



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



Proposal No. 609409-133236

March 20, 2026

**ADDENDUM NO. 3**

To Prospective Bidders and Others on:

**SPRINGFIELD**  
**Federal Aid Project No. HIP(NGB)-003S(924)**  
**Bridge Replacement, S-24-016, Armory Street over CSX Mainline**  
**& S-24-026, Armory Street over Abandoned CSX**

PROPOSAL TO BE OPENED AND READ:            TUESDAY, MARCH 31, 2026 at 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

QUESTIONS AND RESPONSES:            Thirteen pages.

DOCUMENT A00801:                            Revised page 115.

Take note of the above, substitute the revised page for the original, and acknowledge Addendum No. 3 in your Expedite Proposal file before submitting your bid.

Very truly yours,

for

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

EMC/mac  
cc Anthony Christakis, Project Manager

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**Railroad Construction Company, Inc., email dated Thursday, March 12, 2026**

Question 19) Please provide concurrence that the 4" and 5" conduit associated with the 4-4inch and 2-5-inch duct banks are paid under bid items 804.4 and 804.5, respectively.

Response 19) Yes, that is correct.

Question 20) Confirm that the gravity blocks are to be paid under Bid Item 903 as indicated in the Special Provisions page A00801-115 and not per note 4 on Contract Drawing 88 (28 of 70)

Response 20) See revised page A00801-115. Gravity blocks will not be paid under Bid Item 903. Refer to note 4 on Contract Drawing 88 (28 of 70).

Question 21) Contract Drawing 85 (25 of 70) indicates Gravity Wall #2 footing is 25'-1 1/2" in length. However, the table on Contract Drawing 89 (29 of 70) shows the footing length to be 14.45 feet. Please provide the correct footing length.

Response 21) The length on drawing 89 (29 of 70) is correct. The difference in length between the two sheets is the Gravity Block #2 Wall Extension section which is shown on sheet 88 (28 of 70). See the station limits in the plan view on drawing 87 (27 of 70) for the limits of the Gravity Block and the Gravity Block Wall Extension.

**Railroad Construction Company, Inc., email dated Thursday, March 12, 2026**

Question 22) Contract Drawings 91 and 161 note that bottom of existing abutment footing elevation can be found in a table, but it does not seem to be provided. Please confirm the depth/height of the existing abutments for both of the existing bridges.

Response 22) *This response will be provided in a future addendum.*

Question 23) Please confirm the elevation of the bottom of the existing wall #7 to remain.

Response 23) *This response will be provided in a future addendum.*

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Question 24) Please confirm that the depth of the Albany St. Retaining Wall shown on drawing 93 extends down past the bottom of the footing for the proposed 30" Column at the South Abutment.

Response 24) *This response will be provided in a future addendum.*

Question 25) Please confirm that the intended bottom elevation for all closure wall pours should match the top of the concrete socket on the adjacent pile. There are conflicting details such as the Wall No.3 elevation on drawing 85, and Wall No. 5 elevation on drawing 156 that depict the closure walls to an undetermined elevation below the top of the pile concrete socket.

Response 25) *This response will be provided in a future addendum.*

Question 26) Please confirm what specific structural concrete items are included under 904.3?

Response 26) *This response will be provided in a future addendum.*

Question 27) Specification section 995.1/995.2 makes reference to a concrete abutment extension which his not included under these sections. No reference is made of that description in the contract plans. Please specifically identify which drawing or item of work that this applies to.

Response 27) *This response will be provided in a future addendum.*

Question 28) Contract drawing 156, Wall No. 5 plan seems to indicate that the sidewalk/moment slab detail extends past the last pile. Please confirm if this is the case, which section should be used and how far past the last pile will it extend.

Response 28) *This response will be provided in a future addendum.*

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Question 29) Please provide a clearer detail of the connection between GB#4 and Wall No. 6 on contract drawing 155. It appears that the barrier at the sidewalk turns perpendicular to the road and possibly sits on top of the closure pour? Additionally, on this same plan there is a detail for cast in place concrete coping. Please confirm where this detail applies – should this be along the length of Wall No. 6?

Response 29) *This response will be provided in a future addendum.*

Question 30) Please confirm which specific structural elements are included under item 910.2.

