



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Phillip Eng, Interim MassDOT Secretary  
Jonathan L. Gulliver, Undersecretary and Highway Administrator



February 19, 2026

86461-132405

ADDENDUM NO. 1

To Prospective Bidders and Others on:

**LINCOLN**  
**Federal Aid Project No. HIP(NGB)-003S(902)X**  
**Superstructure Replacement, L-12-002, Concord Road (Route 126) over**  
**MBTA/CSX Railroad**

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, FEBRUARY 24, 2026 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES: 7 pages.

DOCUMENT A00801: Revised pages 78, 161, 162, 164, and 203.

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,

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

SP  
cc: Eamon Kernan, Project Manager

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Questions and Responses

Addendum No. 1, February 19, 2026

**J.F. White Contracting Company, February 11, 2026**

Question 1) Bid Item 853.33 “Temporary Barrier – Limited Deflection (TL-3)” Shows a quantity of 700 FT. As the barrier will need to be relocated several times should there be a bid item to “Remove and Reset Temporary Barrier”?

Response 1) See revised page A00801-164.

Question 2) Bid Item 859.1 Reflectorized Drums with Sequential Flashing Warning Lights has a bid quantity of 9,100 Days, is this the correct bid quantity?

Response 2) This will be answered in a future addendum.

Question 3) There is no bid item in the contract for Reflectorized Drums (without warning lights). Reflectorized drums are shown in the traffic control plans. Should there be an item for Reflectorized Drums (859. – (per day)?

Response 3) This will be answered in a future addendum.

**Mas Building & Bridge Inc., February 11, 2026**

Question 4) For Item 816.811 - Does the equipment need to be new or used, since ownership will be transferred from the contractor to MassDOT at the end of the project?

Response 4) The equipment shall be new.

Question 5) For Item 816.811 - Can you confirm whether the Rhode Island requirements still apply, given that this is a MassDOT project?

Response 5) See revised pages A00801-161 and A00801-162.

Question 6) Is the intent of Item 904 to cover the off-bridge sidewalks? If so, should the same specifications as Item 701 – Sidewalks be applied?

Response 6) Yes. Bid Item 904 is for the 4” concrete surface course specified for the temporary pedestrian path leading to the temporary pedestrian bridge, called out as 4” CEMENT CONCRETE (4,000 psi, ¾”, 610, AIR ENTRAINED) on sheet 4 of the contract plans. The construction of the concrete walkway shall be in accordance with Subsection 701.

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- Question 7) Please provide dimensions for Item 811.15 Electric Manhole (MBTA)
- Response 7) This will be answered in a future addendum.
- Question 8) Please provide the intended location for Item 811.28 Telephone Handhole 2'x3'x3' (VERIZON)
- Response 8) This is a contingency item. The location of the existing Verizon Handhole shall be verified in the field during construction, if required
- Question 9) Please confirm that the intent of Bid Item 415.4, "Bridge Pavement Milling," is to mill the shared-use path on the bridge during Stage 3A.
- Response 9) This is correct. The purpose is to remove the temporary portion of the 1.5" thick HMA pavement within the limits of the proposed shared-use path during Stage 3A so that the shared-use path can be constructed.

**Railroad Construction Company, Inc., February 12, 2026**

- Question 10) Contract Drawing Sheet 1 of 45, Bridge L-12-002, has a detail (Profile Along Construction Baseline) showing the existing and proposed bridge clearance from the existing top of rail elevations. Contract specifications call for the bridge to be fully shielded. Existing Bridge Drawings indicate that elements of the structural steel are covered with concrete and as such a traditional wood shield placed on the top of the flanges may not prevent concrete debris from coming off the steel superstructure during demolition and removal of the concrete deck. Please provide the minimum clearance required under the steel stringers to the top of rail, should a shield be required below the bottom of the stringers to prevent debris from falling to the track below.
- Response 10) See Item 994.01 special provisions.

**MIG Corporation, Inc., February 13, 2026**

- Question 11) Page A00801-78 of the CDSP states that M&P for Item 127.43 will be per Cubic Yard. However, the title of said page, as well as Page B00420-4, states this item will be per Square Yard. Please specify if this item will be Measured and Paid by the Square Yard or Cubic Yard.
- Response 11) See revised page A00801-78.

