



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Phillip Eng, Interim MassDOT Secretary  
Jonathan L. Gulliver, Undersecretary and Highway Administrator



Proposal No. 612187-134319

June 10, 2026

**ADDENDUM NO. 2**

To Prospective Proposers and Others on:

**CHICOPEE**  
**Federal-Aid Project No. HIP(NGB)-3912(004)X**  
**Bridge Replacement, C-13-038, I-391 over (ST 116) Chicopee Street**  
**Design-Build**

**Technical & Price Proposals Due:**

**Friday, August 28, 2026 by 2:00 PM**

Transmitting revisions to the RFP Documents as follows:

Questions and Responses                      Four pages.

RFP Volume II of III – Technical Provisions (May 7, 2026)  
Revised page pages xi, 41, 56, and 57.

Modified the RFP Appendix folder as follows:

\\Appendix\C\C.01\612187 - BTC Bridge Plans 5-7-26.pdf  
Revised plan sheets 1 and 19 of 29.

\\Appendix\C\C.01\612187 CAD BTC.zip  
\\Project Drawing Data\Plan Sheet Files\Plan Sheet DWG\BR\BTC Drawings\  
Overwrote files: 612187\_BR1-2(C13038).dwg and 612187\_BR14-21(C13038).dwg

\\Appendix\C\C.03\  
Inserted new file: 612187\_Proprietary\_Items\_Memo\_Approved A-2.pdf

**ADDENDUM NO. 2** (Continued)

A Dropbox folder named “Addendum No. 2” has been created, which includes the complete addendum.

Take note of the above, substitute the revised pages and plan sheets for the originals, overwrite drawing files as indicated, insert the new file in the proper folder, acknowledge Addendum No. 2 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

EMC\ltp  
cc: Narayana Kolla, Manager Alternative Procurement and Delivery  
cc: Aleksey Belov, Design-Build Project Manager

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Question 1) Appendix C.06 “Geotechnical Data Report” and the BTC Bridge Plans appear to show discrepancies in the locations of some of the soil explorations. The explorations below have location differences between 15 ft and 250 ft between what is shown on the Boring Location Plan (dated October 2025) in the Data Report and what is shown on the BTC Bridge Plans (dated March 2026). For these explorations, coordinates shown on the boring logs in the BTC Bridge Plans appear to match locations shown in the Data Report plan. Please confirm which of these two plans have the correct exploration locations.

- a. BB-204
- b. CPT-202B
- c. BB-207
- d. BB-212
- e. CPT-204
- f. CPT-203
- g. BB-214

Response 1) Appendix C.06 of the Chicopee Bridge Geotechnical Data Report reflects the correct as-drilled exploration locations.

The BTC Bridge Plans have been revised accordingly. (A-2)

Question 2) RFP Volume II Section 4.3.2 includes a stated ATC restriction of “Any ATC that does not provide a 60 mph design speed ( $e_{max} = 6\%$ ) on I-391 for the final condition.” The ‘Horizontal Curve Radius’ and ‘Superelevation Rate’ sections of the DJW (Appendix C.03) both indicate that 6.0% superelevation is proposed on I-391, however the BTC Highway plans show that existing cross slopes and superelevations are being matched, and it appears that all existing curves up to Sta 342 northbound and 242 southbound are substandard and do not fully and/or consistently meet the required superelevation rates shown in Table 3.9 of the 2018 AASHTO Greenbook. Please confirm if the BTC design needs to be modified to meet the standards for a 60-mph design speed, or if the DJW will be updated to reflect the existing conditions.

Response 2) *This response will be provided in a future addendum.* (A-2)

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Question 3) RFI regarding the constructability of the phase line temporary support of excavation at the south abutment. Please let us know if any additional details are required.

