



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



July 23, 2020

608550-111713

ADDENDUM NO. 1

To Prospective Bidders and Others on:

DISTRICT 2
Federal Aid Project No. NHP(BR-ON)-003S(133)X
Bridge Joint Repairs and Related Work at Various Locations on Interstate 91

BIDS TO BE OPENED AND READ: **TUESDAY, AUGUST 4, 2020 at 2:00 P.M.**

Transmitting changes to the Contract Documents as follows:

RESPONSES TO BIDDER'S QUESTIONS: Two pages attached.
DOCUMENT 00104: Revised page 3.
DOCUMENT 00813: Deleted document in its entirety and inserted new document (4 pages).
DOCUMENT A00801: Revised page 2.

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.
Acting Construction Contracts Engineer

HA
cc: M. Ali Jalinous, Project Manager

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DISTRICT 2

**Federal Aid Project No. NHP(BR-ON)-003S(133)X
Bridge Joint Repairs and Related Work at Various Locations on Interstate 91**

Responses to Bidder's Questions

Addendum No. 1, July 23, 2020

Questions Set No. 1

NEL Corp., e-mail dated July 21, 2020

Question 1-1)

Item 451 HMA for Patching

- (a.) Will item 451 be used to pay for temporary HMA when/if required for repairs as per the direction of the Engineer?
- (b.) The basis of payment includes the sawcutting and removal of existing pavement. Will MassDOT include the engineer's estimate of quantities as an addendum so that the contractor can determine the quantity of square yards anticipated to be excavated?

Response 1-1)

- (a.) Yes, Item 451 will be used to pay for temporary HMA when/if required for repairs as per the direction of the Engineer.
- (b.) All work included under the basis of payment is as described in the 2020 Standard Specifications for Highway and Bridges. The proposed limits of work are as shown in the Contract Drawings and Sketches. Depths may vary depending on bridge pavement thicknesses, widths are based on the length of the specific bridge joint and lengths are typically 2 feet on each side of the joint.

Question 1-2)

Traffic Accommodations

Is MassDOT requiring a Massachusetts Professional Engineer to develop traffic control plans or are the plans found in Document A00815 appropriate for this contract?

Response 1-2)

The standard Work Zone Safety Temporary Traffic Control Details shown in Document A00815 are appropriate for use under this Contract. If the setup is a typical setup taken from the standard Work Zone Safety Temporary Traffic Control Details, then the Contractor does not need to submit a Traffic Control Plan (TCP). If the Contractor is proposing anything different from the contract documents, such as modifications to the standard Work Zone Safety Temporary Traffic Control Details (or MUTCD), then the Contractor must submit a TCP developed by a Massachusetts Professional Engineer for review and approval.

DISTRICT 2

Federal Aid Project No. NHP(BR-ON)-003S(133)X

Bridge Joint Repairs and Related Work at Various Locations on Interstate 91

Responses to Bidder's Questions

Addendum No. 1, July 23, 2020

Questions Set No. 1 (Continued)

NEL Corp., e-mail dated July 21, 2020 (Continued)

Question 1-3)

Schedule of Operations

MassDOT has directed thirty one locations of work for this contract. MassDOT has directed that the completion date shall be 720 calendar days upon receipt of the Notice to Proceed. MassDOT has not included any milestones or a priority list for the bridge joint repairs. Does MassDOT have a sequence of construction (locations) that can be specified prior to the bid opening so that the prospective bidders know how to allocate their resources for the two year contract?

Response 1-3)

There isn't a priority list for the bridge joint repairs for this project. This Contract has a 720 day duration, and known locations listed in the table under the Location of Work section. It is the Contractors responsibility to submit a contract schedule as outlined in Section 722 that details the progression of work to accomplish all work within the contract duration specified.

① Addendum No. 1, July 23, 2020

NOTICE TO CONTRACTORS (Continued)

PRICE ADJUSTMENTS

- ① This Contract contains price adjustments for hot mix asphalt mixtures, diesel fuel, and gasoline. For this project the base prices are as follows: liquid asphalt \$485.00 per ton, diesel fuel \$1.561 per gallon, and gasoline \$1.532 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: Stephanie Pollack, Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, JUNE 27, 2020

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DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

