



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



April 28, 2021

610687-114225

ADDENDUM NO. 1

To Prospective Bidders and Others on:

DISTRICT 5
Scheduled and Emergency Structural Repairs at Various Locations

BIDS TO BE OPENED AND READ: **TUESDAY, MAY 4, 2021 at 2:00 P.M.**

Transmitting changes to the Contract Documents as follows:

<u>RESPONSES TO BIDDER'S QUESTION:</u>	Three pages attached.
<u>DOCUMENT 00102:</u>	Revised page 3.
<u>DOCUMENT 00813:</u>	Deleted document in its entirety and inserted new document (4 pages).
<u>DOCUMENT A00801:</u>	Revised pages 3, 4, 55 and 56.

Please take note of the above, substitute the revised pages for the originals, delete document as noted, insert new document in proper order, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

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cc: Aleksander Mikheyev, Project Manager

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DISTRICT 5
Scheduled and Emergency Structural Repairs at Various Locations

Responses to Bidder's Question

Addendum No. 1, April 28, 2021

Question Set No. 1**NEL Corporation, e-mail dated April 26, 2021**Question 1-1)

Item 100.1 Base Labor

- (a.) Electrician has been included in the compensation table (page A00801-48). Does MassDOT have an estimated quantity of Electrician hours that will be required for this contract?
- (b.) On previous contracts of this nature, MassDOT has directed accident recovery support and freeze/thaw support of MassDOT employees. This type of support requires portal to portal costs associated with the transportation of labor, material and equipment. This type of support may also require work (time spent) at contractor and/or MassDOT yards. Repairs to bridge structure are not completed as part of this support. How will the contractor be paid for portal to portal costs associated with this support? How will the contractor be paid to work at the contractor yard and/or MassDOT yard in support of accident recovery? Will MassDOT consider adding an item of work for these support functions?

Response 1-1)

- (a.) Currently there is no scheduled work hours for Electrician. If the Electrician Item is used, as required by the Engineer, it will be paid for under Item 100.1 Base Labor Rate as described in the contract document.
- (b.) Any freeze/thaw activities under this contract will be issued by contract work order and all work associated with freeze/thaw work shall be paid under Item 100.1.

Any accident recovery activities under this contract will be issued by contract work order. All work associated with accident recovery will be paid using the contract bid items and/ or will be reimbursed under Non - Bid Items included in the Contract, as required by the Engineer.

Question 1-2)

Item 106.894 Blocking per Location

- (a.) MassDOT has required the use of pressure treated wood blocks for the temporary support of existing beams. Due to COVID, the cost of pressure treated materials has increased significantly. Since the use of this blocking is temporary, will MassDOT consider removing the pressure treated requirement? Will MassDOT allow the use of used materials?
- (b.) Basis of payment includes engineering service. Is a contractor design required prior to installation or are the sheet 16 and sheet 17 of 37 drawings MassDOT engineered (Document A00803)?

Response 1-2)

- (a.) The Contractor shall use pressure treated wood blocking. No substitutions will be allowed.
- (b.) No engineering Services are needed for blocking per location. See revised special provisions page A00801 – 56 attached. The Contractor will be directed to follow the required blocking installation method shown on Sheet 16 & 17 of 37 in the contract drawing for Item 106.894 Blocking Per Location.

DISTRICT 5
Scheduled and Emergency Structural Repairs at Various Locations

Responses to Bidder's Question

Addendum No. 1, April 28, 2021

Question Set No. 1 (Continued)

Question 1-3)

Document A00803-26, sheet 24 of 37

- (a.) How will the contractor be paid for the excavation of gravel and protective course masonry required to expose the backwall and approach slabs?
- (b.) How will the contractor be paid to install the protective course?

Response 1-3)

- (a.) The Contractor will be paid under Contract bid Item 120.1 Unclassified Excavation to expose the backwall and approach slab, if required by the Engineer.
- (b.) The Contractor will be paid under Contract bid Item 151. Gravel Borrow to install protective course, if needed and as required by the Engineer.

