



ADDENDUM NO. 2

To: All Prospective Bidders
DCR Contract # P19-3295-C1A
MCRT Sudbury to Hudson

From: Amber Christoffersen, Trails and Greenways Planner

Via: Bid Express

Re: Addendum No. 2

Date: January 14, 2025

Please find the following ADDENDUM No. 2 for DCR Contract No. P19-3295-C1A which is to be included as part of the Contract Documents thereof. General Bidders shall acknowledge receipt of this Addendum No. 2 by checking the appropriate box on the project page within the Bid Express website. (www.bidexpress.com)

Notice of modifications of PS&E package:

1. Item 153. Controlled Density Fill – Excavatable is no longer a MassDOT Standard Item. Item 160.2 Controlled Low-Strength Material – Manual Excavatable (<= 100 PSI) has replaced Item 153. and will be added to the contract with a total bid quantity of 20 CY.
2. The unit of measure of the bid quantity for Item 852.12 - Temporary Pedestrian Curb Ramp will be changed to EACH.

Please see all questions and corresponding answers:

Question 1: The bid invitation says 730 days, but the special provisions say construction to start early 2025 and that the path needs to be substantially completed by June 30, 2025 on Part IV Page 5. Please clarify.

Answer 1: Yes, we have left a standard two-year contract duration to account for time to complete the entirety of project, particularly for flexibility to plant at the appropriate time of year and for the guarantee and maintenance of plant material outlined in the specifications. As stated in the Work Schedule section of Part IV, we expect work to be “planned and organized in such a manner that the work can begin as early in spring 2025 as possible and with the path substantially complete by June 30, 2025 (e.g., paving complete, fencing complete

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or materials on-hand, etc.).” DCR is seeking to spend a significant portion of the funding by June 30, 2025 as this a priority for the administration.

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Question 2: The “Time of Year Restrictions” as specified in Standard Specifications Part IV page 6 of 30 do not include the Eastern Whip-poor-will restriction (May 1- July 31) that is outlined in Attachment F Sheets 2, 3 and 4 of 11. Please confirm if the Eastern Whip-poor-will time of year restrictions are applicable to this project. If the time of year restrictions are applicable, please clarify what “no active construction” means. If travel is allowed through the area, will an environmental monitor need to walk ahead of the equipment or personnel traveling through the restricted area?

Answer 2: This time-of-year restriction applies to the stretch from White Pond Road to Bridge 128. Based on discussions with the Natural Heritage & Endangered Species Program, construction will now be allowed in this stretch as long as construction begins prior to the beginning of the Whip-poor-will breeding season on April 15. The intent is that construction activities prior to this date would discourage birds from nesting in the area, thereby reducing the risk of nest disturbance.

Question 3: The “Time of Year Restrictions” as specified in Standard Specifications Part IV page 6 of 30 do not include the Black Racer restriction (Nov 1- March 31, April 1-October 31) that is outlined in Attachment F Sheets 3 of 11. Please confirm if the Black Racer time of year restrictions are applicable to this project. If the time of year restrictions are applicable, please clarify what “no active construction” means. If travel is allowed through the area, will an environmental monitor need to walk ahead of the equipment or personnel traveling through the restricted area?

Answer 3: Yes, these time of year restrictions are applicable to this project. From April 1 through October 31 sweeps are required ahead of vehicles. From November 1 to March 31, travel is allowed through the area; however, no substantial work is allowed that would result in ground vibrations greater than those which would occur with construction vehicle traffic.

Question 4: The “Time of Year Restrictions” as specified in Standard Specifications Part IV page 6 state that the environmental monitor must conduct visual sweeps for vernal pool species ahead of vehicle traffic. At the pre bid meeting it was noted that the environmental monitor could make a sweep and construction equipment may be able to “caravan” through the proposed work area. The 14’ path width prohibits truck traffic from passing each other within the limits of the path. If trucks have to access the path one by one will they need to be escorted individually by an environmental monitor on foot?

