



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



November 15, 2024

608930-128034

ADDENDUM NO. 6

To Prospective Bidders and Others on:

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

OPENING OF BIDS POSTPONED TO: TUESDAY, DECEMBER 3, 2024 at 2:00 P.M

Transmitting changes to the Contract Documents as follows:

| | |
|--|--|
| <u>QUESTIONS AND RESPONSES:</u> | Five pages. |
| <u>COVER PAGES:</u> | Revised covers—volume 1 of 2 and volume 2 of 2 |
| <u>DOCUMENT 00104:</u> | Revised pages 1 and 3. |
| <u>DOCUMENT A00801:</u> | Revised pages 341 and 343. |
| <u>ATTACHMENT:</u> <u>PREQUALIFIED CONTRACTORS LIST</u> | |

Take note of the above, substitute revised pages for originals, and acknowledge Addendum No. 6 in your Expedite Proposal file before submitting your bid.

Sincerely,

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

HA
cc: Lawrence Cash, Project Manager

*** THIS PAGE IS INTENTIONALLY LEFT BLANK ***

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.6, November 15, 2024

Question Set 2

Atlas Painting and Sheeting Corp, e-mail dated November 11, 2024

From Addendum No. 5

Question 3)

Are as-built drawings available for the bridges being painted (L-04-032 (C82)) & (L-04-045 (C91))?

It looks like these bridges are rusted on most of the surfaces.

If that's the case, what areas get spot cleaned (SP-15)?

Will virtually the entire structures be cleaned to SP-15?

Revised Response 3)

As-built drawings for Bridge Nos. L-04-032 and L-04-045 are not available. Refer to Document A00883 inspection report for Bridge No. L-04-032 provided in Addendum No. 4 and Document A00884 Preliminary Structures Report for bridge No. L-04-045 provided in Addendum No. 5.

See revised pages A00801-341 and 343. The cleaning requirement has been revised to SSPC.SP-10.

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.6, November 15, 2024

Question Set 5

J.F. White Contracting Company, e-mail dated November 12, 2024

From Addendum No. 5

Question 7)

Bid Items: 961.201 CLEAN(FULL REMOVAL) AND PAINT STEEL BRIDGE NO. L-04-032 (C82) and 961.202 CLEAN (FULL REMOVAL) AND PAINT STEEL BRIDGE NO. L-04-045 (C91) call for Full Removal in the Bid Item Description. Specification sections 961.201 and 961.202 call out “All surfaces shall be cleaned in accordance with SSPC SP-15.” SSPC SP-15 is a Commercial Grade Power Tool Cleaning, not a full removal specification. Is SSPC SP-15 the correct specification for the full removal?

Response 7)

Refer to Response 3.

Question Set 7

Prime Coatings, Inc, e-mail dated November 12, 2024

From Addendum No. 5

Question 12)

Item 961.201 Clean (Full Removal) and Paint Steel Bridge No. L-04-032 (C82)

- a. Page A00801 – 341 states, “The work under this Item shall cover the cleaning and painting of all existing steel including, but not limited to the beams, bracing, connections, and bearings.” Please confirm that the intent is to clean and paint the entire exposed steel superstructure of this multi-span truss bridge.
- b. Page A00801 – 341 states that all surfaces shall be cleaned to SSPC SP-15, which is for Commercial Grade Power Tool Cleaning. Plan Sheet 1 of 12 LMRC Rail Trail Profile states “Clean and Paint Existing Steel Superstructure (Full Removal). SP-15 is not considered a “Full Removal” surface preparation method, this would require SP-11 Bare Metal Power Tooling or SP-10 Near White Metal Blasting. Please confirm the intent is to perform SP-15 Commercial Grade Power Tool Cleaning.
- c. If yes to B., Power Tool cleaning (SP-15 and SP-11) is subjectively difficult to agree on in the field, and very labor intensive to perform. The resulting service life is also typically inadequate as only a minimal anchor profile can be achieved, in comparison to blast-cleaning. These methods are cost effective for spot cleaning, but the return is typically not there for large-scale painting efforts. Whereas the Painter will already be making an investment in rigging and containing this complex structure, would MassDOT consider SP-10 Blast Cleaning in lieu of power-tooling?