Question 1-4)

Item 994.051, Item 994.052 Expanded Metal Shielding

- (a.) MassDOT has required that it is the contractor's responsibility to ensure that each bridge to receive shielding is capable of supporting the additional weight of the shielding. This requirement will require extensive engineering for a small contract quantity of 300 square yards? Will MassDOT consider using non-bid item engineering services to pay for this requirement?
- (b.) 300 square yards of expanded metal shielding is a very small quantity. The fabrication costs associated with multiple orders will be excessive. How many bridge locations will require expanded metal shielding to utilize 300 square yards?

Response 1-4)

- (a.) The design requirement will be waived for standard bridge shielding. Circumstances where engineering is required shall be paid for under the non-bid item.
- (b.) At the present time there are no locations scheduled for Item 994.051 or 994.052.

DISTRICT 5
Scheduled and Emergency Structural Repairs at Various Locations

Responses to Bidder's Question

Addendum No. 1, April 28, 2021

Question Set No. 1 (Continued)

Question 1-5)

Item 127.1 and Item 905

During the repairs of substructure elements, it may be necessary to remove and reset existing guardrail and fence. Will MassDOT add item 630 Highway Guard Removed and Reset and item 670 Fence Removed and Reset as a means to compensate the contractor for such work?

Response 1-5)

The work of removal and resetting of existing guardrail and fence, if needed and as required by the Engineer, will be incidental to the Contract bid Item 106.892. See revised special provisions page A00801 – 55 attached.

Question 1-6)

How will the contractor be paid to mill and pave the bridge approaches which may be required to fulfill items 415.4 and 450.60?

Response 1-6)

Items 415.4 Bridge Paving Milling and Item 450.60 Superpave Bridge Surface course – 9.5 (SSC – B – 9.5) will be used for milling and paving at bridge approaches.

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NOTICE TO CONTRACTORS (Continued)

All parties who wish to have access to information plans and specification must send a “Request for Informational Documents” to MassDOTBidDocuments@dot.state.ma.us.

A Proposal Guaranty in the amount of 5% of the value of the bid is required.

This project is subject to the schedule of prevailing wage rates as determined by the Commissioner of the Massachusetts Department of Labor and Workforce Development, and the Division of Occupational Safety.

Plans will be on display and information will be available at the MassDOT Boston Office and at the District Office in TAUNTON.

PRICE ADJUSTMENTS

- ① This Contract contains price adjustments for hot mix asphalt and Portland cement mixtures, diesel fuel, and gasoline. For reference the base prices are as follows: liquid asphalt \$527.50 per ton, Portland cement \$145.64 per ton, diesel fuel \$2.324 per gallon, and gasoline \$2.210 per gallon. MassDOT posts the **Price Adjustments** on their Highway Division’s website at <https://www.mass.gov/topics/highway-construction-resources>

This Contract contains Price Adjustments for steel. See Document 00813 - PRICE ADJUSTMENT FOR STRUCTURAL STEEL AND REINFORCING STEEL for their application and base prices.

MassDOT projects are subject to the rules and regulations of the Architectural Access Board (521 CMR 1.00 et seq.)

Prospective bidders and interested parties can access this information and more via the internet at WWW.COMMBUYS.COM.

BY: Jamey Tesler, Acting Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, MARCH 27, 2021

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

April 14, 2021

This special provision applies to all projects containing the use of structural steel and/or reinforcing steel as specified elsewhere in the Contract work. It applies to all structural steel and all reinforcing steel, as defined below, on the project. Compliance with this provision is mandatory, i.e., there are no “opt-in” or “opt-out” clauses. Price adjustments will be handled as described below and shall only apply to unfabricated reinforcing steel bars and unfabricated structural steel material, consisting of rolled shapes, plate steel, sheet piling, pipe piles, steel castings and steel forgings.

