Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator

MassDOT
Massachusetts Department of Transportation
Highway Division

603690-14

March 5, 2014

ADDENDUM NO. 3

To Prospective Bidders and Others on:

CHATHAM

Federal Aid Project No. NHP-002S(539)
Bridge Replacement Br. No. C-07-001 (Single Leaf Bascule) Bridge Street over the Mitchell River (ABP)

This proposal to be opened and read: **TUESDAY, MARCH 11, 2014 @ 2:00 P.M.**

Transmitting revisions to Proposal Documents as follows:

BIDDERS' QUESTIONS AND RESPONSES: 6 pages attached.

DOCUMENT 00821: ELECTRONIC REPORTING REQUIREMENTS CIVIL RIGHTS PROGRAMS AND CERTIFIED PAYROLL:
Revised page 00821-1, attached.

DOCUMENT A00801: SPECIAL PROVISIONS: Revised page A00801-165, attached.

Please note the Responses to Bidders' Questions and revisions in documents, substitute original pages in the Proposal with the revised pages, and acknowledge Addendum No. 3 in your Expedite Proposal File before submitting your bid.

Very truly yours,

Frank Kucharski

Frank Kucharski, P.E.
Construction Contracts Engineer

HKB
cc: Joseph Pavao, Project Manager

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

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CHATHAM
Federal Aid Project No. NHP-002S(539)
Bridge Replacement Br. No. C-07-001 (Single Leaf Bascule)
Bridge Street over the Mitchell River (ABP)

PROJECT NO. 603690

RESPONSE TO BIDDER QUESTION

ADDENDUM NO. 3, March 5, 2014

Question No. 5, dated February 26, 2014, 2:03 PM, from Charles DeBardeleben, Hardie-Tynes Co., Inc., 800 North 28th Street, Birmingham, AL 35203:

Question No. 5(ii):

We haven't been able to find anyone who will quote chrome plating the lock bars and trunnion shafts either'

Response No. 5(ii):

Due to limited availability of domestic sources to hard chrome plate larger components, the trunnion shafts shall not be chrome plated as specified. See revised page A00801-165 attached.

However, the exposed surfaces of the trunnion shafts shall receive a metalized coating system in accordance with the Provisions as follows:

Metalize the exposed surfaces of the trunnion shafts with the exception of the various contact surfaces to receive the bearings, couplings, collars, end plugs, and keyways. The contact surfaces shall be masked prior to metalizing. After metalizing, the trunnion shafts shall be baked at a temperature of 375 degrees Fahrenheit for a minimum of 8 hours for purposes of relieving potential hydrogen embrittlement. Contact surfaces that inadvertently receive metalizing shall be ground or machined after baking to provide the required fit and finish.

Because domestic sources to hard chrome plate smaller components are available, the lock bars shall be chrome plated as specified.

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RESPONSE TO BIDDER QUESTION

ADDENDUM NO. 3, March 5, 2014

Question No. 7, dated February 28, 2014, 4:44 PM, from William F Tyrrell, Northern Construction Service, LLC, 775 Pleasant Street/ Unit 11, Weymouth, MA 02189:

Question No. 7:

Please reference the timber notes on 3 of 173 and attached. My timber supplier is telling me the following:

The chart states: "all timber shall be southern pine select structural, surfaced four sides. All timber shall meet or exceed the following design values:"

The table shows: 4x6-Fb=2850 psi, 3x8-Fb=2850 psi.

The PSI stated above is for Select Structural SYP SPIB 2002 grading rules.

The 2013 SPIB grading rules calls out select Structural SYP as 4x6-Fb=2100, 3x8-Fb=1950 psi.

Response No. 7:

The flexural resistance values (Extreme Fiber in Bending, "Fb") for the 4x6 and 3x8 member sizes changed with the issuance of Supplement No. 13 to the Southern Pine Inspection Bureau Grading Rules 2002, effective June 1, 2013. However, because the 4x6 and 3x8 members are not governed by flexure, redesign of these members is not required. None of the other design values for these member sizes have changed. As such, the 4x6 and 3x8 size members are to remain as specified, but with Fb values of 2,100 psi and 1,950 psi respectively.