Response 30) *This response will be provided in a future addendum.*

**J.F. White Contracting Company, email dated Monday, March 16, 2026**

Question 31) Please clarify the following:

Contract Bid Items:

1. 371.06 – 6 INCH Coupling – Bid Quantity = 4
2. 371.08 – 8 INCH Coupling – Bid Quantity = 9
3. 371.12 – 12 INCH Coupling – Bid Quantity = 38

Are the couplings Retainer Glands (AKA - Megalugs) or are they Solid Sleeves/Dresser Couplings? The bid quantities would indicate Retainer Glands but no description is given for the couplings in the special provisions.

Response 31) *This response will be provided in a future addendum.*

**MIG Corporation, Inc., email dated Monday, March 16, 2026**

Question 32) Are Highway Transition Ends to be paid under item(s) 995.01/995.02, or item 904.3?

Response 32) *This response will be provided in a future addendum.*

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Question 33) Highway Transition End: Bridge No. S-24-026, is it Cast-in-Place (per drawing 25 of 61), or Precast (per drawing 61 of 61)?

Response 33) *This response will be provided in a future addendum.*

Question 34) CP-PL2 Parapet on Bridges: is it paid under item 904.3 or item(s) 995.01/995.02? It is not specified whether it is paid under the bridge Lump Sum Items (per pg A00801-229).

Response 34) *This response will be provided in a future addendum.*

Question 35) There is no Special Provision for item 904.3, please clarify what 5000 PSI-3/4 Inch-685 HP Concrete is paid under item 904.3.

Response 35) *This response will be provided in a future addendum.*

Question 36) Item 909.5 Rapid Set Hardening Concrete Repairs: There is no corresponding Concrete Excavation item for the same (usually 127.4/127.41). How is Concrete Excavation for item 909.5 paid?

Response 36) *This response will be provided in a future addendum.*

Question 37) Item 140 Bridge Excavation: Engineers estimated quantity is 2,010 CY. For the breakdown provided under each respective Bridge Structure: Bridge No. S-24-016 (drawing 62 of 204) = 1,254 CY; Bridge No. S-24-026 (drawing 132 of 204) = 1,627 CY; this would total 2,881 CY. Please advise if the Engineer's estimated quantity is correct, or if the respective Bridge Quantities for item No. 140 is correct.

Response 37) *This response will be provided in a future addendum.*

Question 38) Item 904.33 Precast Concrete Panels: is the Cast-in-Place coping shown on drawing 155 of 204 for precast panel wall #6, paid for under item 904.33 or item 904.3?

Response 38) *This response will be provided in a future addendum.*

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Question 39) Item 309: preliminary estimate of quantities (pg A00802-6) states that expansion joints on bridges are paid for under item 309. In special provision item 309 there is no specified type of expansion joint listed. Please provide a material specification for expansion joints.

Response 39) *This response will be provided in a future addendum.*

Question 40) Can there be a separate expansion joint bid item provided, instead of payment falling under item 309, since the price per pound of expansion joints are far greater/disproportionate to standard fittings that fall under item 309?

Response 40) *This response will be provided in a future addendum.*

**E.T.& L. Corp., email dated Wednesday, March 18, 2026**

Question 41) In the special provisions under items 995.01 and 995.02, it states “Concrete abutment extensions / crashwalls and wingwalls / return walls shall be paid for separately, and are not included in this Lump Sum”. The special provisions also state “Concrete shall be used to construct all concrete work, including cast-in-place deck slab, end diaphragms, abutment pile caps, backwalls, curtain walls and keeper blocks, abutment column and column footing (pile cap), approach slabs, stem walls at the gravity block/crash walls/return walls and retaining wall footings, CP-PL2 barriers, shared-use-path moment slab and sidewalk moment slab, highway guardrail transitions and at those areas as designated by the Engineer, and/or areas designated on the Plans”. Please specify the payment items for the following: gravity block walls, crash walls, return walls, retaining wall footings, sidewalk moment slab on retaining walls, shared-use path moment slabs on retaining walls, and wall closure pours.

Response 41) *This response will be provided in a future addendum.*

Question 42) The special provisions for Item 210.11 references Standard Detail S-02.66 for the proposed doghouse sewer manhole. Sewer detail S-02.66 references a 32” composite locking cover, not a doghouse sewer manhole. A detail for doghouse manholes could not be found in the Springfield Water and Sewer Commission Standard Details. Can a detail be provided for this item?

Response 42) *This response will be provided in a future addendum.*

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**MAS Building & Bridge, Inc., email dated Wednesday, March 18, 2026**

Question 43) Please clarify if this project will follow the 2025 Edition of the Standard Specifications as stated in the CDSP or if the newly published 2026 Standards apply.