Price adjustments will be variances between Base Prices and Period Prices. Base Prices and Period Prices are defined below.

Price adjustments will only be made if the variances between Base Prices and Period Prices are 5% or more. A variance can result in the Period Price being either higher or lower than the Base Price. Once the 5% threshold has been achieved, the adjustment will apply to the full variance between the Base Price and the Period Price.

Price adjustments will be calculated by multiplying the number of pounds of unfabricated structural steel material or unfabricated reinforcing steel bars on a project by the index factor calculated as shown below under Example of a Period Price Calculation.

Price adjustments will *not* include guardrail panels or the costs of shop drawing preparation, handling, fabrication, coatings, transportation, storage, installation, profit, overhead, fuel costs, fuel surcharges, or other such charges not related to the cost of the unfabricated structural steel and unfabricated reinforcing steel.

The weight of steel subject to a price adjustment shall not exceed the final shipping weight of the fabricated part by more than 10%.

Base Prices and Period Prices are defined as follows:

Base Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are fixed prices determined by the Department and found in the table below. While it is the intention of the Department to make this table comprehensive, some of a project’s unfabricated structural steel and/or unfabricated reinforcing steel may be inadvertently omitted. Should this occur, the Contractor shall bring the omission to the Department’s attention so that a contract alteration may be processed that adds the missing steel to the table and its price adjustments to the Contract.

The Base Price Date is the month and year in which MassDOT opened bids for the project. This date is used to select the Base Price Index.

Period Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are variable prices that have been calculated using the Period Price Date and an index of steel prices to adjust the Base Price.

The Period Price Date is the date the steel was delivered to the fabricator as evidenced by an official bill of lading submitted to the Department containing a description of the shipped materials, weights of the shipped materials and the date of shipment. This date is used to select the Period Price Index.

The index used for the calculation of Period Prices is the U.S. Department of Labor Bureau of Labor Statistics Producer Price Index (PPI) Series ID WPU101702 (Not Seasonally Adjusted, Group: Metals and Metal Products, Item: Semi-finished Steel Mill Products.) As this index is subject to revision for a period of up to four (4) months after its original publication, no price adjustments will be made until the index for the period is finalized, i.e., the index is no longer suffixed with a “(P)”.

Period Prices are determined as follows:

Period Price = Base Price X Index Factor

Index Factor = Period Price Index / Base Price Index

Example of a Period Price Calculation:

Calculate the Period Price for December 2009 using a Base Price from March 2009 of \$0.82/Pound for 1,000 Pounds of ASTM A709 (AASHTO M270) Grade A36 Structural Steel Plate.

The Period Price Date is December 2009. From the PPI website*, the Period Price Index = 218.0.

The Base Price Date is March 2009. From the PPI website*, the Base Price Index = 229.4.

Index Factor = Period Price Index / Base Price Index = 218.0 / 229.4 = 0.950

Period Price = Base Price X Index Factor = \$0.82/Pound X 0.950 = \$0.78/Pound

Since \$0.82 - \$0.78 = \$0.04 is less than 5% of \$0.82, no price adjustment is required.

If the \$0.04 difference shown above was greater than 5% of the Base Price, then the price adjustment would be 1,000 Pounds X \$0.04/Pound = \$40.00. Since the Period Price of \$0.78/Pound is less than the Base Price of \$0.82/Pound, indicating a drop in the price of steel between the bid and the delivery of material, a credit of \$40.00 would be owed to MassDOT. When the Period Price is higher than the Base Price, the price adjustment is owed to the Contractor.

* To access the PPI website and obtain a Base Price Index or a Period Price Index, go to <http://data.bls.gov/cgi-bin/srgate>

End of example.

The Contractor will be paid for unfabricated structural steel and unfabricated reinforcing steel under the respective contract pay items for all components constructed of either structural steel or reinforced Portland cement concrete under their respective Contract Pay Items.

