MPA Project No. M524-C2
Project Title: Berth 11 & 14 Rehabilitation
Location: Conley Terminal, South Boston, Massachusetts

RESPONSES TO
QUESTIONS and/or RFI’s
Date: 08/10/2017

The attention of Contractors submitting General Bids for the above referenced project is called to
the following Responses to Questions and/or RFI’s.

Responses to Questions and/or RFI’s:

(Middlesex Corporation) letter sent via electronic mail to CPBidQuestions from (Thomas Grondine)
email dated 07/28/2017;

Item #1 –

Summary of Question:
At the pre-bid meeting there were additional drawings of the new staging, new access from
Summer St., new entry roadway and new security gate and construction gate. Can these be
provided for the contractors use?

Design Team Response: The documents in question are sensitive security information and cannot
be promulgated as part of the public bidding process.

Item #2 –

Summary of Question:
We would like to inspect the underside of the deck next Wednesday August 2, 2017 between 11:00
AM and 1:00 PM, using our own marine access. Please advise if this request can be arranged as
well as the required protocol.

Design Team Response: See Addendum #1.

(Atlantic Track) electronic mail to CPBidQuestions from (Nicholas Jroski) email dated 08/03/2017;

Item #3 –

Summary of Question:
Written Specifications 14100-6, Section 2.02 requires a crane rail clip such as the GANRAIL 8219
as provided by Atlantic Track, while bid drawing SD-504 Detail E depicts a standard steel clamp & filler style clip? Please confirm which design clip is desired for use by the EOR?

**Design Team Response:** Either rail clip specified Ganrail 8219 or a standard steel clamp & filler style clip will be acceptable.

**Item #4 –**

**Summary of Question:**

In the contract document, P-7, Number 10, has two (2) Buy American purchasing restrictions for steel items, 23 U.S.C. § 313 and 23 CFR § 635.410. To our knowledge, the clips requested per Written Specifications 14100-6, Section 2.02 are not currently produced Domestically in the United States in “sufficient and reasonably available commercial quantities”. These items are readily available COTS (Commercial off-the-shelf) items from foreign producers. Will the Port Authority or Owner grant an exception for the engineered GANRAIL Rail Clips as specified?

**Design Team Response:** There are NO exceptions to the Buy America requirements. Although Gantrex states they can supply clips compliant with the Buy America requirement there are other Domestic manufacturers that supply the clips that would be acceptable as an approved equal, such as LB Foster Co. or Molyneux Industries, Inc.

(J.F White Contacting Company) electronic mail to CPBidQuestions from (Mike Kelly) email dated 08/04/2017

**Item #5 –**

**Summary of Question:**

In the "Proposal", ADD ALTERNATIVE 3 indicates "DEMOLITION OF EXISTING LADDER AND CAGE ON CRANES 5 AND 6". Specifications Special Provisions, Division IIB, page IIB-2 indicates "Remove and dispose existing stairs on Cranes 5 & 6 ... ". Is the existing to be removed at Crane 5 & 6 a ladder and cage or is it stairs?

**Design Team Response:** The existing to be removed on Cranes 5 & 6 is a ladder and cage.

**Item #6 –**

**Summary of Question:**

M520-C1(R) · Berth 12 Backflow Preventer, Conley Terminal, Specification 03300 Cast-In-Place Concrete, Part 2.03, A, 3, 4 & 5 talk about nonreactive aggregate. Regional concrete suppliers may not be able to meet the Alkali-Silica Reaction (ASR) as outlined in ASTM C33, Appendix XI. Reactive aggregate can be mitigated with fly ash, slag, and/or low alkali cement, either separately or in combination. The effectiveness of the mitigation is usually demonstrated by testing per ASTM C1260 or AASHTO T303. Will these mitigation measures be acceptable?

**Design Team Response:** The proposed mitigation by the use of fly ash, slag, and/or low alkali cement will be acceptable such that the meet the requirements of Specification Section 03000.

**Item #7 –**

**Summary of Question:**

M520-C1(R) · Berth 12 Backflow Preventer, Conley Terminal, Specification 03300 Cast-In-Place
Concrete, Part 2.04 Concrete Admixtures, G indicates Corrosion Inhibitor: Calcium nitrite corrosion inhibitor shall conform to the requirements of ASTM C494, Type C and shall be used at the rate of 5 gals per cubic yard. What structural concrete elements are to receive the 5 gallons/cubic yard of corrosion inhibitor?

**Design Team Response:** All concrete associated with M520-C1(R) – Berth 12 Backflow Preventer shall receive this inhibitor.

**Item #8 –**

**Summary of Question:**

During our visit by boat on August 2nd we observed under Berth 11 the riprap slope as noted on the plans; we further observed that there are 1'-3' diameter boulders that litter the slope just under the MLW. Executive Summary, Section 3.3 Wharf Deck Piles, pp3 indicates "The new timber piles should be provided with steel tip reinforcement to protect the pile tips from damage due to existing riprap, obstructions, or hard driving in the glacial till. ... ". At the Pre-Bid Conference, it was stated that timber piles with steel tips had previously been driven through the riprap with little resistance. The 1'-3' diameter boulders are not of the size that would allow a timber pile to advance without some sort of pre-excavation, rock removal or spudding. Please consider a unit price item by the hour to remove obstructions or provide a unit price item per each for obstructed, damaged or broken timber piles.

