OF ITEM "PRECAST CONCRETE THREE SIDED RIGID FRAME".



DESCRIPTION	DATE	BY
ADDENDUM NO. 3	02-28-24	NP

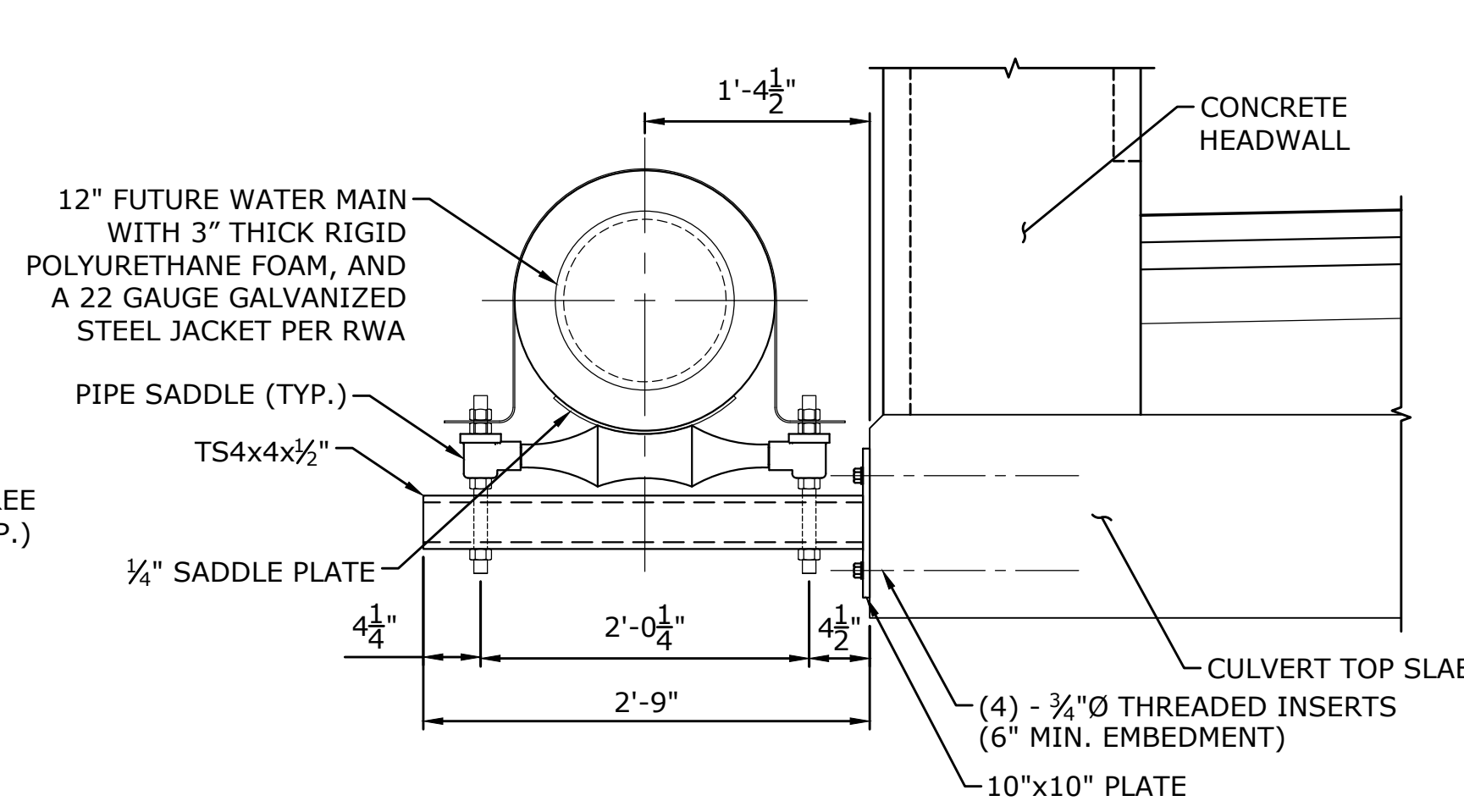
**FRAMING PLAN**  
 REPLACEMENT OF INDUSTRIAL AVENUE  
 BRIDGE (NO. 025030) OVER UNNAMED STREAM  
 INDUSTRIAL AVENUE  
 CHESHIRE, CONNECTICUT

NP	NP	KP
DESIGNED	DRAWN	CHECKED
AS NOTED		
JANUARY 30, 2024		
DATE		
11047.00059		
PROJECT NO.		
STR-03		
DRAWING NO.		