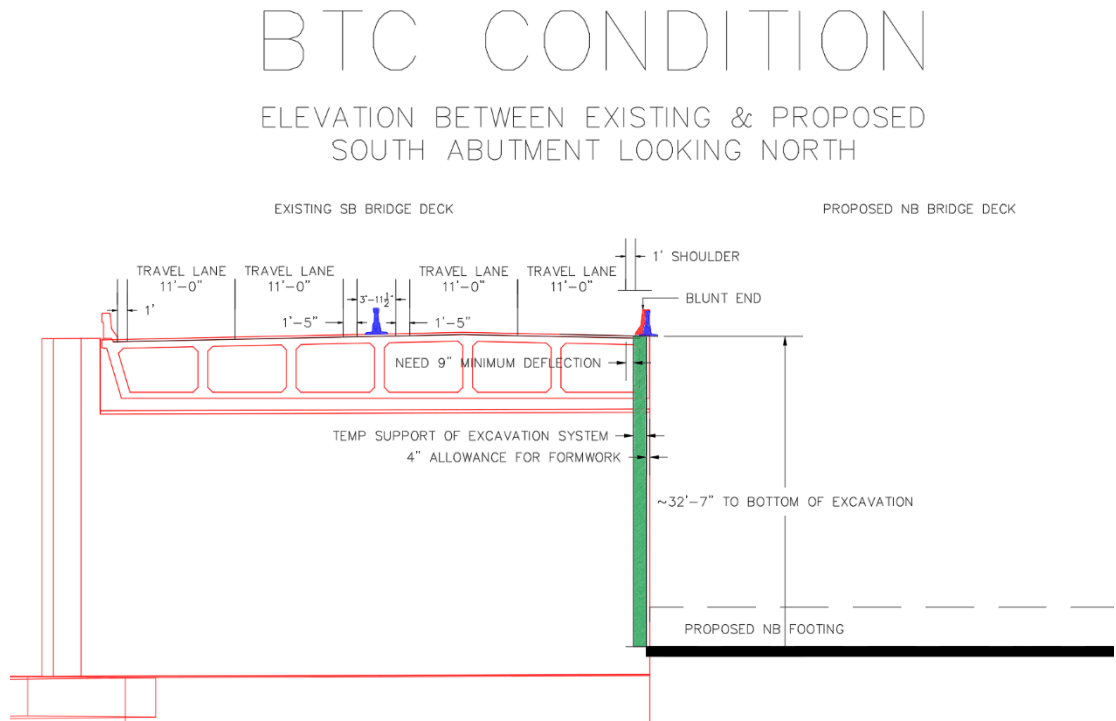
**RFI Subject:** Phase Line Temporary SOE Constructability in BTC Configuration

**Description:**

The proximity of the existing and proposed bridge and the location of the phase line shown in the BTC configuration at the south abutment does not appear to allow enough space for construction of a safe temporary support of excavation system.

The lane configuration shown in the BTC does not allow enough space for the installation of temporary barrier with deflection and temporary earth support system to enable construction of the phase 1 abutment to the extents shown.

We do not believe this is constructable as shown in the BTC.