Price adjustments, as herein provided for, will be paid separately as follows:

Structural Steel

Pay Item Number 999.449 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.457 for negative (-) pay adjustments (credits to MassDOT Highway Division)

Reinforcing Steel

Pay Item Number 999.466 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.467 for negative (-) pay adjustments (credits to MassDOT Highway Division)

No price adjustment will be made for price changes after the Contract Completion Date, unless the MassDOT Highway Division has approved an extension of Contract Time for the Contract.

TABLE

Steel Type	Price per Pound	
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.36
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.49
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.49
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.53
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.56
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.52
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.56
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.52
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.57
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.53
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.57
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.53
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.60
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$0.63
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$0.98
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.57
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.53
18	ASTM A276 Type 316 Stainless Steel	\$2.93
19	ASTM A240 Type 316 Stainless Steel	\$2.93
20	ASTM A148 Grade 80/50 Steel Castings (See Note below)	\$1.01
21	ASTM A53 Grade B Structural Steel Pipe	\$0.64
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$0.64
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.51
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.51
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.55
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$0.95
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$0.95
28	ASTM A36/36M, Grade 50	\$0.56
29	ASTM A570, Grade 50	\$0.55
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.56
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$0.64
32	AREA 140 LB Rail and Track Accessories	\$0.34

NOTE: Steel Castings are generally used only on moveable bridges. Cast iron frames, grates and pipe are not "steel" castings and will not be considered for price adjustments.

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① Addendum No. 1, April 28, 2021

① SECTION 7.00: LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC**Subsection 7.03: Permits and Licenses***(page I.47) Replace Subsection 7.03 in its entirety with the following:*

The Contractor shall procure all required permits and licenses, pay all charges, fees and taxes and shall give all notices necessary and incidental to the due and lawful prosecution of the work. The cost thereof shall be included in the prices bid for the various items listed in the Proposal. Copies of all required permits and licenses shall be filed with the Engineer prior to the beginning of work.

For overweight vehicles in excess of 130,000 lbs., the Contractor shall provide a copy of each overweight vehicle permit to the Engineer prior to arrival or delivery of the vehicle to a project site. This requirement is for all Contractors, their subcontractors, equipment suppliers and material suppliers.

The Contractor's attention is directed to the provisions of General Laws, Chapter 90, Section 9 as amended, in which it is provided that earth-moving motor vehicles which exceed certain dimensions or weight limits as specified in said Act, and which are used exclusively for building, repair and maintenance of highways, may be operated without registration for a distance not exceeding 300 yd on any way adjacent to any highway or toll road being constructed, relocated or improved provided a permit, authorizing such use, to be issued by the Commissioner of Public Works or by the Board or officer having charge of such way, has been procured by the Contractor.

SUBSECTION 7.05 INSURANCE REQUIREMENTS**B. Public Liability Insurance**

The insurance requirements set forth in this section are in addition to the requirements of the Standard Specifications and supersede all other requirements.

Paragraphs 1 and 2

The Massachusetts Department of Transportation and applicable railroads shall be named as additional insureds.

RAILROAD INSURANCE REQUIRMENTS

Railroad Protective Liability Insurance and Protective Property Damage Liability Insurance is amended with the following:

Since the locations of bridges involving railroads are unknown, the Contractor will not be required to submit the necessary railroad insurance amounts prior to execution of the Contract.

Upon assignment of a work, which requires railroad insurance, the Contractor shall submit to the Engineer all statements/estimates from a licensed insurer, which will meet the insurance requirements of the effected railroad. The Contractor should be aware that each railroad has its own specified minimum insurance requirements.

Addendum No. 1, April 28, 2021

RAILROAD INSURANCE REQUIRMENTS (Continued)

After determination of the necessity and amount of the proposed insurance as required by the effected railroad, the Contractor will be given a written notice to proceed with the acquisition of the insurance.

After acquisition of insurance, the Contractor shall submit the railroad insurance information to the MassDOT in accordance with Subsection 7.05 of the Standard Specifications. The Contractor shall submit the railroad insurance amount as well as railroad license and review fees to the Department for reimbursement.