Answer 4: Yes, asphalt trucks (or other construction vehicles) that need to leave/re-enter the corridor alone will need to be escorted by an environmental monitor.

Question 5: Can you please provide the load ratings for Bridges 127,128 and 130, along with any requirements related to protecting the existing bridges?

Answer 5: The three river crossing bridges are generally designed for H10 (20,000lb) light truck loading; however, the primary structural components of these three bridges are also design for temporary H20 (40,000lb), only permissible if the timber decking is covered with steel plates protecting the timber blanks. Trucks shall be driven carefully and slowly with caution to limit dynamic impact and note that the railings are not designed for any vehicular loading.

The three river crossing bridges, from west to east include:

- Bridge 130 over Fort Meadow Brook: Steel Truss with timber deck
- Bridge 128 over Hop Brook: Retrofitted steel girder railroad bridge with timber floorbeams and timber deck

- Bridge 127 over Hop Brook: Steel Truss with timber deck

Additionally, there is the Chestnut Street underpass which may result in geometric height and width restrictions, but no weight restrictions since the trail runs under this precast concrete structure.

Question 6: Will the path be open to the public during the construction?

Answer 6: Though we understand that people are using the facility now, the site will officially remain closed through construction. The contractor will own the site – by accepting this liability, they shall take reasonable measures to maintain a safe construction zone.

Question 7: Standard specification Part IV page 13 Protection of the Site stipulates that the entire work area be enclosed with temporary fence. Please clarify what measures are required to protect the site.

Answer 7: Though we understand that people are using the facility now and there are several points of access along the trail, the site will officially remain closed through construction. The contractor shall take reasonable measures to maintain safety including warning signage, temporary pedestrian barricades, and temporary fencing to secure active work zones as they hold the liability until construction is complete.

Question 8: Can you provide a plan holders list?

Answer 8: This is available through the Bid Express online portal.

Question 9: While not a MassDOT project, specifications make reference to conforming with the “Massachusetts Department of Transportation – Highway Division, 2024 Standard Specifications for Highways and Bridges,” . Is MassDOT Directive P-22-002 in effect for this project-see attached?

Answer 9: A State Highway Access Permit has been applied for and is expected to be issued for work at the Boston Post Road (Route 20) trail crossing in Sudbury. Work shall be performed in accordance with the conditions of the State Highway Access Permit issued. MassDOT property shall not be used for staging, laydown, and storage of equipment and materials, including soil excavated from a project site. The rail trail corridor is not MassDOT property.

Question 10: The RFP has bid item 180.03 – Licensed Site Professional Services for use on testing soils, sediments, and groundwater for contamination in accordance with the requirements of the MCP. It is also noted in the order of conditions for Stow #13 that chemical testing of soils was done by Eversource, and that there was no documentation of actual contamination at the project locus, and none listed in the DEP’s website. Can those test results be provided to the contractors?

Answer 10: Item 180.03 - Licensed Site Professional Services was included as a contingency if any materials were encountered that may require LSP services. The trail was rough graded by the Eversource contractor following the installation of the Eversource infrastructure. Except at the Wilkins Street Parking Lot in Hudson, any excavation performed is anticipated to be in clean soil previously placed under the Eversource Contract.

Question 11: As a follow up to the question, in the OOC for Stow same paragraph also states no soil testing was done by Eversource in Stow. Should the contractor encounter any hazardous soil how will they be compensated for the legal removal of this material?

Answer 11: The trail was rough graded by the Eversource contractor following the installation of the Eversource infrastructure. Except at the Wilkins Street Parking Lot in Hudson, any excavation performed is anticipated to be in clean soil previously placed under the Eversource Contract.