Question No. 8, dated March 3, 2014, 7:02 AM, from William F Tyrrell, Northern Construction Service, LLC, 775 Pleasant Street/ Unit 11, Weymouth, MA 02189:

Would the use of SYP PT Glulam posts and small rails for the pedestrian railing on the east and west approaches and the bascule bridge section be allowed as a substitute to the treated timber specified?

Response No. 8:

Material alternatives for these items are not allowed.

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ADDENDUM NO. 3, March 5, 2014

Question No. 9, dated March 3, 2014, 8:39 AM, from Joe Oliver, Estimating Manager, Cianbro, One Hunnewell Square, Pittsfield, Maine 04967:

The bid drawings show that the tremie seal below the bascule pier is required to be a mass concrete pour. The seal does not appear to structural as the piles extend through the seal into the footing. If the mass cement concrete pour is required, it will require extensive efforts to meet the temperature differences. Please clarify if the tremie seal is required to be a mass cement concrete pour.

Response No. 9:

The tremie seal will not be considered as a mass cement concrete pour.

Question No. 10, dated March 4, 2014, 9:57 AM, from William F Tyrrell, Northern Construction Service, LLC, 775 Pleasant Street/ Unit 11, Weymouth, MA 02189:

What is the required wall thickness of the 16” OD pipe piles required for this project?

Response No. 10:

The wall thickness for the steel pipe piles is 0.50-inch (Typ.) as noted on Sheet 12 of 173.

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RESPONSE TO BIDDER QUESTION

ADDENDUM NO. 3, March 5, 2014

Question No. 11, dated March 5, 2014, 5:52 AM, from Al Rosner: President, Commonwealth Guardrail Inc., 132 Apremont Way, Westfield, MA 01085:

Questions on the steel backed timber guardrail.

Question No. 11(i):

Can A588 steel be used in lieu of A242 that is specified. Normally A588 is standard for the steel in steel backed timber guardrail.

Response No. 11(i):

This question will be responded in a future addendum.

Question No. 11(ii):

Item 620.5 steel backed timber guardrail calls for 5' ft. post spacing. Is the intent to use 5' ft. rails? If 10' ft. rails are used with 5' ft. post spacing can we get a post attachment detail for that intermediate post?

Response No. 11(ii):

This question will be responded in a future addendum.

Question No. 11(iii):

Item 627.81 steel backed timber guardrail tangent end treatment- Are there backing plates for the timber rail or just splice plates as detailed? If there are backing plates can we get a detail?

Response No. 11(iii):

This question will be responded in a future addendum.

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Question No. 11(iv):

Item 628.21 steel backed timber guardrail transition - can we get a drawing for post spacing, post to rail attachment and steel details for this item?

Response No. 11(iv):

This question will be responded in a future addendum.

Question No. 12, dated March 5, 2014, 7:46 AM, from Joe Oliver, Estimating Manager, Cianbro, One Hunnewell Square, Pittsfield, Maine 04967:

Question No. 12(i):

Are the machinery support weldments to be included in bid item 107.11 Bridge Machinery or are they to be incidental to bid item 995.01 Bridge Structure?

Response No. 12(i):

This question will be responded in a future addendum.

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Question No. 12(ii):

In order to access the northwest wingwall foundation, excavation will be sloped toward the center of the roadway. This sloped excavation will interfere with the pavement and subbase area that is only supposed to be micromilled and overlayed (between stations 8+50 and 9+23). Will the pay quantities for the subbase and pavement biditems be updated to account for this interference?

Response No. 12(ii):

This question will be responded in a future addendum.

Question No. 12(iii):

Please confirm that the quantity of 3,729 CY for Bid Item 140 Bridge Excavation is correct.

