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Kimberley Driscoll, Lieutenant Governor
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Jonathan L. Gulliver, Highway Administrator



September 25, 2025

613752-132093

ADDENDUM NO. 3

To Prospective Bidders and Others on:

TAUNTON
Bridge Preservation, T-01-058 (3YF), Bay Street over Interstate 495

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, SEPTEMBER 30, 2025 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES: One page.

DOCUMENT 00102: Revised page 2.

DOCUMENT A00801: Revised pages 2, 6, 7, 42, 44 and 90.

Take note of the above, substitute the revised pages for the originals, and acknowledge Addendum No. 3 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

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cc: Albin Napit, Project Manager

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TAUNTON
Bridge Preservation, T-01-058 (3YF), Bay Street over Interstate 495
(613752-132093)

Questions and Responses

Addendum No. 3, September 25, 2025

Aetna Bridge Company, email dated September 23, 2025

Question 1

The contract does not have an item for Reinforced Concrete Deck Excavation (partial depth) that will be required when chipping deteriorated deck areas prior to milling and hydro. The contract addresses full depth excavation if repair areas exceed ½” of the deck thickness, however, the depth of deterioration in the deck is unknown when removal begins prior to mill and hydro. The deck will certainly have areas of both full and partial depth deck removal at this stage but has no payment for the partial depth areas. These areas would also need to be placed back to the bottom of latex overlay using Item 904.3 like the full depth patches. If additional deck deterioration occurs after hydro that portion of the deck could be placed back with the latex modified concrete Item 907.1 as shown in the partial depth deck repair detail.

Response 1

Refer to the Scope of Work on Pages A00801 – 1 and 2 of the Special Provisions and refer to drawing sheets 12, 15, 18 & 21 of 44 of Document A00803, no deck excavation is proposed prior to milling of the bridge deck. Excavation for partial depth deck repairs will be done using hydro-excavation (Item 129.12) after removal of the HMA/waterproofing membrane and milling of the concrete bridge deck surface.

See revised Special Provisions, pages A00801 – 42 and 44 attached.

Question 2

Item 994.1 Temporary Protective Shielding has a quantity of 7,025 SF. This quantity will only cover the actual travel lanes on 495 and not the shoulders or any additional full depth deck repair areas that are needed outside the travel lanes. Please confirm the shielding will be paid to cover the entire roadway area plus any additional full depth patch areas.

Response 2

See revised Special Provisions, page A00801 – 90 attached.

NEL Corporation, email dated September 24, 2025

Question 1

Following treatment of water used in conjunction with the hydro-demolition operation (Item 129.12), is it acceptable to discharge this water into the existing drainage system, within the project limits?

Response 1

No, Refer to Special Provisions, page 45. all runoff from the hydro-excavation shall be collected by the contractor, treated, and disposed of offsite.

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NOTICE TO CONTRACTORS (Continued)

All parties who wish to have access to information plans and specification must send a “Request for Informational Documents” to MassDOTBidDocuments@dot.state.ma.us.

A Proposal Guaranty in the amount of 5% of the value of the bid is required.

This project is subject to the schedule of prevailing wage rates as determined by the Commissioner of the Massachusetts Department of Labor and Workforce Development, and the Division of Occupational Safety.

PRICE ADJUSTMENTS

- ③ 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

③ Addendum No. 3, September 25, 2025

SCOPE OF WORK (Continued)

9. Placement of a latex modified concrete overlay;
10. Grooving of the new latex modified concrete wearing surface by sawcutting;
11. Installation of pre-compressed joint seal at abutment joints;
12. Placement of HMA patching and sawing and sealing joints at the expansion key at abutments;
13. Installation of temporary construction signing, pavement markings, temporary barrier and other traffic control devices to establish Stage 3 work zone;
14. Performing the work described in #6-12 within the Stage 3 work area;
15. Reconstruct sidewalk expansion joints with sliding steel plates as proposed in the Contract Plans;
16. Installation of temporary construction signing, pavement markings, temporary barrier and other traffic control devices to establish Stage 4 work zone;
17. Performing the work described in #6-12 within the Stage 4 work area;
18. Reconstruct the concrete bridge median;
19. Resetting granite edging, placement of gravel borrow and placement of new cement concrete approach median surface;
20. Removal of temporary barrier, milling & paving of the approaches and placement of permanent pavement markings;
21. Replacing wire loop detectors for the traffic signals at the I-495 Northbound ramps;
22. Application of concrete protective coating on sidewalk, safety curb, parapets and bridge median; and
23. Other incidental work required to complete the project.

