



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

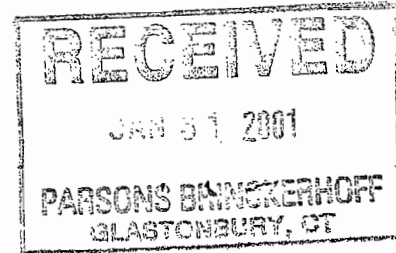


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Phone: 860-594-3150

January 25, 2001

Mr. Donald J. West
Division Administrator
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, Connecticut 06033



Dear Mr. West:

Subject: State Project No. 92-526
Federal Aid Project No. STPA-IBR-STPN-MGS-1092(110)
Church Street South Extension
City of New Haven

Forwarded herewith is a copy of Addendum No. 6 for the above-captioned project, which is necessary to respond to questions from prospective bidders.

Please review this Addendum and if found satisfactory, notify Mr. Brien Robertson.

Your early reply will be appreciated.

Very truly yours,

Joseph J. Obara, P.E.
Manager of Design Services
Bureau of Engineering
and Highway Operations

Enclosure

APPROVED

For the DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

DATE

1-25-2001

JANUARY 25, 2001
FEDERAL AID PROJECT NO. STPA-IBR-STPN-MGS-1092(110)
STATE PROJECT NO. 92-526

CONSTRUCTION OF CHURCH STREET SOUTH EXTENSION
OVER NEW HAVEN INTERLOCKING AND RAIL YARD
CITY OF NEW HAVEN

ADDENDUM NO. 6

QUESTIONS & ANSWERS

Q. Will all lifting (erection) operations within the Rail Yard Limits be required to be 150% of the calculated weight of the pick on the referenced project?

A. All work, including lifting, is subject to the requirements of the Special Provisions, in particular Section 1.05 – Control of the Work. Particular attention is directed to Subsection 1.4 – Definition of Hazard and Subsection 1.6 – Requirements for Erection, Demolition and Other Rigging Operations On or Adjacent to Railroad Right-of-Way.

Q. Per the Addendum 5 specifications, complete re-assembly of the trusses after galvanizing has been added. Complete shop assembly and match drilling is performed during the initial fabrication of the trusses, ensuring fit-up at all connections. Why is it then necessary to re-assemble the trusses after galvanizing? Distortions during galvanizing will be negligible. The re-assembly is redundant and unnecessary, and will only serve to substantially increase the cost for this item.

A. The assembly after the members are galvanized is required since it is not known at this point that the distortions will be minimal, it will be necessary to clean out the bolt holes at the connections, and it will be necessary to fit-up the mill to bear surfaces.

Q. Is shop assembly also required after metallizing, or strictly for the hot-dipped galvanizing alternate?

A. Shop assembly of the truss, as called out in the revised Special Provision for Item #603354A – Structural Steel (Segment 2) for the galvanized alternate, is not required with the metallizing alternate.

The Bid Proposal Form and Detailed Estimate Sheets are not affected by this addendum.

There will be no change in the number of calendar days due to this addendum.

The foregoing is hereby made a part of the contract.