



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



July 17, 2025

Proposal No. 613216-130745

ADDENDUM NO. 2

To Prospective Bidders and Others on:

MARLBOROUGH
Bridge Preservation, M-06-010, Elm Street over I-495

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, JULY 29, 2025 at 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

QUESTIONS AND RESPONSES: 6 pages.

DOCUMENT 00813: Deleted document in its entirety and
inserted new document (4 pages).

DOCUMENT A00801: Revised page 15.

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

Sincerely,

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

HA
cc: Genesis PozDiaz, Project Manager

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MARLBOROUGH
Bridge Preservation, M-06-010, Elm Street over I-495
(613216-130745)

QUESTIONS AND RESPONSES

ADDENDUM NO. 2, JULY 17, 2025

John Rocchio Corp., email dated July 10, 2025

Question #1:

Is there a DBE/ WBE goal for this project?

Response #1:

This question will be addressed in a later addendum.

Northern Construction Service, LLC., email dated July 14, 2025

Question #3:

What is the duration of this project? The calendar days are not provided in the specifications.

Response #3:

Refer to addendum No. 1 issued on July 10, 2025.

J.F. White Contracting., email dated July 14, 2025

Question #4:

Referencing Special Provisions, page A00801-5, Environmental Permitting indicate “The Contractor is further advised that the Department will not entertain a delay claim due to the time required to obtain the environmental permits.” What environmental permits is this referring to?

Response #4:

No environmental permits are expected.

Question #5:

Referencing Special Provisions, page A00801-6, Contaminated Soil; if necessary where does the testing, transportation and disposal of contaminated soils get paid for?

Response #5:

If contaminated soils are encountered and their removal is directed by the Engineer, the Contractor will be reimbursed for testing, removal and disposal of contaminated soils under Non-Bid Items included in this Contract

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QUESTIONS AND RESPONSES

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J.F. White Contracting., email dated July 14, 2025 (Continued)

Question #6:

Where do we find Partial and Full Depth Deck Repair details?

Response #6:

Refer to Sheet 10 of 25 of the drawings for notes related to deck repair.

Additional specifications for partial and full depth deck repairs are provided in the Special Provisions – Items 127.1 through 127.41.

Question #7:

Referencing Special Provisions, page A00801-15, Work Schedule indicates “For operations where the Contractor plans to close lanes on Interstate 495 beyond what has been approved as part of the TTCP...”; is this representing there is an existing approved TTCP lane closure(s) for I-495?

Response #7:

The Contractor shall submit their proposed TTCP for I-495 for review and approval in accordance with the requirements of the Contract Documents. The development of TTCP shall be included in the Contractor’s bid price

Question #8:

Who is responsible to setup the TTCP on I-495? What days and hours are we allowed to work on I-495?

Response #8:

The Contractor is responsible for the design and implementation of the TTCP on I-495.

See the revised Special Provisions – A00801 -15 attached. The allowable days and hours for nighttime work are specified in the special provisions.

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QUESTIONS AND RESPONSES

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J.F. White Contracting., email dated July 14, 2025 (Continued)

Question #9:

Referencing Special Provisions, page A00801-15 indicates “ Work shall not be left overnight without safety precautions. All pertinent traffic warning devices shall be in place along with safety items, traffic barriers, etc.”. Please confirm that we can leave the TTCP – Phase 1 (Sht 21 of 25) and TTCP – Phase 2 (Sht 22 of 25) out overnight and continuously until work on Phase 1 and Phase 2 respectively are completed.

Response #9:

The TTCPs for Phase 1 (Sheet 21 of 25) and Phase 2 (Sheet 22 of 25), as referenced in the detail drawings, correspond to permanent work zones on Elm Street. As such, these TTCPs are permitted to remain in place overnight, and work may continue continuously until the completion of these phases.

Question #10:

Refer to the Special Provisions, page A00801-16 Work Schedule, are the 75 and 45 consecutive days for Phase 1 and Phase 2. Are these work days or calendar days?

Response #10:

The work schedule references calendar days.

Question #11:

Do the 75 and 45 consecutive days allowed for Phase 1 and Phase 2 work include the work on I-495 installing, moving and removing the Temporary Protective Shield?

Response #11:

The installation, relocation, and removal of the Temporary Protective Shielding are not included in the allowable consecutive workdays for Phase 1 and Phase 2. The Contractor shall schedule their operations accordingly to ensure all work is completed in compliance with their approved baseline schedule.

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QUESTIONS AND RESPONSES

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J.F. White Contracting., email dated July 14, 2025 (Continued)

Question #12:

Referencing Drawing Sheet 11 of 25, Note 1 indicates "...bridge granite curb removed and reset will be paid under item 580." Item 580. indicates "Curb Removed And Reset", Item 106.12 indicates "Bridge Curb Removed And Reset". Please clarify which Item 106.12 or 580. is for Bridge Curb Remove And Reset. Once identifying which Item is for Bridge Curb Remove And Reset, is the other Item a duplicate or is it for curb off of the Bridge(s)?

Response #12:

The repairs shown on Sheet 11 of 25 will be paid for under Item 106.12.

Item 580 shall be used to remove and reset curb off of the bridge at the approach roadway, as directed by the Engineer.