July 17 2020

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
<u>ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel</u>	\$0.36
<u>ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note (8) below.)</u>	\$0.49
<u>ASTM A668 / A668M (AASHTO M102) Steel Forgings</u>	\$0.49
<u>ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs</u>	\$0.54
<u>ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate</u>	\$0.58
<u>ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes</u>	\$0.53
<u>ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate</u>	\$0.58
<u>ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes</u>	\$0.53
<u>ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate</u>	\$0.59
<u>ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes</u>	\$0.54
<u>ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate</u>	\$0.59
<u>ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes</u>	\$0.54
<u>ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate</u>	\$0.62
<u>ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate</u>	\$0.65
<u>ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate</u>	\$1.00
<u>ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate</u>	\$0.59
<u>ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes</u>	\$0.54
<u>ASTM A276 Type 316 Stainless Steel</u>	\$2.97
<u>ASTM A240 Type 316 Stainless Steel</u>	\$2.97
<u>ASTM A148 Grade 80/50 Steel Castings (See Note (8) below.)</u>	\$1.03
<u>ASTM A53 Grade B Structural Steel Pipe</u>	\$0.66
<u>ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe</u>	\$0.66
<u>ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile</u>	\$0.51
<u>ASTM 252, Grade 2 Permanent Steel Casing</u>	\$0.51
<u>ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports</u>	\$0.57
<u>ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling</u>	\$0.97
<u>ASTM A572 / A572M, Grade 50 Sheetpiling</u>	\$0.97
<u>ASTM A36/36M, Grade 50</u>	\$0.58
<u>ASTM A570, Grade 50</u>	\$0.57
<u>ASTM A572 (AASHTO M223), Grade 50 H-Piles</u>	\$0.58
<u>ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1</u>	\$0.66
<u>AREA 140 LB Rail and Track Accessories</u>	\$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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DOCUMENT A00801

SPECIAL PROVISIONS**DISTRICT 2****Federal Aid Project No. NHP(BR-ON)-003S(133)X
Bridge Joint Repairs and Related Work at Various Locations on Interstate 91**

Labor participation goals for this Project shall be 15.3% for minorities and 6.9% for women for each job category. The goals are applicable to both Contractor's and Subcontractor's on-site construction workforce. Refer to Document 00820 for details.

SCOPE OF WORK

The work to be done under this contract consists of bridge joint repairs at various locations in District 2 on Interstate 91 (as included in the table of LOCATION OF WORK section). The work will include the replacement of the existing backer rods and silicone rubber joint seal with a new pre-compressed seal. The existing elastomeric concrete headers shall be retained to the maximum extent possible. The intent of the project is to replace the joint seal only, and to repair or replace only deteriorated sections of elastomeric concrete headers as directed by the Engineer.

The work will also include the repair of saw and seal joints as directed by the Engineer, the replacement of the existing plug joint on bridge W-21-037 (10Y) at the south abutment with elastomeric concrete expansion dam and pre-compressed joint seal, and the replacement of the strip seal joint on bridge S-24-080 (10R) at the north abutment with a new strip seal system.

The work to be performed shall consist of furnishing all material, equipment, labor and traffic control required for the work at the bridge locations listed below.

All work shall be performed within, and accessed by, State, City or Town roadway layouts. No rights to enter on, or occupy, private property have been acquired for this project.

All work under this contract shall be done in conformance with the *2020 Standard Specifications for Highways and Bridges*, the *Supplemental Specifications* contained in this book, the *2017 Construction Standard Details*, the *Traffic Management Plans and Detail Drawings*, the *1990 Standard Drawings for Signs and Supports*; the *2015 Overhead Signal Structure and Foundation Standard Drawings*, the *2009 Manual on Uniform Traffic Control Devices (MUTCD)* with Massachusetts Amendments; the *1968 Standard Drawings for Traffic Signals and Highway Lighting*; *The American Standard for Nursery Stock*; the Plans and these Special Provisions.

① Addendum No. 1, July 23, 2020

CONTRACTOR QUESTIONS AND ADDENDUM ACKNOWLEDGEMENTS

Prospective bidders are required to submit all questions to the Construction Contracts Engineer by 1:00 P.M. on the Thursday before the scheduled bid opening date. Any questions received after this time will not be considered for review by the Department.

Contractors should email questions and addendum acknowledgements to the following email address massdotSpecifications@dot.state.ma.us. The MassDOT project file number and municipality is to be placed in the subject line.

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.

ACCESS MASSDOT HIGHWAY INFORMATION ON WEBSITE

- ① Access MassDOT Highway Information related to Construction, Design/Engineering, Contractor/Vendor Information, Approved Materials and Fabricators, Manuals, Publications and Forms at:

<http://www.mass.gov/massdot/highway>

EQUIVALENT SINGLE AXLE LOADS (ESALS)

The estimated traffic level to be used for SUPERPAVE HMA mixture designs for this contract, expressed in Equivalent Single Axle Loads (ESALs) for the design travel lane over a 20-year period, is Traffic Level 3 (>10 million 18-kip (80-kN) ESALs).