



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



603690-14

March 7, 2014

ADDENDUM NO. 4

To Prospective Bidders and Others on:

CHATHAM

**Federal Aid Project No. NHP-002S(539)
Bridge Replacement Br. No. C-07-001 (Single Leaf Bascule)
Bridge Street over the Mitchell River (ABP)**

This proposal to be opened and read: **TUESDAY, MARCH 11, 2014 @ 2:00 P.M.**

Transmitting revisions to Proposal Documents as follows:

BIDDERS' QUESTIONS AND RESPONSES: 6 pages attached.

DOCUMENT B00420: PROPOSAL: 2 revised pages, B00420-3 and -15, attached.

Please note the responses to bidders' questions, substitute original pages in the Proposal with the revised pages, and acknowledge Addendum No. 4 in your Expedite Proposal File before submitting your bid.

Very truly yours,

Frank Kucharski, P.E.
Construction Contracts Engineer

HKB

cc: Joseph Pavao, Project Manager

Ten Park Plaza, Suite 4160, Boston, MA 02116
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CHATHAM
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PROJECT NO. 603690

RESPONSE TO BIDDER QUESTION

ADDENDUM NO. 4, March 7, 2014

Question No. 11, dated March 5, 2014, 5:52 AM, from Al Rosner: President, Commonwealth Guardrail Inc., 132 Apremont Way, Westfield, MA 01085:

Questions on the steel backed timber guardrail.

Question No. 11(i):

Can A588 steel be used in lieu of A242 that is specified. Normally A588 is standard for the steel in steel backed timber guardrail.

Response No. 11(i):

Railing elements must be as specified as the system has been approved by FHWA specifically for this project.

Question No. 11(ii):

Item 620.5 steel backed timber guardrail calls for 5' ft. post spacing. Is the intent to use 5' ft. rails? If 10' ft. rails are used with 5' ft. post spacing can we get a post attachment detail for that intermediate post?

Response No. 11(ii):

Refer to highway plans Construction Details Sheet 4 and 8 (sheet 11 of 214) for the detail however omit splice plate and all associated hardware.

Question No. 11(iii):

Item 627.81 steel backed timber guardrail tangent end treatment- Are there backing plates for the timber rail or just splice plates as detailed? If there are backing plates can we get a detail?

Response No. 11(iii):

The tangent end treatment shall be constructed as detailed and must meet the NCHRP 350 TL-2 test level for Timber Guardrail End Terminals.

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Question No. 11(iv):

Item 628.21 steel backed timber guardrail transition - can we get a drawing for post spacing, post to rail attachment and steel details for this item?

Response No. 11(iv):

Details should be used from the highway plans - Construction Details 4 and 5 (Sheets 11 and 12 of 214) for attachment details. Also see response to 11(ii). See bridge sheet 117 of 173 for post spacing.

Question No. 12, dated March 5, 2014, 7:46 AM, from Joe Oliver, Estimating Manager, Cianbro, One Hunnewell Square, Pittsfield, Maine 04967:

Question No. 12(i):

Are the machinery support weldments to be included in bid item 107.11 Bridge Machinery or are they to be incidental to bid item 995.01 Bridge Structure?

Response No. 12(i):

Machinery support weldments shall be included in bid item 107.11 Bridge Machinery

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Question No. 12(ii):

In order to access the northwest wingwall foundation, excavation will be sloped toward the center of the roadway. This sloped excavation will interfere with the pavement and subbase area that is only supposed to be micromilled and overlaid (between stations 8+50 and 9+23). Will the pay quantities for the subbase and pavement bid items be updated to account for this interference?

Response No. 12(ii):

The quantities for the subbase and pavement bid items will not be updated as the bridge sloped excavation is an option. Temporary shoring of the roadway is included in the standard bridge excavation cost. The payment for the bridge excavation is one (1) foot behind the foundation as shown in the highway plans typicals.

Question No. 12(iii):

Please confirm that the quantity of 3,729 CY for Bid Item 140 Bridge Excavation is correct.

Response No. 12(iii):

The quantity for the bridge excavation is reduced to 1,625 CY. Please see revised Proposal Document pages B00420-3 and -15, attached.

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Question No. 13, dated March 5, 2014, 2:20 PM, from Tom Browne, Senior Estimator, SPS New England, Inc., 98 Elm Street, Salisbury, MA 01952:

Question No. 13(i):

The pre-drilling requirements in specification section 944.2 show pre-drilling at abutments to -8 but does not indicate that the wing walls require pre drilling. Is pre drilling required for the wing walls also?

Response No. 13(i):

Yes, predrilling would also be required for piles at the wing walls

Question No. 13(ii):

Drawings 140 and 141 both indicate 3' scupper blocks at the last rail post adjacent to the leaf joint but the drawing is clearly not a 3' scupper block, please clarify what is intended.

Response No. 13(ii):

The scupper block for the traffic railing on the bascule pier deck is continuous from the bascule pier rear joint to the start of the deck slot and measures 7'-9 3/4" in length.

Question No. 13(iii):

Please note the detail for the sidewalk plank on drawing 139. These planks do not extend between the scuppers. What is the timber deck detail intended to be between scupper blocks on the approach spans?

Response No. 13(iii):

The intent of the decking ending at the face of the traffic rail is to allow the owner to replace the decking without removing the traffic rail. At the scupper locations extend the deck as shown on sheet 131 between the posts.

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Question No. 13(iv):

The specifications call for anti-graffiti coating; what are the surfaces to be coated?