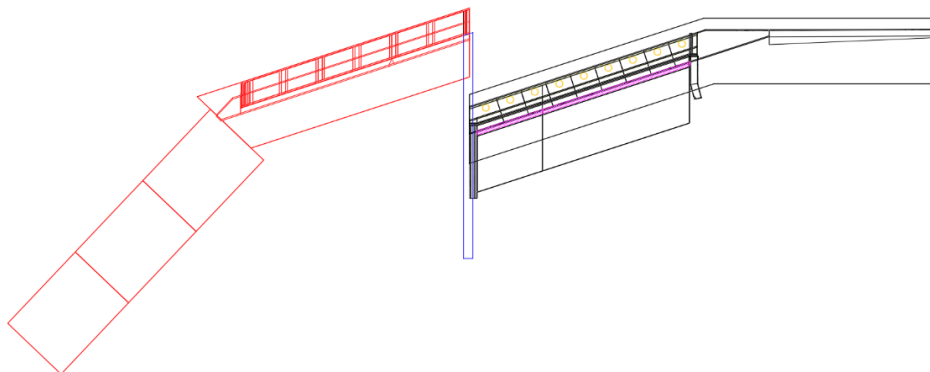
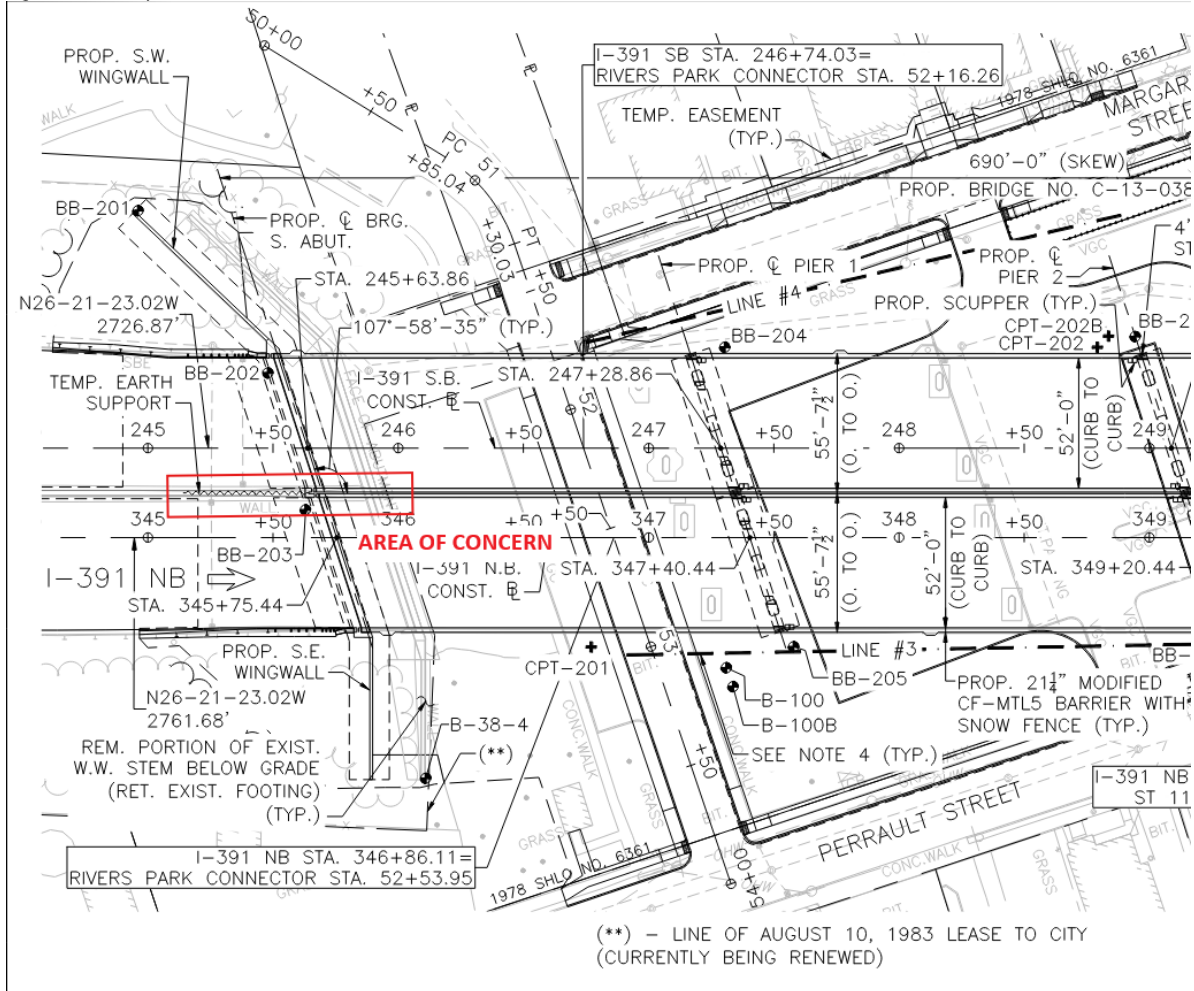