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**Mas Building & Bridge Inc., February 13, 2026**

Question 12) Please confirm that the Contractor is responsible for payment of fees associated with only one MBTA permit (covering both the Contractor's work and the Town of Lincoln water work), and that each respective utility company is responsible for paying its own license and permit fees related to its work.

Response 12) See Standard Specifications Subsection 7.03: Permits and Licenses.

Question 13) Please verify the bid quantities for the following pay items. Our takeoff quantities differ significantly from the bid quantities listed:

- Item 810.2 – Bid Quantity: 300 FT | Takeoff Quantity: 442 FT
- Item 810.5 – Bid Quantity: 1,200 FT | Takeoff Quantity: 392 FT
- Item 810.6 – Bid Quantity: 1,000 FT | Takeoff Quantity: 396 FT

Response 13) The bid quantities have been reviewed and are correct.

**EJ Prescott, February 13, 2026**

Question 14) Would you consider upsizing the casing pipe to 18" and the abutment sleeve to accommodate the pre-insulated 8" ductile with casing spacers?  
Casing Pipe -I.D. - Ø13.25" Carrier Pipe -O.D. - Ø9.05"8" D.I. w/ 2" of insulation (Ø13.05") - drawing attached.

Response 14) The casing pipe cannot be up-sized.

**J.F. White Contracting Company, February 13, 2026**

Question 15) Bid Item 904. "4000 PSI-3/4 Inch-610 Cement Concrete Masonry" has a bid quantity of 50 Cubic Yards. What is the scope/items of work for Bid Item 904.?

Response 15) See Response 6.

Question 16) After removal of the temporary pedestrian bridge how is the demolition/removal of the concrete abutments, GRS-IBS walls and reinforced soil backfill paid for?

Response 16) Removal of the temporary GRS-IBS abutments, wingwalls and temporary stub abutments will be paid for under Item 996.401. See revised page A00801-203.

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Question 17) Bid Item 847.1 “Sign Sup (N/Guide) + Route Marker w/1 Breakaway Post Assembly” has a unit of 3 each. Are there any signs to be mounted on the Sign Supports?

Response 17) This will be answered in a future addendum.

**Railroad Construction Company, Inc., February 17, 2026**

Question 18) Contract Drawing Sheets 39-43 provide borings for Proposal No. 86461-132405. Note 1 on Sheet 39 “Location of Borings shown on the plan thus: GZ-XX”, indicates that the boring locations are shown on the contract drawings. However, the boring locations are not shown. Please provide drawings showing the location of the 5 borings from sheets 39-43.

Response 18) Boring locations are shown on the Key Plan on Sheet 37 of the Contract Drawings.

Question 19) Please provide concurrence that access MBTA/CSX track area can be obtained through the Food Project’s Baker Bridge Farm perimeter road.

Response 19) The Contractor shall, at its sole cost and expense, obtain all permits, approvals, and permissions required and shall provide such temporary access to the various portions of the work as may be necessary to perform and complete the work in accordance with the Contract. The Contractor shall be solely responsible for any areas utilized for such access and shall, without additional compensation, promptly clean, repair, and restore such areas to their original condition or better, to the acceptance of the Owner.

Question 20) Contract Specification Section 993.31 and Section 996.41 indicate site restoration after removal of the Temporary Pedestrian Bridge and Temporary GRS-IBS Abutments and Wingwalls. Contract Drawing Sheet 19 of 91 indicates that the contractor is to revert surface grades to preconstruction conditions. Please confirm how excavation and disposal of the GRS-IBS fill materials will be paid for – under one of the aforementioned lump sum items or under one of the unit price items within the contract for excavation? How will removal and disposal of CMU Blocks be paid?

Response 20) See response 16.

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Question 21) Contract Specification Section A0080, Subsection 8.03 Prosecution of the Work, outlines access restraints for utility relocations. AR#01 and AR#02 note that National Grid will require 240 working days to perform their relocation and other utility companies will require 126 working days for each of the AR windows. Can these two durations run parallel with each other, or do they need to run one after the other for purpose of scheduling - meaning can this all fit within the 240 working days for each AR Window or do both AR#1 and AR#3 need to be a total of 346 working days?

Response 21) These two durations cannot run parallel to each other unless approved by the respective utility companies.

