



CITY OF PITTSFIELD

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IFB#24-041

Pecks Road Bridge Replacement

Addendum #6

April 29, 2024

The following questions and their corresponding answers hereby become part of the bid and contract documents.

- Q1. The precast transition base panels do not have any source of bearing surface to support them. Please have the design team provide some method of bearing those panels.
- A1. There is to be 3” of controlled density fill under and around the bottom 2 ft of the precast transition.
- Q2. The precast wingwall sections have an “anchor” added to the panel, but there are no dimensions showing the size or thickness of that portion. Please have the design team provide that information.
- A2. Anchor design shall be determined by contractor/manufacturer as stated in General Notes under “Review and Approvals – Chapter 85 Section 35” on STR-01 and special provision for Item 995.01. The type, method, and/or need for anchoring shall be determined by contractor and submitted for approval.
- Q3. Please confirm this is not a design-build nor a delegated design project.
- A3. The plans are conceptual, and precast elements are to be designed by the contractor. This is stated in General Notes under “Review and Approvals – Chapter 85 Section 35” on STR-01.
- Q4. The following bid items seem to be missing from the bid package:
- A. 767.81 Bales of Straw for erosion controls (straw bales are shown on drawing STR 12)
 - B. 796.9 Live Stakes (Live Stakes are shown on two details drawing CD101)
 - C. 983.521 Natural Streambed Material (Natural streambed materials shown on drawing STR-04)

Could you please review and either add these items or create special provisions for existing items that would require the inclusion of these work tasks under existing items?

- A4. Following is the response to the above listed bid items:
- A. Payment for Straw Bales shall be included under Item 767.121 Sediment Control Barrier.
 - B. Disregard Live Stakes detail. It is not applicable to this project and shall not be used.
 - C. Per Addendum #1 and updated special provision, natural stream bed material shall be paid for under item 995.01.
- Q5. Drawing STR-04 shows a new riprap and a natural stream bottom across the entire river bottom under the new rigid frame. Drawing CS-101, GC-101, and others, show new materials adjacent to the concrete stems, under the rigid frames, but a space of approximately 7'-8' between them that seems to remain undisturbed. Could you please clarify which drawings are correct?
- A5. The Contractor shall install the new riprap across the entire stream bottom as shown on STR-04. The hatching of this rip rap was left off of sheet CS-101 and GC-101 to maintain drawing clarity/legibility.

Receipt of this addendum **MUST** be acknowledged on the Bid Pricing Sheet.

NOTES: (Include these notes with details shown on Dwg. No's. 3.8.1, 3.8.2 & 3.8.8 thru 3.8.10)

1. PRECAST GUARDRAIL TRANSITION SHALL BE 5000 PSI, $\frac{3}{4}$ IN, 685 HP CEMENT CONCRETE.
2. GRAVEL BORROW SHALL BE PLACED AND THOROUGHLY COMPACTED TO THE GRADE OF 3" (MIN.) BELOW THE INTENDED BOTTOM OF THE PRECAST GUARDRAIL TRANSITION BASE AND TO A HEIGHT OF 2'-0" (MIN.) ON ALL SIDES OF THE TRANSITION BASE TO FORM A TRENCH IN WHICH TO SET THE TRANSITION. WHERE NO GRAVEL BORROW IS REQUIRED BELOW THE BASE, IT SHALL BE PLACED ON UNDISTURBED SOIL.
3. CONTRACTOR SHALL SET THE PRECAST GUARDRAIL TRANSITION TO THE REQUIRED ELEVATION AND ALIGNMENT, AND BACKFILL PRECAST GUARDRAIL TRANSITION WITH CONTROLLED DENSITY FILL (NON-EXCAVATABLE) TO THE ELEVATION SHOWN.

Add the following notes for splayed wingwalls only:

4. AFTER CONTROLLED DENSITY FILL (NON-EXCAVATABLE) HAS SET FILL THE GAPS BETWEEN GUARDRAIL TRANSITION AND BLOCK-OUT IN BACKWALL AND ABUTMENT WITH NON-SHRINK GROUT UP TO THE TOP OF BACKWALL.
5. THE REST OF REINFORCEMENT IS NOT SHOWN FOR CLARITY.

NOTES:

1. The height of the transition top is 2'-10" for S3-TL4 railing at safety curb and 3'-6" for S3-TL4 railing, CT-TL2, and CP-PL2 barriers at sidewalk.
2. Modify the shape of the transition top as required for CF-PL2 barrier.
3. The height of the transition top is 2'-11" for CF-PL2 barrier and 3'-9" for CT-TL2, CP-PL2 and CF-PL3 barriers.
4. This dimension is equal to 3'-6 $\frac{5}{8}$ " for CT-TL2 and CP-PL2 barriers at safety curb and 3'-6 $\frac{3}{8}$ " for CF barriers.
5. The chamfer is 2" for CT-TL2 and CP-PL2 barriers and 1" for CF barriers.



LRFD BRIDGE

MANUAL, PART II

CONSTRUCTION AND DESIGNER NOTES

PRECAST HIGHWAY GUARDRAIL TRANSITIONS

DATE OF ISSUE

JUNE 2013

DRAWING NUMBER

3.8.3