

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

MBTA CONTRACT NO. H62CN02

REPAIR/REHABILITATION OF BEVERLY

DRAW BRIDGE OVER DANVERS RIVER

BEVERLY/SALEM, MASSACHUSETTS

BRIDGE NO. B-11-015 (A5N)

CONTRACT NO. 2 – SWING SPAN

ADDENDUM NO. 6

The attention of the bidders for the above project is called to the following Addendum to the Bid Form, Specifications and Contract Drawings.

The items set forth herein, whether of omission, addition or substitution are to be included in and form a part of the Bid submitted.

THE NUMBER OF THIS ADDENDUM (NO. 6) MUST BE ENTERED IN THE SPACE PROVIDED ON PAGE 00410-3 OF THE FORM FOR BID IN THE BID FORM.

Date: December 10, 2015

By: Frank DePaola
General Manager
of the MBTA

CONSTRUCTION SPECIFICATION

1. Section 01751 - SWING SPAN START-UP AND TESTING, Part 3, section 3.1, subsection C, delete paragraph 9 in its entirety and replace with paragraph 9, “Contractor shall be responsible for any costs incurred by the MBTA, including but not limited to busing costs incurred through the inability to safely operate trains across the bridge, should the Swing Span become inoperable from the beginning of Phase 3 through the end of the Full Operational Testing Period with respect to loss or damage from the work the contractor is required to perform under Contract No. H62CN02, including without limitation, Contractor’s responsibilities set forth in Section 01751 3.1.C.”.
2. Section 02450 - SECONDARY CONTAINMENT SYSTEMS - GEOSYNTHETIC BARRIER, Part 1, Section 1.1, delete paragraph A in its entirety and replace with paragraph A, “Design, furnish and install a prefabricated and complete geosynthetic barrier oil/fuel containment system including all accessory materials including excavation of soil materials, installation of backfill to form a secondary containment system around oil-/fuel-filled equipment.”
3. Section 02450 - SECONDARY CONTAINMENT SYSTEMS - GEOSYNTHETIC BARRIER, Part 1, Section 1.1, delete paragraph B in its entirety and replace with paragraph B, “The Contractor shall propose a suitable secondary oil/fuel containment system to be placed under/around each oil- or fuel-filled generator or other stationary equipment. The system shall comprise of a buried geosynthetic barrier that will allow the passage of rain water but impede the flow of oil/fuel.”
4. Section 02450 - SECONDARY CONTAINMENT SYSTEMS - GEOSYNTHETIC BARRIER, Part 1, Section 1.1, delete paragraph C in its entirety and replace with paragraph C, “Contractor shall size the containment system meeting the necessary oil/fuel containment requirements, i.e. volume of oil/fuel, based on the specifics at each site and shall propose the required crushed stone to meet the necessary void ratio as recommended by the manufacturer. It is expected that one containment area will be constructed at each stationary equipment area and that the containment area will encompass all the stationary equipment at that location.”
5. Section 02450 - SECONDARY CONTAINMENT SYSTEMS - GEOSYNTHETIC BARRIER, Part 1, Section 1.1, delete paragraph D in its entirety and replace with paragraph D, “Geosynthetic barriers typically installed as a "Passive" secondary containment measure also used in "Active Containment" situations to impede or block the flow of oil/fuel from reaching drainage structures or waterways.”
6. Section 02450 - SECONDARY CONTAINMENT SYSTEMS - GEOSYNTHETIC BARRIER, Part 1, Section 1.1, delete paragraph F in its entirety and replace with paragraph F, “Note that at the existing facilities, the use of a barrier laid horizontally may be required due to the location of surrounding walls and the proximity of the water. A solid concrete barrier containment system shall not be proposed. The concrete walls (either the building wall, existing walls for fences, or any new walls for fencing) shall be used for the limits of the containment areas at each site. Refer to the Contract plans for details.”

7. Section 02450 - SECONDARY CONTAINMENT SYSTEMS - GEOSYNTHETIC BARRIER, Part 3, Section 3.2, delete paragraph G in its entirety and replace with paragraph G, “Stage the work in accordance with the manufacturer’s recommendations.”

RESPONSES TO THE PERSPECTIVE BIDDER’S QUESTIONS

(see Addendum No. 2 and 4 for responses to prior questions)

Revised responses to prior questions:

102. Specification 00200, Instruction to Bidders, Section 1.24 B. is directed to the electronic Bid Package, Appendix 3 of Supplementary conditions. The Disadvantage Enterprise Unavailable Certification form cannot be found in BidX. Please provide this electronic form as noted.
- A.(rev.) Per Section 00200, Section 1.24B, List folder of electronic Bid package is included as Appendix 3 of the Supplementary Conditions, see specification, section 00800 SUPPLEMENTARY CONDITIONS, page 00800-62 for form. This form can be submitted within three business days of the bid opening.*

Responses to New questions:

