



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



September 19, 2025

610776-132090

ADDENDUM NO. 2

To Prospective Bidders and Others on:

CAMBRIDGE

**Federal Aid Project No. NHP(BRR-ON)/HIP(BR)-0036(020)X
Superstructure Replacement, C-01-031, US Route 3/Route 16/Route 2
over MBTA Redline**

THIS PROPOSAL TO BE OPENED AND READ:

TUESDAY, SEPTEMBER 23, 2025 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES:

One page.

DOCUMENT 00104:

Revised page 3.

DOCUMENT 00813:

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

DOCUMENT A00801:

Revised pages 14, 27, and 72. Inserted new pages 14 - 1 and 14 - 2.

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

Very truly yours,

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

RM
cc: S. Negah, Project Manager

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CAMBRIDGE
Federal Aid Project No. NHP(BRR-ON)/HIP(BR)-0036(020)X
Superstructure Replacement, C-01-031, US Route 3/Route 16/Route 2
over MBTA Redline
(610776-132090)

Questions and Responses

Addendum No. 2, September 19, 2025

Northern Construction Service, LLC e-mail dated September 15, 2025

Question 1) Reference Plan Sheets 62 and 63, the linear and aligned dimensions for the approach slabs don't seem to match up. South Abutment – 51'-11 ¼" linear should add up to 50'-5 3/16" based on the skew; North Abutment – 51'-1 ½" linear should add up to 49'-7 11/16" based on the skew. Please clarify the correct dimensions and scale?

Response 1) The dimensions shown on Sheets 62 and 63 have been verified and are correct. The approach slab limits extend from the curb line to the back face of the CM-MTL3 barrier base.

The noted deviations result from the curved baseline geometry and abutment skew. Because the request references tangent angles, which apply only at a single point, the angle between the skew line and baseline increases as the line extends, producing longer approach slab dimensions. The curb line flare at the southwest corner further adds to the length.

Accordingly, the plan dimensions reflect the actual geometric conditions and are consistent with the design intent.

NEL Corporation e-mail dated September 15, 2025

Question 2) Geotechnical monitoring and instrumentation, for excavation support systems, appear to be incidental to/accounted for in both item 100.95 and item 953.1. Could you please clarify?

Response 2) Item 100.95, as stated in the scope of work for this Item, Geotechnical Monitoring Program required for evaluation of ground movements during construction, and their effects on adjacent structures.

See Item 953.1, heading **Deformation Monitoring** (page A00185). Geotechnical monitoring specified in the heading **Deformation Monitoring** is included in Item 953.1.

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NOTICE TO CONTRACTORS (Continued)**PRICE ADJUSTMENTS**

- ② This Contract contains price adjustments for hot mix asphalt and Portland cement mixtures, diesel fuel, and gasoline. For reference the base prices are as follows: liquid asphalt \$625.00 per ton, Portland cement \$425.13 per ton, diesel fuel \$2.733 per gallon, and gasoline \$2.451 per gallon, and Steel Base Price Index 374.7. MassDOT posts the **Price Adjustments** on their Highway Division's website at <https://www.mass.gov/massdot-contract-price-adjustments>

This Contract contains Price Adjustments for steel. See Document 00813 - PRICE ADJUSTMENT FOR STRUCTURAL STEEL AND REINFORCING STEEL for their application and base prices.

MassDOT projects are subject to the rules and regulations of the Architectural Access Board (521 CMR 1.00 et seq.)

Prospective bidders and interested parties can access this information and more via the internet at WWW.COMMBUYS.COM.

BY: Monica G. Tibbits-Nutt, Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, AUGUST 23, 2025

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

September 17, 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.

