



**“Gate 40” Culvert Upgrade**  
DCR-DWSP Quabbin/Ware River Watershed  
Contract # W22-7438-C01

**ADDENDUM No. 1**

To: All Prospective Bidders  
DCR Contract # W22-7438-C01  
DCR-DWSP Quabbin/Ware River – Gate 40 Culvert Upgrade

From: Jeffrey D. Gagner, DCR-DWSP Project Engineer

Through: Scott Campbell, DCR-DWSP Regional Engineer

Re: ADDENDUM No. 1

Date: December 23, 2021

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Please find the following ADDENDUM No. 1 for DCR Contract # W22-7438-C01 which is to be included as part of the Contract Documents thereof.

General Bidders shall acknowledge receipt of this **ADDENDUM No. 1** by checking the appropriate box on the project page within the Bid Express website ([www.bidexpress.com](http://www.bidexpress.com))

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*Q1 Do contractors need to be DCAMM certified to bid this project?*  
**A1 Bidders must be pre-qualified by the Massachusetts Dept. of Transportation (MassDOT) Highway Division in Bridge-Culverts to bid on the above project. An award will not be made to a Contractor who is not pre-qualified by MassDOT prior to the opening of Proposals.**

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**Alternates**

*Q2 Can you clarify what the Bituminous Paving section is for the base bid vs the Alternate 1?*  
**A2 The base bid is to provide HMA surfacing with thicknesses shown on detail 5 on sheet 5.01. The alternate is to not include HMA and provide 3” of a TRG surface course.**

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*Q3 Where will the existing bridge be stacked? On site or offsite?*  
**A3 This bridge is owned by the DCR-DWSP. It will be removed and relocated offsite by DCR-DWSP staff prior to the commencement of the project. The contractor will not be required to remove, stack, or transport the bridge.**

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**Plans**

*Q4 On C1.00 Demolition note 9 states edges of road bed must be stabilized with rip rap as proposed. Please clarify where this is needed?*



A4 Please disregard note number 8 (miscalled 9); no riprap to protect the pavement edge is required for this scope of work.

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**Pedestrian Access**

According to Special Conditions (Part IV): *The Gate 40 is to remain open, to the best practicable ability, for pedestrian/visitor access throughout the construction period...In the event a temporary closure is required (i.e. for public safety) the contractor shall coordinate with the DCR-DWSP Project Manager.*

Clarification: Providing access to pedestrian/visitor means during non-working hours (for example, evenings and weekends). The DCR-DWSP acknowledges that the site may need to be fully closed, including during non-work hours, during the construction as a matter of public safety and security. If reasonable access through the site can not be accommodated, the Contractor shall work with DCR to temporarily close or restrict access.

A plan should be provided to the DCR indicating details on pedestrian access and site layout during construction. Access controls and/or fencing shall be specified. Plan shall be approved by the DCR Project Engineer prior to implementation.

Q5 *What will be the lead time required, when requesting to close off or shutdown the gate 40 entrance, to pedestrians & the public for a period of time?*

A5 The DCR is requesting that they be notified at least 48 hours prior to a full closure. Contractor is to provide necessary measures (fencing, signage, etc..) to ensure that the site is secure and access controlled accordingly.

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**Field Office**

Q6 *Is a field office required?*

A6 Providing a field office is not required by the DCR or its consultant. However, if the Contractor chooses, they can provide a temporary job trailer on-site at a location approved by the DCR-DWSP. Please note: there are no utilities available at this site. Should the contractor need utilities such as water, septic, electricity, cell phone service (etc) it should be provided at the Contractor's coordination and expense.

Note: The project site offers limited to no cell phone reception. However, there is generally cell phone reception within 5 miles of the site, depending on the carrier.

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**Equipment / Staging**

Among other conditions set forth in the permitting, which can be found in full at the end of Part IV specifications, is the requirement for "No equipment shall be left in the 100-foot buffer zone when not in use."

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Q7 *Will the Sign-In sheet be shared?*

A7 Yes. Through an addenda and/or BidExpress.

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Q8 *Can you provide the MBE, WBE, VOB Waiver request forms I do not see them in the bid documents. If they are provided can you direct me on where I can find them.*

A8 Please refer to Part I, Section 8 of the Specifications for full details on the MBE, WBE and VOB Participation Requirements. Any waiver or reduction requests must be submitted prior to bids due.

There are no Waiver request forms- If a vendor is requesting prior to bid (which is when they should) they would need to justify and send to the DCR Project Manager on their letter head. As a result of a request, the DCR will review the request and justification(s), make a determination, and subsequently issue an addendum (whether accepted or denied) for all contractors to know and understand.