**Mas Building & Bridge Inc., February 17, 2026**

Question 22) The 2025 Standard Detail 987.3.1 for Sloped Paving requires a 12" crushed stone base. The Standard Specification for Item 987.3 states that crushed stone will be paid under the contract unit price for Crushed Stone for Drainage Foundations; however, no such pay item is included in the contract. Please add Pay Item 156.1 – Crushed Stone for Drainage Foundations.

Response 22) This will be answered in a future addendum.

Question 23) 10. Contract Drawing Sheet 19 of 91 (Landscaping Plan) shows seeding limits along the slopes on both sides of the bridge, which indicates that the Sloped Cement Concrete Paving is limited to the bridge footprint only under the superstructure. Based on this, our take-off quantity Sloped Cement Concrete Pavement is approximately 552 SY, including the Toe Wall, while the contract quantity is 1,080 SY. Please confirm the sloped paving limits.

Response 23) This will be answered in a future addendum.

**ETL Corp. February 17, 2026**

Question 24) Please add an item to the Contract to account for the removing and resetting of temporary barrier – limited deflection (TL-3).

Response 24) See response 1.

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- Question 25) On Sheet 33 of the plans, Utility Plan 2 of 5, there is a page break at the western limits of the project, cutting off a significant portion of the relocated Electric, PTC/ATC, and proposed underground service duct banks. Please provide plans showing the area cut off by this break. After visiting the site, it appears there are two bungalows down that section of track and several potential obstructions to this duct bank work.
- Response 25) The Contractor will do a field verification of the existing underground utilities and adjust the proposed underground to minimize the conflicts accordingly.
- Question 26) Please refer to Sheet 33 of the contract plans. Once temporary utility pole #39C (B/O – VZ) is removed after bridge construction, are the temporary concrete encased underground conduits going from this pole to their respective MH / HH structures to be removed or abandon in place? If these concrete encased duct banks need to be removed by the Contractor, please provide a pay item for this work.
- Response 26) The temporary underground conduits are to be removed and disposed of after the permanent conduits are installed. See special provisions for Items 810.5 and 810.6.
- Question 27) Please clarify what work shall be paid under Item 904 – 4,000 PSI – ¾” 610 Cement Concrete.
- Response 27) See response 6.
- Question 28) On Sheet 35 of the plans, Utility Plan 4 of 5, the connection to the existing 8” water line with tapping sleeve with flange outlet and thrust block is called out as “By Others”. The connections to the existing 8” water line with solid sleeve couplings are also called out as being completed by the Town of Lincoln Water Department. On Sheet 36 of the plans, the 8” D.I. Pipe water line with 2” urethan foam insulation within 14” steel casing is also called out as “Town of Lincoln Water Department”. There is also another solid sleeve coupling on this page called out by the Town of Lincoln Water Department. Please clarify what work, if any, is the responsibility of the Town of Lincoln Water Department on this project.
- Response 28) This will be answered in a future addendum.

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Question 29) Please confirm that the excavation required to install the temporary GRS-IBS abutments and wingwalls is incidental to Item 996.401. Please also confirm that Item 996.401 includes complete removal of the temporary GRS-IBS abutments and wingwalls.

Response 29) See response 16.

**J.F. White Contracting Company, February 18, 2026**

Question 30) Bid Item 811.15 “Electric Manhole (MBTA)” Please specify the size/dimensions of the manhole and frame and cover?

Response 30) This will be answered in a future addendum.

Question 31) For Bid Item 811.15 “Electric Manhole (MBTA)” are pulling irons required in the manhole?

Response 31) This will be answered in a future addendum.

① Addendum No. 1, February 19, 2026

<b><u>ITEM 127.42</u></b>	<b><u>REINFORCED CONCRETE DECK EXCAVATION AND REPAIR (FULL DEPTH)</u></b>	<b><u>CUBIC YARD</u></b>
<b><u>ITEM 127.43</u></b>	<b><u>REINFORCED CONCRETE DECK EXCAVATION AND REPAIR (PARTIAL DEPTH)</u></b>	<b><u>SQUARE YARD</u></b>

The Work under these Items shall conform to the relevant provisions of Subsections 120 and 482 of the Standard Specifications and the following:

The work includes removing and temporary repair of existing deteriorated reinforced concrete decks that are hazardous to traffic, as determined by the Engineer, in areas that are to remain in service during phased construction. Furnish, install and subsequently remove steel traffic plates over deficient areas until repairs can be performed.

