



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



April 10, 2025

Proposal No. 609516-129633

ADDENDUM NO. 1

To Prospective Bidders and Others on:

**BURLINGTON**  
**Federal Aid Project No. NHP(NHS)-0954(066)X**  
**Improvements at I-95 (Route 128)/Route 3 Interchange**

PROPOSAL TO BE OPENED AND READ: WEDNESDAY, APRIL 23, 2025, at 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

RESPONSES TO BIDDERS' QUESTIONS: 1 page.

<u>DOCUMENT 00104:</u>	Revised page 3.
<u>DOCUMENT A00801:</u>	Inserted new pages 3A and 3B.
<u>DOCUMENT A00802:</u>	Revised page 8.
<u>DOCUMENT B00420:</u>	Revised page 9.
<u>PLANS:</u>	Revised sheets 4, 5, 6 and 7.

Take note of the above, substitute the revised pages and plans sheets for the originals, and insert new pages in proper order, 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: D. Shed, Project Manager

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**BURLINGTON**

**Federal Aid Project No. NHP(NHS)-0954(066)X  
Improvements at I-95 (Route 128)/Route 3 Interchange**

**Responses to Bidder's Questions**

**Addendum No. 1, April 10, 2025**

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**Newport Construction Corp, email dated April 2, 2025**

**Question 1:** Can you please elaborate on the time restriction and/or what is allowed to be completed during day or night work, none of it is addressed.

**Response 1:** *See revised Special Provisions new section SCHEDULE OF WORK HOURS page A00801-3A.*

**Question 2:** Also, should this project have a " Traffic cones for traffic management" item (851.1)

**Response 2:** *No, Traffic drums are assumed, and the Traffic cones are incidental and less than 50 cones.*

**Question 3:** On sheet 29 of the drawings by about STA 134+00 you are calling for a permanent impact attenuator (Item # 628.303), this item is not on the bid tabulation.

**Response 3:** *See revised proposal page B00420-9.*

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① Addendum No.1: April 10, 2025

**NOTICE TO CONTRACTORS** (Continued)

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 \$622.50 per ton, Portland cement \$425.53 per ton, diesel fuel \$2.759 per gallon, and gasoline \$2.346 per gallon, and Steel Base Price Index 356.2. 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, MARCH 22, 2025

Addendum No.1: April 10, 2025

**SCHEDULE OF WORK HOURS**

*(Supplementing Subsection 8.02)*

The work on this project will be restricted according to the following work schedule:

All work on this project is restricted to the hours of 9:00 PM Sunday to 5:00 AM Monday and 9:00 PM to 5:00 AM for all shifts commencing Monday through Thursday.

The week will extend as follows:

Sunday: 9:00 P.M. to 5:00 A.M. Monday  
Monday: 9:00 P.M. to 5:00 A.M. Tuesday  
Tuesday: 9:00 P.M. to 5:00 A.M. Wednesday  
Wednesday 9:00 P.M. to 5:00 A.M. Thursday  
Thursday: 9:00 P.M. to 5:00 A.M. Friday

The setting up and removal of all Traffic Control Devices shall be completed within the above time frames. Portable Changeable Message Boards Item 856.12 shall be utilized on Interstate-93 mainline and shall be placed upstream far enough for motorists to make decisions about alternate routes and as required by the Engineer.

No work adversely affecting traffic will be allowed unless a substitute traffic pattern or detour route, satisfactory to the Engineer, has been provided by the Contractor.

No work shall be permitted on Saturdays, Sundays, or holidays (except as shown on the work schedule). No work shall be permitted on the day preceding or the day following a holiday weekend without prior approval of the Engineer.

