Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator

massDOT
Massachusetts Department of Transportation
Highway Division

November 22, 2024

605311-128035

ADDENDUM NO. 7

To Prospective Proposers and Others on:

MARION-WAREHAM
FAP No. HIP(NGB)-003S(786)X
Bridge Replacement, M-05-001=W-06-013 & W-06-016, Marion Road/Wareham Road (Route 6) over Weweantic River
Design-Build

TECHNICAL & PRICE PROPOSALS DUE: Thursday, December 19, 2024, by 2:00P.M.

Transmitting revisions to the RFP Documents as follows:

Responses to Proposer's Questions: 4 pages

RFP Volume II of III – Technical Provisions (September 12, 2024)
Revised pages xi, 95 and 157.

Modified the RFP Appendix folder as follows:

\Appendix B\00880 Federal Wages 06-21-2024.pdf
Revised pages 00880 -3 through 34 inclusive
Renamed revised file: 00880 Federal Wages 11-15-2024 A-7.pdf

\Appendix\B\
Deleted file: 00861 State Wage Rates 09-06-2024.pdf
Inserted new file: 00861 State Wage Rates 20241119 A-7.pdf

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
mass.gov/massdot

ADDENDUM NO. 7 (Continued)

\Appendix\C\C.09\A00801 605311 BTC SP A-5.pdf
Revised pages 179, 180, 181, and 183.

Appendix\C\C.09\
Deleted file: 00715 Supplemental Specifications 6-30-24.pdf
Inserted new file: 00715 Supplemental Specifications 9-30-24 A-7.pdf

\Appendix\D\
Deleted file: 00813DB Steel Adj. w Base Prices Design-Build 08-21-2024.pdf
Inserted new file: 00813DB Steel Price Adj. w Base Prices Design-Build 11-21-2024 A-7.pdf

Please take note of the above, substitute the revised pages for the originals, delete the files indicated, insert the new files into the proper folder, rename revised file, and acknowledge Addendum No. 7 in your Expedite Proposal file before submitting your bid.

Sincerely,

Eric M. Cardone Digitally signed by Eric M. Cardone Date: 2024.11.22 19:02:02 -05'00'

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

EMC\ltp
cc: Narayana Kolla, P.E., Manager Alternative Procurement and Delivery
Valerie Kilduff, P.E., Design-Build Project Manager

MARION-WAREHAM

Federal-Aid Project No. HIP(NGB)-003S(786)X
Bridge Replacement, M-05-001=W-06-013 & W-06-016, Marion Road/Wareham Road (Route 6)
over Weweantic River
Design-Build

Responses To Proposers' Questions ADDENDUM NO. 7, November 22, 2024

Q6) Can you clarify if riprap is required in front of the abutments and across the entire channel? Section 6 of the Draft Hydraulic Report (page 80) notes "…. Therefore the entire width of the channel should be riprapped for both bridges.". However, Section 7 (page 82) notes "Therefore, this scour investigation of the proposed bridge designs recommends the proposed bent piles should be placed either to a depth below the scour and check scour envelope, securely embedded into bedrock, OR have scour countermeasures designed, installed, maintained, and checked after every large storm event.".

R6) Riprap is not required in front of the existing abutments and across the entire channel as shown in the BTC. Refer to revised Section 6 of the final hydraulic report with stamped date of 11/5/2024. What is shown in the BTC is for supplemental armoring. Similar armoring of the proposed abutments will be required.

*Refer to revised Section 7 of the final hydraulic report with stamped date of 11/5/2024 for bent piles' requirement. Riprap shall be placed in accordance with the final hydraulic report for **new abutments that remove and replace the existing abutments** in place. Per Hundredth Anniversary Edition of the Bridge Manual 3.2.10.5 scour countermeasures shall not be considered when evaluating the design of deep foundations.*
(A-7)

Q10) Clarify the requirements for minimum navigable width both during construction and in the final condition.

R10) During the Coast Guard Request for Advanced Approval it was determined boats up to 26 feet in length require access at all times based off the horizontal clearances shown in the BTC Plans. The Design-Builder is required to coordinate with US Coast Guard for any reduction in navigable widths. Refer to Advanced Approval letter in RFP Appendix C.04. (A-7)

Q11) The final Hydraulic Report does not address erosion protection design for the approach and causeway embankments due to overtopping/wave action. The BTC plans show 1.5H:1V to 1.25H:1V M2.02.2 dumped riprap landward of the sheetpiles. Please confirm it is intended that the Design Builder Team is only to construct the riprap slopes as shown per the BTC design and no design/evaluation is required by the Design Builder Team?

R11) The Hydraulic Report provided in RFP Appendix C.08 does not apply to the roadway approaches or causeway. Riprap slopes shown in BTC are based on standard details in the 2013 Edition of the Bridge Manual. Riprap slopes shall be designed to meet overall stability of the roadway approaches and causeway based on the Design-Builder's final design. (A-7)

Q12) The hydraulics report does not provide a recommended water level for design of lightweight fill materials on the approach and causeway embankments. Can the design water level used for the BTC be provided. Additionally, can the type of lightweight fill specified for the BTC be provided.