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.6, November 15, 2024

Question Set 7 (Continued)

Prime Coatings, Inc, e-mail dated November 12, 2024 (Continued)

From Addendum No. 5

Question 12) (Continued)

- d. Page A00801 – 341 states, “If painting operations are completed prior to placement of the bridge deck, all surfaces to be in contact with concrete shall be primed only.” Typically it is advantageous to perform painting at the end of construction work. In that scenario, would an interim mobilization be required for cleaning and priming of surfaces to be in contact with concrete? What would cleaning standard be?
- e. Page A00801 – 341 states application of a spot coat of primer. If SP-15 is maintained, would this be a zinc-rich primer, which requires an aggressive anchor profile, or would it be a surface tolerant epoxy coating?

Response 12)

- a. The intent for the work under Items 961.201 and 961.202 are to clean and paint all exposed steel surfaces for the superstructure.
- b. Refer to Response 3.
- c. Refer to Response 3.
- d. Interim mobilization is not required. Refer to Response 3 for Question 3. In locations where surfaces are to be in contact with concrete, the Contractor may choose to spot clean using self-contained hand tools, in accordance with SSPC SP-11.
- e. Refer to Response 3.

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.6, November 15, 2024

Question Set 7 (Continued)Prime Coatings, Inc, e-mail dated November 12, 2024 (Continued)*From Addendum No. 5*Question 13)

Item 961.202 Clean (Full Removal) and Paint Steel Bridge No. L-04-045 (C91)

- a. Page A00801 – 343 states, “The work under this Item shall cover the cleaning and painting of all existing steel including, but not limited to the beams, bracing, connections, and bearings.” Please confirm that the intent is to clean and paint the entire exposed steel superstructure of this multi-span truss bridge.
- b. Page A00801 – 343 states that all surfaces shall be cleaned to SSPC SP-15, which is for Commercial Grade Power Tool Cleaning. Plan Sheet 1 of 6 South Canal Profile states “Clean and Paint Existing Steel Superstructure (Full Removal). SP-15 is not considered a “Full Removal” surface preparation method, this would require SP-11 Bare Metal Power Tooling or SP-10 Near White Metal Blasting. Please confirm the intent is to perform SP-15 Commercial Grade Power Tool Cleaning.
- c. If yes to B., Power Tool cleaning (SP-15 and SP-11) is subjectively difficult to agree on in the field, and very labor intensive to perform. The resulting service life is also typically inadequate as only a minimal anchor profile can be achieved, in comparison to blast-cleaning. These methods are cost effective for spot cleaning, but the return is typically not there for large-scale painting efforts. Whereas the Painter will already be making an investment in rigging and containing this structure, would MassDOT consider SP-10 Blast Cleaning in lieu of power-tooling?
- d. Page A00801 – 343 states, “If painting operations are completed prior to placement of the bridge deck, all surfaces to be in contact with concrete shall be primed only.” Typically it is advantageous to perform painting at the end of construction work. In that scenario, would an interim mobilization be required for cleaning and priming of surfaces to be in contact with concrete? What would cleaning standard be?
- e. Page A00801 – 343states application of a spot coat of primer. If SP-15 is maintained, would this be a zinc-rich primer, which requires an aggressive anchor profile, or would it be a surface tolerant epoxy coating?

Response 13)

Refer to Response 12.

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.6, November 15, 2024

Question Set 9

Prime Coatings, Inc, e-mail dated November 13, 2024

From Addendum No. 5

Question 15)

Please let me know if anyone would like to further discuss the cleaning standards mentioned below. One of these bridges is a large, multi-span truss structure over the Merrimack River. SP-15 cleaning is essentially removing all rust and paint (from every square inch), with allowances for remaining staining only. This would also render the primer less of a “spot coat” and more of a full coat. It will take an army to complete this, and I don’t think the service life will be attained.

Response 15)

Refer to Response 3.

Question Set 10

J.F. White Contracting Company, e-mail dated November 13, 2024

From Addendum No. 5

Question 16)

Section 961.201 Includes the requirement All Contractors or subcontractors performing containment, collection, surface preparation or coating of structural steel must be pre-qualified by MassDOT in the Painting – Structural category. Please provide a current list of Contractors with this MassDOT qualification.

Response 16)

See the attached list in this addendum.

Question 17)

The DBE goal is 15%. The largest subcontractor scope on the project will be cleaning and painting the steel on the existing bridge. Per the Massachusetts Directory of Disadvantaged Business Enterprises (DBE) Listing, there are only two certified DBE Bridge painting subcontractors. Whether or not they are currently certified in the MassDOT in the Painting – Structural category is unknown. The estimated value of the Painting scope will be a significant percentage of the total project value. Due to the limited amount, if any, DBE painting contractors certified by MassDOT in the Painting – Structural category, we request the value of the work associated with the bridge cleaning and painting be considered specialty and removed from the DBE plan requirement.