Addendum No.1: April 10, 2025

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① Addendum No.1: April 10, 2025

**620.13 GUARDAIL, TL-3 (SINGLE FACED)**

STA 111+33 to STA 137+63 RT  
STA 150+07 to STA 150+46 RT  
STA 152+39 to STA 159+30 RT  
STA 162+09 to STA 163+92 RT  
STA 162+08 to STA 162+21 LT  
STA 168+61 to STA 175+76 RT  
STA 136+22 to STA 137+63 RT  
STA 163+16 to STA 163+92 RT  
STA 167+60 to STA 178+27 RT

**627.1 TRAILING ANCHORAGE**

STA 137+63 to STA 137+75 RT  
STA 162+08 to STA 162+21 LT

**627.83 GUARDRAIL TANGENT END TREATMENT, TL-3**

STA 149+57 to STA 150+07 RT  
STA 151+89 to STA 152+39 RT

**628.21 TRANSITION TO NCHRP 350 GUARDRAIL**

STA 111+00 to STA 111+32 RT  
STA 150+46 to STA 150+81 RT  
STA 159+30 to STA 159+66 RT  
STA 161+74 to STA 162+09 RT  
STA 163+92 to STA 164+24 RT  
STA 167+31 to STA 167+60 RT  
STA 178+27 to STA 178+62 RT

**① ITEM 628.303 PERMANENT IMPACT ATTENUATOR, NON-REDIRECTIVE, TL-3**

To be used where temporary barrier creates a blunt end to oncoming vehicle traffic.

**ITEM 628.4 TEMPORARY IMPACT ATTENUATOR, REMOVED AND RESET**

To be used per Temporary Traffic Control Plans during full depth pavement construction or as required for temporary traffic control setups.

**ITEM 630.2 HIGHWAY GUARD REMOVED AND DISCARDED**

STA 111+00 to STA 137+63 RT  
STA 149+57 to STA 150+81 RT  
STA 151+89 to STA 155+66 RT  
STA 161+74 to STA 163+92 RT  
STA 162+09 to STA 162+21 LT  
STA 168+61 to STA 175+76 RT  
STA 136+22 to STA 137+75 RT  
STA 163+16 to STA 163+92 RT  
STA 167+60 to STA 178+62 RT  
STA 136+22 to STA 137+63 RT

**ITEM 697.1 SILT SACK**

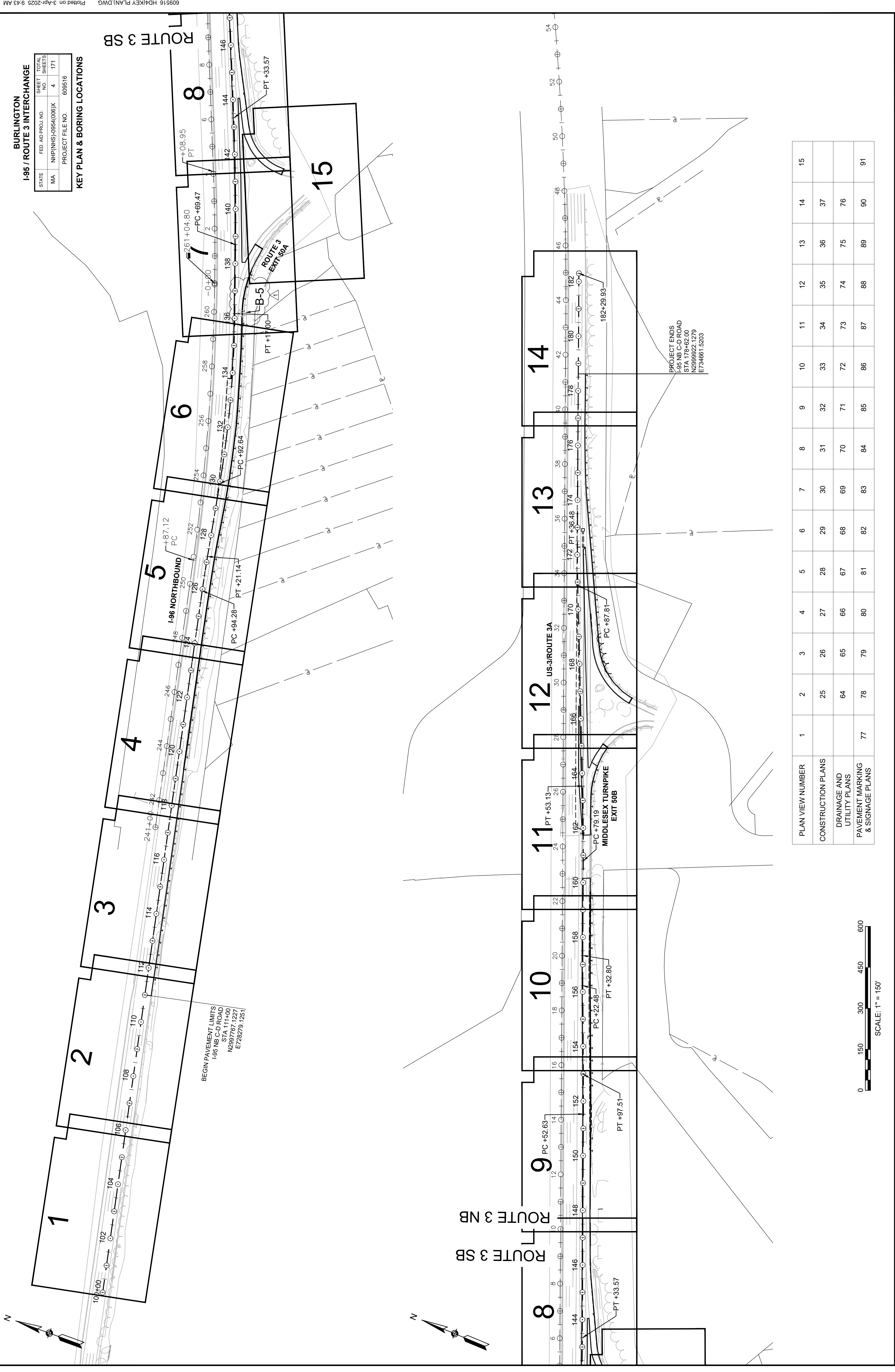
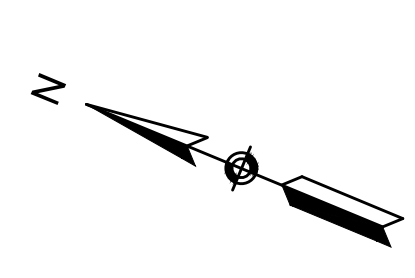
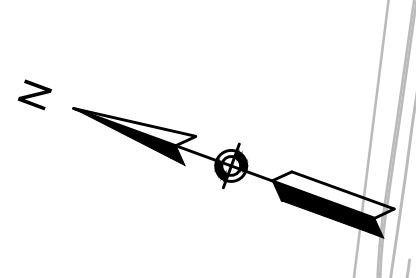
For installation in all catch basins and drain inlets that are in operation during construction within the project limits.