Response 43) *This response will be provided in a future addendum.*

Question 44) Please clarify the basis of measurement for Bid Item 201, "Catch Basin," as the Massachusetts Department of Transportation Standard Specifications – 2026 Edition lists a standard depth of 7.5 feet while the 2025 Edition lists 6.5 feet. Which edition governs for measurement/payment on this project?

Response 44) *This response will be provided in a future addendum.*

Question 45) Sheet 95 of 204, Solider Pile Notes, Note 3 states "Observation of solider pile drilled shaft installation should be made by a Geotechnical Engineer to verify soil layering and engineering properties and assumptions made in the design analysis." Please confirm this is by the Engineer of Record and not the Contractor. If this is intended to be by the Contractor, please 1) provide a summary of soil engineering properties and assumptions made in the design analysis, 2) confirm if this is required at each wall location, and 3) clarify if this is a full-time onsite requirement during drilling operations or just for the first piles installed.

Response 45) *This response will be provided in a future addendum.*

Question 46) Contract Drawing Sheet 14 of 204 – "Drainage and Utility Plan" shows two 30" sewer mains connecting to existing sanitary sewer MH #119, which are also shown as capped in Inset A. Please confirm that the limits of the existing 30" sewer main requiring pre- and post-construction survey are between SMH #119 and the existing downstream manhole to the south (toward the tracks), approximately ±35 LF.

Response 46) *This response will be provided in a future addendum.*

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Question 47) For the existing utilities to be abandoned and/or removed, please consider adding bid item 227.4 “Masonry Plug.”

Response 47) *This response will be provided in a future addendum.*

Question 48) Refer to drawing sheet 15 of 205 “Drainage and Utility Plan.” The sewer manhole at STA 17+94 LT shows an existing sewer pipe (Invert G) approaching from the west of the structure. Please provide information regarding this pipe and if the alignment continues to/over the bridge.

Response 48) *This response will be provided in a future addendum.*

Question 49) Refer to bid item 250.15 “15 Inch Polyvinyl Chloride Sanitary Sewer Pipe.” While the spec. item is for 15” PVC, drawing detail Insert A of Sheet 15 shows 12” PVC for proposed sewer line. Please clarify the size of piping that passes through the soiler pile wall.

Response 49) *This response will be provided in a future addendum.*

Question 50) Refer to drawing sheet 15 of 205 “Drainage and Utility Plan.” Please clarify if the existing hydrant at STA 15+44 RT and its pertinent service shall be removed. If hydrant is to be removed, please consider adding bid item 376.3 “Hydrant Removed and Stacked.”

Response 50) *This response will be provided in a future addendum.*

Question 51) Please provide information on the required coating for Bid Item 325.18 – 18” Steel Pipe Casing for Water Pipe.

Response 51) *This response will be provided in a future addendum.*

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Question 52) Note on Contract Drawing Sheet No. 41 of 204 states that Verizon (VZ) will provide six (6) 4" FRE conduits for both the temporary and final configurations for the Contractor to install. The conduits for the other utilities (Comcast, Crown Castle, and Eversource Electric) are identified as Type NM (UL), furnished and installed by the Contractor for both temporary and final configurations. Please confirm these non-VZ conduits beneath the bridges is also intended to be Type NM (UL) rather than FRE and will be paid for under those Bid Items. If FRE conduits are required, please include the appropriate pay items.

Response 52) *This response will be provided in a future addendum.*

Question 53) The note on Contract Drawing Sheet No. 41 of 204 and the PUC Form indicate that Verizon will provide six (6) 4-inch FRE conduits for both the temporary and final configurations for the Contractor to install. Please consider adding a pay item for this work.

Response 53) *This response will be provided in a future addendum.*

Question 54) Note 5 on Contract Drawing Sheet No. 149 of 204 states that "AT&T shall break the line of the conduit to achieve the desired slack during temporary relocation and install split casing after micro pile work is complete at Bridge S-24-026." Please clarify whether AT&T will be responsible for temporarily shifting the conduits, or if this work is to be performed by the Contractor. If the Contractor is responsible for moving the conduit, please clarify under which pay item this work would be compensated.

Response 54) *This response will be provided in a future addendum.*

Question 55) Please clarify the intent and location of work associated with Pay Item 806.3 - 3 INCH ELECTRICAL CONDUIT TYPE RM - GALVANIZED STEEL.

