



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



October 29, 2021

608854-116291

ADDENDUM NO. 4

To Prospective Bidders and Others on:

PITTSFIELD
Federal Aid Project No. STP(BR-OFF)-003S(202)
Bridge Replacement Br. No. P-10-034 (Steel)
Mill Street over the West Branch of Housatonic River

BIDS TO BE OPENED AND READ: **TUESDAY, NOVEMBER 2, 2021 at 2:00 P.M.**

Transmitting changes to the Contract Documents as follows:

Responses to Bidders' Questions: Two pages.

Please take note of the above and acknowledge Addendum No. 4 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone, P.E.
Construction Contracts Engineer

HA
cc: John Fallon, Project Manager

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PITTSFIELD

**Federal Aid Project No. STP(BR-OFF)-003S(202)
Bridge Replacement Br. No. P-10-034 (Steel)
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Responses to Bidders' Questions

Addendum No. 4, October 29, 2021

Question Set No. 2

MIG Corporation, e-mail dated October 26, 2021.

Question 2-1)

12.75" casing is made in 45 KSI material. Will the engineer accept 9.625 OD x 0.545 wall casing in an 80ksi material?

Response 2-1)

No. The pipe would need to have equal or greater section properties and equal or greater strength to be considered.

Question Set No. 3

J.H. Maxymillian, Inc. e-mail dated October 26, 2021.

Question 3-1)

There is most likely earth material below the pavement and above the concrete arch. This earth material will have to be removed. Under what item will the contractor be compensated for the removal of this earth material?

Response 3-1)

The material will be removed under Item 120. Earth Excavation.

Question 3-2)

Item 115.1, Demolition of Bridge No P-10-34 (073), seems to include the removal of items beyond the limits of the bridge such as the northwest retaining wall, concrete and steel railing, etc. Could you please confirm the demolition includes these items beyond the limits of the bridge?

Response 3-2)

Yes, the work referenced in the question to be included under Item 115.1. Refer to the first paragraph of the Item 115.1 special provision for further clarification of what is included under this Item.

Question 3-3)

On page 00715-19, it states that all Impact Attenuators are to be MASH Compliant. Per past MassDOT Directives we were supposed to be able to use NCHRP-350 units until 2025. Is that no longer valid? Please clarify.

Response 3-3)

Temporary Impact Attenuators that are used in work zones may be NCHRP 350 for all contracts advertised prior to 1/1/2025 per Engineering Directive E-20-004. This is also reflected in the Qualified List for Impact Attenuators.

PITTSFIELD

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Responses to Bidders' Questions

Addendum No. 4, October 29, 2021

Question Set No. 4

ARC Enterprises, Inc. e-mail dated October 27, 2021.

Question 4-1)

The 813 price adjustment spec calls out plate and shape prices per pound which don't reflect today's market, what is the reasoning for this? This seems to be the normal on the 813 spec for all jobs, they never match current pricing. This affects the amount the fabricator receives from the state if an adjustment is made, in these critical times it's imperative that we receive the full return to keep us in the black and not the red.

Response 4-1)

Steel base prices have been established and are updated monthly per the commodities price changes from the Bureau of Labor Statics. This price update occurs monthly and may not necessarily reflect the day to day fluctuations in today's current market.

Question 4-2)

The 813 spec has always shown the cost per pound for plate more than shapes, that is almost never the case, shapes are usually more expensive than shapes, I don't recall the last time I saw plate more expensive than a rolled shape. I'm curious to what the theory is behind this as well.

Response 4-2)

Steel plates could be more expensive than shapes because there is an added step in the milling process to keep the plate flat.