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

October 30, 2026

609204- 136695

ADDENDUM NO. 3

To Prospective Bidders' and Others on:

BELMONT
Federal Aid Project No. STP/CMQ/TAP-0034(035)X
Community Path, Belmont Component of the MCRT (Phase I)

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, NOVEMBER 10, 2026 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES:	18 pages.
DOCUMENT A00801:	Inserted new pages 58.1 through 58.4.
DOCUMENT B00420:	Deleted document in its entirety and inserted new document (26 pages).

Note: Response to question 63 alters drawing 79 of 221.
Revision to the plan sheet will be made at a later date.

Take note of the above, insert the new pages in proper order, delete the document indicated, insert the new document in proper order, and acknowledge Addendum No. 3 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Slava Podluzny

Digitally signed by Slava Podluzny
Date: 2026.10.30 13:16:29 -04'00'

for

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

SP
cc: Thomas Currier, Project Manager

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A.A. Will Corporation, October 16, 2026

Question 17) On page 13 of GZA's August 7, 2026, report, under Construction Dewatering, GZA anticipates that sump pumping will be sufficient to control groundwater during construction. The report also calls for groundwater control sufficiently in advance of excavation to avoid seepage-related instability. Will the Contractor be permitted access to the MBTA right-of-way to install and operate a dewatering system before the proposed railroad outage? Please identify any access restrictions and required approvals.

Response 17) The Contractor will be permitted access to the MBTA right-of-way to conduct pre-outage and post-outage work. The Contractor will need to coordinate that access with the MBTA and Keolis. It should be assumed that all pre-outage and post-outage access will occur during non-revenue hours, however, access during revenue hour or short weekend outages may be granted at the MBTA's discretion.

Question 18) What criteria will be used to accept the exposed culvert subgrade before placement of the specified crushed-stone bedding, and who will make the acceptance determination?

Response 18) The acceptance determination for the culvert subgrade will be made by the MassDOT Resident Engineer. Per the Notes on Sheet 2 of the Bridge Plans, the cohesive subgrade should not be proof-compacted, and should be excavated with a smooth-faced bucket to avoid disturbance.

Question 19) We understand that TB-2 is the only boring within the proposed culvert footprint beneath the railroad tracks. Based on the subsurface information and geotechnical recommendations in the Contract Documents, we assume the existing subgrade will be suitable to support the culvert after completion of the specified subgrade preparation, overexcavation, crushed-stone foundation layer, and geotextile. We have not included additional undercutting, stabilization, or other ground improvement beyond what is shown or specified. Is this assumption correct?

Response 19) Correct, the borings indicate that the culvert base and crushed-stone layer should be within the natural clay layer beneath the unsuitable fill material. No additional ground improvements are required unless the unsuitable fill happens to extend beneath the crushed stone layer. Any fill material beneath the crush stone layer withing the limit of the foundation of the culvert must be removed and replaced with Gravel Borrow for Bridge Foundations per the Notes on Sheet 2 of the Bridge Plans.

Question 20) Please provide available groundwater chemical testing results and identify the permitted discharge locations, treatment requirements, discharge limits, and approvals required for construction dewatering.

Response 20) Treatment of Contaminated Groundwater to be done in accordance with Special Provision Section 183.1. Dewatering plan showing discharge locations and limits shall be submitted by Contractor for approval by the Engineer.

Question 21) Has environmental soil characterization been performed for material to be excavated from the culvert installation?

Response 21) Environmental Soil Characterization has not been performed. The Contractor shall engage a Licensed Site Professional for perform soil testing. For the project quantity estimates it was assumed that 75% of all excavated soils to be disposed are unregulated soils, 10% are regulated soils at an in-state facility, 10% are regulated soils at an out-of-state facility, and 5% is hazardous waste.

Question 22) Does MassDOT have a designated or approved location for temporary stockpiling of excavated material? For disposal characterization, specifically for the culvert crossing has MassDOT made provisions with the MBTA that would allow an in-situ testing program which would have to proceed from the MBTA ROW.

Response 22) Stockpiling locations have not been designated. The Contractor is responsible for Stockpile locations. Refer to Policy P-22-001, and the language on page A00801-11. The Contractor will need to coordinate with the Engineer and the Town of Belmont on stockpile location, in conjunction with their construction plan and schedule.