Temporary deck underside shielding/forms shall be installed under the structurally deficient area to the limits directed by the Engineer. The temporary deck underside shielding may be removed or remain in place after the concrete deck repair is completed as required by the Engineer.

Make a  $\frac{3}{4}$  in sawcut along the repair patch boundaries before concrete removal. Remove all loose, deteriorated, or unsound concrete as directed by the Engineer.

Partial depth repairs shall remove sufficient concrete to provide a minimum of 1" clearance around existing bars. to provide sufficient clearance for placement of repair concrete.

Full depth repairs shall expose the existing reinforcing in the repair area.

Ensure that the exposed concrete and reinforcing steel surfaces are free of deleterious materials prior to application of the bonding agent.

### **MATERIALS**

Steel traffic plates shall be of the proper size and thickness to span and support traffic loads over the structurally deficient area.

Use bonding agent that is an all-purpose, high-strength, moisture-insensitive, rigid bonding agent that is listed on the MassDOT Approved Materials List.

Concrete shall be a rapid setting material and shall be selected from the MassDOT approved materials list. Adhere to manufactures recommendations for cure time.

### ① **METHOD OF MEASUREMENT**

Item 127.42 will be measured for payment by the Cubic Yard of reinforced concrete removed, disposed, and repaired.

Item 127.43 will be measured for payment by the Square Yard of reinforced concrete removed, disposed, and repaired.

### ① **BASIS OF PAYMENT**

Item 127.42 will be paid for at the respective Contract unit prices per Cubic Yard, which price shall include all labor, materials, equipment, reinforced concrete removed and disposed of, concrete repaired, sawcutting, and all incidental costs required to complete the work.

Item 127.43 will be paid for at the respective Contract unit prices per Square Yard, which price shall include all labor, materials, equipment, reinforced concrete removed and disposed of, concrete repaired, sawcutting, and all incidental costs required to complete the work.

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**ITEM 816.811** (Continued)

The unit(s) shall be of the following manufacture (or approved equal):

**Street Smart Rental**

3 Kane Industrial Drive  
Hudson, MA 01749  
1-888-653-6800

**Horizon Signal**

5 Corporate Boulevard  
Reading, PA 19608  
1-800-852-8796

**Tower Sign and Signal Inc.**

24838 Hettick Scottville Road  
Hettick, IL 62649  
1-888-882-1919

**North America Traffic**

7 Petersburge Circle  
Port Colborne, Ontario L3K5V5  
1-877-695-1646

**TRAILER**

- ① The trailer shall be designed for safe transport at normal highway speeds of 55 mph. Lights, reflectors, and splash guards shall be provided to comply with Massachusetts Motor Vehicle Regulations. The PTCSS and CMPSC Systems shall be delivered with reflective tape, installed on all four (4) sides of the trailer. Each side of the trailer shall have the minimum equivalent of 72 square inches (465 square centimeters) of reflective tape.

**STRUCTURAL SUPPORT**

The deployed structure shall supply adequate support to allow complete traffic signal operation, including raising and lowering of the mast arm, and shall remain stable during wind gusts of 80 mph when stationary.

**LIFT MECHANISM**

- A. The lift mechanism shall be an electric or electrically assisted hydraulic or mechanically assisted manual mechanism capable of raising and lowering the mast arm.
- B. The mechanism shall be capable of being raised and lowered manually.
- C. A safety feature shall be provided to prevent the mast arm from lowering once in the raised position. If a safety bolt is used, a self-locking mechanism shall be incorporated into the safety bolt which prevents it from being inadvertently dislodged.
- D. The mast arm of the unit shall extend a minimum of 9 feet (2.7 m) from the roadside of the trailer and provide a minimum clearance of 17 feet (5.2 m) over the baseline established by the jacks.

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**ITEM 816.811** (Continued)**ELECTRICAL**

- ① This system shall consist of a solar/battery power system and shall be capable of operating the PTCSS and CMPSC Systems for at least 14 consecutive days on batteries alone at 70°F (17.7°C). The system shall be designed to operate continuously within the State of Massachusetts, January through December. The PTCSS and CMPSC Systems shall be equipped with an on-board auxiliary charging system to enable the batteries to be recharged with a power generator in the event of a solar system failure or emergency situation. The Contractor's traffic signal technician shall provide 24-hour emergency service with a maximum 1-hour response time to ensure that the signals are operating properly in the event of an emergency or signal equipment power failure. A 24-hour contact shall be provided to the Engineer prior to temporary signal use.