Bridge Location:

- Bridge T-01-058 (3YF) Bay Street over Interstate 495 in Taunton

All work will be performed within the existing State, City or Town roadway layouts. No rights to enter on or occupy private property have been acquired for this project.

③ **SUBSECTION 7.05 INSURANCE REQUIREMENTS**

The insurance requirements set forth in this subsection are in addition to the requirements of the Standard Specifications.

7.05.B: Public Liability Insurance 1. and
7.05.B: Public Liability Insurance 2.

The Massachusetts Department of Transportation and applicable railroads shall be named as additional insureds.

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TRUCK SAFETY DEVICES

(Supplementing Subsection 7.04: Motor Vehicles)

All motor vehicles subject to Section 7 of Chapter 90 to be operated under this Contract shall be equipped with safety devices as provided therein and in 540 CMR 4.00.

By December 31, 2025, the Contractor shall certify to the Registry of Motor Vehicles, in a manner prescribed by the Registrar, that all applicable vehicles are equipped with Lateral Protective Devices, Convex Mirrors, Cross Over Mirror(s) and Back Up Cameras in accordance with the requirements of 540 CMR 4.00.

The Contractor shall provide evidence satisfactory to the Department to demonstrate compliance with the above certification requirement for all applicable vehicles operated under this Contract by the Contractor and its subcontractors and vendors in a manner set forth by the Department. Thereafter, the Contractor shall have an affirmative obligation to continue to provide such evidence of compliance on an ongoing basis and no later than 7 days after certification with the Registry of Motor Vehicles of any additional vehicles operated under this Contract by the Contractor and its subcontractors and vendors.

Non-compliance with respect to a vehicle that is subject to 540 CMR 4.00 may subject the Contractor to statutory fines as established in M.G.L. c. 90, § 7 and/or contractual remedies up to and including termination of the Contract.

TEMPORARY TRAFFIC CONTROL

The proposed temporary traffic control plans for this project include long-term temporary traffic control on a heavily traveled corridor. The Contractor shall schedule the work to ensure that the duration is as short as possible. The work in each construction stage that requires installation of temporary barrier, including hydro-excavation and overlay of the bridge deck, is to be completed and the lanes reopened, without delay.

PROPRIETARY PRODUCTS

- ③ A letter discussing recessed, preformed, wet reflective pavement markings to be used on the exposed concrete bridge deck as a proprietary specification pursuant to M.G.L. c. 30, sec. 39M(b) has been placed in the Project file. The Recessed, preformed, wet reflective pavement markings shall be manufactured by Stamark 380AW or Stamark 380AW-5 (Contrast) by 3M. or approved equal.

③ Addendum No. 3, September 25, 2025

2026 FIFA WORLD CUP – BOSTON, MASSACHUSETTS

- ③ The 2026 FIFA World Cup will be held at Gillette Stadium in Foxborough, related events, and significant tourist events such as Sail Boston and the 250th Anniversary of the United States will be held throughout the region. Matches and Fan Fest and other possible 250th Celebration activities 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 event 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 restriction during this period and Contractor's should plan accordingly. Any necessary or emergency work required during this time will require District approval.

PREPARATION OF CONCRETE SURFACES

All concrete surfaces to be patched shall be roughened, cleaned of all laitance, dirt, grease, oil, other contaminants, and all standing water. All reinforcing steel encountered in the excavation shall be thoroughly cleaned by abrasive blasting before being covered with new concrete.