Question 23) Please identify the hours within the 168-hour railroad outage required by MBTA/Keolis for track removal at the beginning of the outage and for track replacement, tamping, inspections, signal/PTC testing, and return-to-service activities at the end of the outage. How much of the outage will remain available for the Contractor's culvert excavation and installation work?

Response 23) Based on our design fragnet schedule, and coordination with the MBTA/Keolis, we estimated 6 hours for the removal, and 10 hours for the installation of the rail. Note that this was based on discussions during design, and the Contractor is responsible for confirming durations upon development of their schedule, as it may vary based on their proposed means and methods.

Question 24) Please clarify the Contractor's temporary and permanent work associated with the existing MBTA PTC, signal, and communication ductbanks at the underpass. The Contract indicates that the PTC ductbank will be modified or raised before the multi-day outage and protected or supported during the outage. Please confirm who is responsible for these modifications and for PTC cable splicing, cutover, testing, and commissioning, and whether the Contractor's outage scope is limited to supporting the ductbanks over the excavation.

Response 24) There are no proposed modifications to the PTC cables that require splicing, cutover, testing, commissioning etc. The MBTA has requested that the PTC conduits and Electrical/Signal Conduits remain in place during construction to avoid splicing and cutovers. It will be the Contractors responsibility to expose the conduits, install the utility supports, and secure the conduits to the utility supports. Based on test pits that were performed at the culvert location, the bottom row of electrical/signal conduits may conflict with the very top of the culvert structure. MBTA has agreed that the existing conduits can be cinched up to a support beam a few inches above the current elevation to provide the clearance for the culvert. The conduits are uncased PVC and should not require cutting, splicing, or cutovers to accomplish this.

Question 25) The Bid Documents, including A00813-40, state that equipment movement or construction within 30 feet of the nearest live track requires MBTA authorization, Keolis flag protection, and an MBTA Field Staff representative. For bidding, we assume these resources and authorizations will be available as required when needed without delaying planned operations. If the Contractor experiences delayed or denied access to the work due to the unavailability of Keolis Flag protection and/or MBTA personnel will be reimbursed by MassDOT. Please clarify.

Response 25) The Contractor will be required to coordinate access, including flaggers and MBTA filed representatives during the development of the construction plan and schedule. For bidding it should be assumed that authorization will be provided for work during non-revenue hours only, however the MBTA may provide access to the Contractor during revenue hours, or add short weekend shutdowns at their own discretion.

Question 26) The Special Provisions under A00801, Work Schedule – Belmont Middle & High School, state that work impacting school parking, traffic operations, and overall school operations shall be limited to times when school or major events are not occurring. Please clarify whether construction activities adjacent to the school, including excavation, installation of support of excavation, retaining wall construction, and use of the school parking lot for construction access and staging, will be permitted during normal school hours. Otherwise, when can they be performed? Please also clarify whether the Contractor may mobilize in this location during school hours for work needed to facilitate the pedestrian tunnel installation.

Response 26) Construction activities that require the use of the school parking lot or that will disrupt school traffic operations should be performed during summer after Town of Belmont school year has ended, and prior to the start of the new school year in the fall.

Question 27) The specification for Item 950.5, Temporary Support of Excavation, measures excavation depth to the minimum necessary for installation of footings or subgrade. Please confirm that any additional SOE height or area required to reach suitable bearing material beneath the retaining walls will be measured and paid under Item 950.5.

Response 27) The Temporary Support of Excavation (Item 950.5) is measured by area of exposed SOE needed for the installation of the footings. Any area of the Contractor's SOE system that extends beyond or beneath the area required to install the footings will not be measured and should be included in the unit price for the exposed Square Yardage of the SOE.

Question 28) The Contract identifies Alexander Avenue as the primary construction access. How is the Contractor expected to access work between Stations 900+50 and 910+00 for equipment, excavation, deliveries, and retaining wall construction? Is access permitted from Pleasant Street, through the MBTA right-of-way, or across designated temporary easements? Please identify authorized access points and restrictions on construction vehicles.

Response 28) The Contractor is allowed other access locations along the project limits. The access points shall be part of their construction sequencing plan.