Project # 609516		Contract # 129633		
Location : BURLINGTON				
Description : IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
620.13	5,600	GUARDRAIL, TL-3 (SINGLE FACED)  AT _____ PER FOOT		
627.1	3	TRAILING ANCHORAGE  AT _____ EACH		
627.83	3	GUARDRAIL TANGENT END TREATMENT, TL-3  AT _____ EACH		
628.21	9	TRANSITION TO NCHRP 350 GUARDRAIL  AT _____ EACH		
628.303	2	PERMANENT IMPACT ATTENUATOR, NON-REDIRECTIVE, TL-3  AT _____ EACH		
628.4	2	TEMPORARY IMPACT ATTENUATOR, REMOVED AND RESET  AT _____ EACH		
630.2	6,400	HIGHWAY GUARD REMOVED AND DISCARDED  AT _____ PER FOOT		
697.1	47	SILT SACK  AT _____ EACH		
701.	25	CEMENT CONCRETE SIDEWALK  AT _____ PER SQUARE YARD		

①

① Deleted Item 628.305



**BURLINGTON**  
**I-95 / ROUTE 3 INTERCHANGE**

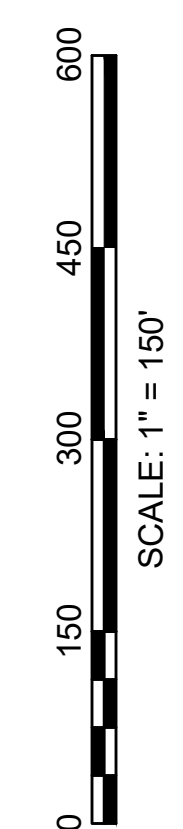
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(006)X	4	171
PROJECT FILE NO.		609516	