In bonding new concrete to already set concrete, the surface of the concrete shall be thoroughly cleaned, roughened, and ponded with clean water to achieve Saturated Surface Dry (SSD) condition then it shall then be blown off with oil free compressed air. All standing water shall be removed prior to placement of new concrete.

CONTRACTOR ACTIVITY ADJACENT TO WETLANDS

The Contractor shall not stockpile material or equipment, perform maintenance or refuel equipment in a wetland area, within 100 feet of a wetland, or within 200 feet of a river, stream, pond, or other similar open body of water.

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 4.9 Million 18-kip (80-kn) ESALs.

③ Addendum No. 3, September 25, 2025

ITEM 127.4 REINFORCED CONCRETE DECK EXCAVATION SQUARE YARD
(FULL DEPTH)

The work under this Item shall conform to the relevant provisions of Subsection 120 of the Standard Specifications and the following:

- ③ The work under this Item shall include the full depth excavation, removal, and satisfactory disposal of all deteriorated, disintegrated, cracked, unsound, or soft reinforced concrete in bridge decks, as directed by the Engineer.
- ③ Areas of full depth excavation and repair are to be identified after removal of the HMA/waterproofing membrane and milling of the concrete bridge deck in Stage 2 - 4. Where defects are apparent from the underside of the deck, full depth repairs may be made prior to hydro-excavation of the bridge deck to prevent blow-through during hydro-excavation. Additional full depth excavation and repair areas may also be identified after hydro-excavation.
- ③ Unsound concrete shall be excavated by hydro-excavation. Areas determined to be sound, shall not be excavated further. Areas determined to be unsound shall be excavated until sound concrete is found. If the remaining thickness is less than half the thickness of the deck or if sound concrete is not found at half the thickness of the concrete, that area shall be full depth. See the Contract drawings for full depth deck repair details.

Prior to excavation, the Contractor shall cover all drainage structures that may be affected by the work. The structures shall remain covered until the new concrete has set and the area has been cleaned.

EQUIPMENT

The Contractor shall not use any pneumatic or power hammer weighing in excess of 25-pound class to remove concrete. Pneumatic or power hammers heavier than the nominal 15-pound class shall not be used for removing concrete from below any reinforcing steel.

The Contractor shall provide abrasive-blasting equipment that is capable of removing rust and old concrete from exposed reinforcing steel.

The Engineer may reject the use of any method or equipment, which, in his/her opinion, could cause undue vibration or damage to any part, or component of the bridge structure.

CONSTRUCTION METHODS**Saw-Cutting**

The Contractor shall saw-cut the edges of all reinforced concrete to be removed. Care in saw-cutting is to be exercised to protect the existing steel. All equipment used for saw-cutting shall be approved.

Temporary Protective Shielding

Shielding shall be used as required and when directed by the Engineer. A submittal shall be stamped and signed by a Professional Engineer of the appropriate discipline licensed in the state of Massachusetts shall be required if shielding is needed. The Contractor shall follow Special Provision for Item 994.1.

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ITEM 129.12 **HYDRO-EXCAVATION OF BRIDGE DECK** **SQUARE YARD**
(PARTIAL DEPTH)

The work under this Item shall conform to the relevant Provisions of Subsection 120 of the Standard Specifications and the following:

- ③ The work under this Item consists of partial depth reinforced concrete excavation of the bridge deck through hydro-excavation, after removal of the HMA/waterproofing membrane and milling of the concrete bridge deck surface.

The Hydro-Excavation shall be completed by an experienced hydro-excavator who has successfully hydro-excavated at least three (3) verifiable projects of similar size and magnitude within the last five (5) years. A brief description of each project including the location, start and completion dates, and a reference name, with contact information, and the agency for which the work was performed, shall be provided. The supervisor who served in a responsible capacity, along with credentials, for these jobs shall be provided. The experienced supervisor will also be required to be on site for the entirety of both hydro-excavations. All of this information shall be provided to the Resident Engineer at least 60 days prior to beginning work.