Question 29) The Contract identifies two existing ductbanks, each reportedly containing nine 4-inch PVC conduits with power and signal lines, crossing the railroad near and generally parallel to the proposed culvert. However, the Temporary Support of Excavation specification identifies three ductbanks: one containing nine 4-inch PVC conduits, one containing two 4-inch PVC conduits, and one containing two 2-inch PVC conduits. Please clarify this discrepancy. The bid documents do not identify modifications to these ductbanks. One ductbank appears to be approximately 4 feet below grade and 4 to 5 feet from the proposed slide-rail SOE; installing and excavating within the suggested system will expose and potentially undermine the ductbank. Please confirm whether the ductbanks are active and, if so, whether any will be relocated before the outage.

Response 29) There are three existing ductbanks running parallel to the proposed culvert. Two of these ductbanks each consist of nine 4-inch PVC conduits containing power and signal lines. One ductbank consists of two 2-inch PVC conduits containing PTC fiber optic. See Section 2 on Sheet 12 of the Bridge Plans. There are also three existing ductbanks running perpendicular to the proposed culvert. These three ductbanks cross over the northern edge of the proposed culvert structure. One ductbank consists of nine 4-inch PVC conduits containing power and signal lines. One ductbank consists of two 4-inch PVC conduits containing power and signal lines. And one duct bank consisting of two 2-inch PVC conduits containing PTC fiber optic. See the Transverse Section on Sheet 17 of the Bridge Plans. The ductbanks that are parallel to the culvert should remain outside of the SOE and should not be disturbed. The ductbanks running perpendicular to culvert will cross the SOE and extend over the excavation area. The ductbanks shall be supported in place using temporary utility supports where they cross the excavation for the culvert.

Question 30) The drawings for Retaining Wall 4A indicate Contractor-designed SOE. We assume all retaining wall earthwork and SOE must remain within the applicable temporary or permanent easements limits. Is this correct?

Response 30) Correct, all earthwork must remain within the temporary and permanent easement limits. Tiebacks, if used for support of the Contractor designed SOE, may be used beneath MBTA property, but must be used for temporary structures only. Tiebacks must be removed or cut to relieve any tension if left in place.

Question 31) The drawings for Retaining Wall 4B show tiebacks. Are these required? Will temporary SOE tiebacks, including their bonded lengths, be permitted to extend beyond the temporary or permanent easement lines?

Response 31) Tiebacks are not required but are permitted to be used. Tiebacks may be used beneath MBTA property, but must be used for temporary structures only. Tiebacks must be removed or cut in order to relieve tension if they are left in place.

Question 32) Please provide available as-built or survey information showing the sizes, horizontal locations, depths/elevations, and status of existing buried electrical and signal conduits parallel to the railroad, together with the sizes, locations, and depths of associated electrical manholes. As shown, they appear to interfere with wall 4A SOE and excavation. For the conduits identified on Contract Sheets 121 and 122, please also clarify how any necessary protection, modification, or relocation will be accomplished and paid for.

Response 32) Utilities shown on the plans are based on preliminary SUE information performed during design. Contractor to perform their own test pits and site investigation to confirm conduit and manhole size, location and depths prior to the start of the work. Relocation of the conduits will not be allowed.

Question 33) Tree trimming is a lump-sum bid item, but restrictions on MBTA and private-property access prevent bidders from inspecting all portions of the work. The specification also states that trimming shall be performed as directed by the Engineer. How is that quantified? Please identify the required locations, number of trees, and extent of trimming so bidders can reasonably quantify and price the lump-sum work.

Response 33) Tree trimming is identified on Sheet 80 of the plans for locations where trimming may be required to improve visibility of proposed signs. The item also provides for trimming where clearing and grubbing is not required and for additional trimming as directed by the Engineer during construction.

Question 34) Please confirm whether the proposed tree trimming and removal, excavation, temporary SOE, construction access, and temporary material storage within the project limits are covered by the existing Belmont Conservation Commission determination. We assume there are no additional Conservation Commission permits, approvals, restrictions, or mitigation measures or other requirements required for these activities? Please clarify.

Response 34) Belmont Conservation Commission has approved the RDA which includes a small portion of the project within the 100-foot buffer. The work noted in the RDA was approved. Any work being done or material being stored in that area will need additional approval. See pages A00850 – 1 to A00850 – 34 of the Contract Documents for RDA.