**KEY PLAN & BORING LOCATIONS**

BEGIN PAVEMENT LIMITS  
I-95 NB C-D ROAD  
STA 111+00  
N289767.1227  
E728279.1251

PROJECT ENDS  
I-95 NB C-D ROAD  
STA 178+62.00  
N2999922.1279  
E734661.5203

PLAN VIEW NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CONSTRUCTION PLANS		25	64	65	66	67	68	69	70	71	72	73	74	75	76
DRAINAGE AND UTILITY PLANS															
PAVEMENT MARKING & SIGNAGE PLANS	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91



**BURLINGTON**  
**I-95 / ROUTE 3 INTERCHANGE**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)-0954(008)X	5	171
PROJECT FILE NO. 609516			

**AS-DRILLED PAVEMENT CORES & BORING LOGS**  
**SHEET 1 OF 3**

**Pavement Core Log**

Project Name:	Route 3 & Interstate 95 Interchange	Contractor:	New England Boring Contractors, Inc.	Pavement Core:	B-2
Project Location:	Burlington, MA	Driller:	Carl Dawning	Start Date:	3/11/2025
Client:	MassDOT	Coordinates:	N 2,999,319' E 733,227'	Start Time:	23:00
Project Number:	70095	Ground Elev:	184'	Logged By:	Husham Osman



Wearing-course (in): 1.00  
 Fine-grained ( $\phi < 1/4$  in.): \_\_\_\_\_  
 Medium-course (in): 3  
 medium grained  $\phi < 1/2$  in. \_\_\_\_\_  
 Base-course (in): 3.00  
 Medium to large grained  $\phi < 1$  in. \_\_\_\_\_  
 Total Recovery (in): 7.00  
 CBR Sample Depth (in): 7-36

Remarks: The pavement core was 6 inches in diameter.  
 The core hole was restored using cold patch Asphalt.



31 St. James Avenue, Suite 300  
 Boston, MA 02116

**Pavement Core Log**

Project Name:	Route 3 & Interstate 95 Interchange	Contractor:	New England Boring Contractors, Inc.	Pavement Core:	B-1
Project Location:	Burlington, MA	Driller:	Carl Dawning	Start Date:	3/12/2025
Client:	MassDOT	Coordinates:	N 2,999,271' E 733,141'	Start Time:	0:20
Project Number:	70095	Ground Elev:	187'	Logged By:	Husham Osman



Wearing-course (in): 4.75  
 Medium to Fine-grained ( $\phi < 1/2$  in.): \_\_\_\_\_  
 Base-course (in): 4.25  
 Medium to large grained  $\phi < 1$  in. \_\_\_\_\_  
 Total Recovery (in): 9.00  
 CBR Sample Depth (in): N/A