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TABLE

Steel Type		Price per Pound
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.58
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.81
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.81
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.83
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.87
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.82
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.87
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.82
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.90
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.83
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.90
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.83
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.94
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$1.02
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.55
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.90
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.83
18	ASTM A276 Type 316 Stainless Steel	\$4.67
19	ASTM A240 Type 316 Stainless Steel	\$4.67
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.60
21	ASTM A53 Grade B Structural Steel Pipe	\$1.02
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$1.02
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.81
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.81
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.85
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.53
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.53
28	ASTM A36/36M, Grade 50	\$0.87
29	ASTM A570, Grade 50	\$0.85
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.87
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$1.02
32	AREA 140 LB Rail and Track Accessories	\$0.52

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 NO EXCUSE INCENTIVE/DISINCENTIVE REQUIREMENTS

For the purposes of this Contract, MassDOT is instituting a No Excuse Incentive/Disincentive and/or Disincentive Only specification for Milestones #01 and #02. This specification is to encourage the Contractor to use innovative methodologies and techniques and extended work hours when approved by MassDOT.

SUBSECTION 8.11 FAILURE TO COMPLETE WORK ON TIME

Add/amend the following at the end of the Section:

The available window of opportunity for reducing lanes on Alewife Brook Parkway is severely limited and will require extensive public outreach to reduce traffic volumes on Alewife Brook Parkway. Delaying the reopening will cause significant user delays and costs to drivers. Additionally, the feasibility window of time for Alewife Brook Parkway weekend lane closures and crossovers has been determined to be short, and any extension of work requiring Alewife Brook Parkway weekend lane closures and crossovers would cause significant regional delay and cost as well as extend project completion.

MassDOT believes that the schedule savings can be achieved if the Contractor uses innovative methodologies and techniques as well as extended work hours. There will be no incentive or disincentive associated with Milestone #03. This Contract includes the following Incentive/Disincentive for Milestones #01 and #02.

INCENTIVE / DISINCENTIVE REQUIREMENTS***MS01 – Completion of First 55-Hour Weekend Set-Up***

- If the Contractor successfully achieves Milestone #01 at 5:00 A.M. Monday following the first 55-hour weekend set-up, there shall be no Incentive payment or Disincentive payment.
- If the Contractor successfully achieves Milestone #01 before 5:00 A.M. Monday following the first 55-hour weekend set-up, for each Hour the Contractor achieves the Milestone before 5:00 A.M., MassDOT shall pay an Incentive Payment of \$12,000 per Hour up to the maximum Milestone #01 Incentive amount of \$120,000.
- ② • If the Contractor fails to achieve the Milestone at 5:00 A.M. Monday following the first 55-hour weekend set-up, MassDOT shall assess the Contractor a Disincentive Deduction of \$12,000 per hour. There will be no limit to the total disincentive assessed.

MS02 – Completion of Second 55-Hour Weekend Set-Up

- If the Contractor successfully achieves Milestone #02 at 5:00 A.M. Monday following the second 55-hour weekend set-up, there shall be no Incentive payment or Disincentive payment.
- If the Contractor successfully achieves Milestone #02 before 5:00 A.M. Monday following the second 55-hour weekend set-up, for each Hour the Contractor achieves the Milestone before 5:00 A.M., MassDOT shall pay an Incentive Payment of \$12,000 per Hour up to the maximum Milestone #02 Incentive amount of \$120,000.
- ② • If the Contractor fails to achieve the Milestone at 5:00 A.M. Monday following the second 55-hour weekend set-up, MassDOT shall assess the Contractor a Disincentive Deduction of \$12,000 per hour. There will be no limit to the total disincentive assessed.

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For purposes of determining whether the Contractor shall receive an Incentive Payment, the dates and timeframes set forth in the Milestones will not be adjusted under any circumstances for any reason, cause, or circumstance whatsoever, regardless of fault, save and except in the instance of a catastrophic event and/or declared state of emergency.

Payments and Deductions

The Incentive Payment, if applicable, or the Disincentive Deduction, if applicable, will be included in the Substantial Completion Estimate or a Partial Estimate processed prior to the Final Estimate.

Substantial Completion is defined as: A walkthrough of the entire Contract Work has been performed by the Resident Engineer, a Punch List has been generated and the Work required by the Contract, including paperwork, submission of As-Builts, and final design documents, has been completed, except for work having a Contract price of less than one percent of the adjusted total Contract price including overruns, underruns and all Contract Amendments. All material submittals have been received by the District 6 Materials Section.