Question 12: Generally, MassDOT uses the following items to handle the testing and removal of all soils of various levels of contamination. Item 120 – Earth Excavation says, “All unsuitable materials and surplus materials which cannot be used within the limits of the work shall be legally disposed of by the Contractor outside the limits of DCR property without additional compensation.” To deal with the unknown levels of contamination MassDOT uses the following typical items to deal with the unknown contamination:

181.11	DISPOSAL OF UNREGULATED SOIL		TON
181.12	DISPOSAL OF REGULATED SOIL - IN-STATE FACILITY		TON
181.13	DISPOSAL OF REGULATED SOIL - OUT-OF-STATE FACILITY		TON
181.14	DISPOSAL OF HAZARDOUS WASTE		TON

Can these items be added to the contract with an estimated quantity to account for any off-site disposal?

Answer 12: It is anticipated that the work should only be dealing with clean materials previously placed during the Eversource Project.

Question 13: If the answer to the question above is no, under what category of soil disposal are the contractors to assume soils being removed from the site/stockpile fall under so all contractors can bid on the same level playing field?

Answer 13: It is assumed that excavated materials will be unregulated soil.

Question 14: Under Engineer’s Field Office, Staging Areas, and Parking page 12 of 30 of the special provisions, it states that: Staging areas will be limited to those areas identified by the Department and that staging areas shall be restored at the Contractors expense. Can staging areas be identified for the contractor at this time to accurately account for the restoration costs (IE: loam, seeding, temp fence, erosion control)?

Answer 14: The Contractor shall coordinate the need for Staging Areas with the DCR resident engineer. Restoration for these areas is at the contractor’s expense. Grading, loam and seed will not be paid for in these areas. Note that, per the Sudbury Order of Conditions, “laydown areas shall be located predominantly outside resource areas subject to the Commission’s jurisdiction. If any construction laydown area is proposed outside of the currently proposed work limits and in an area subject to the Commission’s jurisdiction, an erosion control plan shall be submitted in advance to the Commission’s representative for review and approval.”

Question 15: Under Engineer’s Field Office, Staging Areas, and Parking page 12 of 30 of the special provisions, it states that: The Contractor shall restore all disturbed areas and restoration will consist of four (4) inches of loam borrow and seed mixtures as specified under Item 765. Seeding. Item 765. Seeding is not in the contract so please clarify this discrepancy.

Answer 15: Seeding shall be provided as specified under Item 765.41.

Question 16: Page 13 of 30 of Part for of the technical specifications mentions it is the contractor’s responsibility to protect the site and prevent unauthorized access to the site both during and between

construction shifts by installing temporary construction fencing to sufficient limits to completely enclose each work area. Seeing as some stretches of trail are long and there are various access points, please confirm it's not the intent to fence of the entire trail section that is being worked on?

Answer 16: We do not expect the contractor to fence the entire limits of work. At a minimum, fences and gates at roadway access points should be considered.

Question 17: Should the intent be to temporary fence in the section of trail being worked on please consider adding it the item for Temporary Fence paid by the linear foot along with a special provision for it.

Answer 17: Temporary fences and gates installed at roadway access points for active construction zones shall be considered incidental to the work performed.

Question 18: Under Construction Staking it says, " The Contractor shall re-establish any benchmarks and traverse points disrupted by construction activities and provide updated information to the Designer and the Engineer prior to construction completion" Please confirm that this is all the information the designer and engineer require and not a complete As Built of the trail stamped by a PE/PLS registered in the state of MA.

Answer 18: Correct, as built survey will be performed under a separate contract.

Question 19: Is MassDOT directive P-22-001 in effect for this project and if so, will a SHAPS permit be needed by the contractor should a staging area need to be established?

Answer 19: A State Highway Access Permit will be issued for work performed at the Boston Post Road (Route 20) trail crossing and beneath the Landham Road bridge. The right-of-way along Boston Post Road (Route 20) is constrained. If the Contractor wishes to use areas within the MassDOT State Highway Layout for staging, a separate SHAPS permit will be required at the Contractor's expense.

Question 20: Please confirm the DCR is not looking for the contractor to re-loam and re-seed the portions of trail shoulder that were done by Eversource that have not established or grown?