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Q9 *Would the Owner/Engineer consider adjusting the limit of work at the upstream end of the existing culvert to allow the temporary cofferdam to be installed further upstream of the existing headwall? We are concerned that the proposed location of the cofferdam at the headwall will be too close to the excavation required to install the new culvert and wingwalls. The limit of the bottom of the existing headwall is unknown and we are concerned that the headwall may be undermined or insufficiently stable to handle the pressure of the water retained behind the cofferdam.*

- a. *Existing upstream streambed is at approximately EL 602. Subgrade for new culvert footing to allow for 12" crushed stone base is EL 597 (approx. 5' below streambed). Upstream NW end of the new culvert is less than 6' away from the existing headwall. This would result in a 1:1 slope with top of slope less than 1' from the existing headwall.*
- b. *A temporary cofferdam upstream from the existing headwall would allow for the demolition of the headwall in the dewatered area which would greatly minimize the potential for carrying disturbed soil/sediment downstream.*

A9 The Plans have been approved and permitted for construction. Adjusting limit of work would result in changes to disturbance areas, which may be subject to additional regulatory review, permitting, time and cost.

Dewatering Plans are the responsibility of the Contractor. The dewatering plan and temporary bypass approach will be dictated by the conditions at the site when the contractor is ready to work in that area. Contractor is required to develop and submit for approval to the DCR Project Engineer a dewatering plan outlining schedule, anticipated controls, and methods to divert and maintain safe water levels during construction. Please understand that Dewatering Plans that look to significantly alter the currently approved limit of work area will require review by outside agencies. Current plans outline a suggested coffer dam approach that has been deemed acceptable. Contractor is to submit their dewatering plan at their earliest convenience, but no later than May 1, 2022.

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Q10 *Plans call for the existing twin 18" culvert pipes to be maintained for use as temporary bypass during construction. Would the Owner/Engineer consider adjusting the limit of work both upstream and downstream to allow for the installation of a larger temporary bypass pipe to be installed at a lower elevation than the existing twin 18" culvert pipes? This would reduce the elevation of the water behind the temporary cofferdam and a larger pipe could provide more capacity for bypass flows. A larger pipe could potentially be installed between the existing culvert and the twin 18" pipes without disturbing the twin 18" pipes.*

A10 The Plans have been approved and permitted for construction. Adjusting limit of work would result in changes to disturbance areas, which may be subject to additional regulatory review, permitting, time and cost.

Please see Q9 and A9 for additional details on the Dewatering Plan submission.

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*Q11 Would the Owner/Engineer reconsider the required construction sequence as shown in detail 4 on sheet C5.01? As written, the sequence will require multiple crane mobilizations and potentially additional crane days due to streambed restoration being required as culvert sections are set. If the contractor were allowed to transport streambed material through one end of the culvert, without travelling over placed material, significant cost could be avoided.*

*A11 Due to the configuration of the culvert, specifically the length and available height, it will be very difficult and very labor intensive to reconstruct the stream bed through the ends of the culvert. It is preferred that the contractor proceed with the construction sequence as required on the approved plan.*

With that said, minimizing crane time and cost is also important. The contractor should have material on site while constructing the culvert sections in order to expedite the install process. At minimum, the majority of the material, especially the larger/heavier material should be installed per the sequence on the plan; however, hand grading and final placement can be done from the end after the culvert is installed.

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**Alternative Access**

Please understand that the primary access to the site is from Route 32A. Alternative access to the site by other interior DCR roads is extremely limited due to road conditions and weight restrictions.

*Q12 Can the contractor store backfill material on the west side of the culvert prior to demolishing the existing culvert since there is no alternate access to the west side?*

*A12 Yes. This is to be coordinated with the DCR-DWSP Project Manager ahead of time.*

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**Certified Receipt**

*Q13 With an award expected in March, it may be difficult to procure, engineer, manufacture and physically receive the materials before June 30<sup>th</sup>. Would the DCR be able to pay for the materials if they are manufactured and given a certified receipt, but held at a warehouse? This would also reduce the amount of crane time required by the contractor.*

*A13 With proper certification, payment under these circumstances can be allowed. The awarded contractor shall coordinate with the DCR and their consulting engineer to ensure the materials are manufactured to specifications and that they have been properly received (or held) by a manufacturer or warehouse by providing a certified receipt.*

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**Guardrail**

*Q14 How does the guardrail terminate?*

*A14 This is an above grade termination, with the limits shown on the plans.*

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DREW FOREST, CIVIL ENGINEER, DCR - (413)-213-7926 drew.forest@mass.gov

**CONTRACTOR SIGN-IN SHEET**  
**Proposal for Construction Services**

Date: 12/15/2021 Time: 10:00AM Location: Dana Road, Petersham (Project Site)

<u>Name(s)</u>	<u>Company</u>	<u>Phone</u>	<u>Email</u>
Austin Mackay	NEL Corp.	978-777-2085	austin@nelcorp.com
Tammy Patel	New England Industries, Inc.	978-293-3535	t.patel@newenglandindustries.com
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Jim Ricciardi	Ricciardi Bros.	508-887-1082	Jimmy@RicciardiBrosInc.com

Note: This is a mandatory pre-bid conference. Attendance and signature hereon is required to be an eligible bidder.

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Note: This is a mandatory pre-bid conference. Attendance and signature hereon is required to be an eligible bidder.