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

MassDOT
Massachusetts Department of Transportation
Highway Division

June 29, 2026

612190-134594

ADDENDUM NO. 3

To Prospective Bidders and Others on:

HOLDEN
Federal Aid Project No. HIP(NGB)-003S(963)X
Bridge Replacement, H-18-004, Salisbury Street over G&W Railroad

PROPOSALS TO BE OPENED AND READ: TUESDAY, JUNE 30, 2026 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES: 1 page.

DOCUMENT A00801: Revised pages 184, 185, and 210.

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

Very truly yours,

Eric M. Cardone Digitally signed by Eric M. Cardone Date: 2026.06.29 09:57:22 -04'00'

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

EMC/kal
cc: Lawrence Cash, Project Manager

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
mass.gov/massdot

THIS PAGE INTENTIONALLY LEFT BLANK

E.T. & L. Corp., email dated June 23, 2026:

Question #5: Reference the special provisions for Item # 994.01 – Temporary Protective Shielding. Per the 4th bullet point under Construction Methods, it reads "Superstructure shielding shall be in place prior to removal of the existing deck. Shielding shall not lessen the existing vertical clearance under the bridge." Given that the existing superstructure is comprised of prestressed concrete deck beams, it will not be possible to install temporary shielding below the deck beams while still maintaining the existing vertical clearance. Please provide a minimum allowable vertical clearance over the railroad tracks so that a shielding system can be designed accordingly.

Response #5: See revised page A00801-184.

E.T. & L. Corp., email dated June 26, 2026:

Question #9: Contract Specification Section 996.4, Soldier Pile and Lagging Wall, states that "a cast in place concrete cap will be placed on top of the wall. The soldier pile and lagging wall will support a safety railing and fence." This cap, railing and fence are not shown on the Contract plans. Please provide details for this work.

Response #9: See revised page A00801-210.

③ Addendum No. 3, June 29, 2026

ITEM 994.01 TEMPORARY PROTECTIVE SHIELDING – BRIDGE NO. H-18-004 (CNU) LUMP SUM

The work under this Item includes the design, furnishing, installation, maintenance, as needed, and removal and disposal of a protective shielding system under the bridge and adjacent to existing/proposed abutments. The shielding shall protect the Providence and Worcester Railroad underneath from debris and dust during the following activities: 1) demolition of the existing superstructure; 2) demolition of the substructure; 3) construction of a new superstructure and substructure; 4) closure pours between NEXT-D beams and installation of bridge railings.

SUBMITTALS

The Contractor shall submit calculations and detailed drawings of the proposed shielding system to the Engineer for approval. These calculations and drawings shall be stamped by a Professional Engineer registered in Massachusetts. This submittal will need to be submitted shortly after receiving the Notice to Proceed in order to prevent delay in approval from the railroad.

The Design shall include a description of the equipment and construction methods proposed. Include means and methods for deck removal and the maximum size of deck area being removed each time by such methods.

The Design shall include a description of sequencing for the erection, removal and resetting, and final removal of the temporary protective shielding during the activities aforementioned.

CONSTRUCTION METHODS

The shielding shall conform to the following:

- Conform to all applicable local, state, and federal regulation, including Orders of Conditions, if any.
- Shielding shall be designed to safely withstand all loads that it will be subjected to. The allowable design stresses shall be in accordance with AASHTO Standard Specifications for Highway Bridges and GWRR requirements. Shielding shall also be designed to withstand the impact imparted by the maximum sized piece of the bridge superstructure or the maximum sized piece of the fieldstone abutments should they fall during excavation or removal.
- Shielding shall be installed or removed only upon inspection field approval of the Engineer.
- ③ Superstructure shielding shall be in place prior to removal of the existing deck. The shielding system shall be comprised of a material and installed in such a way so that it will not reduce the vertical clearance to the tracks during train operation. Superstructure shielding shall extend the full length and width of the bridge.
- ③ Existing clearances to the tracks must be maintained while trains are in operation. Any reductions in the clearance will be considered fouling the tracks and must be temporary in nature and removed along with any other track fouling equipment in accordance with the Railroad requirements.