R12) The water level appropriate for design of the lightweight fill varies:
- *MLLW (Mean Low Low Water) is appropriate for global stability analyses*
- *MSL (Mean Sea Level) is appropriate for settlement calculations*
- *For buoyancy of the LWF, assume the embankment is overtopped*
- *Foamed glass aggregate was assumed for the BTC*

(A-7)

Q13) Section 4.11.3 of the RFP requires the subsurface explorations meet AASHTO LRFD Bridge Design Specifications Article 10.4 and Table 10.4.2-1. Some of the BTC bridge borings did not core bedrock or did not core bedrock deep enough to comply with AASHTO Table 10.4.2-1. Will the Design Builder Team be required to perform additional explorations where this requirement was not met in the BTC borings?

R13) Yes, confirmed. (A-7)

Q16) The final hydraulics reports provides the design and check scour depths in Table 38 and 39 for the abutments and piers; however a referenced mudline elevation to convert to a design scour elevation is not provided. Can the preliminary designer amend Tables 38 and 39 to also provide the design and check scour elevations for the respective piers and abutments.

R16) The depths of scour were approximated at the face of the existing abutments and proposed piers at approximate existing grade as shown in the BTC. (A-7)

Q17) Section 4.11.8 of the RFP refers to Draft BTC Special Provision Subitem 981.01 but does not appear to be included in appendix C.09. Please confirm if this draft special provision is applicable to the RFP.

R17) Draft BTC Special Provision Subitem 981.01 was included with the BTC Special Provisions issued in Addendum No. 5. In addition, refer to revisions to Subitem 981.01 issued this addendum. (A-7)

Q18) Section 4.11.8 of the RFP indicates the allowable lateral deflection of permanent retaining walls shall be less than 1 inch, measured at the top of the wall relative to the bottom of the wall. Please clarify if this criteria is for total wall height or exposed wall height and is it intended to be "post-construction" deflection similar to the settlement criteria in the preceding paragraphs.

R18) Refer to revised RFP Volume II, Section 4.11.8. (A-7)

MARION-WAREHAM

Federal-Aid Project No. HIP(NGB)-003S(786)X
Bridge Replacement, M-05-001=W-06-013 & W-06-016, Marion Road/Wareham Road (Route 6)
over Weweantic River
Design-Build

Q19) How long after construction completion and at what frequency does the DB team need to continue the post construction causeway settlement monitoring for?

R19) Refer to revised RFP Volume II, Section 4.11.8. (A-7)

Q20) Vol II, Section 5.6.10 states the DB is to test the paint/coating on the existing concrete for lead. The appendix C.04 Hazardous Materials Review document states that if it does test positive to follow OSHA 29 CFR 1926.62, and MassDOT Standard Specs 961.68 and 961.69. Will a bid item be provided for lead paint removal on concrete structures or will lead paint removal on concrete be treated as a changed condition pending the test results?

R20) If lead coatings are encountered on existing concrete and removal is required, compensation will be made in accordance with Section 3 of Draft RFP Volume III, Terms and Conditions. (A-7)

Q21) Addendum 02, Section 4.9.1 provides a table for lane restriction hours. There appears to be gaps between the windows in the table (i.e. two lanes open from 8am-7pm, and one lane open from 10pm-6am, leaving 5 hours unaccounted for). Can you please clarify?

R21) Response to be provided in a future addendum. (A-6)

Q22) Please confirm the existing 24-4" Fiber Duct Bank that is to be removed is not encased in concrete?

R22) Current Verizon specifications require all conduits to be encased. It is not known if the existing 24-4" Fiber Duct Bank is encased in concrete. The Design-Builder to verify with Verizon; for bidding purposes assume that they are concrete encased. (A-7)

THIS PAGE INTENTIONALLY LEFT BLANK

⑦ ADDENDUM NO. 7, November 22, 2024
⑥ ADDENDUM NO. 6, November 13, 2024
② ADDENDUM NO. 2, October 4, 2024
① ADDENDUM NO. 1, September 30, 2024

C.06 GEOTECHNICAL

- 605311 Geotechnical Data Report Bridge No. M-05-001 = W-06-013, W-06-16 and the Causeway over Weweantic River Sept, 2024

C.07 [NOT APPLICABLE]

C.08 HYDRAULICS

⑥②① • Final Hydraulic Report 11-05-2024 (Stamped)
⑥ ② • Hydraulic Report update memo 10-31-2024

C.09 SPECIAL PROVISIONS

- 00713-SubSection 701-Cement Concrete SW-PedCurbs-Driveways 3-31-22
⑦ • 00715 Supplemental Specifications 9-30-24
⑥ • A00801 Draft BTC Special Provision
- A00810 MassDOT Herbicide Use Report 7-18-2018
- Watering Log for MassDOT Plantings

C.10 STRUCTURAL

- Bridge Rating Reports
  - Marion SI&A
  - Rating Report M-05-001-45E g180
  - Rating Report W-06-016-45K g180
- Inspection Reports
  - M05001 10-16 Inspection Photo 13 of Steel Conduit
  - W06016 10-16 Inspection Photo 34 of Steel Pipe
  - W06016 10-16 Inspection Photo 35 of Steel Pipe
  - Routine Inspection M-05-001 10-16
  - Routine Inspection W-06-016 10-16
  - Underwater Inspection M-05-001
  - Underwater Inspection W-06-016

⑦ ADDENDUM NO. 7, November 22, 2024

The Design-Builder shall provide weekly Construction Instrumentation Monitoring Reports to MassDOT including interpretation of data by the Design-Builder's Lead Geotechnical Engineer. Should any threshold values be exceeded, the Design-Builder shall notify MassDOT immediately and take corrective action in accordance with the Response Plan.