Answer 20: We do not anticipate the contractor re-loaming/seeding those areas. But if the contractor disturbs any portions of the trail shoulder previously loamed and seeded by others, they will need to restore the seeded areas at their own expense.

Question 21: Should the answer to the question above be yes, confirm the contractor will be compensated under the respective contract items?

Answer 21: N/A.

Question 22: Under the order of conditions for each town, postconstruction 43. A) please confirm that it will be the engineer of record/DCR responsible for submitting reports from a qualified wetlands scientist or landscape specialist.

Answer 22: The engineer will be responsible for preparing and submitting reports from qualified wetlands scientist or landscape specialist.

Question 23: If the answer to the question above is no and it is the contractor's responsibility, then please add contract bid items for wetland specialist or landscape specialist with special provisions for each and an estimated quantity.

Answer 23: N/A.

Question 24: Under the order of conditions for each town, postconstruction 44. A) please confirm that it will be the engineer of record/DCR responsibility for as-built plan and letter of compliance.

Answer 24: The engineer will be responsible for completing as-built plan and letter of compliance.

Question 25: Please confirm as was discussed at the pre-bid meeting, should any invasive species be encountered on site it will be handled by the DCR with no cost to the contractor.

Answer 25: Confirmed that invasive species removal will be handled by DCR.

Question 26: Special Provisions for item 804.3 – 3 Inch Electrical Conduit Type NM – Plastic – (UL) states, controlled density fill will be paid under the item 153. There is no contract bid item for 153, can this item be added?

Answer 26: Item 153. Controlled Density Fill – Excavatable is no longer a MassDOT Standard Item. Item 160.2 Controlled Low-Strength Material – Manual Excavatable (<= 100 PSI) has replaced Item 153. and will be added to the contract with a total bid quantity of 20 CY.

Question 27: Bid item 852.12 – Temporary Pedestrian Curb Ramp has a bid quantity of FT generally this item is by the EA; can this be fixed?

Answer 27: The unit of measure of the bid quantity for Item 852.12 - Temporary Pedestrian Curb Ramp will be changed to EACH.

Question 28: At the pre-bid meeting and in the documents, it states to complete the paving by June 30, 2025 (page 5 of 30, technical specifications). What is the penalty for not achieving this apparent milestone?

Answer 28: There is no penalty for not completing all elements of work by this milestone. But as mentioned in the answer to question #1, DCR is seeking to spend a significant portion of the funding by June 30, 2025 as this is a priority for the administration the fiscal year ending June 30, 2025.

Question 29: Is the intent to “complete paving” mean both intermediate and surface courses are complete or just the intermediate course?

Answer 29: We understand it is a common practice to install the surface course last. This decision is up to the discretion of the contractor while keeping in mind considerations identified in the answers to question #1 and 28.

Question 30: Could you please provide the Project No. that can be used in the Bid express online bid form for the FORM OF GENERAL BID (c. 30§39M) - PART A&B?

Answer 30: P19-3295-C1A

Question 31: Part IV Special Conditions Page 13 of 30 CONSTRUCTION STAKING

The Construction Staking section of the Special Conditions states, “The Contractor will be furnished information and ties for the survey baseline and benchmarks. The Contractor shall perform all survey required for the work. This work shall be considered incidental and no separate payment will be made.” It appears that much of the baseline, benchmarks and monumentation in the field has been disturbed or removed because of

the Eversource work. Exactly what information and in what format will the baseline, benchmarks and monumentation be provided to the Contractor?

Answer 31: The intent of the project is to complete the paving of the path that was rough graded by the Eversource contractor during Phase 1. Digital CAD files including the survey traverse points and benchmarks will be provided to the Contractor to re-establish the construction baselines for the control of work.

Question 32: Part IV Special Conditions Page 22 of 30 – ORDER OF CONDITIONS

The Contractor shall be responsible for meeting the orders of conditions attached. No separate payment shall be made for complying with the Order of Conditions, except as noted in the Special Provisions, but all costs in connection therewith shall be included in the unit prices bid for the various contract items. All of the Order of Conditions reference as-built plans, who is responsible for preparing the as-built plans to be submitted to the Conservation Commissions?