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**Question 3) Continued**



Response 3) *This response will be provided in a future addendum. (A-2)*

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- Question 4) RFP Volume II, Section 4.10.2.3, requires that the Design-Builder perform a temperature exposure analysis using a recognized time-temperature curve in accordance with NFPA 502, and submit the results of the analysis to MassDOT as part of the final design calculation package.
- a. NFPA 502 Chapter 6 provides general considerations for fire analysis and protection/mitigation of bridges and elevated highways, with the purpose of determining acceptable risk due to fire. As there are several variables involved in this analysis, many of which are risk-based or subjective given the lack of industry guidelines for bridges, please provide the design fire scenario parameters (vehicle/heat release rate, fire department response and suppression timeframes). Note that NFPA 502 indicates that the provisions of Chapter 6 are not applicable for bridges or elevated highways less than 1000 ft in length.
  - b. Please confirm if there are minimum performance criteria that must be met by the bridge structure design with respect to the associated fire analysis. As currently stated in the RFP, the Design-Builder is only responsible for submitting the analysis.

Response 4) *This response will be provided in a future addendum. (A-2)*

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**APPENDIX A: TERMS AND DEFINITIONS**

**APPENDIX B: WAGE RATES FOR STATE AND FEDERAL PROJECTS**

**APPENDIX C: PROJECT REFERENCE DOCUMENTS**

**C.01 BASE TECHNICAL CONCEPT**

- 612187\_BTC Drawings – CAD.zip
- 612187\_BTC Highway Plans
- 612187\_BTC Bridge Plans

**C.02 VALUE ENGINEERING STUDY - [NOT APPLICABLE]**

② **C.03 CIVIL**

- 612187 Accepted Right of Way Plans (FINAL PENDING)
- 612187 Right of Way Certificate (PENDING)
- 612187 25% Water Quality Data Form (WQDF)
- 612187 Functional Design Report 10-02-2025
- 612187 Design Justification Workbook (DRAFT) – FINAL VERSION PENDING
- MassDOT Project Utility Coordination (PUC) Form
- City of Chicopee Water Department Construction Standards
- 612187 Proprietary Product Approval Letter
- Existing Sidewalk Evaluation Memo
- I-391 NB & SB Pavement Cores
- I-391 NB & SB Sieve Results
- MassDOT Draft Details for Pavement Markings
- Subsurface Utility Exploration (SUE) Plans from Overland Engineering dated 6/27/25
- A00816 Rumble Strip Details
- Work Zone Speed Limits-MassDOT SOP
- Sample Traffic Control Agreement

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## 2.10 CONSTRUCTION PROCEDURES

The Design-Builder shall review and submit Construction Procedures for items that have the potential to affect public health and safety (such as erection plans, demolition plans, utility monitoring and protection plans, noise control and mitigation plan, dust control, temporary support of excavation, concrete placement, grouting, lead based paint management, structural monitoring, and others as deemed necessary as the work progresses) to MassDOT for review and acceptance. Construction Procedures are separate from Construction QC Plans and should not be combined with or inserted in QC Plans. It may be appropriate to reference relevant Construction Procedures in some QC Plans. All Construction Procedure submittals shall be signed by the Design-Builder's Design QC Manager (Major Participant Lead Engineering Design firm) and Quality Control Administrator indicating that these submittals are in accordance with the Quality Control process established in the approved QMP and in conformance with the Contract requirements. The Designer of Record for the Project shall also review the submittal for structural adequacy and conformance with the Issued For Construction Plans and Specifications and shall stamp the procedures "No Exceptions Taken" or "Reviewed with Comments" in accordance with MassDOT Bridge Manual Part I, Section 6.5.1.

## 2.11 SHOP DRAWINGS

The Shop Drawing distribution matrix shown in Table 6.3.4-2 of the MassDOT Bridge Manual and the requirements of Engineering Directive E-24-005 shall be followed in addition to the submittal distribution list developed at the beginning of the Project. The Design-Builder shall develop a list of those submittals that will require an engineering review by MassDOT and include this list in the corresponding Quality Control Plans for Work Items that include Fabricated Structural Materials. This list shall be submitted in accordance with Section 10.16 and include, but not be limited to, all working drawings, structural steel Shop Drawings, and prestressed and precast concrete element Shop Drawings. All approved Drawings shall be provided to MassDOT three (3) business days prior to the start of Work detailed by the drawings. Any approved Shop Drawings submitted to Fabricators and Manufacturers should include the Special Provisions pertaining to the item and the drawings shall have the same details as listed in the Special Provision. The Drawings submitted to MassDOT shall start from Revision 0. The Design-Builder shall track internal revisions using a different notation from MassDOT. The QMP shall describe the method used by the Design-Builder to track revisions.

## ② 2.12 MOCK-UPS AND CONTROL SECTIONS

Mockup Panels shall be required as directed by the owner for MSE wall precast panels or other project elements should they be incorporated in the project design. Fabrication of granite shall be in accordance with the tolerances specified in National Building Granite Quarries Association (NBGQA) specifications and MassDOT Bridge Manual, as needed. Mockups shall be provided that demonstrate the quality, construction and assembly of the elements including but not limited to joints, color, holes, cut-outs, sinkages and openings in granite work for anchors, clamps, dowels, supports, and lifting devices, and methods of securing granite to concrete backing. Mockups shall be provided as needed following acceptance of 75% design plans or acceptance of first structural submittal.

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- ② Resubmittal of 75% Highway Design or First Structural Design Submittals may be required if deemed necessary by MassDOT, or any Federal, State or local regulatory agency with jurisdiction over the Project. Each resubmittal shall address all comments received from a prior submittal. The Design-Builder shall not be entitled to any additional compensation or time extension due to any resubmittal requirement by MassDOT or Federal, State, or local agency. Resubmittals shall include a summary narrative of design changes from the original submittal, including those that were not the result of a project comment. An MS Word tracked-changed file shall be submitted to MassDOT with the 75% submission showing all changes made to the BTC Special Provisions.

**4.5.6.6 100% Highway Design and Second Structural Design Submittals**

The 100% Highway Design Submittal and Second Structural Bridge shall consist of detailed, complete, and checked drawings, reports, and specifications necessary for construction of the applicable portion of the Project and shall be at least six (6) weeks prior to starting any physical work. All documentation, including MassDOT and FHWA written acceptance, relating to Design Exceptions from design standards shall be provided with the Second Structural Bridge and 100% Highway Design Submittal. The Design-Builder shall determine an appropriate method (i.e. memorandum) to call reviewer's attention to any changes that have been made since the acceptance of the 75% Highway Design & First Structural Bridge submissions; specifically, those changes that were not a result of a comment.

- ② Resubmittal of 100% Highway Design or Second Structural Design Submittals may be required if deemed necessary by MassDOT, or any Federal, State or local regulatory agency with jurisdiction over the Project. Each resubmittal shall address all comments received from a prior submittal. The Design-Builder shall not be entitled to any additional compensation or time extension due to any resubmittal requirement by MassDOT or Federal, State, or local agency. Resubmittals shall include a summary narrative of design changes from the original submittal, including those that were not the result of a project comment. An MS Word tracked-changes file shall be submitted to MassDOT with the 100% submission showing all changes made to the 75% Special Provisions.

- ② For Bridge Submissions, additional structural submissions beyond the Second Structural submission may be required should major comments remain unresolved. Subsequent submissions shall be titled sequentially (3rd, 4th, etc.)

Acceptance of the 100% Highway Design and final structural submissions shall be obtained from MassDOT prior to proceeding to Issued for Construction.

**4.5.6.7 Re-submittal Process**

Re-submittals of any Design Submittal may be required if deemed necessary by MassDOT, or any Federal, State or local regulatory agency with jurisdiction over the Project. Each re-submittal shall address all comments received from a prior submittal. The Design-Builder shall not be entitled to any additional compensation or time extension due to any re-submittal requirement by MassDOT or Federal, State, or local agency.

Resubmittals shall include a summary narrative of design changes from the original submittal, including those that were not the result of a project comment.

The Design-Builder may continue its design efforts, at its sole risk, during the design submittal or re-submittal review process, and shall only submit subsequent design submissions for MassDOT review and acceptance after full consensus (from Bridge section; FHWA and any third party as required) with all general highway design and bridge substructure and superstructure design elements have been reached. Such continuation in no way relieves the Design-Builder of the responsibility to incorporate MassDOT comments into the Design Documents, nor does it entitle the Design-Builder to any additional compensation

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or time extension resulting from changes to the Design Documents required by the Design-Builder's QC Team. MassDOT will review and respond to complete design and permit application/amendment submittals within thirty (30) Days. However, the Design-Builder acknowledges that MassDOT has not guaranteed any specific review period for internal reviews or reviews by Federal, State, local agencies or utility owners. The period for each such review shall be established by the reviewing entity, at its discretion, after a plan submittal has been made to such entity.

After the "Issued for Construction" Design Documents are accepted, the Design-Builder shall, at a minimum, provide MassDOT with three (3) full size sets of signed and sealed Design Documents and with four (4) sets of ½ scale signed and sealed Design Documents. In addition, the Design-Builder shall post these documents to the SharePoint IFC library and provide MassDOT with a USB Drive of electronic files consisting of all signed and sealed plans.

#### 4.5.6.8 Issued for Construction/Approval/Acceptance

Within thirty (30) days of MassDOT and FHWA written acceptance of the Final Structural Bridge Submission and 100% Highway design of all items and segments of the Project, the Design-Builder shall provide the Design Documents (plans, specifications, reports, calculations, and materials list) organized and indexed in accordance with MassDOT's project development uniform file system. All plans, specifications, and reports shall be signed and sealed by the Professional Engineer registered in the Commonwealth of Massachusetts who is in responsible charge. A written statement shall accompany the final Design Submittal from the QC Administrator indicating that the Issued for Construction Design Submittal is in conformance with all RFP and Contract requirements.

The Design-Builder acknowledges and agrees that acceptance of the 100% Highway and 2nd or subsequent Structural submissions shall be obtained from MassDOT and applicable local agencies prior to submission of "Issued for Construction" Design Documents to MassDOT. MassDOT will also seek and receive FHWA concurrence (as applicable) prior to acceptance of "Issued for Construction" (IFC) Design Documents.

#### 4.5.6.9 Design Change Notices

For this Project, Design Change Notices, DCNs, are defined as changes to existing Issued for Construction Design Drawings or Special Provisions prior to the commencement of the related construction or material fabrication. These are changes that are not necessitated by a non-conformance corrective action, nor necessitated by a changed field condition, which shall be submitted as Field Design Changes. Design Change Notices include changes implemented by the Designer based on coordination with the Design-Builder, Design-Builder's Fabricator, or MassDOT District or Construction Division personnel. Justification for the design change shall be provided to MassDOT for review and concurrence. Design Change Notices will be required to be submitted for MassDOT review and acceptance including any necessary calculations. Revisions to the issued for construction (IFC) Drawings shall be in accordance with MassDOT Bridge Manual, Part I, Chapter 4. Upon acceptance by MassDOT, all revised project documents that were affected are to be redistributed by the Design-Builder within 72 hours.

#### 4.5.6.10 Field Design Changes

- © For this Project, Field Design Change Notices, FDC's, are defined as Designer of Record design changes to existing Issued for Construction Design Drawings or Special Provisions necessitated by a non-conformance corrective action or a changed field condition that were not the intent of the design at the time of Issued for Construction and at the time of MassDOT and FHWA's previous acceptance. Field Design Change Notices will be required to be submitted for MassDOT review and acceptance including any necessary calculations prior to commencing construction of any of the affected work .