The PTCSS and CMPSC units shall have the necessary equipment required to accommodate a strobe-based pre-emption request which provides a priority green phase in the direction of approaching emergency vehicles.

The PTCSS and CMPSC units shall be constructed or equipped for legal and easy transport on public highway systems.

The PTCSS and CMPSC units shall be equipped with stabilizing and leveling devices.

At the end of the construction period, the Contractor shall carefully remove the PTCSS and CMPSC units and load and haul them to the MassDOT facility as directed by the Engineer. The Contractor shall then unload the PTCSS and CMPSC units at a location designated by MassDOT representative within the drop-off site. Upon delivery the Contractor shall transfer ownership of the PTCSS and CMPSC units to MassDOT including all warranties and purchase documentation.

**BASIS OF PAYMENT**

Item 816.811 will be paid for at the Contract unit price Lump Sum, which price shall include all labor, materials, equipment, delivery and installation of all PTCSS and CMPSC units, maintenance of said PTCSS and CMPSC units, maintaining an operational traffic control signal system during the entire duration of staged construction; portable power generator in the event of an emergency condition or signal equipment power failure, moving or relocating each PTCSS and CMPSC units at the direction of the Engineer or for break-down and set-up of various construction phasing, and all incidental costs required to complete the work.

Payment of 90% of the Lump Sum bid price of this item will be made upon the initial installation and operational of the PTCSS and CMPSC units.

The remaining 10% of the Lump Sum bid price of this item will be paid after the removal and delivery of the PTCSS and CMPSC units to MassDOT facility.

**ITEM 853.33**

**TEMPORARY BARRIER- LIMITED  
DEFLECTION (TL-3)**

**FOOT**

The work under this Item shall conform to the relevant provisions of Subsection 853 of the Supplemental Specifications and the following:

- ① The work shall consist of furnishing, installing, maintaining, removing, transporting, and resetting temporary barrier limited deflection from alignments established along the roadway to new alignments in accordance with the details shown on the plans, as required by the construction and staged construction operations and as required by the Engineer for the channelization of traffic and/or work zone protection.

The limited deflection temporary barrier system shall have a maximum dynamic deflection of 3 inches or less.

- ① No separate payment will be made for resetting temporary barrier limited deflection from alignments established along the roadway to new alignments, but all costs in connection therewith shall be included in the Contract unit price bid.

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**ITEM 996.401** (Continued)**SCHEDULE OF BASIS FOR PARTIAL PAYMENT**

Within 10 days from the date of the Notice to Proceed, the Contractor shall submit on Contractor's Proposal Form a schedule of unit prices for the major component sub-items that make up Item 996.401.

- ① The Lump Sum breakdown quantities provided in the proposal form are estimated and are not guaranteed. The total of all partial payments for this item to the Contractor shall equal the Lump Sum contract price regardless of the accuracy of the quantities furnished by the Engineer. The cost of labor and materials for any item not listed but required to complete the work shall be considered incidental to Item 996.401, no further compensation will be allowed. This includes removal and disposal of the temporary stub abutments and GRS-IBS abutments/wingwalls.

Sub-item numbering is presented for information only in coordination with MassDOT Standard Nomenclature.

Sub-Item	Description	Quantity	Unit	Unit Price	Total
156	CRUSHED STONE	2190	TON		
698.1	GEOTEXTILE FABRIC FOR STABILIZATION	7700	SY		
904.3	5000 PSI, 3/4", 685 HP CEMENT CONCRETE	28	CY		
910.1	STEEL REINFORCEMENT FOR STRUCTURES – EPOXY COATED	1750	LBS		
997.01	CEMENT MASONRY UNITS – WHOLE SOLID UNCUT	861	EA		
997.03	CEMENT MASONRY UNITS – HALF SOLID UNCUT	92	EA		
997.05	CEMENT MASONRY UNITS – WHOLE HOLLOW CORE UNCUT	1204	EA		
997.06	CEMENT MASONRY UNITS – WHOLE HOLLOW CORE CUT	143	EA		
TOTAL LUMP SUM CONTRACT BID PRICE OF ITEM 996.401 =					