Response 55) *This response will be provided in a future addendum.*

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Question 56) Please confirm Eversource Gas will provide the utility supports (i.e., rollers and U-bolts) required for the relocation of the existing 10" gas main on Bridge No. S-24-026. If not, please provide the required support details for bidding purposes.

Response 56) *This response will be provided in a future addendum.*

Question 57) Please provide a detail for the installation of the three relocated existing light poles within the moment slab.

Response 57) *This response will be provided in a future addendum.*

Question 58) There is an existing oil tank at the back of the 176 Armory building to be demolished. Is the removal to be included under bid item #112.1?

Response 58) *This response will be provided in a future addendum.*

Question 59) For bidding purposes, can you identify what material is expected/assumed to contain asbestos under bid item 182.2, and can you please clarify in the measurement of payment how the asbestos removal is to be paid? By LF of individual conduit/pipe, or of duct bank, etc.?

Response 59) *This response will be provided in a future addendum.*

Question 60) For 994.1 Temporary Protective Shielding by the SF, the basis of payment says it will be paid for both bridges. The first paragraph of this specification section states it is only to be used at bridge S-24-16. Please clarify if the item is intended to be used for both bridges?

Response 60) *This response will be provided in a future addendum.*

Question 61) Wall #1 Elevation detail on sheet 83/204 does not show the lightweight aggregate transition to the north from the end of the return wall. Please confirm this is correct.

Response 61) *This response will be provided in a future addendum.*

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Question 62) Wall #6 and GB #4 Wall details on Sheet 155/204 do not show the lightweight fill transitioning to the South from the end of the return wall, while the details for Wall #3 and GB#2 Wall on sheet 85/204 do. Is this correct?

Response 62) *This response will be provided in a future addendum.*

Question 63) What is the flow rate for the 15” VCP sewer line to be bypassed?

Response 63) *This response will be provided in a future addendum.*

**Capone Iron Corporation, email dated Wednesday, March 18, 2026**

Question 64) In reviewing the contract specifications and drawings, we have identified a potential discrepancy requiring clarification. On specification page 491, the following is noted: “The steel superstructure shall be designed per the AREMA MRE, Chapter 15, unless otherwise required by CSX or herein. 1. Fracture critical member material, fabrication, welding, inspection, and testing shall be in accordance with the AREMA MRE, Chapter 15.”

However, we did not find any references to fracture critical member requirements on the contract drawings.

Please confirm whether the project is required to comply with fracture critical member criteria per AREMA Chapter 15. If so, kindly identify the applicable members and any additional detailing, fabrication, inspection or testing requirements that should be incorporated.

Response 64) *This response will be provided in a future addendum.*

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**Atlantic Bridge & Engineering, Inc., email dated Thursday, March 19, 2026**

Question 65) For Bridge No. S-24-026 – Armory St. over CSX RR (Abandoned) please advise on the following:

- a. For the Stage 1 bridge construction, the existing 4” AT&T conduit between existing girders E2 & E3 is to be temporarily supported in place while the new bridge steel is erected around it (Reference Br. Sheets 18/19 of 61). The permanent intermediate U2 diaphragms (Ref. Br. Sheet 46 of 61) in the bay with this conduit (GR5/GR6) are single piece shop welded frames which cannot be installed over/around this existing conduit. Please advise.
- b. For the Stage 1C bridge construction, the Eversource Electric conduits are to be relocated from behind the traffic barrier on the existing bridge deck to below the new bridge deck on temporary supports between existing girder E4 and new girder GR6 (Ref. Br. Sheet 19 of 61). In Stage 2B these conduits are then final supported onto the new diaphragms between girders GR6 and GR7 (Ref. Br. Sheet 20 of 61). The permanent U2 diaphragms in this bay are single piece shop welded frames which cannot be installed over/around these conduits. It should also be noted that as this is the phase line bay, these diaphragm connections will not be able to be completed until after the Stage 2 deck slab has been constructed. Please advise.
- c. For the Stage 2A bridge construction (Ref. Br. Sheet 20 of 61), the existing Comcast, Crown Castle and Verizon conduits are to be relocated from their existing bridge bays onto temporary supports between existing girders E8 & E9 (New girders GR11 and GR12). These conduits are then to be relocated to their final locations in the bays between new girders GR9/GR10 & GR10/GR11 once this portion of the Stage 2 bridge steel has been erected. This sequence would also require the installation of new girder GR12 in a separate mobilization once these conduits are relocated as the permanent U2 intermediate diaphragms in the bay between GR11/GR12 (which are required for the support/stability of GR12) would not be able to be installed with the existing conduits in place. Thus please confirm that this is the intended sequence for the Stage 2 erection work.