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PIGEON WASTE

The Contractor shall remove and dispose of the pigeon waste and any other debris accumulated on the steel members and bridge seats in areas where work is being performed. Pigeon waste and debris material contaminants will require special handling and disposal in accordance with all Federal, state, and local requirements. No separate payment will be made for removal and disposal of pigeon waste. Cost shall be incidental to the contract pay items.

EMERALD ASH BORER ADVISORY

To the extent possible, all trees and brush shall be disposed on site, typically chipped and spread in place. When trees or brush must be removed, such as in urban, or otherwise populated areas, Contractor shall identify proposed location for disposal, and provide written notification to the Engineer for approval. Disposal shall be in city or town of project, or at minimum, within county, of construction operations.

EQUIVALENT SINGLE AXLE LOADS (ESALS)

The estimated traffic level to be used for SUPERPAVE HMA mixture designs for this contract, expressed in Equivalent Single Axle Loads (ESALs) for the design travel lane over a 20-year period, is 8.6 Million 18-kip (80-kn) ESALs.

2026 FIFA WORLD CUP – BOSTON, MASSACHUSETTS

The 2026 FIFA World Cup will be held at Gillette Stadium in Foxborough and related events will be held throughout the region. Matches and Fan Fest activities are scheduled from June 11, 2026 through July 19, 2026. MassDOT will impose work restrictions as necessary to minimize traffic impacts during FIFA events when the Contractor's operations could impact vehicular traffic, particularly on interstate highways and major arterials throughout the region and local roads near the event site. No additional compensation will be allowed for work restrictions except as determined under Subsection 8.10

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MISCELLANEOUS EVENTS – BOSTON, MASSACHUSETTS

Additional related events and significant tourist events such as Sail Boston and the 250th Anniversary of the United States will be held throughout the region. The 250th Celebration activities and other possible events are scheduled through June, July and August 2026. The District will be imposing work and/or traffic restrictions as necessary to minimize impacts during these periods when, as determined by MassDOT, the Contractor's operations could impact vehicular traffic, particularly on interstate highways and major arterials throughout the region and local roads near even sites. No additional compensation will be allowed for work restrictions except as determined under Subsection 8.10, nor will the Contractor have any claim for related costs, direct or indirect. The Contract Time Determinations have accounted for potential work restrictions during this period and the Contractor should plan accordingly. Any necessary or emergency work required during this time will require District approval.

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ITEM 100.951**PRE-CONSTRUCTION AND POST-
CONSTRUCTION SURVEYS****LUMP SUM****DESCRIPTION OF WORK**

- ② A. Work Included: This Section specifies the following work.
1. The Contractor shall provide (1) a pre-construction survey, and (2) a post-construction survey for the existing buildings located within a 400-foot radius of the Bridge. These include, but are not limited to, the Alewife Station building and the Alewife Headhouse. Additionally, the Contractor shall provide a pre-construction and post-construction survey of the Red Line Tunnel within a distance of 400 feet from the superstructure replacement.
 2. The Contractor shall incorporate a narrated color video and photographs of conditions reviewed in the pre-construction and post-construction survey. The Contractor shall employ the services of a professional commercial photography firm to prepare the photographs and video of the project.
 3. As part of both the pre-construction survey and the post-construction survey, the Contractor shall provide a field survey around the perimeter of these buildings to determine elevations and locations of existing surface features within 50 feet.
 4. Authorities: MBTA and MassDOT
- B. Related Work:
- Item 100.95. Geotechnical Monitoring and Instrumentation.

SUBMITTALS

- A. **Professional Engineer Qualifications:** Within 15 days of Notice to Proceed, submit the qualifications of the Professional Engineer that will perform the pre-construction survey, the monitoring during the construction period, and the post-condition survey.
- B. **Photographer Qualifications:** Prior to performing any photography and video work, submit the qualifications of the professional commercial photography firm that will be performing the photography and video recording work. Include a list of past projects to demonstrate compliance with this Section. For each project, include the project name, location, owner, year, name of the general contractor, and current address and phone number of the owner or owner's representative.