DEPTH OF REMOVAL

The minimum depth of removal shall be 1/2 inch (0.50") through hydro-excavation; the depth of which shall be measured to the average mortar line (not the high peaks) calibrated to hydro sound concrete. In addition, hydro-excavation is expected to remove any additional unsound concrete below and generally produce a rough, bondable surface for placement of the new overlay.

GENERAL

Hydro-excavation shall be performed over the full length and full width of the surface of the reinforced concrete bridge deck to provide a highly roughened and clean, bondable surface.

The Contractor shall clean the surface with a vacuum system capable of collecting loose and wet debris and water in the same pass leaving a clean surface sufficient for placement of the proposed overlay on the bridge deck.

HYDRO-EXCAVATION EQUIPMENT

The hydro-excavation equipment shall be a computerized, self-propelled robotic machine that utilizes a high-pressure water jet stream capable of attaining pressures in the range of 14,000 to 18,000 PSI and removing all unsound, or otherwise designated, concrete to the depth specified. The pressure used for this work shall be a minimum of 14,000 PSI and a maximum of 18,000 PSI. Ultra high-pressure machines shall not be permitted. Water usage per minute shall be a minimum of 55 gallons (55 GPM minimum).

The equipment shall be capable of providing a highly roughened and clean bondable surface. The equipment shall only be operated by individuals who have received rigorous training as required by the equipment manufacturer.

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ITEM 994.1 **TEMPORARY PROTECTIVE SHIELDING** **SQUARE FOOT**

The work under this item consists of furnishing, maintaining, removing and disposing of a shielding system on and under the bridge in locations required by the Engineer.

The temporary shielding system shall provide for the protection of traffic, persons, and facilities on the roadway beneath bridges from falling debris during the removal of the unsound concrete from bridge decks, parapets, copings and sidewalks. This shall be accomplished by the utilization of adequate shielding methods.

- ③ Temporary shielding will not to be used to shield the entire deck area. Temporary shielding shall be installed only in full depth deck patching areas over or immediately adjacent to the roadway and at spot locations where the Resident Engineer agrees that hydro-excavation is likely to remove the full depth of the deck and create a hazard to motorists.

No portion of the bridge deck shall be removed until the protective shielding is in place and complete.

Any equipment necessary to erect the shielding will be considered incidental to this item.

All shielding shall meet the following requirements:

1. Temporary Protective Shielding must be used on bridges over roadways, railroads, and waterways during full depth excavation and when, in the opinion of the Engineer, there is the possibility of dislodging concrete from the bottom of the deck, parapets or coping. In some cases, the Contractor may be able to utilize the bottom flanges of existing beams as supports for the protective shielding. However, the Contractor will not be permitted to weld onto, drill into, or cut any existing structural beams.
2. The Contractor shall submit drawings and calculations stamped by a Professional Engineer of the appropriate discipline registered in Massachusetts of the proposed temporary shielding to the Engineer for approval prior to its installation. The drawings shall include details of all connections, brackets, and fasteners.
3. Shielding shall be designed to safely withstand all loads that it will be subjected to. The allowable design stresses shall be in accordance with AASHTO Standard Specifications for Highway Bridges, 17th Edition. The design shall also include a description of the equipment and construction methods proposed for the deck, parapet, or coping excavation and the maximum size of the area being excavated. The shielding shall also be designed to withstand the maximum size of the excavated area should it fall during excavation or removal. No debris shall be swung over traffic, on or below the bridge.
4. Shielding shall be designed such that impact on traffic during installation and removal shall be minimal. The Contractor shall submit the traffic plan to the Engineer for approval.
5. The shielding shall extend a sufficient distance above and beyond the deck overhang at the fascia where concrete excavation is required outside the fascia beams. The shielding shall extend the length of the damaged or distressed portion of the deck a length of sufficient distance to do the required deck demolition.
6. The area for shielding shall be approved by the Engineer prior to any installation of any shielding. The Contractor may utilize the bottom flanges of existing beams as supports for the protective shielding. However, the Contractor will not be permitted to weld onto, drill into, or cut any existing structural beams. All spaces along the perimeter of the shielding and at the seams shall be sealed to prevent dust, water, and debris from escaping and falling onto traffic below the bridge.