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

massDOT
Massachusetts Department of Transportation
Highway Division

January 17, 2025

610869-128933

ADDENDUM NO. 2

To Prospective Bidders and Others on:

**NATICK**
**Pedestrian/Bike Bridge Superstructure Replacement, N-03-007,**
**Spring Street over the MBTA**

THIS PROPOSAL TO BE OPENED AND READ: WEDNESDAY, JANUARY 22, 2025 at 2:00 P.M.
Transmitting revisions to the Contract Documents as follows:

| | |
|---|---|
| QUESTIONS AND RESPONSES: | One page. |
| DOCUMENT 00102: | Revised page 2. |
| DOCUMENT 00813: | Deleted document in its entirety and inserted new document (4 pages). |
| DOCUMENT A00801: | Revised page 153. |

Take note of the above, substitute the revised page for the original, delete document indicated, insert new document in proper order, and acknowledge Addendum No. 2 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone Digitally signed by Eric M. Cardone Date: 2025.01.17 13:39:01 -05'00'

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

SP
cc: W Brown, Project Manager

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

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## Contech Engineered Solutions LLC, email dated, January 14, 2025

Question 2) Considering the shallow depth requirement for the bridge from top of deck to lowest steel member, we are trying to understand our constraints as much as possible. It appears that the concrete deck thickness as measured at the centerline is 6.5" from top of deck to vertical centerline of the SIP form, please confirm. Is there are a certain SIP form corrugation pattern that this is based upon? Also it does not appear that the SIP forms are resting on the floor beams as there is additional space shown between, please confirm that this is a detailing error and it is understood that SIP's will rest on the floor beams.

Response 2)

The concrete deck thickness as measured at the centerline is 6.5" - is correct.

No, there is no specific SIP form corrugation pattern other than to have the ribs run parallel to the span, the intention is just that the deck is 6.5" from top of deck to middle of the SIP form.

The SIP forms were intentionally drawn at an angle to allow for a constant deck thickness while having the required top of deck slope, however this is conceptual only. The plans include the following requirements: min deck thickness of 6.5", top of deck slope of 3/16"/ft, thickness from top of deck to bottom of steel is a max of 19.5" for clearance and two mats of steel (see Deck Notes on sheet 12 of 12). For example, instead of having sloped SIP forms, the SIP forms could be level with the FB's and the top of deck slope accomplished by adjusting the deck thickness (while still having a min 6.5").

Question 3) What is the weight per linear foot of the 8" steel gas main (including pipe supports)?

Response 3) The estimated weight per linear foot of the 8" steel gas main is 75 lb/ft.
The Contractor is responsible to verify estimated weight with appropriate Utility Company

## Auciello Iron Works, email dated, January 17, 2025

Question 4) Specification for 996.003 states S3-TL4 bridge railing is included in this item. It does not appear on the planset or within a LS breakdown for 996.003. Is there Metal Bridge Rail on the precast wall? If so, is it the length of the wall, 90 LF?

Response 4) There is no S3-TL4 proposed for the project. See revised page A00801-153.
The rail on the retaining wall is timber.

② Addendum No. 2, January 17, 2025

**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.

PRICE ADJUSTMENTS

② 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 $2.694 per gallon, and gasoline $2.329 per gallon, and Steel Base Price Index 369.8. 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, JANUARY 7, 2025

DOCUMENT 00813

SPECIAL PROVISIONS

# PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

January 15, 2025

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 of the most recent finalized period price index at the time that MassDOT opened bids for the project. The Base Price Index for this contract is the Steel PPI listed in the Notice to Contractors.

*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 | $0.57 |
| 2 | ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.) | $0.79 |
| 3 | ASTM A668 / A668M (AASHTO M102) Steel Forgings | $0.79 |
| 4 | ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs | $0.82 |
| 5 | ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate | $0.87 |
| 6 | ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes | $0.81 |
| 7 | ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate | $0.87 |
| 8 | ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes | $0.81 |
| 9 | ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate | $0.90 |
| 10 | ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes | $0.82 |
| 11 | ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate | $0.90 |
| 12 | ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes | $0.82 |
| 13 | ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate | $0.94 |
| 14 | ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate | $1.01 |
| 15 | ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate | $1.54 |
| 16 | ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate | $0.90 |
| 17 | ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes | $0.82 |
| 18 | ASTM A276 Type 316 Stainless Steel | $4.61 |
| 19 | ASTM A240 Type 316 Stainless Steel | $4.61 |
| 20 | ASTM A148 Grade 80/50 Steel Castings (See Note below.) | $1.58 |
| 21 | ASTM A53 Grade B Structural Steel Pipe | $1.01 |
| 22 | ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe | $1.01 |
| 23 | ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile | $0.80 |
| 24 | ASTM 252, Grade 2 Permanent Steel Casing | $0.80 |
| 25 | ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports | $0.85 |
| 26 | ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling | $1.52 |
| 27 | ASTM A572 / A572M, Grade 50 Sheetpiling | $1.52 |
| 28 | ASTM A36/36M, Grade 50 | $0.87 |
| 29 | ASTM A570, Grade 50 | $0.85 |
| 30 | ASTM A572 (AASHTO M223), Grade 50 H-Piles | $0.87 |
| 31 | ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1 | $1.01 |
| 32 | AREA 140 LB Rail and Track Accessories | $0.52 |

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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**ITEM 996.003 WALL STRUCTURE – PRECAST CONCRETE MODULAR RETAINING WALL SQUARE FOOT**

## GENERAL

This item shall conform to the requirements of all relevant Sections of the Standard Specifications and Supplemental Specifications and the following.

The work under this Item shall consist of design, fabrication, furnishing, transportation, and erection of prefabricated modular (PM) block gravity retaining wall system of the required type, including foundation excavation, leveling pad, drainage, backfill, and miscellaneous items necessary for a complete installation.

The PM block wall system shall be a gravity wall system consisting of architectural precast concrete block units supported on cast-in place unreinforced concrete footing or crushed stone leveling pad conforming to the accepted manufacturer's specifications and select backfill. The wall structures shall be dimensioned to achieve the design criteria shown on the Plans and specified herein. The PM block wall design shall follow the general dimensions of the wall envelope shown in the contract plans.

Prefabricated modular (PM) block gravity retaining wall system shall be designed and constructed as specified herein. The design shall be subject to review and acceptance by the Engineer. Acceptability of the PM block gravity wall design shall be at the sole discretion of the Engineer. Any additional design, construction, or other costs arising as a result of rejection of a retaining wall design shall be borne by the Contractor.

② Also included are the final detailing, fabrication, furnishing, transportation, and construction of concrete moment slabs, precast or cast-in place concrete copings, precast highway guardrail transitions, including all associated components, as shown on the Plans.

Acceptable PM block gravity retaining wall systems are:

- Redi Rock Retaining Wall™ by Michie Corporation/Capital Concrete Products
- Stone Strong Retaining Wall by MBO Precast
- Unilock Sienna Stone Retaining Wall by Unilock

Alternative PM block gravity wall systems shall be an accepted equal upon approval of the Engineer.

An anti-graffiti coating shall be applied to all exposed concrete surfaces of the retaining walls that are abutting traffic.

Value engineering is not applicable to the work of this Item.