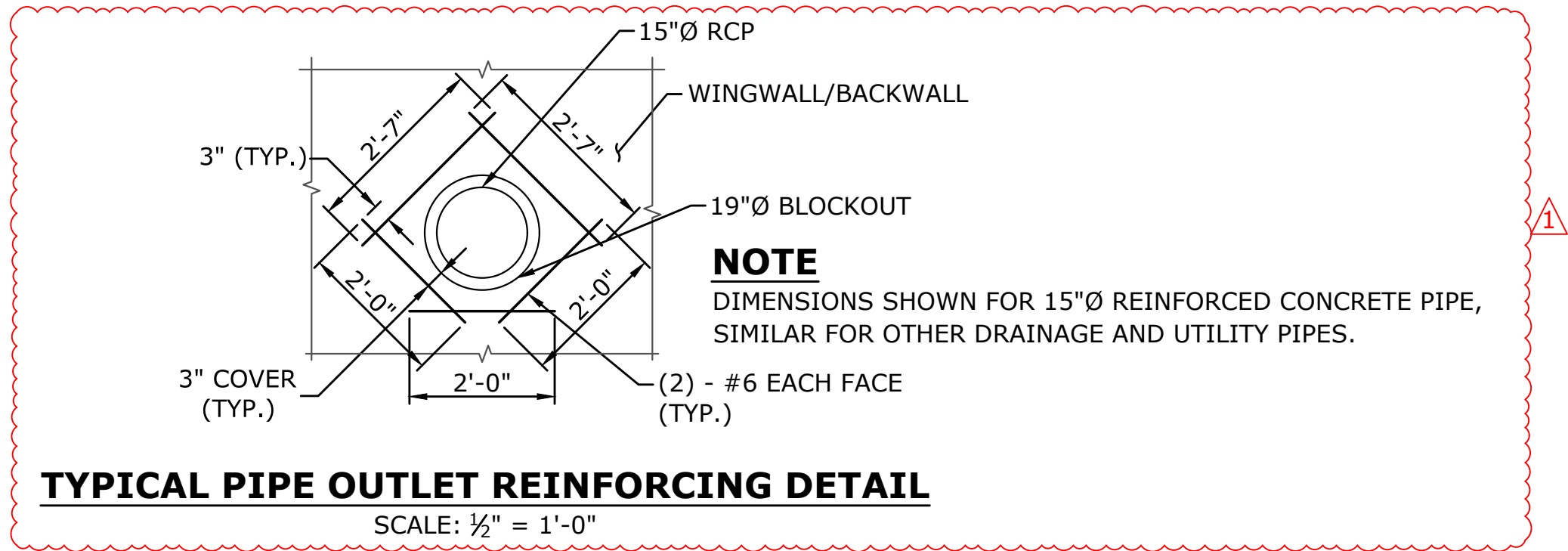
**TYPICAL PRECAST CONCRETE THREE SIDED RIGID FRAME SECTION**

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



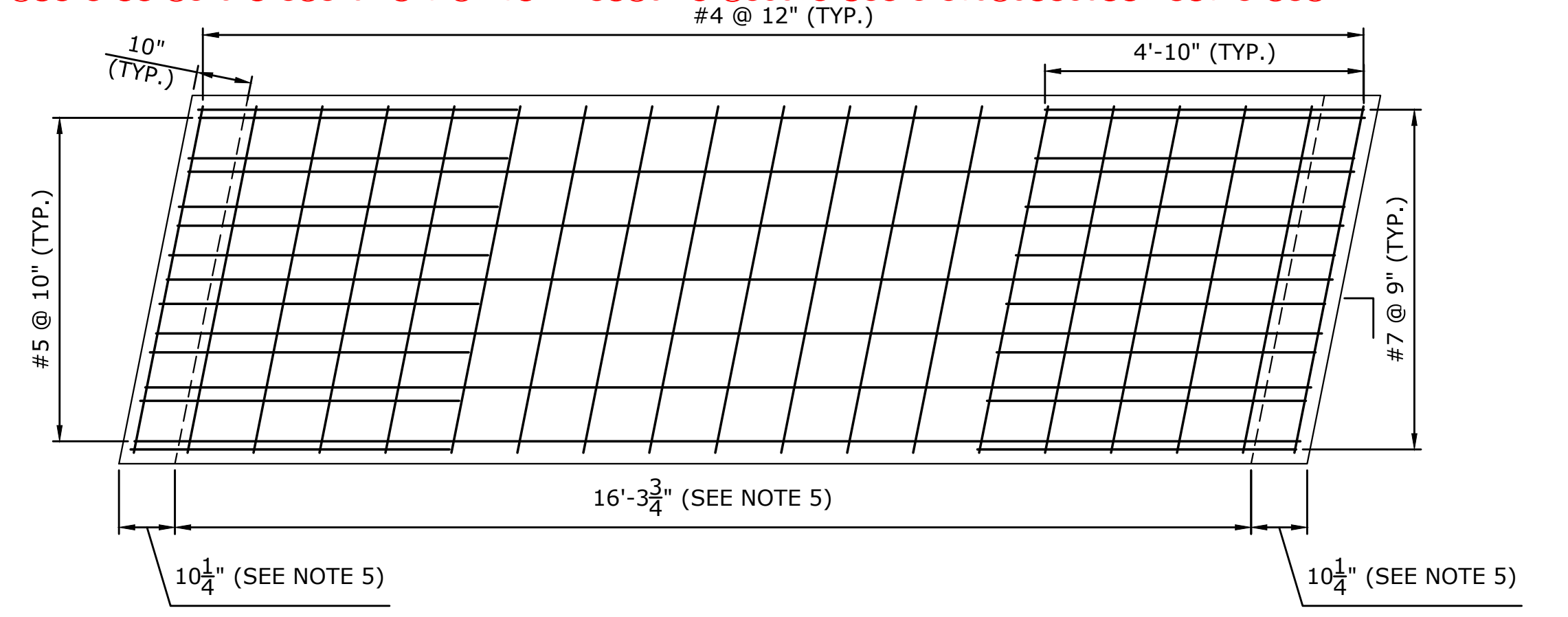