**Design Team Response:** The 1’ to 3’ diameter boulders are not a typical condition found under the pier; No new payment items are to be added to the Bid Form.

**Item #9 –**

**Summary of Question:**

Specification Section 02000 Site Preparation, Part 3.06 Phasing Of Construction, B, 4 states "The contractor shall anticipate a ship at berth for a minimum of 4 days per week." B, 2 & 10 further defines vessel operations. Can you further define a ship at berth a minimum of 4 days per week, does this mean 24 hours/day for 4 days, does it mean 4 days for some lesser time per day, can we expect to get at least (1) 8 hour shift of work/day (1st, 2nd or 3rd) on these 4 days? Can you supply an average schedule of down time we could expect due to vessel operation per week?

**Design Team Response:** The Contractor shall assume that when a ship is docked at the berth (defined as Vessel Operations see Specification Section 02000 3.06.B.2 & 3.06.B.10) that it will be docked for up to 24 hours. The Contractor shall assume that NO work can be performed within Phase II or III or at Berth 14, or during Phase I once the Contractor moves to Phases II and III, while Vessel Operations are ongoing.

**Item #10 –**

**Summary of Question:**

Contract Drawing SD-504, Section A & D indicate "FILL SLOT WITH ICOSET", we cannot find ICOSET in the Specifications. Please give a Specification for ICOSET.

**Design Team Response:** The “Icoset” rail bed filler is intended to be a two-component polyurethane elastomeric grout. Suitable examples include Sika Icosit KC330/10 or LymTal Iso-Flex Rail Grout.
Item #11 –

Summary of Question:

Three locations in the Contract Documents:

1. Drawing G-003, Phasing & Staging Note 4
2. Specification DIV IIB SPECIAL PROVISIONS Section 4.3, bullet #3 &
3. Specification DIV III 02000-2 SITE PREPARATION, 3.06 PHASING OF
   CONSTRUCTION B. 4

All read, “The Contractor shall anticipate Vessel Operations occurring based on ships at berth for a minimum of 4 days per calendar week.” Also in DIVISION IIB SPECIAL PROVISIONS, Section 4.3, Bullet 3, it reads, “Contractor shall expect days for Vessel Operations to shift on a week to week basis, as Vessel Operations take place 4 days on average. As such, some weeks may have more or less than 4 days of operations.” Please advise if The Vessel Operations will be a minimum of 4 days, or an average of 4 days per week? Also, please advise if these days will be consecutive days or will they be broken up?

Design Team Response: The Contractor shall anticipate both that Vessel Operations will occur a minimum of 4 days per week (typically), and that Vessel Operations will take place 4 days per week on average, with some weeks having more or less than 4 days of operation. The Contractor shall assume the vessel schedule is fluid and the 4 days may or may not be consecutive and will vary week to week.

Item #12 –

Summary of Question:

Drawing SD-504 Note 2 reads, “CRANE RAIL REPLACEMENT FOR PHASES II AND III SHALL BE LIMITED TO LENGTH THAT CAN BE REMOVED AND REPLACED, COMPLETE IN THE TIME BETWEEN SHIP CALLS. ESTIMATE 5 DAYS BETWEEN CALLS.”

This estimate of 5 days between calls is in conflict with the three locations that advise the contractor to expect 4 days of Vessel Operation per week (see prior question for references). Please advise

Design Team Response: See Addendum #2.

Item #13 –

Summary of Question:

DIVISION IIB SPECIAL PROVISIONS, I. SPECIAL PROVISIONS, 4.3, Bullet 3, reads “Massport is not able to provide the Contractor with more than 1 week of notice for future Vessel Operations, and vessel delays may change the anticipated schedule without notice.” There are many scheduling and notification contractor requirements including, but not limited to: CPM Schedule, 3-week lookahead schedules, Police detail requests, delivery notifications, revisions to phasing requests, etc. The contractor will not be able to comply with many of these requirements accurately if each weeks’ schedule cannot be finalized until the prior week. For similar reasons, Labor and equipment resources will be very difficult to schedule and implement. Please advise if a standard set of work rules (days & times) for Phase II, Phase III and Alternate(s) Work, can be provided to the contractor and used or bidding purposes?
Design Team Response: No there is not a standard set of work rules (days or times) due to vessel schedules. As described in DIVISION IIB SPECIAL PROVISIONS, I. SPECIAL PROVISIONS, 4.3, Bullet 2, work is allowed 24 hours per day when Vessel Operations are not ongoing. Vessel Operations is defined in Specification Section 02000.3.06.B.2 & 3.06.B.10. The Contractor shall anticipate regularly needing to update its schedules to accommodate variations in the Vessel Operations schedule.