If the Contractor is unable to secure said railroad insurance, (and especially if the Contractor is "uninsurable") the Engineer may cancel all future obligations and negate the Contract.

The insurance requirements set forth in this section are in addition to the requirements of the Standard Specifications and supersedes all other requirements.

RAILROAD CONTACT INFORMATION FOR DISTRICT FIVE

CSX Transportation
4 Neshaminy Interplex – Suite 205
Trevose, PA 19053
Derek S. Mihaly
215-218-3391

MBTA
10 Park Plaza – Room 5170
Boston, MA 02116
Christine Bresnahan
617-222-3361

Mass Coastal Railroad
12 Harding Street, Unit 202
Lakeville, MA 02347
Chris Podgurski
508-291-2116

TRAFFIC OFFICERS AND RAILROAD FLAGGING SERVICE

(Supplementing Subsection 7.11)

Under the provisions of Chapter 634 of the Acts of 1971, the railroad (excluding MBTA) shall furnish, without cost, the necessary flag protection on the railroad right-of-way which may be required for the performance of the work. For MBTA railroad, MassDOT will pay the Contractor for flagging costs in accordance with the procedure described in Subsection 7.11.

For non-Chapter 634 bridges MassDOT will pay the Contractor for flagging costs in accordance with the procedure described in Subsection 7.11.

The Contractor, however, is responsible for all costs incurred in restoring tracks that have been disturbed by the Contractor's operations. Contractor shall comply with the requirements of the Railroad Special Provisions.

① Addendum No. 1, April 28, 2021

ITEM 106.892 (Continued)

1. When the repairs are completed and the supports are no longer needed as approved by the Engineer, all supporting materials shall be removed and become the property of the Contractor.
2. The bridge will be kept open to traffic while the beams are supported. The Contractor's attention is directed to the fact that some of the ramping roads are heavily traveled high-speed roads with high volume of truck traffic.

METHOD OF MEASUREMENT

Item 106.892 will be measured for payment by the Each beam end shored, complete in place and accepted by the Engineer at specified location to complete required repairs. Multiple jacking and lowering the beam end will be not measured separately.

BASIS OF PAYMENT

Item 106.892 will be paid at the Contract unit price per Each beam end shored, which price shall include all labor, materials, tools, equipment, engineering services, furnishing, installation and removal of shoring system after completion of required repairs, restoring the site to its original condition, and incidental costs required to complete the work in accordance to the approved Shoring plan submittal and as required by the Engineer.

- ① The work of removal and resetting of existing guardrail and fence is incidental to this bid item, when needed and as required by the Engineer.

① Addendum No. 1, April 28, 2021

ITEM 106.894

BLOCKING PER LOCATION

EACH

The work under this Item consists of installing pressure treated wood block supports under the diaphragms next to the beam seats to support existing steel beams. The material shall conform to section M9.05.1, Treated Timber. For additional information and criteria see Document A00803. Typically, there would be two locations per interior beam end and one location for an exterior beam end.

The blocking is used as required, at the discretion of the Engineer, to assure the stability of the bridge structure and to prevent any beam distortion or settlement before permanent substructure repairs are completed. This item may be used with Item 106.89 Jacking Beam End.

This method of beam end supports is recommended for cases where the steel end diaphragm and the concrete encasement are in sound condition, i.e., without any concrete spalling and/or deterioration of steel connection at steel diaphragm to beam.

METHOD OF MEASUREMENT

Item 106.894 will be measured for payment by the Each location of end blocking support as required for beams by this system as directed by the Engineer, complete in place and accepted.

BASIS OF PAYMENT

- ① Item 106.894 will be paid for at the Contract unit price per Each, which price shall include all labor, materials, tools, equipment, furnishing, installation and removal of blocking system after completion of required repairs, restoring the site to its original condition, and incidental costs required to complete the work, as required by the Engineer.