Addendum No. 3, June 29, 2026

ITEM 994.01 (Continued)

- Shielding suspended beneath the existing superstructure shall have all spaces along the perimeter and at the seams sealed to prevent dust and debris from escaping and falling onto the railroad below. If saws are used to sawcut the existing deck into pieces, provisions shall be made to contain the water runoff and prevent it from contaminating the area below.
- Substructure shielding shall extend as far as practicable beyond the existing substructure to protect the railroad. Substructure shielding will be required when demolishing the existing abutments and when constructing the new abutments and shall meet the horizontal clearance requirements of the railroad owner.
- Superstructure shielding will be required after beam erection during the deck pour and safety curb pours and during bridge railing installation.

All materials used in the shielding system shall become the property of the Contractor and shall be removed from the site at the completion of the project.

BASIS OF PAYMENT

Item 994.01 will be paid at the Contract LUMP SUM price, which price shall include all materials, equipment, tools and labor, incidental to the design, construction, inspection, maintenance and removal of the temporary protective shielding in conformance with the approved plans, these specifications, and to the satisfaction of the Engineer.

Item 994.01 Temporary Protective Shielding will be paid in partial payments per the following schedule. The total of all partial payments to the Contractor shall equal the Contract Lump Sum price, regardless of the quantities of the individual components. The cost of equipment, tools, labor, and materials for any item not listed but required to complete the work shall be considered incidental to the Item and no further compensation will be allowed.

The payment schedule for Item 994.01 shall be made in four (4) equal partial payments upon successful completion of the following milestones:

1. Upon the Engineer-approved installation of superstructure shielding prior to the demolition of the existing superstructure;

2. Upon the Engineer-approved removal of the substructure shielding system upon completion of the abutment removal and construction for one abutment;

3. Upon the Engineer-approved removal of the substructure shielding system upon completion of the abutment removal and construction for the other abutment;

4. Upon the Engineer-approved final removal from under the new superstructure and satisfactory disposal of all temporary shielding materials from the project.

③ Addendum No. 3, June 29, 2026

ITEM 996.4 SOLDIER PILE AND LAGGING WALL LUMP SUM

Work under this item shall consist of the construction of steel "H-pile" and precast concrete panel "lagging" retaining wall adjacent to the southwest abutment as specified herein and as indicated on the Contract Drawings. The work shall conform to the relevant provisions of Section 900 of the Standard Specifications.

③ The retaining wall shall consist of Steel "H-Piles" with precast concrete panels. Soldier pile and lagging wall will be bonded for continuity by extending a continuous epoxy-coated bar to connect the tops of all soldier piles within the cap.

Soldier piles shall be installed in pre-drilled holes, advanced through all material encountered to the minimum tip embedment depth required by design, as shown on the Plans. Installation equipment shall be capable of drilling through boulders, and any other obstructions, encountered during installation.

The soldier pile and lagging wall is designed to be free draining and shall be constructed to conform to this intent. Anti-Graffiti protective coatings shall be applied to all exposed faces of concrete and steel under the permanent condition.

The supports for the soldier pile and lagging wall shall consist of vertical drilled shafts with an embedded galvanized steel soldier pile. Once the soldier pile is placed in the open drilled shaft excavation, concrete shall be placed around the soldier pile, up to bottom of proposed wall elevation.. Controlled low strength material shall be placed above the concrete to backfill the remainder of the pre-augered drilled shaft excavation. Drilled shaft installation equipment shall be capable of drilling through boulders, cobbles, or any other obstructions, encountered during installation. If bedrock is encountered above the proposed bottom of shaft, then a rock socket must be provided to achieve the minimum Pile Tip Elevation shown on the Contract Drawings, or a minimum rock socket depth of 5 feet, whichever is deeper.

③ Pressure-treated timber lagging will be placed starting from the top and progressing to the bottom of the wall. A filter fabric will be attached to the back of the lagging to prevent soil raveling between lagging boards. Permanent precast concrete panels will be installed in front of the lagging and crushed stone will be used to fill the void between the panels and the lagging. The soldier pile and lagging wall shall be furnished complete in place in accordance with the lines, grades, dimensions and all appurtenances shown on the Contract Drawings.