Question #13:

Per Drawing Sheet 9 of 25 and 10 of 25, Sequence of Construction and Deck Repair, Number 4 on sheet 9 and Number 2 on Sheet 10 directs the Contractor to identify and make partial and full deck concrete repairs as determined and at the direction of the Engineer, deck repair work is sequenced prior to the Hydro-Excavation Of Bridge Deck. Referencing Special Provisions, Item 129.11 Hydro-Excavation of Bridge Deck, page A00801-51 which states "After the initial pass of hydro-excavation and appropriate cleaning, sounding will be done after the deck is clean, dry and frost free. Any unsound deck concrete that remains shall be removed at the Contractor's expense with the use of pneumatic hammers as required by the Engineer." Considering the Hydro-Excavation is being performed after the partial and full deck repairs what "unsound deck concrete that remains" is being implied, is it indicating we may have more partial and/or full depth deck repairs incidental to Item 129.11 Hydro-Excavation of Bridge Deck and at the "Contractor's expense?"

Response #13:

The intent of the work is to remove any loose or unsound concrete remaining after hydro-excavation, as directed by the Engineer. This work shall be performed using small chipping hammers and will be considered incidental to Item 129.11.

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QUESTIONS AND RESPONSES

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J.F. White Contracting., email dated July 14, 2025 (Continued)

Question #14:

If we find it irrational to start the work after NTP on 9/28/2025 in an attempt to complete Stage 1 in the winter of 2025/2026 and start the work in the spring of 2026; Will we need to setup the Engineer's Field Office And Equipment in October 2025 or will we set it up when we start in the spring of 2026? Is there any maintenance work the Contractor will be responsible for between NTP and the start of work in the spring of 2026 and if so will it be compensated for on a T&M basis?

Response #14:

The Contractor will set up the field office in October 2025 following the issuance of the Notice to Proceed (NTP).

The Contractor shall be responsible for the maintenance of the bridge deck. Excavation for the repairs shall be performed using Bid Items 127.4 and 127.41. An additional item, Item 909.5, has been included to cover any required maintenance repairs.

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QUESTIONS AND RESPONSES

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NEL Corporation., email dated July 15, 2025

Question #15:

Item 476.32, Polymer Modified Concrete Overlayment - Special Provisions state that a self-propelled finishing machine is required. Due to space constraints; would it be possible to implement a full bridge closure, with detour, during placement of the polymer modified concrete overlay, in both phases 1 (Stage 3) and 2 (Stage 3)? If not, would MassDOT allow an alternative finishing machine that is not self-propelled which could be utilized within the phasing space as shown?

Response #15:

A full roadway closure is not allowed. A self-propelled finishing machine will be required to perform this work.

Question #16:

Is it possible to take an additional travel lane in Phase 2, incorporating a detour (for Westbound travel)? Phase 2, as shown, is extremely narrow for accommodating the equipment required to complete hydro-demolition and concrete overlay.

Response #16:

It is possible to take an additional travel lane in Phase 2, incorporating a detour and maintaining one lane over the structures. However, any modifications, including those related to construction staging and the traffic management plan must be submitted for approval by the Engineer. All changes must be prepared by a Massachusetts Registered Professional Engineer and the Contractor shall be responsible for all engineering costs associated with these revisions.

Question #17:

The contract drawings include a temporary pedestrian barrier to be placed on the existing bridge sidewalk during Phase 2. The sidewalk would need to be closed during placement of the polymer modified concrete overlay to accommodate the finishing machine equipment and laborers/cement finishers. Is it possible to close the sidewalk to pedestrian traffic during concrete modified overlay placement operations?

Response #17:

The sidewalk may be closed only for the limited duration required for the physical placement of the concrete modified overlay. During this time, the Contractor, in coordination with the assigned police details, shall escort pedestrians safely across the bridge while the affected side is closed.

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

July 16, 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 = $\$0.82/\text{Pound} \times 0.950 = \$0.78/\text{Pound}$

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.

Addednum No. 2, July 17, 2025

TABLE

Steel Type		Price per Pound
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.53
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.74
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.74
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.76
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.79
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.75
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.79
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.75
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.82
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.76
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.82
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.76
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.86
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$0.93
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.42
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.82
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.76
18	ASTM A276 Type 316 Stainless Steel	\$4.26
19	ASTM A240 Type 316 Stainless Steel	\$4.26
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.46
21	ASTM A53 Grade B Structural Steel Pipe	\$0.93
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$0.93
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.74
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.74
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.78
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.40
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.40
28	ASTM A36/36M, Grade 50	\$0.79
29	ASTM A570, Grade 50	\$0.78
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.79
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$0.93
32	AREA 140 LB Rail and Track Accessories	\$0.48

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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② Addendum No. 2, July 17, 2025

WORK SCHEDULE

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

Work schedule during the day shall be based on a normal 8-hour day (7:00 AM to 3:00 PM), 5-day week (Monday to Friday). Work schedules deviating from the normal work schedule above will be subject to prior approval by the Engineer. Approval shall be in writing.

Nighttime 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 or for a given schedule.

Approval to work beyond the scheduled work will only be given when special conditions exist that warrant working beyond the scheduled work, as determined by the Engineer.

- ② Due to the high traffic volume, lane closures on I-495 are restricted to nighttime hours only. Any lane closures outside of nighttime hours must be properly justified, and the proposed work hours must be coordinated and approved by the District Operations/Traffic Section.

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

These time periods include the "set-up" and "breakdown" of any temporary traffic control pattern employed.

No operations, personnel, or equipment will be allowed on the roadways except during working hours. Work shall not be left overnight without safety precautions. All pertinent traffic warning devices shall be in place along with safety items, traffic barriers, etc.

MassDOT has decided that the Contractor must schedule work in a way that accelerates bridge construction to reduce disruption on the community and roadway users, while ensuring work zone safety. To further minimize the work impact on the public, the duration of this work will be limited as outlined below: