



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



Proposal No. 612505-134592

June 24, 2026

**ADDENDUM NO. 2**

To Prospective Bidders and Others on:

**NORTH ADAMS**  
**Federal Aid Project No. HIP(NGB)-003S(947)**  
**Bridge Preservation, N-14-039, Route 2 over South Branch**  
**of the Hoosic River and Route 8**

**THIS PROPOSAL TO BE OPENED AND READ:**

**TUESDAY, JUNE 30, 2026 at 2:00 P.M.**

Transmitting changes to the Contract Documents as follows:

**QUESTIONS AND RESPONSES:**

Five pages.

Take note of the above 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

EMC/mac  
cc: Joseph Breen, Project Manager

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Questions and Responses

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**J.H. Maxymillian, Inc., email dated Friday, June 19, 2026**

Question 2) Item 100.5 instructs contractors to coordinate with National Grid. Will National Grids fees (if any) be paid for by MassDOT directly?

Response 2) Per the Special Provision, all costs associated with utility coordination shall be included under Item 100.5, which would include any National Grid fees.

Question 3) Item 119.5 requires an Acoustical Engineer. The qualifications for this Acoustical Engineer are listed in this special provision. What will be the responsibilities be for the Acoustical Engineer?

Response 3) Per the Special Provision, "the Acoustical Engineer identified in this Article shall **oversee** all requirements of this Section.[...] Demonstrate[d] substantial and responsible experience in **preparing and implementing construction noise controls** and **monitoring plans** on construction projects conducted in an urban setting, **calculating construction noise levels**, and **designing and overseeing the implementation of construction noise abatement measures**. [...] If the Contractor receives a complaint regarding construction noise, the Contractor shall immediately **notify the Acoustical Engineer** and contact the Engineer. In the event that **noise levels measured by the Contractor's Acoustical Engineer** exceed allowable limits as specified in this Section, or work being performed under this Contract is resulting in nuisance conditions as determined by the Engineer, the Contractor shall immediately use noise reduction materials and methods as described in this section to reduce noise levels or to alleviate the nuisance conditions," etc...

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Question 4) The special provision for Item 119.5 suggests that noise barriers be placed, ‘utilizing the standard “Temporary Precast Concrete Median Barrier” for the Project, or other supports designed to withstand 80mph wind loads plus a 30 percent gust factor.’ During the project Temporary Precast Concrete Median Barriers will only be used on one side of the work area. Will noise barriers be required on both sides of the work area?

Response 4) Exact locations of noise barriers will depend on several factors, including the baseline noise levels, specific equipment being used, and requirements of the approved NCP. It is anticipated that noise barriers will be required on both sides of the work area to minimize noise in the area location specified in Figure 2 and the List of Properties to Monitor. The provision regarding noise barrier panels utilizing the standard “Temporary Precast Concrete Median Barrier” is a suggestion for means to support the noise barriers in a manner that allows movement and relocation of the barrier panels, but alternative means of support that are designed to withstand 80 mph wind loads plus a 30% gust factor are allowed. The intent is not to utilize traffic barriers from the temporary traffic control plan to support the noise barriers.

Question 5) The special provision for Item 119.5 contains Figure 2 – Area Location. Below this Figure is a List of Properties to Monitor. Please note that Figure 2 incorrectly labels a portion of Marshall Street as State Street, so this can be misleading. Monitoring locations seem to be 50 from the construction equipment. When monitoring 87 Marshall Street, Building 15 seems to be the only Building within 50’ of any work area. Would we just monitor 50’ away from the construction activities at the lot line and at Building 15 when we are within 50’ of Building 15? If we are only monitoring 50’ from the construction equipment, when would we monitor anything at 70 Marshall Street? The entire property at 70 Marshall is more than 50’ from any of the work area. Could you please provide some additional description of when and where noise monitoring is required?

Response 5) Noise shall be monitored at all properties specified in the List of Properties to Monitor and encompassed within the Area Location provided in Figure 2, regardless of distance from the construction equipment and work being performed. Table 1 provides construction noise limits at the affected lot-line. Noise levels are not to exceed the specified limits at any point on each property’s lot-line, except when work is within 50 feet of a lot-line. If work is being performed within 50 feet of a lot-line, sound level meters used for noise control are to be placed on the lot-line at a distance 50 feet from the work being performed. All monitoring is to occur on lot-lines only.

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Question 6) Item 106.5 is for removing and resetting the bridge curb against the existing sidewalk that is to remain. Due to years of movement and strikes from vehicles and plow trucks, this fitment between the curb and the sidewalk will not be as close as it once was. Following the curb resetting there will be gaps between the reset curb and the existing cement concrete sidewalk to remain. What material(s) should be used to fill this gap and possibly provide a seal along the top of this infill? Would this infill and cap be considered incidental to item 106.5?

Response 6) Removal and resetting of the bridge curb is to be paid for under Item 106.12, not Item 106.5. The intent of Item 106.12 Granite Curb Remove and Reset is to remove and reset the granite bridge curb with little to no gap between the concrete sidewalk and back face of the granite curb. In accordance with the Basis of Payment, all incidental costs required to complete the work shall be included under Item 106.12.

Question 7) The special provision for item 127.401 discusses removal to a minimum of 1” beyond the nearest layer of reinforcement, but no less than 4” deep. This is a full depth deck excavation item. The writing for this special provision does not seem to be correct. Could you please review and clarify?

Response 7) Excavation shall be the full depth of the deck, as shown on Bridge Plan Sheet 27 of 30 (Combined Plan Sheet 46 of 49). The specified removal limits align with Bridge Deck Repair Notes 1 and 2 on Bridge Plan Sheet 26 of 30 (Combined Plan Sheet 45 of 49). Since Item 127.401 is for full depth excavation of the deck at the bridge joints, where concrete encased diaphragms extend below the deck and may make limits of full depth excavation difficult to establish, these limits are meant to ensure that the Contractor excavates to at least 1” beyond the bottom layer of reinforcing to facilitate full encasement with new concrete.

Question 8) Under item 127.4 and 127.401 the full depth of the concrete deck is being removed. Are we removing the reinforcing bars as well or is the hope to leave the reinforcing bars in place if possible?

Response 8) Existing reinforcing bars are to be retained and sistered with new reinforcement if more than 25% of section loss is found, in accordance with the “Typical Deteriorated Reinforcement Steel Repair” detail and Bridge Deck Repair Note 5 on Bridge Plan Sheet 26 of 30 (Combined Plan Sheet 45 of 49). Limits of excavations shall be extended as required to accommodate lap splices beyond the limits of section loss.

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Question 9) On sheet 39 of 48, the Deep Depth Concrete Repair for Unreinforced Concrete Repairs requires drilling and grouting of #4 dowels and adding a layer of welded wire mesh. How are will the contractor be paid for the dowels and welded wire mesh?

Response 9) The Deep Depth Concrete Repair for the Unreinforced Concrete Repair Details is on Bridge Plan Sheet 17 of 30 (Combined Plan Sheet 36 of 49). Drilling and grouting of the #4 dowels is to be paid for under Item 912. Drilling and Grouting Dowels. The 6x6x2.9x2.9 epoxy coated welded wire mesh is to be paid for under Item 910.1 Steel Reinforcement for Structures – Epoxy Coated, as specified in the Standard Specifications, Subsections 901.80 and 901.81.

Question 10) Item 107.97 Structural Steel Repairs has a quantity of 19,300LBS. We believe this work includes the beam end repairs and installing new channel diaphragms around new bearing assemblies. Our calculations show this quantity to be a little over 14,000LBS. Is there other work we are missing here? If not, could you please review and revise the quantity for this item as needed?

Response 10) Item 107.97 Structural Steel Repairs has a specified quantity of 19,300 lbs, which includes steel for the beam end repairs, Types 1-3, and replacement of steel diaphragms at Piers 2, 5, and 6. Since limits of repairs may be adjusted based on section losses measured after cleaning of the steel, in accordance with Beam End Repair Note 3 on Bridge Plan Sheet 22 of 30 (Combined Plan Sheet 41 of 49), a contingency of 25% is included in the steel repair quantity.

**Prime Coatings, Inc., email dated Tuesday, June 23, 2026**

Question 14) Page A00801 – 44 states that silicone caulking is incidental to Item 107.97. Page A00801 – 106 states that this is incidental to Items 961.301. Please confirm which item(s) the caulk/seal falls under.

Response 14) *This response will be provided in a future addendum.*

Question 15) Page A00801 – 104 states that repairs will receive three (3) full coats of paint. Please confirm if an additional (fourth) intermediate coating should be applied to beam ends, in accordance with Section 961.

Response 15) *This response will be provided in a future addendum.*

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Question 16) Please confirm that the full depth of the beam will be cleaned and painted at locations of beam end painting.

Response 16) *This response will be provided in a future addendum.*

Question 17) Sheet 3 of 30 shows a symbol for Bearing Cleaned & Painted:

- a. Please confirm that at this locations, solely the bearings will be cleaned and painted (no portion of the beam).
- b. If yes to A., it should be noted that blast-cleaning and painting the bearings only will likely require the same level of access and containment, as doing the entire beam end.

Response 17) *This response will be provided in a future addendum.*

Question 18) Sheet 3 of 30 shows a symbol for Bearing Replaced & Painted:

- a. Please confirm that at bearing replacements, Contractor is not blast-cleaning the new bearings, and is only applying intermediate and final coats.

Response 18) *This response will be provided in a future addendum.*

**Atlantic Bridge & Engineering, Inc., email dated Tuesday, June 23, 2026**

Question 19) Could MassDOT please provide the design details for the (8) existing shoring towers at Pier 6 so that we can sufficiently evaluate their impact to the Jacking & Shoring item?

Response 19) See Response 1 in Addendum No. 1.