**TYPICAL WATER MAIN SUPPORT DETAIL**

SCALE: 1" = 1'-0"



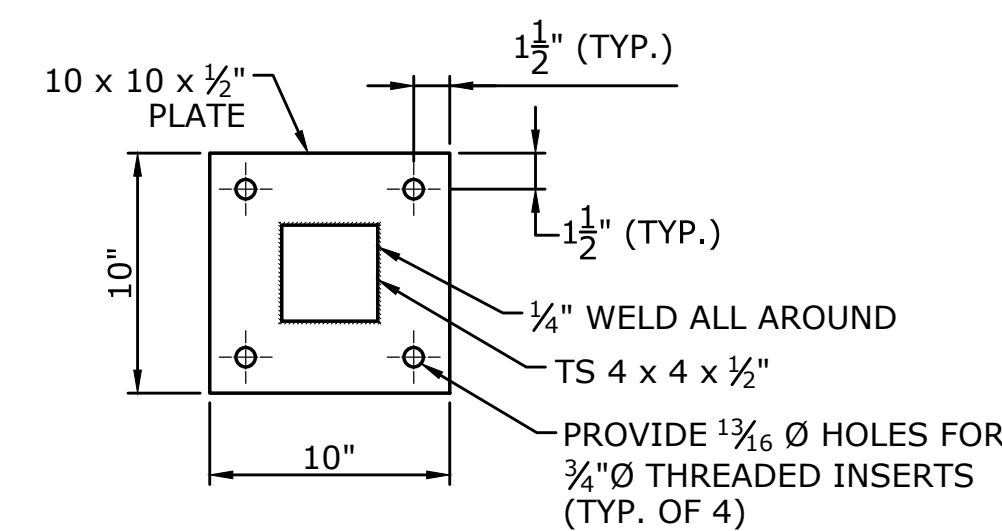
**TYPICAL PIPE OUTLET REINFORCING DETAIL**

SCALE: 1/2" = 1'-0"