Response No. 12(iii):

This question will be responded in a future addendum.

X. Contractor's Certification

A bidder for a state construction contract or state assisted construction contract will not be eligible for award of the contract unless such bidder has submitted to the administering agency the following certification, which will be incorporated into the resulting contract:

CONTRACTOR'S CERTIFICATION

_____**SAMPLE**_____ certifies that they:
(Contractor Name)

1. Will not discriminate in their employment practices;
2. Intend to use the following listed construction trades in the work under the contract _____; and
3. Will make good faith efforts to comply with the minority employee and women employee workforce participation ratio goals and specific affirmative action steps contained herein; and
4. Are in compliance with all applicable federal and state laws, rules, and regulations governing fair labor and employment practices; and
5. Will provide the provisions of the "Supplemental Equal Employment Opportunity, Non-Discrimination and Affirmative Action Program" to each and every subcontractor employed on the Project and will incorporate the terms of this Section into all subcontracts and work orders entered into on the Project.
6. Agree to comply with all provisions contained herein.

_____
(Signature of authorized representative of Contractor) Date

_____
(Printed name of authorized representative of Contractor)

XI. Subcontractor Requirements

Prior to the award of any subcontract for a state construction contract or a state assisted construction contract, regardless of their, the Prime or General Contractor shall provide all prospective subcontractors with a complete copy of this Section entitled "Supplemental Equal Employment Opportunity, Non-Discrimination and Affirmative Action Program" and will incorporate the provisions of this Section by reference into any and all contracts or work orders for all subcontractors providing work on the Project. In order to ensure that the said subcontractor's certification becomes a part of all subcontracts under the prime contract, the Prime or General Contractor shall certify in writing to the administering agency that it has complied with the requirements as set forth in the proceeding paragraph.

*** END OF DOCUMENT ***

^3^ **ADDENDUM NO. 3, March 5, 2014**

DOCUMENT 00821

ELECTRONIC REPORTING REQUIREMENTS
CIVIL RIGHTS PROGRAMS AND CERTIFIED PAYROLL

^3^ Implemented on March 2, 2009 Revised March 4, 2014

The Massachusetts Department Of Transportation (MassDOT) has replaced the CHAMP reporting system with Equitable Business Opportunity Solution (EBO), a new web-based civil rights reporting software system. This system is capable of handling both civil rights reporting requirements and certified payrolls. The program's functions include the administration of Equal Employment Opportunity (EEO) requirements, On-The-Job Training requirements (OJT), Disadvantage Business Enterprise (DBE) and/or Minority / Women's Business Enterprise (M/WBE) subcontracting requirements, and the electronic collection of certified payrolls associated with MassDOT projects. In addition, this system is used to generate various data required as part of the American Recovery and Reinvestment Act (ARRA). Contractors are responsible for all coordination with all sub-contractors to ensure timely and accurate electronic submission of all required data.

Contractor and Sub-Contractor EBO User Certification

All contractors and sub-contractors must use the EBO software system. The software vendor, Internet Government Solutions (IGS), has developed an online EBO Training Module that is available to contractors and sub-contractors. This module is a self-tutorial which allows all users in the company to access the training, complete the tutorial, and become certified as EBO users for a one time fee of $75.00. This is the only cost to contractors and sub-contractors associated with the EBO software system. The online EBO Training Module can be accessed at www.ebotraining.com. Click the "Register My Company" button on the login page to begin your training registration. Questions regarding EBO online training should be directed to Gerry Anguilano, IGS at (866) 528-4381.

MassDOT will track contractors and sub-contractors who have successfully completed the on-line training module. All persons performing civil rights program and/or certified payroll functions should be EBO certified.