Response 65) *This response will be provided in a future addendum.*

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Question 66) For Bridge No. S-24-016 Armory St. over CSX RR Mainline please advise on the following:

- a. For the Stage 2A bridge construction (Ref. Br. Sheet 19 of 70), the existing Comcast and Crown Castle conduits are to be relocated from their existing bridge bays onto temporary supports between existing girders E7 & E8 (New girders GR10 and GR11). The permanent intermediate U2 diaphragms (Ref. Br. Sheet 52 of 70) in the bay with these conduits are single piece shop welded frames which cannot be installed over/around these existing conduits. Please advise.
- b. For the Stage 1B bridge construction (Ref. Br. Sheet 18 of 70), the Eversource Electric conduits are shown to be relocated from behind the traffic barrier on the existing bridge deck to below the new bridge deck onto supports that are cantilevered off of the side of new bridge girder GR6. Then in Stage 2B (Ref. Br. Sheet 19 of 70) these conduits are shown to be final supported onto the new permanent diaphragms between girders GR6 and GR7. The permanent U2 diaphragms in this bay are single piece shop welded frames which cannot be installed over/around these existing conduits. Thus, are these Stage 1B cantilevered supports intended to be part of the new permanent diaphragms with their remaining portion to be completed during the Stage 2 erection work? Please advise. It is also be noted that as this is the phase line bay, the permanent diaphragm connections will not be able to be completed until after the Stage 2 deck slab has been constructed.

Response 66) *This response will be provided in a future addendum.*

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**Railroad Construction Company, Inc., email dated Thursday, March 19, 2026**

- Question 67) Sheet 36 of Bridge S-24-016 drawings and Sheet 35 of Bridge S-24-024 drawings indicate limits for Lightweight Aggregate that slope at 45 degree angles from excavation bottom to subgrade. However, the horizontal limits to which the lightweight aggregate would reach subgrade do not necessarily align with the lightweight aggregate limits shown on Sheets 23 & 25 of the S-24-016 set and Sheets 24 & 25 of the S-24-024 set. See the following two questions related to this:
- a. Please clarify whether bidders should determine the horizontal limits of lightweight aggregate based on Sheets 36 (016) and 35 (024) or by Sheets 23 & 25 (016) and 24 & 25 (024).
  - b. If the answer to a) above is that the limits are determined by the plan sheet drawings, please confirm that the lightweight aggregate is to be backfilled at a 45 degree angle up to horizontal limits shown on the plans and not necessarily backfilled to subgrade at the horizontal limits shown on the plans.

Response 67) *This response will be provided in a future addendum.*

- Question 68) Based on the geometry of the bridges and the backfill limits detailed on Sheet 36 of Bridge S-24-016 and Sheet 35 of Bridge S-24-024, it appears that there may be some overlap between gravel borrow backfill areas and lightweight aggregate backfill areas. If there are any overlapping areas, please clarify which backfill material takes precedence over the other.

Response 68) *This response will be provided in a future addendum.*

- Question 69) Section 140.80 of Spec Section 140 states that the horizontal pay limits for the Bridge Excavation pay item include the vertical limits of crushed stone or gravel borrow. On this project, we also have lightweight aggregate that is being backfilled behind SP&L walls and bridge foundations, but there is no mention of that material in the standard spec. Please confirm that the excavation required for the lightweight aggregate installation behind walls and bridge foundations will also be paid for as part of Pay Item #140 Bridge Excavation.

Response 69) *This response will be provided in a future addendum.*

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**ITEMS 302.122 through 384.** (Continued)

Supports, saddles, rollers, bolts, grout, hardware, and all other materials not specifically itemized for payment for the water main installation on the gravity blocks, walls and bridges shall be considered included in the total contract price.

Removal and disposal of existing water works, including inactive gate boxes abandoned water works including those not specifically noted that must be removed to install new work, shall be incidental to the total contract bid price.

The insulated steel tee in the steel casing pipe for accessing the air release assembly shall not be measured for payment, but the cost for all work associated with its fabrication and installation shall be incidental to the cost of the steel containment pipe.

Temporary caps required for construction staging, disinfection and testing will not be measured for payment, but will be considered incidental to the total contract price.

- ③ Concrete thrust blocks shall be installed in accordance with the Commission's Standard Details or as directed and at locations as directed by the Commission, with measurement and payment made under Item 903.