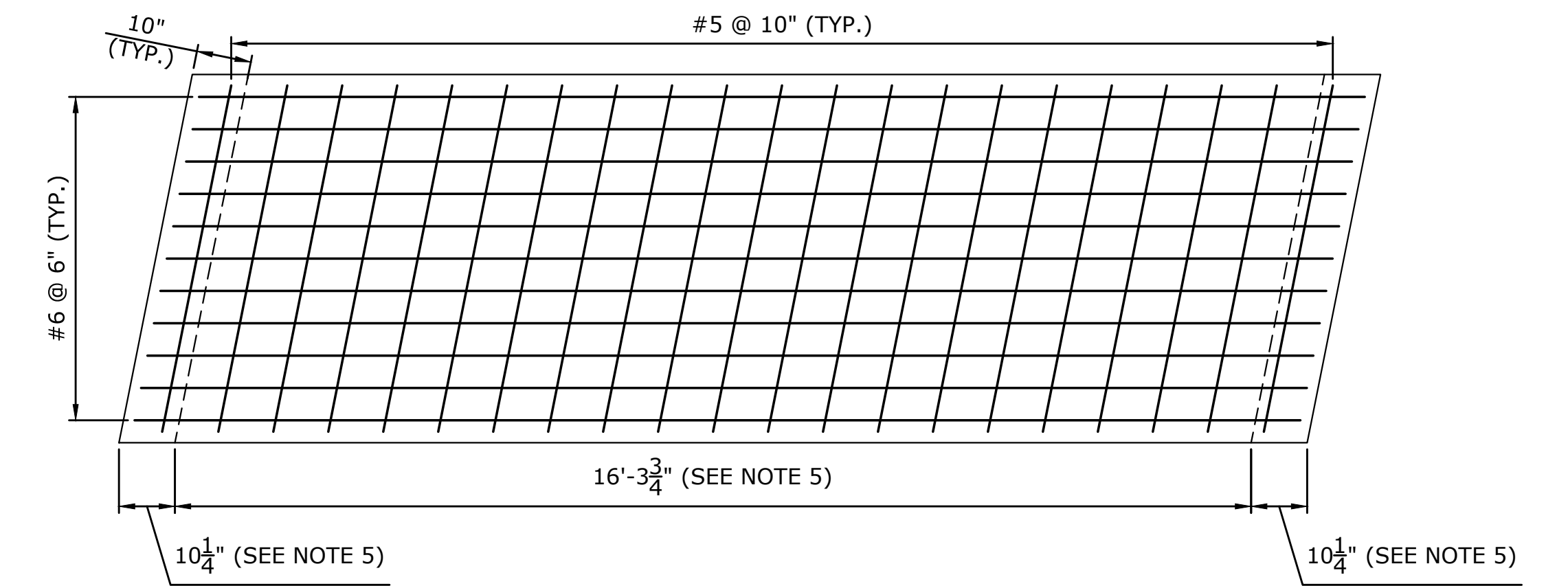
**TYPICAL PRECAST CONCRETE THREE SIDED RIGID FRAME REINFORCEMENT - SLAB BOTTOM MAT**

SCALE: 1/2" = 1'-0"