Response 17)

This question will be answered in the next addendum.

THIS PAGE IS INTENTIONALLY LEFT BLANK

VOLUME 1 OF 2

COMMONWEALTH OF MASSACHUSETTS



**CONTRACT DOCUMENTS
AND SPECIAL PROVISIONS**

| | |
|--------------|-----------------|
| PROPOSAL NO. | 608930-128034 |
| P.V. = | \$25,656,000.00 |
| PLANS | YES |

FOR

**Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail**

in the City of

LAWRENCE

In accordance with the STANDARD SPECIFICATIONS
for HIGHWAYS and BRIDGES dated 2024

© This Proposal to be opened and read: **TUESDAY, DECEMBER 3, 2024 at 2:00 P.M.**

VOLUME 2 OF 2

COMMONWEALTH OF MASSACHUSETTS



**CONTRACT DOCUMENTS
AND SPECIAL PROVISIONS**

| | |
|--------------|-----------------|
| PROPOSAL NO. | 608930-128034 |
| P.V. = | \$25,656,000.00 |
| PLANS | YES |

FOR

**Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail**

in the City of

LAWRENCE

In accordance with the STANDARD SPECIFICATIONS
for HIGHWAYS and BRIDGES dated 2024

© This Proposal to be opened and read: **TUESDAY, DECEMBER 3, 2024 at 2:00 P.M.**

⑥ Addendum No. 6, November 15, 2024

DOCUMENT 00104

**NOTICE TO CONTRACTORS**

Electronic proposals for the following project will be received through the internet using Bid Express until the date and time stated below and will be posted on www.bidx.com forthwith after the bid submission deadline. No paper copies of bids will be accepted. All Bidders must have a valid vendor code issued by MassDOT in order to bid on projects. Bidders need to apply for a Digital ID at least 14 days prior to a scheduled bid opening date with Bid Express.

⑥

TUESDAY, DECEMBER 3, 2024 at 2:00 P.M. ****LAWRENCE****Federal Aid Project No. CMQ-003S(733)X****Lawrence Manchester Rail Corridor (LMRC) Rail Trail******Date Subject to Change**PROJECT VALUE = \$25,656,000.00

Bidders must be pre-qualified by the Department in the HIGHWAY - CONSTRUCTION category to bid on the above project. An award will not be made to a Contractor who is not pre-qualified by the Department prior to the opening of Proposals.

All prospective Bidders who intend to bid on this project must obtain “Request Proposal Form (R109)”. The blank “Request Proposal Form (R109)” can be obtained at: <https://www.mass.gov/prequalification-of-horizontal-construction-firms>.

All prospective Bidders must complete and e-mail an electronic copy of “Request Proposal Form (R109)” to the MassDOT Director of Prequalification for approval: prequal.r109@dot.state.ma.us.

Proposal documents for official bidders are posted on www.bidx.com. Other interested parties may receive informational Contract Documents containing the Plans and Special Provisions, free of charge.

Bids will be considered, and the contract awarded in accordance with statutes governing such contracts in accordance with Massachusetts General Laws Chapter 30 § 39M.

The Project Bids File Attachments folder for proposals at www.bidx.com shall be used for submitting at the time of bid required information such as the Bid Bond required document, and other documents that may be requested in the proposal.

© Addendum No. 6, November 15, 2024

NOTICE TO CONTRACTORS (Continued)

PRICE ADJUSTMENTS

- ⑥ 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 \$560.00 per ton, Portland cement \$425.53 per ton, diesel fuel \$2.662 per gallon, and gasoline \$2.391 per gallon, and Steel Base Price Index 402.9. MassDOT posts the **Price Adjustments** on their Highway Division's website at <https://www.mass.gov/massdot-contract-price-adjustments>

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: Monica G. Tibbits-Nutt, Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, SEPTEMBER 7, 2024

⑥ Addendum No. 6, November 15, 2024

ITEM 961.201

CLEAN (FULL REMOVAL) AND PAINT
STEEL BRIDGE NO. L-04-032 (C82)

LUMP SUM

The work under this Item shall conform to the relevant provisions of Subsections 960.63 and to 961, of the Standard Specifications, and the following:

The work under this Item shall cover the cleaning and painting of all existing steel including, but not limited to the beams, bracing, connections, and bearings.

