



The City of **WORCESTER**

Administration & Finance – Purchasing Division
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August 13, 2026

To All Bidders:

Subject: **Bid No. 8727-M7 – Resurfacing Goddard Memorial Drive (M26-2) / DPW**

ADDENDUM NO. 3

To Whom It May Concern:

With reference to our bid request relative to the above subject, please refer to the changes/modifications/clarifications to the original proposal request.

Questions Received by this Office & Answers from the City:

1. Q: How wide is the LF pass for the pre-milling supposed to be? Are we to assume 7' Minimum width?
A: 4' Minimum Width.
2. Q: There are shoulder breaks on Goddard Memorial Drive in the roadway now. Is it the intent to remove these with the CIP process and keep the road superelevated? Will the CIP process be able to install the shoulder break after recycling process?
A: The Prime Contractor/Subcontractor performing the CIP paving work with the engineer on site to decide when and where to have breaks/crowns/superelevation.
3. Q: Is the intent of removing the granite edging before the CIP process to remove the curb lock?
A: In part, yes. Pre-milling and CIR depths commonly reach or extend below the embedment of the edging, removing the material that supports it. Edging left in place under those conditions can displace into the work area, interrupting the operation and compromising the recycled section at the road edge. Resetting after the recycled base is placed also allows the edging to be fully locked by the new base and wearing course rather than set against a disturbed edge. Removal of the curb lock, where required, is incidental to the removal and resetting of both sloped and vertical curbing.



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4. Q: How will the sections under the 290 overpass be handled with the pre-milling? Those areas will be critical to not add height to the roadway. Will these areas be paid under item 403.2?

A: The intent of pre-milling is to control the final elevation of the roadway by removing a calculated volume of material, accounting for the added volume from the mix design, the fluff generated by the recycling process, and the 2" wearing course. That calculation is what prevents added height under the overpass, so those sections will be pre-milled under the same item and the same approach as the rest of the roadway. Pre-milling depths and quantities are the responsibility of the prime contractor and its recycling subcontractor.

5. Q: With regards to the CIP process and the city being satisfied with the current specs, the way the specifications are written, there is only one contractor that can do this work. Please consider allowing MassDOT approved contractors for the CIP.

A: The City does not wish to change the current required process at this time. The City has identified three contractors in the Northeast who perform CIP in the manner required in this bid: Indus, Allstates, and Coastal Road Repair.

6. Q: Where there is asphalt paved islands, with the asphalt be paid under Item 432?

A: Yes. Same applies to 442 and concrete islands. The extent of repairs needed will be prescribed by the engineer considering the existing condition of the island and the curb/edging. Sawcutting if needed will be incidental.

7. Q: Item 509.05 Green Friction Surface Elephant Feet Crossing with Layout is by the LF. How wide should the contractor assume for each of the Elephant Feet?

A: 12"x12" white boxes on each end. 3' wide green section in the middle. 5' wide total.

Bidders are requested to acknowledge and/or include this addendum with submission. All other terms, conditions and specifications remain unchanged.

Very truly yours,

Stephen R. McDonald
Assistant Purchasing Director