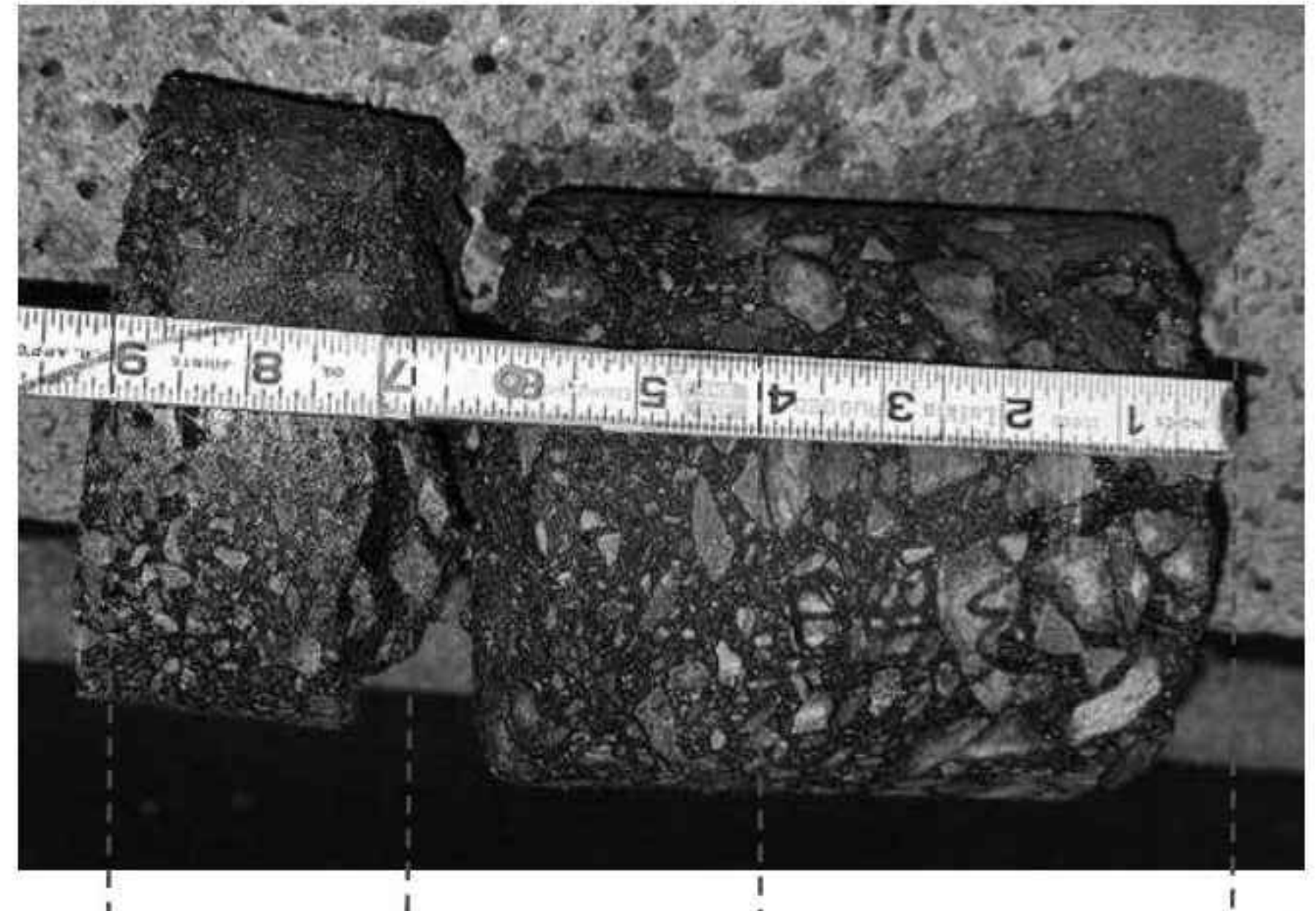
Remarks: The pavement core was 6 inches in diameter.  
 The core hole was restored using cold patch Asphalt.



31 St. James Avenue, Suite 300  
 Boston, MA 02116

**Pavement Core Log**

Project Name:	Route 3 & Interstate 95 Interchange	Contractor:	New England Boring Contractors, Inc.	Pavement Core:	B-4
Project Location:	Burlington, MA	Driller:	Carl Dawning	Start Date:	3/11/2025
Client:	MassDOT	Coordinates:	N 2,999,374' E 733,356'	Start Time:	23:25
Project Number:	70095	Ground Elev:	180'	Logged By:	Husham Osman



Wearing-course (in): 2.00  
 Fine-grained ( $\phi$ ) < 1/4 in.

Medium-course (in): 3  
 Fine to Medium grained  $\phi$  < 1/2 in.

Base-course (in): 4.00  
 Medium to large grained  $\phi$  < 1 in.