Response No. 13(iv):

Anti-graffiti coating shall be provided on all piers, abutments and wingwalls.

Question No. 13(v):

What are the limits of anti-graffiti coating on the surfaces of application?

Response No. 13(v):

The exposed faces of all concrete and stonework on the pier caps, retaining walls and abutments.

Question No. 13(vi):

The side wall detail for post to glulam deck connection on drawing 89 does not agree with detail shown on drawing 149; the bolt to concrete is not shown. Which is correct?

Response No. 13(vi):

Anchor bolts set in the bascule pier wall shall be omitted for those pedestrian railing posts that are connected to removable bascule pier deck panels. Section 89 on Sheet 149 is cut through a portion of the wall where the bascule pier deck panels are removable, while the side wall detail on Sheet 54 is shown through a portion of the wall where the bascule pier deck panels are fixed. The removable portion of the bascule pier deck is designated on Sheets 82 thru 85.

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Question No. 13(vii):

Please confirm that the foundation for the resistance gate is paid under item 901.

Response No. 13(vii):

The concrete for the resistance gate foundation is included in Item 901. The reinforcing steel for the resistance gate is included in Item 910.1.

Question No. 14, dated March 5, 2014, 2:25 PM, from Charles DeBardeleben, Hardie-Tynes Co., Inc., 800 North 28th St, Birmingham, AL 35203:

Could you please provide a manufacturer/supplier for the custom secondary planetary reducer assemblies? We have looked extensively and haven't secured pricing to meet the required specifications.

Response No. 14:

Three (3) domestic sources for the custom secondary planetary reducers are as follows:

The Gear Works
500 S. Portland St.
Seattle, WA 98108
206-762-3333

Power Engineering and Manufacturing
2635 WCF&N Drive
Waterloo, Iowa 50703
319-232-2311 Ext 139

Nuttal Gear
2221 Niagara Falls Blvd,
Niagara Falls, NY 14304
716-298-4100

BRIDGE REPLACEMENT, C-07-001, BRIDGE STREET OVER THE MITCHELL RIVER FA# NHP-002S(539)X

ITEM NUMBER	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
100.01	1	SCHEDULE OF OPERATIONS - FIXED PRICE \$92500. AT Ninety Two Thousand Five Hundred Dollars LUMP SUM	\$92,500.00	\$92,500.00
100.51	1	ELECTRICAL WORK - BRIDGE AT _____ LUMP SUM		
101.	0.2	CLEARING AND GRUBBING AT _____ PER ACRE		
107.11	1	BRIDGE MACHINERY AT _____ LUMP SUM		
108.23	1	TRAFFIC GATE FOR DRAW SPAN AT _____ LUMP SUM		
108.27	1	RESISTANCE GATE FOR DRAW SPAN AT _____ LUMP SUM		
115.1	1	DEMOLITION OF BRIDGE NO. C-07-001(9YM) AT _____ LUMP SUM		
120.1	1,955	UNCLASSIFIED EXCAVATION AT _____ PER CUBIC YARD		
140.	1,625 ^4^	BRIDGE EXCAVATION AT _____ PER CUBIC YARD		
141.1	6	TEST PIT FOR EXPLORATION AT _____ PER CUBIC YARD		

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^4^ Qty of Item 140. reduced to 1,625.00 CY

B00420-3

BRIDGE REPLACEMENT, C-07-001, BRIDGE STREET OVER THE MITCHELL RIVER FA# NHP-002S(539)X

ITEM NUMBER	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
144.	5	CLASS B ROCK EXCAVATION AT _____ PER CUBIC YARD		
146.	4	DRAINAGE STRUCTURE REMOVED AT _____ EACH		
150.	475	ORDINARY BORROW AT _____ PER CUBIC YARD		
150.1	115	SPECIAL BORROW AT _____ PER CUBIC YARD		
151.	275	GRAVEL BORROW AT _____ PER CUBIC YARD		
151.2	990	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES AT _____ PER CUBIC YARD		
154.	29	SAND BORROW AT _____ PER CUBIC YARD		
156.	540	CRUSHED STONE AT _____ PER TON		
170.	795	FINE GRADING AND COMPACTING AT _____ PER SQUARE YARD		
180.1	1	HEALTH AND SAFETY PLAN AT _____ LUMP SUM		

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BRIDGE REPLACEMENT, C-07-001, BRIDGE STREET OVER THE MITCHELL RIVER FA# NHP-002S(539)X

ITEM NUMBER	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
948.41	15	DYNAMIC LOAD TEST BY CONTRACTOR AT _____ EACH		
952.1 ^1^	283,800	TEMPORARY SHEETING ^1^ AT _____ PER POUND		
983.1	907	RIPRAP AT _____ PER TON		
983.3	238	RIPRAP REMOVED AND RELAID AT _____ PER CUBIC YARD		
990.1	1	COFFERDAM STRUCTURE NO. C-07-001(9YM) AT _____ LUMP SUM		
991.1	1	CONTROL OF WATER - STRUCTURE NO. C-07-001(9YM) AT _____ LUMP SUM		
994.01	1	TEMPORARY PROTECTIVE SHIELDING BRIDGE NO. C-07-001(9YM) AT _____ LUMP SUM		
995.01	1	BRIDGE STRUCTURE, BRIDGE NO. C-07-001(9YM) AT _____ LUMP SUM		
Total Qty:		^4^ 327,213.2	Total:	

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^1^ Item 952. replaced with Item 952.1

^4^ Total Qty changed.

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