**WATER MAIN SUPPORT PLATE DETAIL**

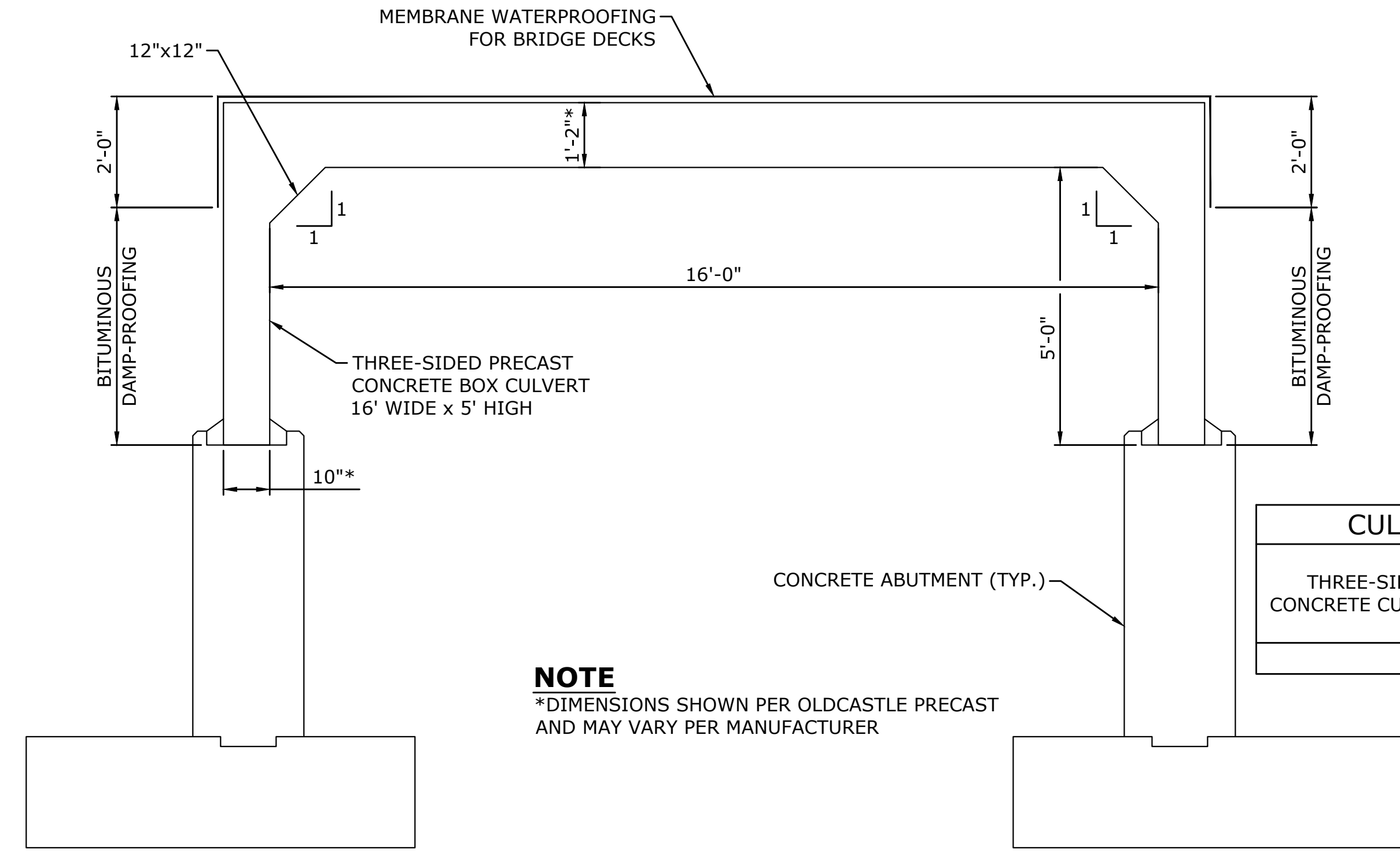
SCALE: 1 1/2" = 1'-0"