Before installing any instrumentation, submit for MassDOT review and approval, an Instrumentation Plan showing the location of all monitoring points and a description of methods, equipment, materials and other details consistent with the above requirements.

The allowable post construction Causeway settlement of pavements and sidewalks more than 50 ft from bridges shall be 2 inches. The allowable differential settlement shall be 0.5 inches over 10 ft. In no case shall post construction settlement or differential settlement exceed the settlement tolerance of proposed utility installations.

Post construction Causeway settlement of pavements and sidewalks within 50 ft from bridges shall be 1 inch. The allowable differential settlement shall be 0.25 inches over 10 ft. In no case shall post construction settlement or differential settlement exceed the settlement tolerance of proposed utility installations or approach slabs.

⑦ Post construction causeway settlement shall be monitored every two weeks for two months and monthly beyond that for an additional period of 4 months or longer until the rate of settlement is negligible (less than survey accuracy or < 1/16-inch or seasonal variations) as confirmed by at least two consecutive readings.

⑦ Allowable lateral deflection of permanent retaining walls shall be less than 1 inch, measured at the top of the wall to the bottom of the wall, not the exposed face of wall.

4.11.9 Temporary Excavation Support

All temporary support of excavations (SOEs) shall be designed and constructed such that Occupational Safety & Health Administration (OSHA) requirements are met or exceeded. SOEs in the vicinity of roadway shall also meet the requirements contained in the latest MassDOT LRFD Bridge Manual.

The Design-Builder shall be responsible for ensuring that all SOEs shall be designed and constructed to maintain a safe system and will provide support for existing facilities and utilities. The Design-Builder shall take full account of all relevant factors, including surcharge pressures due to structure live loads and construction loads in lateral earth pressure diagrams. Global stability shall also be considered.

The Design-Builder shall ensure the design and drawings for the temporary earth support system(s) are signed and sealed by a Professional Engineer registered in the Commonwealth of Massachusetts.

The Design-Builder is cautioned of excavation considerations at both existing bridge substructures to provide proper earth support and where the presence of batter piles as shown on the existing bridge plans could interfere with excavation support systems.

⑦ ADDENDUM NO. 7, November 22, 2024

Labor Day (Federal Holiday)
No work on major arterial roadways from 5:00 AM on the Friday before, until the normal start of business on the following day.

Columbus Day (Federal Holiday)
No work on major arterials from 5:00 AM on the Friday before, until the normal start of business on the following day

Veterans' Day (Federal Holiday)
No work restrictions due to traffic concerns.

Thanksgiving Day (Federal Holiday)
No work on major arterials from 5:00 AM two days before until the normal start of business on the following Monday.

Christmas Day (Federal Holiday)
No work on major arterial roadways from 5:00 AM on the day before until the normal start of business on the next subsequent business day.

⑦ 2026 FIFA WORLD CUP – BOSTON, MASSACHUSETTS

The 2026 FIFA World Cup will be held at Gillette Stadium in Foxborough and related events will be held throughout the region. Matches and Fan Fest activities are scheduled from June 11, 2026 through July 19, 2026. MassDOT will impose work restrictions as necessary to minimize traffic impacts during FIFA events when the Contractor's operations could impact vehicular traffic, particularly on interstate highways and major arterials throughout the region and local roads near the event site. No additional compensation will be allowed for work restrictions except as determined under Subsection 8.10.

9.1.2 Schedule of Operations

(Replace Subsection 8.02 of the Standard Specifications with the following:)

An integrated cost and schedule controls program shall be implemented by the Contractor to track and document the progress of the Work from Notice to Proceed (NTP) through the Contractor Field Completion (CFC) Milestone. The Contractor's schedules will be used by the Engineer to monitor Project progress, plan the level-of-effort required by the Department's work force and consultants and as a critical decision-making tool. Accordingly, the Contractor shall ensure that it complies fully with the requirements specified herein and that its schedules are both accurate and updated as required by the specification throughout the life of the Project. Detailed requirements are provided in Section 9.1.3.

9.1.3 Construction Scheduling

9.1.3.1 General

The Design-Builder's approach to prosecution of the Work shall be disclosed to the Department by submission of a Critical Path Method (CPM) schedule and a cost/resource loaded Construction Schedule when required in this Section. These requirements are in addition to, and not in limitation of, requirements imposed in other sections.

The requirements for scheduling submissions are established based on the Project Value at the time of the bid and are designated as Type A, B, C or D. The definitions of these Schedule Requirement Types are summarized below. Complete descriptions of all detailed requirements are established elsewhere in this specification.