117. Reference Specification Section 02450 Secondary Containment Systems – Geosynthetic Barrier. Please provide the locations of the traction power substations that will require containment areas and the size of the areas.
- A. Specification Section 02450 will be updated to reflect the project requirements and to remove language about the traction power substations.*
118. Will the submerged conduit be required to be water tight? Can the conduit be flooded for placement?
- A. Yes the conduits shall be water tight in their final condition, and for pulling all cables. However the Contractor may flood the conduits for ease of placement in the trench on the river bottom. Prior to placing any cables in the conduits and prior to completing work at the site, the contractor shall evacuate all water / liquid and any other debris from the conduits. Per specification 02801, article 3.3 E.: “Subsequent to conduit installation but prior to pulling in new cable, each conduit run shall be individually borescope video inspected and documented.” The Contractor shall be required to demonstrate conduit dryness and cleanliness at this point.*
119. If the swing span is tested off site and disassembled for trucking, will that constitute a tested and accepted span or must the span be tested and remain assembled for float in? Please advise as to the intent of the specification.
- A. No, the intent of the Contract Plans and Specifications is that the pre-assembled and successfully tested swing span shall not be disassembled prior to float in. The stabilizing components and parts of the span drive machinery may be unbolted/uncoupled and transported to the pivot pier separately.*

120. With regard to the busing allowance, please provide the average hourly ridership data for the Newburyport line.
- A. *The current train schedules are in the process of being modified and the information requested would not be appropriate for when the actual bridge shutdown is anticipated. Contractor will need to coordinate with MBTA/Keolis commuter railroad operations sufficiently in advance (2 to 3 months) of the bridge outage to obtain the necessary ridership data, proposed schedule and bus route location. With this being an allowance item, with all cost directly passed through the contractor to the MBTA, there should be no need in the bidding phase for this information.*
121. After spending a significant amount of time evaluating the machinery installation for Phase I and Phase II, we have questions that we would like to ask the engineer that pertain to machinery installation details and the subsequent timing of when we should “final” match drill and assemble machinery components as noted on the drawings.

As an example, the plans are detailed such that they outline the erection of the machinery just once, were in fact we are erecting it twice. The specs call for “final” match drilled bolting operations on numerous machinery components. If we were to interpret the word “final” literally (Phase II - bridge in position) and simply held machinery in place with undersize bolts for Phase I testing (Pre-Assembly Area), this could result in significant technical gaps that could adversely affect the machinery and Phase I testing success. Yet, if we install all final fitted bolts in Phase I and then find out in Phase II that machinery needs to be re-aligned, then oversized match drilled holes and bolts would then need to be installed.

Additionally, given that the specifications call for a twenty one day outage for the installation of the span in Phase II, if we were to perform all “final” match drilling and bolting of machinery in Phase II, the contractor would have much less of a chance of achieving the specified outage schedule.

To balance the project requirements of (1) machinery installation and integrity throughout both Phases of testing, (2) mitigate the amount of machinery work in Phase II, and (3) reduce the chances of having to drill oversize (if all final drilling was performed in Phase I), can the engineer specify that certain machinery components be final match drilled and bolted in phase I and that other machinery components be final match drilled and bolted in Phase II?

With that said, we request that the engineer evaluate these questions and clarify their expectations for machinery installation in both Phases of the work. We also request a bid extension so that these matters can be clarified and addressed accordingly.

- A. *The Contractor may use a combination of temporary and final bolting during Phase I (Testing) provided that the Contractor supplies sufficient means to secure the machinery for testing. Final installation including drilling, reaming, and installation of turned bolts should not be performed on the rack pinion bearings until acceptable alignment has been established in Phase II (21-Day Shutdown) as per requirements in the Contract Specifications.*

General expectations for Phase I include but are not limited to, the successful demonstration of the span drive, wedge drive, span lock, rail lift, and stabilizing machinery operation under electrical power and control. General expectations for Phase II include but are not limited to, completely installed machinery, meeting the “contact criteria” in the Contract Specifications.”

122. Addendum 4, page 5 of 1661, question 15 Answer revised states that Specification Section 01751-6, 3.1.C.9 has been revised. Please clarify who “or others” could potentially be in the sentence “Contractor shall be responsible for any costs incurred by the MBTA or others...” Also please clarify the Contractor’s responsibility for the oversight of Keolis’ operation if Contractor has no contractual relationship to Keolis; for example should Keolis cause an event that makes the bridge inoperable during Phase 3 through the end of the Full Operational Testing Period, how is that the Contractor’s responsibility to provide busing and other costs and to quantify and estimate that liability.
- A. *Specification Section 01751-6, 3.1.C.9 has been updated to clarify the responsibilities of the Contractor.*
123. On plan# E-36 there are numerous references to Gai-Tronics part numbers for the intercom system. Please provide other intercom brands that are an alternate equal system as stated in note 2.
- A. *The Gai-Tronics system was used as the basis for design. Per note 2 on Sheet E-36, alternate manufacturer systems that meet the criteria listed on the plans, detailed in the specifications, and meet the functional intent of the intercom system will be considered for approval. The contractor will be responsible for any design changes necessary to provide an approved equal system.*
124. Reference addendum No. 4, the response to question 15 and revision to Specification Section 01751-3.1.C.9. While the revised provision limits the contractor’s responsibility to costs with respect to loss or damage from work the contractor is required to perform under the contract; the original provision also included the limitation to costs incurred only through the inability to safely operate trains across the bridge. Please consider reinserting this limitation. Also please clarify who the other parties are and what are the potential costs that the contractor shall be responsible for so we can more accurately access the risk.
- A. *Specification Section 01751-6, 3.1.C.9 has been updated to clarify the responsibilities of the Contractor.*