

August 1, 2025

ADDENDUM No. 2

To Prospective Bidders and Others On:

LEE, LENOX AND PITTSFIELD

MassDOT Berkshire Line Civil Improvements

Transmitting revisions to the contract documents as follows:

RESPONSE TO BIDDERS' QUESTIONS

3 Pages

DOCUMENT A00801

Pages 13; Edits are in red.

Please take note of the above, substitute the revised pages, documents and plan sheets for the originals. Delete documents indicated add new documents and acknowledge Addendum No.2 in your Expedite Proposal file before submitting your bid.

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1. Spec section 492.8.1 Surface and Align Ballast Track requires the contractor provide a geometry car for the final track inspection. Can the tamper plots (which show alignment, profile, cross level, gage, etc.) be provided in lieu of this? If the geometry is required, please clarify if the final track inspection can be performed under a single mobilization at the completion of all trackwork, or if the geometry car will need to be run upon completion of each weekend outage.
Response: It is acceptable to use tamper plots in lieu of the geometry car data if all necessary test parameters specified in FINAL TRACK INSPECTIONS under ITEM 492.8.1 SURFACE AND ALIGN BALLASTED TRACK are met with sufficient accuracy. If a tamper is to be used in the place of a geometry car, MASSDOT must approve the tamper prior to use.

2. Specification section 850.42 "Work Trains" indicates that HRCC will provide work trains/locomotives on a limited basis, when available to move ballast and side dump cars for ballast distribution and soil disposal within the ROW. Can you please confirm that this includes the actual ballast cars and side dump cars in addition to the locomotive and operator, or does the contractor need to supply the actual ballast and side dump cars? Additionally, can you provide rates for the work trains, locomotives, and cars such that we can understand how much will be covered by the allowance value?

Response: The work trains include ballast cars and side dump cars in addition to the locomotive and crew. There are ballast cars and side dumps on the property provided by MassDOT at no additional cost to the contractor. The cost of the locomotive and crew are set by the Railroad. The Contractor will make an agreement with the Railroad. The Railroad would bill the Contractor and then the Contractor would submit those charges under their own invoices to MassDOT for payment with the Railroad invoices provided as supporting documents. The daily cost for a work train is approximately \$5000 per day which includes the crew and the locomotive.

3. There is no exact date for notice to proceed, for schedule and bidding purposes when is anticipated NTP?

Response: NTP is anticipated in late fall 2025.

4. Throughout the length of the job there are several pull-off/siding tracks. Are these available to the contractor to use for rail bound equipment?

Response: This will require direct coordination with the Railroad, as their operations are ever-changing. That being said, there are multiple siding locations within the vicinity of the project limits that the Railroad has allowed contractors to use in the past to tie equipment down. The Contractor will need to communicate their needs to the Railroad with sufficient advanced notice to allow the railroad to accommodate them.

5. Following questions pertain to the verification load test for the micropiles on bridge 76.23:

- a. Can the verification test be performed only in tension?
- b. Would it be permissible to move the micropile test "off track" to the area "below the bridge" (while not directly under the bridge) for ease of testing?
- c. Does the verification test pile and potential reaction anchors (if in compression) need to be fully removed, or can they be cut at or just below grade and buried after the test?

Response:

- a. Yes.

- b. That is a possibility that the engineer and owner will evaluate. The selected contractor shall formally submit the proposed test location to the engineer/owner for approval.**
- c. Based on the location of the test pile, the test piles and reaction piles (if needed) can be cut below grade and left in place, unless they interfere with operations or with the proposed improvement. The selected contractor shall formally submit a testing plan for review and approval by the engineer/owner.**

6. Following questions pertain to the tiebacks required on bridge 77.28:
- a. Would MassDOT R&T be open to using self-drilling soil nails as tiebacks?
 - b. Do holes need to be cored through the abutments prior to installing tiebacks or can the contractor drill through the face?
 - c. Is the contractor explicitly allowed to drill with a down hole hammer drilling system with air being used to return cuttings to the surface?

Response:

- a. The selected contractor shall provide a type of tieback that is equal or better than the product outlined in the contract documents. The selected contractor shall formally submit the proposed tiebacks to the engineer/owner for approval.**
 - b. Holes shall be cored through the face of the abutment. The anchors shall be installed and grouted per the project contract documents. However, the selected Contractor shall formally submit the proposed tiebacks to the engineer/owner for approval.**
 - c. See response (b).**
7. For the testing involved for both the micropiles and tiebacks, can the pre-production grout tests be performed in a lab so that the contractor does not need to mobilize men and equipment for trial batches? Can MassDOT R&T also provide historical break strength data for its chosen mix design?

Response: samples shall be collected on site at the time of installation of the test micropiles/tiebacks and samples should be transferred to a laboratory for testing. MassDOT does not have historical data available for this project.

8. Can you please confirm that MassDOT and Housatonic RR Company are to be the named "Additional Insureds" as with other MassDOT projects rather than "Named Insured" under the Sections 7.05.B paragraphs 1 and 2.

Response: MassDOT and Housatonic RR Company shall be named as "Additional Insureds".

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Paragraphs 1 and 2

- 2 The Massachusetts Department of Transportation and the Housatonic Railroad Company, Inc. shall be **named as additional** insureds.

Paragraph 3

Railroad Protective Liability Insurance and Protective Property Damage Liability Insurance.

Due to the nature of the project, Railroad Protective Insurance will be required for this project with a limit of not less than five Million Dollars (\$5,000,000) per occurrence. Such insurance shall also contain an aggregate of not less than ten Million Dollars (\$10,000,000) for damages arising out of more than one occurrence.

- 2 MassDOT and the Housatonic Railroad Company, Inc. shall be **named as additional** insureds.

SUBSECTION 7.09 – PUBLIC SAFETY AND CONVENIENCE

Amend Subsection 7.09 of the Standard Specification by adding the following:

The Contractor shall protect all work areas from unauthorized access by methods acceptable to the Engineer.

The Contractor shall repair any damage to public or private property adjacent to the Project caused by the Contractor's operations and shall leave the property in a condition equal to or better than what it was in prior to commencement of the work.

SUBSECTION 7.14 – RESPONSIBILITY FOR DAMAGE CLAIMS

1. First paragraph: The first sentence must be edited by as follows: "The Contractor shall indemnify, defend, and save harmless the Commonwealth, the Department, **the Railroad (including Railroad's parent company, affiliates, and subsidiaries)**, the Municipality"
2. Third paragraph: The first two sentences must be modified as follows - "~~The Contractor's attention is directed to the provisions of General Laws, Chapter 30, Section 39H as amended. In accordance therewith,~~"

SUBSECTION 7.16.B – CONSTRUCTION CLAIMS COMMITTEE DETERMINATION (STEP 2)

A modified Subsection is as follows:

Subsections 7.16.B: Determination by Administrator (Step 2)

Within 14 Days after the receipt date of the Department's written decision denying a claim, the Contractor may file a request with the Chief Engineer for a hearing before **the Deputy Administrator of the Rail & Transit Division**. The Contractor shall also provide any additional information, at the Department's request, that the **Division's Deputy Administrator** determines is necessary for evaluation of the claim. The Contractor's claim information must be enhanced to include sufficient description and information to enable understanding by a third party who has no knowledge of the dispute or familiarity with the Project and this documentation must also include a description of the efforts undertaken to resolve the dispute. The Contractor shall