Vetting of Firms and Designated Firm Individuals

^3^ Contractors must authorize a Primary Log-In ID Holder who has completed EBO on-line training to have access to the EBO system by completing and submitting the "Request For EBO System Log-In/Password Form" located on the MassDOT website at: www.mass.gov/eot/ebo Contractors must also agree to comply with the EBO system user agreement located on the MassDOT website.

All subcontracts entered into on a project must include language that identifies the submission and training requirements that the sub-contractor must perform. Sub-contractors will be approved by the respective District Office of MassDOT through the existing approval process. When new sub-contractors, who have not previously worked for MassDOT, are initially selected by a general contractor, the new sub-contractor must be approved by the District before taking the EBO on-line training module.

Interim Reporting Requirements

Until MassDOT is satisfied that the EBO system is fully operational and functioning as designed, contractors and sub-contractors will be required to submit certified payrolls manually. There will be a transition period where dual reporting, through manual and electronic submission, will be required. MassDOT, however, will notify contractors and sub-contractors when they may cease manual submission of certified payrolls.

*** END OF DOCUMENT ***

^3^ ADDENDUM NO. 3, March 5, 2014

ITEM 107.11 (Continued)

Metalizing

Refer to Structural Steel section of this Special Provisions for specific requirements regarding thermal spraying, epoxy seal coat and finish coat.

Apply three-coat paint system over metalized surfaces including seal coat, aluminum epoxy mastic intermediate coat and aluminum epoxy mastic top coat.

Repair metalized surfaces with high Zinc Dust Content paint that shall meet the requirements of Section M7.04.11.

Hard Chrome Plating

^3^ All shafts having contact with seals (e.g. reducer shafts) shall be hard chrome plated. Surface preparation and hard chrome plating shall conform to QQC-320, Class 2E with an undercoat of electrodeposited nickel.

Other Coatings

Rust inhibiting coatings shall be used for the temporary protection of machine surfaces.

Paint for painting the interior of gear housings and pillow blocks shall be special oil-resistant crankcase paint.

CONSTRUCTION

General

Provide materials and workmanship for the complete construction and satisfactory operation of the movable span, including any incidental parts and details which are not covered in the Plans. Unless otherwise specified or shown in the Plans provide fits and finishes for machinery and machined structural parts in accordance with AASHTO LRFD Movable Highway Bridge Design Specifications.

ITEM 107.11 (Continued)

Where installation procedures for a product or part are required to be in accordance with the recommendations of the manufacturer, furnish printed copies of these recommendations to the Engineer. Do not install such products until the recommendations are received and reviewed by the Engineer. Failure to furnish these recommendations will be cause for rejection of the work element including the product.

Shop Assembly and Testing

Machinery components shall be shop assembled to verify their correct fit prior to shipment. Components not mounted in a common foundation shall then be disassembled for shipment. Any components requiring selective assembly shall be match-marked for future assembly. The Contractor shall notify the Engineer two weeks prior to the shop operation.

See "Enclosed Gear Boxes" shop testing requirements provided under MATERIALS section.

Setting of Machinery on Concrete Structures

Utilize qualified millwrights to position, install, and make final adjustments to machinery and machinery pedestals installed on concrete structures. Prepare concrete surface for grouting by chipping away the relatively weak laitance layer and surface concrete to provide a coarse aggregate surface that is conducive to epoxy bonding. Use appropriate means and methods in setting machinery bases and pedestals, such as leveling screws or precision jacks such that the required positioning tolerances are obtained. If steel wedges are used between the concrete surface and the machinery or pedestal base, remove the wedges prior to tightening anchor bolts. Where leveling grout is shown, remove all other temporary support devices, including leveling screws, jacks, and shims, prior to tightening anchor bolts. Unless otherwise specified or shown in the Plans, position all machinery pedestals that are installed prior to aligning the supported machinery to within the following tolerances:

Horizontal position: +/-0.031 inches
Vertical Position: +/-0.031 inches
Level (top of machined surface): +/-0.005 inch/foot
Orientation (parallel to Plan centerline): +/-0.20 degrees