Question 35) Specifications Items 102.3 and 102.33 address invasive plant management. We understand invasive vegetation must be treated before clearing and handled to prevent its spread. Must invasive vegetation removed during clearing and grubbing be segregated from non-invasive vegetation and handled and disposed of separately? If so, please identify the limits and estimated quantities and clarify how the work will be measured and paid.

Response 35) Yes, invasive species must be removed and handled separately so as not to spread to areas that are not currently affected. The limits of known knotweed vegetation are shown on the attached plans. See new pages A00801-58.1 through A00801-58.3.

Question 36) For Retaining Wall 9 between Stations 936+00 and 937+00, the draft interpretation of borings SB-3, SB-4, and SB-5 identifies fill material up to 8 feet below the bottom of the proposed footing elevation. The SOE for the over excavation at these and other locations where SOE is required is to be measured and paid under item 950.5. Is this correct?

Response 36) Correct, the exposed area of the SOE, including any area required for over excavation due to removal of fill material will be measured and paid for under Item 950.5.

Question 37) The drawings appear to show the specified drilled mini-pile (micropile) tip elevations within existing fill. Please confirm the intended tip elevations and whether termination within the fill is acceptable under the design requirements.

Response 37) Yes, termination within the fill layer is acceptable.

Question 38) The specifications state that no cutting, trimming, or removal of trees and/or woody vegetation greater than 3 inches in diameter may occur between April 15 and October 31. Please confirm that this restriction applies to the entire project location.

Response 38) Correct, no vegetation greater than 3 inches may be impacted within that timeframe due to minimizing impacts to tricolored bats and monarch butterflies.

Question 39) The Contract identifies a maximum 168-hour railroad outage but does not establish a specific outage date. Please identify the anticipated outage date

Response 39) A specific outage date has not been set or confirmed with MBTA. The exact dates and times of the outage will need to be coordinated with the MBTA and Keolis in conjunction with the development of the Contractors Construction Plan and Schedule. Preliminary coordination with the MBTA and the Town of Belmont during the design phase had preliminarily established the 168-hour outage occurring from 1:00 AM on August 10 2028 to 8 PM on August 16 2028.

Question 40) Contract documents states The Contractor is limited to a maximum of 7-full days (168 hours) of track shutdown for the construction of the underpass, B-07-017-. The Contractor is subject to liquated damages for any amount of time that exceeds the 7-day shut down. The liquidated damages shall be as follows: Liquidate Damages: $450,000 per day *Liquid damages only apply if the tracks are not returned to service by the end of the (8) day outage.
Please clarify the duration of the outage.

Response 40) This will be answered in a future addendum.

Question 41) Construction of Retaining Walls 4A and 9 will require excavation of the existing embankment adjacent to the railroad tracks. We assume that existing excavated embankment material may be reused as backfill above the required foundation replacement material, provided it meets applicable compaction requirements and is not otherwise unsuitable. Is this assumption correct?

Response 41) Retaining walls must be backfilled with Gravel Borrow for Backfilling Structures and Pipes. See pay limit dimensions in Section 9 on Sheet 129 of the plans. Gravel Borrow for Backfilling Structures and Pipes will be paid for 12” behind the back face of the C.I.P Concrete walls.

Question 42) At certain locations, including Retaining Walls 4A and 9, E-80 lateral loading requirements and insufficient soil resistance below grade preclude the use of cantilevered sheeting, requiring a two-sided, internally braced support-of-excavation system.
Please confirm that where two-sided support of excavation is required, the exposed face area of sheeting retaining soil on each side of the excavation will be measured separately, and that both sides will be paid under Item 950.5, based on the total square footage of the two exposed faces.

Response 42) The Contractor will be responsible for the design of the SOE system which could include tiebacks, cross bracing, or other forms of lateral support. If SOE is internally braced against another SOE required for a separate wall (for example bracing the SOE for Wall 4A against the SOE for Wall 5) the SOE will be paid for based on the total square yardage of the exposed faces for both walls. If the Contractor's SOE requires an independent structure not associated with another wall the SOE will be paid based on the square yardage of the exposed area for the wall being constructed, but will not measure independent temporary supports or bracing elements. These elements should be included in the unit cost of the exposed area of the SOE for the wall being constructed.

