



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



February 14, 2025

Proposal No. 613742-129274

ADDENDUM NO. 1

To Prospective Bidders and Others on:

**DISTRICT 2**  
**Scheduled and Emergency Structural and Substructure Repairs**  
**at Various Locations on I-90**

PROPOSAL TO BE OPENED AND READ WEDNESDAY, FEBRUARY 19, 2025, at 2:00 P.M.  
Transmitting changes to the Contract Documents as follows:

- |                                 |                          |
|---------------------------------|--------------------------|
| <u>QUESTIONS AND RESPONSES:</u> | 2 Pages.                 |
| <u>DOCUMENT 00010:</u>          | Revised page 2.          |
| <u>DOCUMENT 00102:</u>          | Revised page 2.          |
| <u>DOCUMENT A00801:</u>         | Revised pages 33 and 93. |

Take note of the above, substitute the revised pages for the originals, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

DSK  
cc: A. Daragan, Project Manager

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**DISTRICT 2**  
**Scheduled and Emergency Structural and Substructure Repairs  
at Various Locations on I-90**

Questions and Responses

Addendum No.1, January 14, 2025

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**Prime Coatings, Inc, -mail dated February 11, 2025**

Question 1) Page A00801 – 93 states, “Payment areas considered incidental shall include any existing stiffeners, diaphragms, and cross bracing remaining in place cleaned and painted, new vertical projections from additional steel thickness of repair plates, bolts, nuts, or additional stiffeners.”

On structures with plate girders, the stiffeners, diaphragms, and cross-bracing can account for as much as 30% of the surface area of the areas being cleaned. These members also happen to be the most labor-intensive to clean and paint. When these components become incidental, it is necessary to apply a premium to our pricing to account for that incidental surface area. However, MassDOT ends up paying an unnecessary premium when these features are not present, such as on rolled stringers.

Will MassDOT consider removing these incidentals, and paying for actual surface area cleaned and painted?

**Response 1) See revised page A00801-93.**

Question 2) Section 961.64 states, “ Prior to the application of the finish coat, bearing areas as defined shall receive an additional intermediate coat at 3 mils Dry Film Thickness (DFT), spray applied. ..”

Please advise if this requirement is in effect for these repairs.

**Response 2) Painting shall be performed in accordance with Section 961.64 of the Standard Specifications.**

Question 3) Page A00801 – 92 states, “The Contractor shall clean all exposed surfaces of abutment seats and pier caps by power washing to the acceptance of the Engineer. All costs of cleaning abutment seats and pier caps including debris collection & removal, disposal and pressure washing shall be considered incidental to this Item.”

Is Contractor expected to clean entire length of abutment, or only within the repair area? If the former, this would require Contractor to apply an unknown premium to cover what could be extensive cleaning costs outside of the assigned repair. If the intent is to clean the full length, it may be less risky and more cost-effective for a separate bridge seat cleaning item to be added.

**Response 3) Abutment seats and pier caps shall be cleaned in areas where work is being performed, and in adjacent areas as required by the Engineer. Full length cleaning may not be required, but additional areas adjacent to the immediate work area may be necessary.**

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Question 4) Page A00801 – 93 states, “After the final coat of paint has cured, a seal shall be placed around the edges of all high strength bolted repair plates in contact with original steel. The seal will be incidental to this item and shall be compatible with the paint system being used. The Contractor shall submit a catalogue of the material to be used to the District for review and approval prior to use.”

Caulking is also incidental to Item 107.97 per Page A00801 – 64. Please clarify which item this work is paid under.

***Response 4) As stated in the fourth paragraph under the Basis of Payment on Page A00801 – 93, the seal will be incidental to Item 961.211.***

Question 5) SSPC QP-1/QP-2 Certified painting contractors are required to have QC Programs, including certified QC inspectors. However, there is no direct requirement for these inspectors to be separate from production tasks. Larger scopes may warrant a dedicated QC, however smaller scopes and crews typically rely on the supervisor to perform these minor checks. Particularly when it comes to final painting, there are often shifts with only a few painters on site, and only ambient conditions to monitor (twice per shift).

Please advise if this is acceptable, or if it is expected that Contractors carry the costs of a dedicated coatings QC, outside of existing field supervision, on this contract.

***Response 5) It is expected that the contractor carries the costs of a dedicated, non-working coatings QC on this contract.***

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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](mailto: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.

① **PRICE ADJUSTMENTS**

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 \$560.00 per ton, Portland cement \$425.53 per ton, diesel fuel \$2.980 per gallon, and gasoline \$2.426 per gallon, and Steel Base Price Index 369.8. 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](http://WWW.COMMBUYS.COM).

BY: Monica G. Tibbits-Nutt, Secretary and CEO, MassDOT  
Jonathan L. Gulliver, Administrator, MassDOT Highway Division  
SATURDAY, JANUARY 25, 2025

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**FORMWORK AND SITEWORK**

The temporary formwork used for concrete placement, shall be removed, and disposed of by the contractor. Any formwork that is not removed within forty-five (45) days after the concrete placement and is reported by Bridge Inspection or other MassDOT personnel will impose a damage of \$500.00 for each form location (On one bridge there may be multiple locations). Payment for removal of concrete forms shall be included in the unit price under the applicable item.

The Contractor is required to broom and clean all work site areas after the removal of excavated debris, regardless of the pre-existing conditions. These include areas excavated under joints such as pier caps, revetment areas. This removal of debris is incidental to the contract with no additional compensation.

**① 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.

① Addendum No.1: February 14, 2025

**ITEM 961.211** (Continued)

**BASIS OF PAYMENT**

Item 961.211 will be paid at the Contract unit price per Square Foot which shall include all labor, materials and equipment required to perform the work to the acceptance of the Engineer.

- ① Payment areas considered incidental shall include new vertical projections from additional steel thickness of repair plates, bolts, nuts, or additional stiffeners. Incidental to this item are all costs associated with the design and installation of the required containment system/work platform.

Incidental to this item are all costs associated with hazardous waste removal including the safe removal and disposal of accumulated pigeon waste and other toxic contaminants, and the design, installation, and final removal of the required containment system/work platform. The Engineer shall receive a copy of the hazardous waste manifest before final payment is made.

After the final coat of paint has cured, a seal shall be placed around the edges of all high strength bolted repair plates in contact with original steel. The seal will be incidental to this item and shall be compatible with the paint system being used. The Contractor shall submit a catalogue of the material to be used to the District for review and approval prior to use.

**SPECIAL NOTES REGARDING PREVAILING WAGE REQUIREMENTS**

Note that the erection and dismantling of scaffolding, rigging and containment for bridge painting work is subject to the “Painter(Bridges/Tanks)” prevailing wage rate. This includes surface preparation, including removal of all types of paint on bridges, the application of paint and the clean-up of debris resulting from paint removal operation on bridges, pursuant to the determination by the Massachusetts Department of Labor Standards’ 12/23/2009 “Notice Concerning the Removal and Application of Paint on Bridges and Tanks.”