**TYPICAL PRECAST CONCRETE THREE SIDED RIGID FRAME REINFORCEMENT - SLAB BOTTOM MAT**

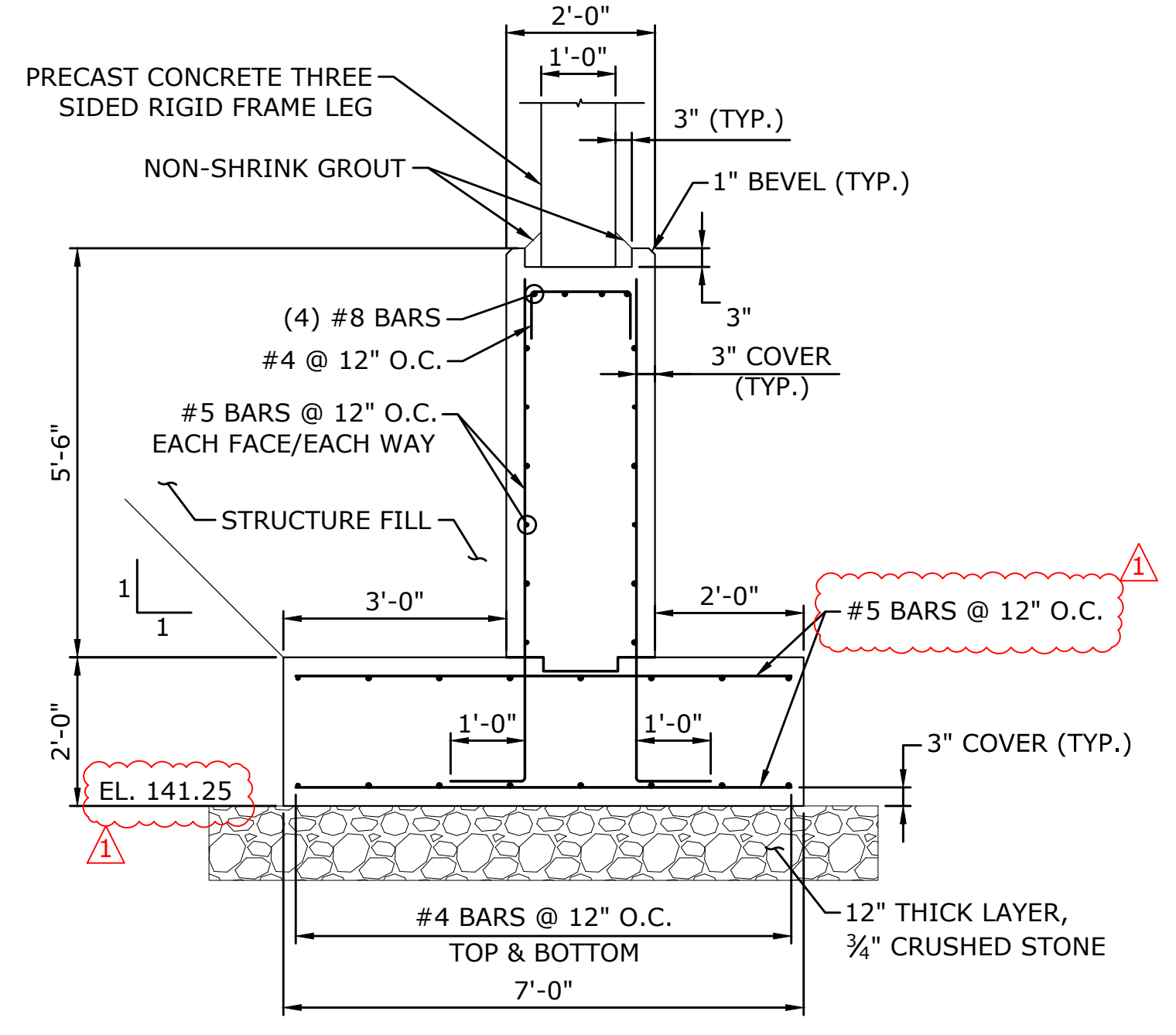
SCALE: 1/2" = 1'-0"

CULVERT TRANSPORT DIMENSIONS AND WEIGHT				
THREE-SIDED PRECAST CONCRETE CULVERT SECTIONS	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING WEIGHT
	18 FT.	6.25 FT.	5.67 FT.	11.88 TONS