Question 43) At locations where braced support of excavation is required, temporary cross-struts may interfere with cast-in-place wall formwork and reinforcement. Precast wall sections could potentially be installed between struts and backfilled before the struts are removed. Will precast concrete retaining walls be permitted in lieu of the cast-in-place concrete walls specified for Walls 4A, 4B, 7, 8 and 9?

Response 43) Precast retaining walls would be considered in lieu of cast-in-place concrete walls.
The Contractor may submit proposed alternative construction methods for review and consideration during the shop drawing review process. All proposed alternative methods shall be subject to review and approval by the District Construction Engineer's Office before implementation.

Question 44) The Contract Documents identify three safety-related positions:
Contractor Safety Supervisor – Section 01568.
Railroad Safety Representative – Section 2.16(A) of the Railroad Special Provisions.
Environmental Site Safety and Health Officer – Item 180.01.
Please confirm whether a single qualified individual, approved by the applicable authorities, may perform all three functions, or whether separate personnel are required. Please also clarify whether any of these positions must be dedicated exclusively to safety responsibilities and maintained on-site full-time during construction operations.

Response 44) This will be answered in a future addendum.

J.F. White Contracting Company, Inc., October 19, 2026

Question 47) As a follow-up to question 10 – page 3 of 5 addendum 1 the response states that all handholes for the traffic signals shall be per Item 811.22- Electric Handhole -SD2.022.
Item 811.31 – Pullbox 12x12 Inches -SD2.031 with a quantity of 4 each was added to Sheet B000420-20. Please clarify where these are in the plans.

Response 47) Item 811.31 has been deleted. See revised page B00420 – 20.

J.F. White Contracting Company, Inc., October 20, 2026

Question 49) Bid Item 390.1-Gas Line Service to Switches -Special Provision Page A00801-101 under Contractors Items states that the contractor shall" pay for Keolis with a 3rd Party Agreement in advance and also pay for National Grid's Work. What amounts should be carried in Bid Item 390.1 for these two items.

Response 49) This will be answered in a future addendum.

Question 50) Drawing Sheet 144 of 221 on the North Side has a note for the contractor to install temporary utility beams to shore conduits in preparation for excavation (to be paid in support of excavation bridge).
Please confirm the following:

A.) Enough slack exists in the cables inside the conduits to allow supporting, moving and raising as shown on the drawings.
B.) That the owner of the utilities will have personnel available to work with the contractor to provide the slack in the cables as required.
C.) That split PVC conduit and fittings where needed will be allowed to be placed around the cables during supporting, moving and raising and the final condition.
D.) When will this work be allowed to be done. (Nights, weekends, off hours for the commuter rail?)

Response 50)

A.) All utilities shall be supported in place within the limits of the bridge excavation. All conduits are un-encased PVC. The bottom three conduits in the group of nine 4-inch PVC may need to be raised a few inches to provide clearance for the proposed culvert. MBTA feels the best way to accomplish this is to cinch the existing PVC conduits to a support beam a few inches above their existing elevations to create the clearance needed. Slack should not be needed to accomplish this. The two un-encased 2-inch PVC conduits may need to be moved laterally to avoid the proposed culvert headwall. This will result in a slight reduction in the bend in the conduits and should not require any slack. See Stage 3 Plan on Sheet 12 of the Bridge Plans.
B.) MBTA and Keolis will be available to work with the Contractor if support is needed.
C.) Split PVC conduits and fittings are acceptable where needed. MBTA would prefer to maintain the existing conduits where possible.
D.) The Contractor will need to coordinate access with the MBTA and Keolis in conjunction with the development of their Construction Plan and Schedule. For bidding it should be assumed that access will be provided during non-revenue hours, however, MBTA may provide access during revenue hours or allow additional weekend outages at their own discretion.

Question 51) Where the contractor will be working within 15' of the centerline of the outbound track on the east end of the project (Approximately End of Wall 9 to Brighton Street) will Keolis allow single tracking on the inbound track during non -peak hours so as to maximize the time the contractor has each day instead of working under foul time conditions.

Response 51) During design, single tracking was not allowed. During construction, the Contractor may propose other means and methods for approval by the Engineer and Keolis.