Item #14 –

Summary of Question:
DIV III, 02000-2 SITE PREPARATION, 1.05 PROTECTION, E reads, “All diving operations shall be coordinated with Maritime Operations. No diving operations shall occur during vessel operations unless specifically approved by Maritime Operations.”. DIVISION IIB SPECIAL PROVISIONS, I. SPECIAL PROVISIONS para 4.3 reads, “Work is allowed within Phase I 24 hours per day/7 days per week and during Vessel Operations.” Please advise if diving operations can occur in PHASE I during Vessel Operations?

Design Team Response: The primary hazard to diving operations during Vessel Operations is related to vessel arrival and departure events, and associated tug operation. Diving operations during Phase I while vessels are arriving or departing will not be allowed. Diving subsequent to vessel docking and tug departure, but before tug arrival and subsequent vessel departure will be reviewed for acceptance by Maritime Operations, per Division III, 02000, 1.05.

Item #15 –

Summary of Question:
DIVISION IIB SPECIAL PROVISIONS, I. SPECIAL PROVISIONS section 49.5 reads, “The value for Mobilization/Demobilization shall not include the value for General Conditions”. Section 49.7 reads, “Show a line item for General Conditions, which will be measured for payment by the lump sum.” Please advise what Bid Item(s) the Contractor should price General Conditions within?

Design Team Response: Section 49 of Division IIB involves a mechanism for splitting a large lump sum item into a “Schedule of Values” that would allow equitable partial payments of the lump sum as the work progressed during construction. The “Schedule of Values” is a mechanism for Contract implementation and processing of partial payments, and is not related to the preparation of bids by Bidders. Bidders shall prepare each bid item per the description for each item as outlined in the Contract Documents; segregation of “General Conditions” as a separate item is not required as part of completing the bidding documents.

Item #16 –

Summary of Question:
DIVISION IIB SPECIAL PROVISIONS, I. SPECIAL PROVISIONS section 64 Pavement Sweeping and Snow Removal reads, “The Contractor shall be required to keep its Construction Area, the Construction Access Road, and its Construction Staging Area clear and clean of snow.” Please confirm that contractor is not responsible for snow removal in Phase II & III areas during Vessel Operations.

Design Team Response: The Contractor is NOT responsible for snow removal during “Vessel Operations” in Phases II or III. Massport may or may not remove snow from Phases II or III at its discretion during “Vessel Operations”. The Contractor shall ensure that Massport has sufficient access to the Phase II and Phase III areas during “Vessel Operations” that it can remove snow if necessary. The Contractor will be responsible for clearing all snow from all construction areas, its
staging area, and the Contractor’s roadway on the Former Coastal Oil property at all other times outside of Vessel Operations.

Item #17 –

**Summary of Question:**

Please define a Vessel Operation Day (24 hrs, start time, etc.).

**Design Team Response:** See Item #8 Response above. See Section 02000.3.06.B.2 & 3.06.B.10 for time restrictions for stopping work prior to start of Vessel Operations and for resuming work after completion of the Vessel Operations period.

Item #18 –

**Summary of Question:**

Please advise where cranes 3&4 will be during the various phases and if they will be operational.

**Design Team Response:**

- During Phase I: Cranes 3 & 4 will be stored on Berth 12 or within Phases II and III and will be active during Vessel Operations and for maintenance when Vessel Operations are inactive.
- During Phases II & III:
  - Vessel Operations inactive (Construction ongoing): Cranes 3 & 4 will be stored on Berth 12 and may be active for maintenance.
  - Vessel Operations active (Construction suspended): Cranes 3 & 4 are operational and may be operating either on Berth 12 or within Phases II and III.

Item #19 –

**Summary of Question:**

Will any cranes be operated in phase 2&3 between station 640 and 1000 during Vessel Operations or does the contractor just need to be out of the areas?

**Design Team Response:** Yes, Cranes 3 & 4 will be operated in Phases II & III during Vessel Operations. Yes, the Contractor and any equipment 15 feet in height or greater needs to be removed from Phases II & III in accordance with the requirements of Section 02000.3.06.B.8 during Vessel Operations. Further, all equipment and materials must be removed from the northern portion of Phase III (as noted on the Contract Drawings) during Vessel Operations: this requirement is to allow Cranes 3 & 4 to place vessel hatch covers onto the concrete deck within the northern portion of Phase III without impeding truck traffic on Berth 11. Note that the Contract Drawings outline areas west of Station 6+40 for both Phase II and Phase III that can be used by the Contractor to store equipment and materials relocated out of Phases II and II during Vessel Operations.

Item #20 –

**Summary of Question:**

Due to the complexity of the project and subcontractor involvement, we respectfully request at least a one week extension to the bid date?

**Design Team Response:** See Addendum #2.
Item #21 –

Summary of Question:
At the request of the majority of members of the Construction Industries of Massachusetts intending to bid on the above referenced project we are seeking a 2 week postponement on the above referenced job currently scheduled to be bid on August 16th.

Design Team Response: See Addendum #2.

- End of Responses -