



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



May 29, 2024

613346-125825

ADDENDUM NO. 1

To Prospective Bidders and Others on:

NEWTON
**Bridge Substructure Repairs and Related Work, N-12-019, Lewis Terrace and
N-12-021, Walnut Street over I-90 and CSX/MBTA Railroad**

THIS PROPOSAL TO BE OPEN AND READ: TUESDAY, JUNE 4, 2024 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES: 1 page.

DOCUMENT 00718: Revised page 1.

DOCUMENT A00801: Revised page 8.

Take note of the above, substitute revised pages for originals, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

AB
cc: Alina Daragan, Project Manager

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NEWTON

**Bridge Substructure Repairs and Related Work, N-12-019, Lewis Terrace and
N-12-021, Walnut Street over I-90 and CSX/MBTA Railroad**

(Proposal No. 613346-125825)

Questions and Responses

Addendum No. 1, May 29, 2024

SPS New England, Inc., e-mailed May 28, 2024

- Question 1) Schedule of Work page A00801-8 indicates that:
- a) Night time work hours are to be performed Sunday – Thursday between 9:00 PM to 5:00 AM. Prior experience with working on this section of I-90 is that the actual work window is significantly less than the 8 hour shift described in the schedule of work. Please confirm that the contractor will be allowed to work an 8 hour shift inclusive of set up and breakdown of maintenance of traffic.
 - b) There's a MBTA Commuter Rail Station platform and access stair structure adjacent to Bridge N-12-021 (Walnut St.) where all work performed on north abutment and north pier shall be performed during non-revenue hours per contract documents. What are the anticipated hours for the non-revenue work window?
 - c) Please confirm that work performed on the north abutment and north pier of Bridge N-12-019 (Lewis Terrace) is also be subject to the non-revenue work window?

Response 1a) See SCHEDULE OF WORK, revised page A00801-8.

Response 1b) See response 1a).

Response 1c) See response 1a).

Question 2) Items 127.12 and 905. are intended for substructure repairs to bridges N-12-021 & N-19-021. Both bridges have work scheduled on I-90 and in the railroad right of way. The cost of performing work in the railroad right of way is drastically more expensive than on I-90 due to limited railroad work hours. Since the actual amount of repairs to be performed in each work zone is unknown we respectfully request that the Department adds items for work adjacent to the railroad, which historically has been provided on contacts of similar nature along I-90 and the railroad right of way.

Response 2) No separate items will be provided for the work adjacent to the railroad.

DOCUMENT 00718

SPECIAL PROVISION FOR PARTICIPATION BY MINORITY OR WOMEN'S BUSINESS ENTERPRISES
AND SERVICE- DISABLED VETERAN- OWNED BUSINESS ENTERPRISES

(Implementing Chapter 102, Section 24 and
Chapter 273, Section 124, of the Acts of 1994 and Chapter 56, Sections 1 to 5 of the Acts of 2010
and subsequent Acts)

Revised: September 27, 2021

I. PARTICIPATION

M/WBE PARTICIPATION GOAL

On this Contract, the Massachusetts Department of Transportation (MassDOT) has established a goal for participation by Minority or Women Business Enterprise(s) (M/WBE). One half of the goal shall be met in the form of contractor activity. This goal shall remain in effect throughout the life of the Contract.

- ① Design-Bid-Build Projects: M/WBE Participation Goal 15%

(One half of this goal shall be met in the form of Subcontractor construction activity)

- Design-Build Projects: M/WBE Design Participation Goal ___% and M/WBE Construction Participation Goal ___%

(One half of the Construction Goal shall be met in the form of Subcontractor construction activity)

SDVOBE PARTICIPATION BENCHMARK

On this Contract, the Massachusetts Department of Transportation (MassDOT) has established a goal for participation by Service- Disabled Veteran- Owned Business Enterprise(s) (SDVOBE). This goal shall remain in effect throughout the life of the Contract.

- Design-Bid-Build Projects: SDVOBE Participation Goal ___%

- Design-Build Projects: SDVOBE Design Participation Goal ___% and SDVOBE Construction Participation Goal ___%

II. POLICY

It is the policy of the MassDOT that Minority, Women Business Enterprises (M/WBEs) and Service- Disabled Veteran- Owned Business Enterprises (SDVOBEs) have equal opportunity to receive and participate in the performance of its state funded Contracts.

III. M/WBE and SDVOBE OBLIGATION

The Contractor agrees to take all necessary and reasonable steps to ensure that MBE, WBE, and SDVOBEs have the maximum opportunity to compete for, and to perform, Department Contracts.

IV. FAILURE TO COMPLY WITH M/WBE OR SDVOBE REQUIREMENTS

All Contractors and Subcontractors are hereby advised that failure to carry out the requirements of these Provisions constitutes a breach of Contract which may result in termination of the Contract, a determination that the Contractor or Subcontractor be barred from bidding on Department Contracts for up to three (3) years, or any other remedy as the Department may impose under Section XIV of these Special Provisions.

SCHEDULE OF WORK

All proposed work hours shall conform to Subsection 7.09 and be subject to the written approval of the Engineer.

The Contractor is advised that for locations within District 6, operational circumstances of District roads may not allow access and completion of repairs at will. Therefore, the Contractor shall coordinate with the Engineer to schedule access for earliest MassDOT availability.

The Contractor shall schedule and execute his work in such a manner as to present the least interference and impedance of traffic.

All work and lane closures shall be performed during off-peak hours of traffic on all affected routes with temporary traffic setup and detours, unless otherwise directed by the Engineer.

Night Time Work

All work locations requiring night hours, as approved by the Engineer, are restricted as follows:

Sunday: 9:00 PM to 5:00 AM Monday
Monday: 9:00 PM to 5:00 AM Tuesday
Tuesday: 9:00 PM to 5:00 AM Wednesday
Wednesday: 9:00 PM to 5:00 AM Thursday
Thursday: 9:00 PM to 5:00 AM Friday

Work may not proceed beyond the normal 8-hour day unless prior approval is obtained from the Engineer for that day.

The Contractor may schedule night shifts longer than 8-hours with prior approval by the Engineer. No additional compensation will be made for work scheduled during nighttime or longer working hours.

No entrance or exit ramp shall be closed to traffic except between the hours of 9:00 PM and 5:00 AM the following day or as directed. The Contractor shall be required to schedule the work activities such that not more than one ramp shall be closed during any given work period.

These time periods include the "set-up" and "breakdown" of the traffic pattern employed. No operations, personnel, or equipment will be allowed on the roadways except during working hours.

The work hour restrictions do not apply to emergency conditions, as determined by the Engineer.

There is a MBTA Commuter Rail Station platform and access stair structure adjacent to Bridge N-12-021. To minimize the impact to the MBTA operation, all work on the north abutment and the northern pier of this bridge shall be done during the non-revenue hours of the MBTA Commuter Rail (between the closing of the station at night and the reopening next morning).

①

The work at the north abutment and north pier of Bridge N-12-019 is also subject to the same non-revenue work window restrictions as specified for Bridge N-12-021.