J.F. White Contracting Company, Inc., October 26, 2026

Question 52) Bid Item 983.1- Riprap has a quantity of 4075 tons. Upon reviewing the drawings we have found rip rap at the following locations:

A.) Approximately from Station 900 + 10 to 903 +20- between the new path and the Outbound Fitchburg Mainline Track.

B.) Approximately from Station 903 + 10 - 903+80 - between the new path and limit of work to the north behind New Wall 2.

C.) Approximately at Station 916 + 05 - 916 +90 - between the Channing Path Connection and the limit of the work.

The quantity of rip rap we have calculated at 2' thick at these locations is approximately 30% of the bid quantity.

Response 52) Quantity confirmed to be adequate when considering conservative assumptions for slope ratio and weight of riprap.

A.A. Will Corporation, October 26, 2026

Question 53) Sheet 150 notes that the Contractor shall raise the existing 9x4 PVC conduit duct bank as necessary to provide clearance for the precast culvert. Sheet 144, Note 6, states that the bottom row of three 4-inch conduits within the 9-way duct bank shall be raised approximately 4 inches, or as necessary, while supported on the utility beam to allow the culvert to be slid into place. The existing condition of this duct bank and/or its ability to tolerate the required movement cannot be verified by the Contractor prior to bid. The consequences of damaging a nine-way MBTA duct bank carrying signal and communication systems could be significant and may require emergency repair or partial replacement by the MBTA. Any such repair could directly delay the critical work being performed during the 168-hour railroad outage.
Given the potential impact to railroad operations, the $450,000 per day liquidated damages associated with exceeding the allowable outage, and the potential cost of MBTA repair work, the requirements and responsibilities associated with this duct bank should be clearly defined prior to bid rather than left solely to the Contractor to resolve during construction.
Please clarify the following:

a. Is the existing duct bank in suitable condition to be raised the required amount without damage to the conduits, cables, or associated systems?
b. The specifications state that the duct bank is to be raised 4 inches or as necessary. We assume the maximum required raise is 4 inches. Is this correct?
c. Is the existing 9-way duct bank concrete encased or un encased?
d. Verify whether the power, signal, and communication systems within the duct bank will remain active during construction. If they are de-energized, please identify the required shutdown and restoration responsibilities.
e. The slide-rail system is shown as the suggested SOE system. Was the required raising and temporary support of the existing 9-way duct bank considered in developing the suggested SOE system?

Response53)

a. The PVC conduits need 4 inches of flexibility to allow raising or adjustment without damaging the conduits or the cables within them. The Contractor is responsible for performing test pits or other field verification as necessary to confirm utility conditions before the design of the utility supports.
b. Yes, the maximum required rise is 4 inches based on the culvert design presented in the plans. Any alternative culvert designs proposed by the Contractor which modify the culvert thickness could increase the amount the conduits are required to be raised.
c. The existing duct banks are un-encased PVC.

d. The power, signal, and communication system is intended to remain active during train operations. Based on the construction staging suggested in the plans, the utilities would be excavated and supported prior to the extended train outage, which would occur while the utilities are operational. De-energization of the utilities would require coordination with the MBTA and Keolis, and would occur at their own discretion. MTBA and Keolis would be responsible for the shutdown and restoration of the power and signal systems.

e. Yes, the suggested slide rail system shown in the plans begins to the south of the 9-way duct bank. The suggested SOE system at the utilities to be raised and supported in place is a concept using a combination of sheet piles, steel plates, and tie backs to be installed such that the utilities can be supported across the SOE above the excavation. The Contractor is responsible for the final design of temporary structures including SOE and support of utilities.

Question 54) Sheet 140 shows an existing MBTA electrical manhole approximately 3 feet from the northwest wingwall footing and 10 feet from the track. Footing excavation will be approximately 20 feet deep, substantially below the existing manhole bottom. The SOE must fit within this 3-foot clearance. The manhole being within 10 feet of the edge of track which limits options. This presents a significant constructability concern. Was this conflict considered in the design?

Response 54) Yes, construction tolerances throughout the site are constrained. The Contractor's SOE system shall be designed for all existing utilities and manholes. Existing manholes and utilities shown on the plan are based on preliminary SUE information acquired during the design phase. The Contractor is responsible for field verification of existing utilities to determine size and depth during the development of their construction plan and design of SOE.