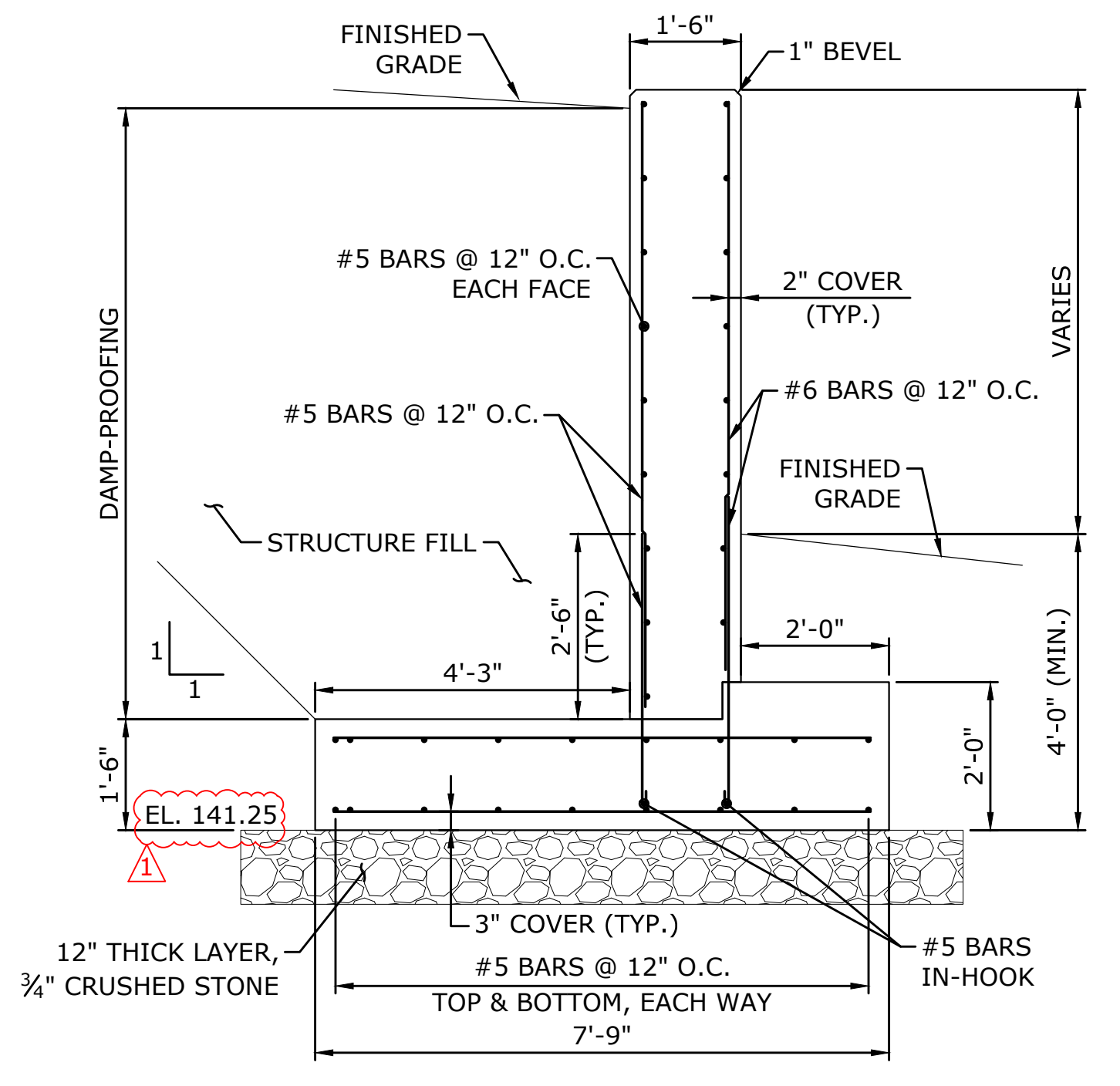
**TYPICAL THREE-SIDED CULVERT SECTION**

SCALE: 1/2" = 1'-0"