Answer 32: See answer to question #24.

Question 33: Part IV Special Conditions Page 22 of 30 – ORDER OF CONDITIONS

The orders of conditions reference Time-Of-Year construction restrictions and sweeps. Will the DCR have sufficient Environmental Monitors to allow work in multiple locations during the same period?

Answer 33: Yes, DCR will have sufficient Environmental Monitors to allow work in multiple locations during the same period. The contractor shall coordinate work closely with DCR's Environmental Monitors and when possible, minimize the need for monitors in geographically disparate areas at the same time.

Question 34: Part IV Special Conditions Page 22 of 30 – ORDER OF CONDITIONS

The town of Sudbury Order of Conditions has Conditions Related to Endangered Species Management for Phase I and Phase II that states, "f. Unless otherwise approved by the Division, construction activities within Priority Habitat must not occur during the Eastern Whip-poor-will breeding season (May 1 – August 1), as proposed. The Applicants shall endeavor to refrain from construction activities within Priority Habitat from April 15 to August 1." What is the allowable time for construction activities in these areas?

Answer 34: See answer to question #2.

Question 35: Part IV Special Conditions Page 22 of 30 – ORDER OF CONDITIONS

The town of Sudbury Stormwater Plan has Condition 9 that requires a Soil and Groundwater Management Plan (SGMP) be prepared prior to the Phase I work and submitted to the Planning Board. Are there any conditions or requirements in the SGMP that will apply to this project that the Contractors should be made aware of?

Answer 35: The Contractor shall be responsible for maintaining and/or installing erosion controls, preparing weekly construction reports, and requirements outlined in Condition O of the Stormwater Management Permit.

Question 36: Part IV Special Conditions Page 29 of 30 – FINE GRADE AND COMPACT

The work shall conform to the provisions of Sections 150 and 170 of the standard Specifications and the following: Compaction shall not be less than 95 percent of the maximum dry density of the material. Compaction testing shall be required every 800 feet and shall be conducted by an independent lab that is paid for by the contractor. Does the existing 8-inch gravel borrow placed by Eversource need to be tested for compaction?

Answer 36: No. Only sections of gravel borrow placed as part of this contract will need to be tested. It is assumed some fine-grading and surface prep of the Eversource section will need to occur prior to pavement installation.

Question 37: Contract Drawing TS-01 TYPICAL SECTION

The typical Sections on Sheet TS-01 has the flowing note, “See appendix X of the project specifications for the plans of the Eversource Sudbury-Hudson Transmission Reliability Project Cross Sections for existing cross slope information.” Since no as-built information has been given, is it the intent to fine grade the existing 8-inch gravel borrow placed by Eversource to the 1.5% ($\pm 0.5\%$ tolerance) cross slope and then place the hot mix asphalt pavement, or is it the intent of the contract to meet the proposed finished grades shown on the cross sections in Appendix X of the specifications?

Answer 37: The intent of the project is to fine grade the existing 8-inch gravel borrow placed by Eversource to the 1.5% ($\pm 0.5\%$ tolerance) cross slope to comply with ADA requirements and ensure proper drainage of the final paved surface. The plans are referenced for use as a guide.

Question 38: 9. Contract Drawing C-01 WILKINS STREET PARKING AREA AND NEW TRAIL SECTION

Sheet C-01 of the Contract Drawings shows the proposed features for the new trail and parking area but is absent any existing and proposed contours or grades. Could a grading plan showing the existing and proposed contours (or grades) be provided in order to better estimate the necessary work required for the new parking lot and new section of trail portion of the project.

Answer 38: Some proposed contours and spot elevations are provided on Sheet D-11. Additional grading and earthwork information is provided on XS-01 to XS-03.

END OF ADDENDUM No. 2