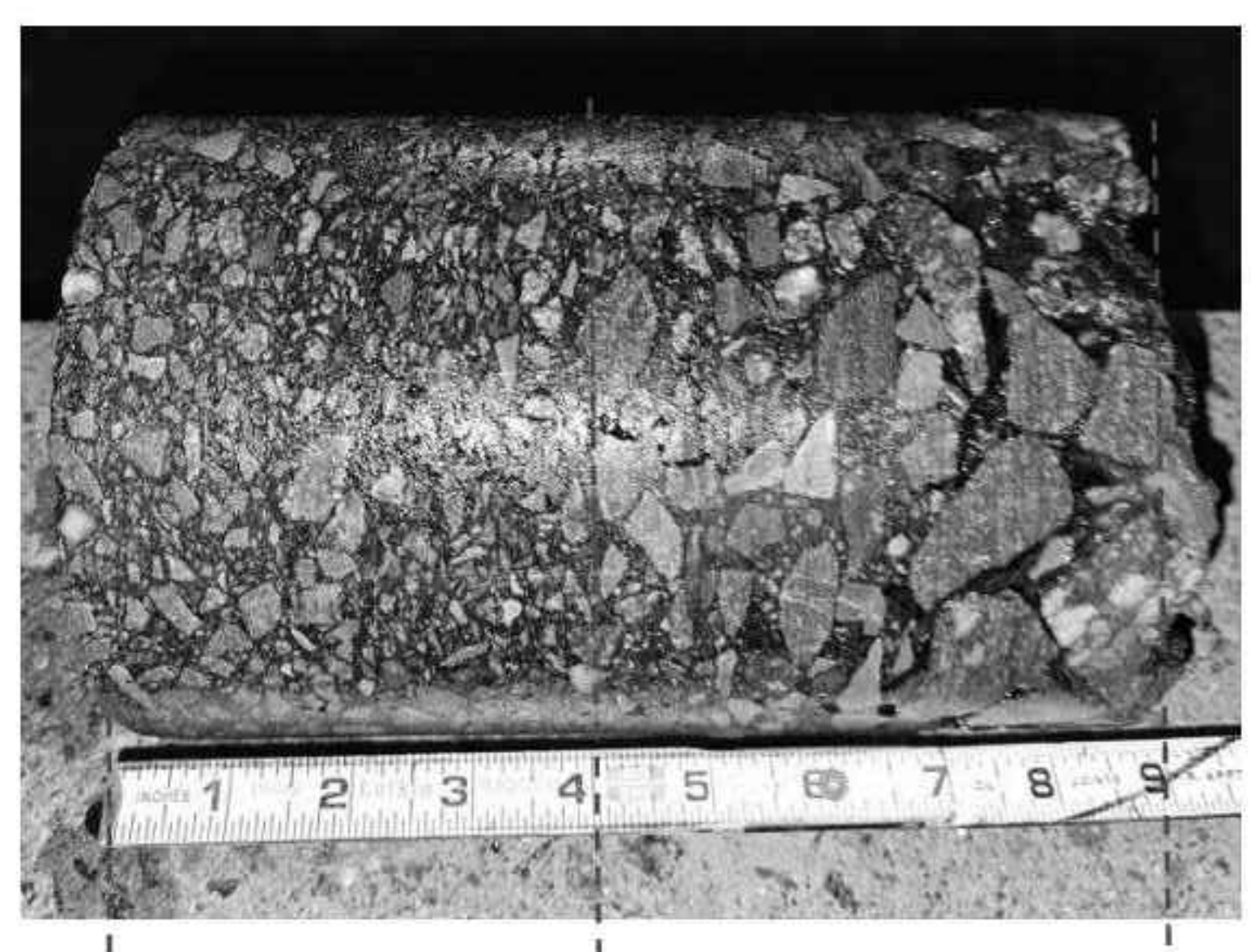
Total Recovery (in): 9.00  
 CBR Sample Depth (in): N/A

Remarks: The pavement core was 6 inches in diameter.  
 The core hole was restored using cold patch Asphalt.

**HNTB**  
 31 St. James Avenue, Suite 300  
 Boston, MA 02116

**Pavement Core Log**

Project Name:	Route 3 & Interstate 95 Interchange	Contractor:	New England Boring Contractors, Inc.	Pavement Core:	B-3
Project Location:	Burlington, MA	Driller:	Carl Dawning	Start Date:	3/11/2025
Client:	MassDOT	Coordinates:	N 2,999,328' E 733,281'	Start Time:	23:45
Project Number:	70095	Ground Elev:	183'	Logged By:	Husham Osman



Wearing-course (in): 4.00  
 Fine to Medium-grained ( $\phi$ ) < 1/2 in.

Base-course (in): 5.00  
 Medium to large grained  $\phi$  < 1 in.

Total Recovery (in): 9.00

CBR Sample Depth (in): N/A


Remarks: The pavement core was 6 inches in diameter.  
 The core hole was restored using cold patch Asphalt.