- ⑥ The paint system shall consist of a primer, and full intermediate and finish coats. The coating system shall be approved by the Engineer.
- ⑥ The intermediate and finish coats shall be applied after the stringer replacements have been completed. If the prime coat is applied in advance of this work, the primer shall be blasted and reapplied as needed prior to applying the intermediate and top coats. If painting operations are completed prior to placement of the bridge deck, all surfaces to be in contact with concrete shall be primed only.
- ⑥ All surfaces shall be cleaned in accordance with SSPC SP-10. This requirement is waived at areas where surfaces are to be in contact with concrete. These areas may be spot cleaned with self-contained hand tools in accordance with SSPC SP-11 at the Contractor's option.
- ⑥ During cleaning, if the Contractor observes any areas of excessive corrosion, section loss, or missing fasteners to any steel members or fasteners, he shall notify the Engineer immediately. The Engineer shall then determine if the member or fastener shall be repaired or replaced. Repair and replacement of existing steel after all surfaces have been cleaned and not identified in the Plans for replacement shall be paid for under Item 107.971. Areas where existing steel attachments are called to be removed and replaced for stringer repairs shall be cleaned in accordance with SSPC SP-11 and feathered back a minimum of 2" beyond the area of the faying surface and spot primed prior to the application of the full intermediate and finish coats.

The topcoat color shall be coordinated with the Engineer and the City of Lawrence. Contractor will be required to use the FED STD color fan 595 for selection of color samples for approval by the Engineer and City.

All Contractors or subcontractors performing containment, collection, surface preparation or coating of structural steel must be pre-qualified by MassDOT in the Painting – Structural category.

Incidental to this item are all costs associated with the design installation and removal of the required containment system/work platform. All costs associated with the safe removal and disposal of accumulated pigeon waste and other toxic contaminants are incidental to this item and no additional compensation will be made.

BASIS OF PAYMENT

Item 961.201 will be paid for at the Contract LUMP SUM bid price, which price shall include all labor, materials, equipment, and all incidental costs required to complete the work.

⑥ Addendum No. 6, November 15, 2024

ITEM 961.202

**CLEAN (FULL REMOVAL) AND PAINT
STEEL BRIDGE NO. L-04-045 (C91)**

LUMP SUM

The work under this Item shall conform to the relevant provisions of Subsections 960.63 and to 961, of the Standard Specifications, and the following:

The work under this Item shall cover the cleaning and painting of all existing steel including, but not limited to the girders, bracing, bearings, and connections.

- ⑥ The paint system shall consist of a primer, and full intermediate and finish coats. The coating system shall be approved by the Engineer. The intermediate and finish coats shall be applied after the bolster beam is installed. If the prime coat is applied in advance of this work, the primer shall be blasted and reapplied as needed prior to applying the intermediate and top coats. If painting operations are completed prior to placement of the bridge deck, all surfaces to be in contact with concrete shall be primed only.
- ⑥ All surfaces shall be cleaned in accordance with SSPC SP-10. This requirement is waived at areas where surfaces are to be in contact with concrete. These areas may be spot cleaned with self-contained hand tools in accordance with SSPC SP-11 at the Contractor's option.
- ⑥ During cleaning, if the Contractor observes any areas of excessive corrosion, section loss, or missing fasteners to any steel members or fasteners, he shall notify the Engineer immediately. The Engineer shall then determine if the member or fastener shall be repaired or replaced. Repair and replacement of existing steel after all surfaces have been cleaned and not identified in the Plans for replacement shall be paid for under Item 107.972.

The topcoat color shall be coordinated with the Engineer and the City of Lawrence. The Contractor will be required to use the FED STD color fan 595 for selection of color samples for approval by the Engineer and the City.

All Contractors or Subcontractors performing containment, collection, surface preparation or coating of structural steel must be pre-qualified by MassDOT in the Painting – Structural category.

Incidental to this item are all costs associated with the design installation and removal of the required containment system/work platform. All costs associated with the safe removal and disposal of accumulated pigeon waste and other toxic contaminants are incidental to this item and no additional compensation will be made.

BASIS OF PAYMENT

Item 961.202 will be paid for at the Contract LUMP SUM bid price, which price shall include all labor, materials, equipment, and all incidental costs required to complete the work.

SPECIAL NOTES REGARDING PREVAILING WAGE REQUIREMENTS

Note that the erection and dismantling of scaffolding, rigging and containment for bridge painting work is subject to the "Painter(Bridges/Tanks)" prevailing wage rate. This includes surface preparation, including removal of all types of paint on bridges, the application of paint and the clean-up of debris resulting from paint removal operation on bridges, pursuant to the determination by the Massachusetts Department of Labor Standards' 12/23/2009 "Notice Concerning the Removal and Application of Paint on Bridges and Tanks."