REVISIONS:

**Plans:**

- **Roadway Plan – Dwg. No. PLN-01 (Sheet No. 20)**
  
  4’ – 15” R.C. Pipe at Sta. 22+80 Lt. has been revised to 4’ – 15” C.P. Pipe.
  
  Sheet No. 20 of the "Reconstruction of Squire Hill Road" plan set shall be replaced with Sheet No. 20A, attached.

- **Roadway Plan – Dwg. No. PLN-03 (Sheet No. 22)**
  
  219’ – 15” R.C. Pipe from Sta. 43+24 to 45+42 has been revised to 219’ – 15” C.P. Pipe.
  
  Sheet No. 22 of the "Reconstruction of Squire Hill Road" plan set shall be replaced with Sheet No. 22A, attached.

**Project Manual:**

- **Quantity Estimate Sheet – page 22**
  
  Quantities for the following items have been revised:
  - Item # 0651052A – 15” R.C. Pipe – Class V (Complete)
  - Item # 0651656A – 12” C.P. Pipe – Type S (Complete)
  - Item # 0651657A – 15” C.P. Pipe – Type S (Complete)
  - Item # 0651658A – 18” C.P. Pipe – Type S (Complete)
  - Item # 0703012A – Modified Riprap
  - Item # 0751711 – 6 Underdrain
  - Item # 0751712 – 6 Underdrain in Storm Pipe Trench

  Page 22 of the Project Manual shall be replaced with page 22A, attached.

**QUESTIONS FROM CONTRACTORS/SUBCONTRACTORS AND CORRESPONDING ANSWERS:**

**Email from J. Iapaluccio, Inc. – Thursday, July 5, 2018**

**Question 1:** What is the minimum depth of the reclamation required for each of the roadways?

**Response:** Depth of reclamation will vary based on range of pavement and base material thicknesses in the field. Reclamation shall be conducted generally to a depth of 12 inches except where combined thickness of
Reconstruction of Long Mountain Road and Squire Hill Road
New Milford, CT
MMI #1481-53-06

pavement and base (underlying sand/gravel) layers is less than 12 inches, in which case reclamation shall be to a minimum depth of 8 inches. Boring logs are provided in Appendix D of the Project Manual for reference.

Question 2: It seems that an item for 15" Class IV RCP is missing. There are two locations, but the primary 220' run is on Squire Hill between ± 43+25 and 45+45.

Response: The pipe in question has been revised to 15" C.P. Pipe. Please see revisions above.

Question 3: Please consider adding the standard allowance item for traffic control personnel rather than having those personnel paid for in the Maintenance and Protection of traffic item. They should be used for safety on an as-needed basis as directed by the engineer. Bids should not be based on who takes the bigger gamble by carrying minimal costs.

Response: The town has confirmed that the cost for flaggers shall remain as indicated in the contract documents and be paid for under "Maintenance and Protection of Traffic." Police are not required by the town, and the town has no requirements regarding use of flaggers except that the Contractor is required to keep the traveling public safe at ALL times in addition to providing for the safety of the Contractor's workers.

Attachments
1481-53-06-j618-addendum.doc
NOTE:
1. Replace existing wood posts with 7'-6" long R-B posts; drill holes in flanges to receive U-bolts (holes to match existing wire rope height); fasten wire rope and re-tension system.
2. Concrete block of R-B end anchorage type 2 to be installed ±16' south of existing three cable wood guardrail. Concrete anchor.

LEGEND
- Cut R-8B Concrete Pavement
- New Catch Basin or Catch Basin Top
- Remove Tree/Shrub
- New R-8B Concrete Driveway
- Gravel Driveway
- Approx. Cut/Fill Limit
- Sediment Control System at Catch Basin
- Sedimentation Control System
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<th>Item #</th>
<th>Work Description and Unit Price in Words</th>
<th>UOM</th>
<th>Long Mountain Rd. Estimated Quantity</th>
<th>Squire Hill Rd. Estimated Quantity</th>
<th>Total Estimated Quantity (Both Roads)</th>
<th>Unit Price($)</th>
<th>Total($) (Both Roads)</th>
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