**HNTB**  
 31 St. James Avenue, Suite 300  
 Boston, MA 02116

**BURLINGTON**  
**I-95 / ROUTE 3 INTERCHANGE**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)0954(000)X	7	171
PROJECT FILE NO.		609516	

**AS-DRILLED PAVEMENT CORES & BORING LOGS**  
**SHEET 3 OF 3**

		<b>New England Boring Contractors, Inc.</b> 40 Fordway St, Derry, New Hampshire, 03038		<b>No. B-5</b>	
City/Town: Burlington, MA		Bridge Number:		Scale: 1:20	
Location: Right Lane of Exit 50A		Project File Number:		Page 1 of 1	
Groundwater Depth (Feet): 7		Date & Time: 4/2/2025 2:30		Date & Time Started: 4/1/2025 22:45	
Coordinates (Feet): N 2998290 E 730744		Date & Time Completed: 4/2/2025 2:45		Total Hours: 4.0	
Ground Elevation (Feet): 183		Driller's Name: M. Pham		Helper's Name: T. Le	
Inspector's Name (PRINT): H. Osman		Inspector's Signature: <i>H. Osman</i>		Inspector's Company: HNTB	

Sample Number	Depth Range (Feet)	Blow Counts per 6 Inches Coring Times Minutes per Foot	Recovery (inches)	Field Description	Strata Changes
				<b>0.0 - 0.7 - Top 8" Asphalt</b>	<b>183</b>
SS-1	1 - 3	49 - 26 - 24 - 16	12	<b>1.0 - SS-1:</b> Moist, dense, grey to brown, FINE TO COARSE SAND AND FINE TO COARSE GRAVEL, trace of inorganic silt.	
SS-2	3 - 5	24 - 15 - 15 - 23	12	<b>3.0 - SS-2 Top 5":</b> Moist, medium dense, grey, FINE TO COARSE SAND AND FINE TO COARSE GRAVEL, trace of inorganic silt. <b>3.4 - SS-2 Bot 7":</b> Moist, medium dense, brown, FINE TO MEDIUM SAND, little fine gravel, little inorganic silt.	
SS-3	5 - 7	21 - 27 - 29 - 31	9	<b>5.0 - SS-3:</b> Moist, very dense, brown to grey, FINE TO COARSE GRAVEL AND FINE TO COARSE SAND, trace of inorganic silt.	<b>178</b>
SS-4	7 - 7.8	22 - 100/3" - -	9	<b>7.0 - SS-4:</b> Wet, very dense, brown to grey, FINE TO COARSE GRAVEL AND FINE TO COARSE SAND, trace of inorganic silt. <b>7.8 -</b> Advanced button bit from 7.8 to 9.5 feet to confirm Bedrock.	
CORE-1	9.5 - 12.5	3.1 - 3.2 - 6.0 - -	RQD - 0% 0	<b>9.5 - 12.5 - C-1:</b> No core recovery. The core bit was broken. Grey, weathered rock was observed in the drill cuttings, possible Cobbles or Boulder.	<b>1173</b>
SS-5	12.5 - 13	120/6" - - -	5	<b>12.5 - SS-5:</b> Wet, very dense, grey, FINE TO MEDIUM GRAVEL (Weathered Rock).	
SS-6	15 - 15.2	100/2" - - -	7	<b>15.0 - SS-6:</b> Wet, very dense, grey, FINE GRAVEL (Weathered Rock). <b>15.3 -</b> Boring terminated at depth 15.3 feet below ground surface.	<b>15168</b>

Remarks: Groundwater depth at 7.0' at end of drilling. Boring backfilled with drill cuttings and one foot of concrete. The boring location moved about 10' North. Ground surface was restored with cold patch Asphalt.

Cohesionless Soils (Sands, Gravels)		Penetration Resistance (N) Guide		Cohesive Soils (Sils, Clays)	
Relative Density	Penetration Resistance	Consistency	Penetration Resistance	Consistency	Penetration Resistance
Very Loose	0 - 4	Very Soft	0 - 2	Very Soft	0 - 2
Loose	4 - 10	Soft	2 - 4	Soft	2 - 4
Medium Dense	10 - 30	Medium Stiff	4 - 8	Medium Stiff	4 - 8
Dense	30 - 50	Very Stiff	8 - 15	Very Stiff	8 - 15
Very Dense	Over 50	Hard	15 - 30	Hard	Over 30

N = Sum of Second and Third 6" Blow Counts

Terms Used for Second Entry of Descriptions: and = 35-60%, some = 12-35%, little = 5-12%, trace = 5% or less