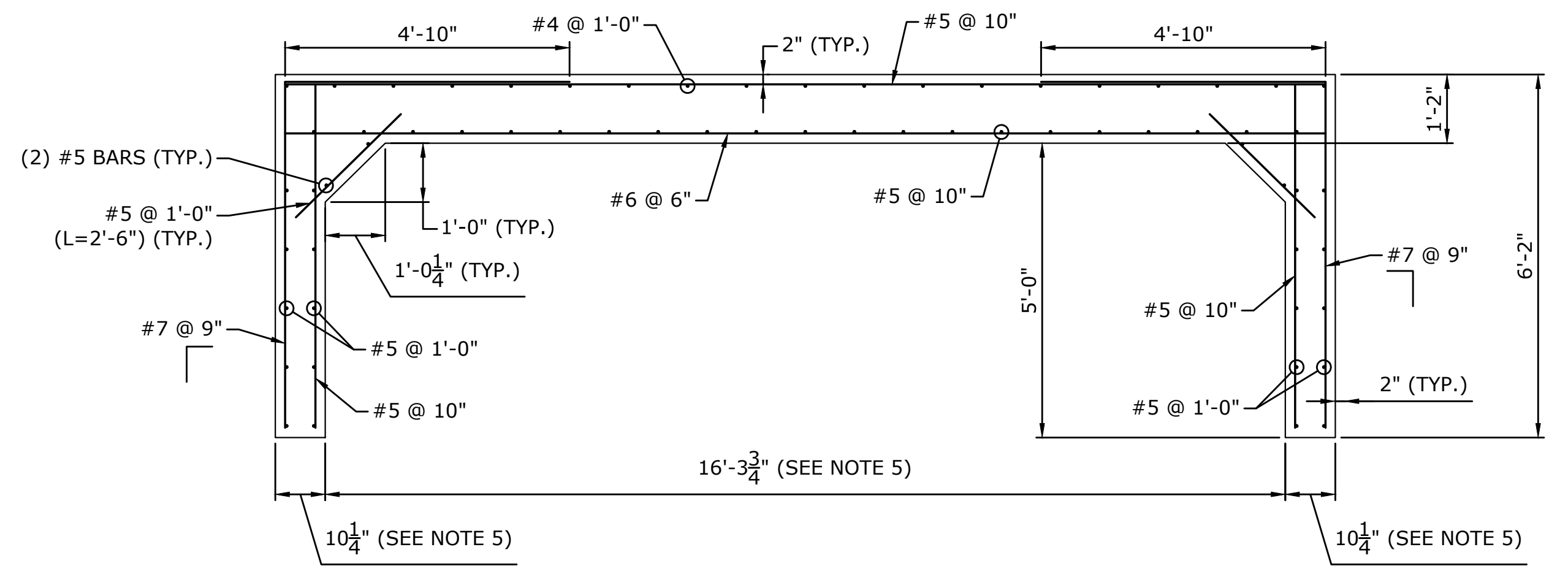
**CONCRETE ABUTMENT SECTION**

SCALE: 1/2" = 1'-0"



**TYPICAL WINGWALL SECTION**

SCALE: 1/2" = 1'-0"



**TYPICAL PRECAST CONCRETE THREE SIDED RIGID FRAME REINFORCEMENT - SECTION**

SCALE: 1/2" = 1'-0"

**NOTES**

1. REINFORCING BARS SHALL BE GALVANIZED AND CONFORM TO ASTM A615, GRADE 60.
2. THE CONCRETE COMPRESSIVE STRENGTH (F<sub>c</sub>) SHALL BE 6,500 PSI.
3. LONGITUDINAL REINFORCEMENT SHALL BE 4" LESS THAN THE UNIT LENGTH.
4. FABRICATOR MAY ADJUST THE TOP MAT OF REINFORCING TO AVOID CONFLICTS WITH THE HEADWALL REINFORCING.
5. THE DIMENSIONS INDICATED ARE MEASURED ALONG THE SKEW.



DESCRIPTION	DATE	BY
ADDENDUM NO. 3	02-28-24	NP

**STRUCTURAL DETAILS**  
 REPLACEMENT OF INDUSTRIAL AVENUE  
 BRIDGE (NO. 025030) OVER UNNAMED STREAM  
 INDUSTRIAL AVENUE  
 CHESHIRE, CONNECTICUT

NP	NP	KP
DESIGNED	DRAWN	CHECKED

SCALE: AS SHOWN  
 DATE: JANUARY 30, 2024  
 PROJECT NO.: 11047.00059  
 DRAWING NO.: STR-05