Question 55) Item 995.07 – REMOVAL AND REPLACEMENT OF RAILROAD. The bid quantity is 140 LF, while the specifications reference approximately 200 feet of double track removal and replacement. The item description is also unclear regarding how this work is paid.
Please clarify the pay quantity, and what is measured and paid under his item. Confirm that all MBTA/Keolis railroad removal and replacement costs will be paid separately and not included in the bid pricing.

Response 55) Quantity confirmed as 140-foot, as plans label 70’ (sheet 144) of track removal limits. See response to Question 15 in Addendum No. 2.

Question 56) Item 950.51 does not specifically exclude E-80 railroad loading. Please confirm that SOE used solely during the 168-hour railroad outage may be designed without E-80 live loading and associated impact, as both tracks are out of service and there is no railroad surcharge.

Response 56) Yes, the railroad will be out of service during the 168-hour outage. The SOE used during the outage will not be subjected to railroad surcharge and may be designed without E-80 loading.

Question 57) Certain operations will have the potential to foul the track including tree removal and some of the wall SOE installation. What are the work hours for operations that have the potential to foul tracks? Please define what the potential to foul the track is.

Response 57) Certain operations will have the potential to foul the track including tree removal and some of the wall SOE installation. What are the work hours for operations that have the potential to foul tracks? Please define what the potential to foul the track is.

Question 58) We assume the SOE installation for the wing walls be installed outside of the 168-hour outage. Is this correct?

Response 58) The suggested construction phasing shown in the plans has all of the SOE for the wingwalls, and some of the SOE for the underpass installed outside of the 168-hour outage. The Contractor is responsible for developing the final Construction Plan and Schedule.

Question 59) The excavation bid items total 23,780 CY (approximately 40,400 tons), but disposal totals only 13,880 tons. The geotechnical report indicates potential reuse as Ordinary Borrow, but not Gravel Borrow. Please clarify the disparity.

Response 59) The hazardous soil disposal item quantities are revised to account for potential disposal of all excess soils. Note the total disposal items takes into account soils reused on-site. See revised Items 181.11, 181.12, 181.13, and .181.14 on page B00420 – 6.

Question 60) The contract's suggested construction sequence requires excavation of the southern launching area to assemble the 72-foot precast culvert before sliding it into place. We assume the excavation for the launching area is paid under bridge excavation. Is this correct

Response 60) Yes, excavation of the southern launching area is paid under bridge excavation.

Question 61) Geotextile and Crushed stone used within the launching area as well as restoration of the launching area are paid under existing unit price items. Is this correct?

Response61) Geotextile throughout the project will be paid under Item 698.4 Geotextile Fabric for Permanent Erosion Control. Crushed Stone related to the culvert structure and walls will be paid under Item 156.1 Crushed Stone for Bridge Foundations. Items specific to the restoration of the launching area, in particular for the High School parking lot (such as Item 580.2 Curb Removed and Reset - Bridge, and Item 702.1 Hot Mix Asphalt Sidewalk or Driveway – Bridge) will be paid separately from similar non-bridge related items due to the urgency that will be required to immediately restore the High School parking lot after installation of the culvert.

Question 62) Proposed EMH on Channing Road is immediately adjacent to an existing 6-inch gas main. Please consider relocating the EMH to avoid potential impact with the gas main.

Response 62) Proposed EMH shown offset of the existing gas line and its location is per request of Belmont Light for their future needs. Exact location can be slightly adjusted during construction, per approval by the Engineer and Belmont Light.

Question 63) Drawing states pipe jacking under item 804.3. Proposal contains item 804.65 JACKING 6 INCH PIPE. Please clarify.

Response 63) Pipe Jacking to be measured and paid for under Item 804.65.
Revision to the plan sheet (79 of 221) will be made at a later date.

Question 64) Please provide clarification of the required roof elevation of the proposed electrical manholes relative to finished grade.

Response 64) Refer to responses in Addendum #2. Electrical manholes shall be installed per Belmont Light Standards with typical cover setting per the details included.

Question 65) Item 804.1 1 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC -(UL) has a bid quantity of 9,500 LF. Is this correct?

Response 65) See Response 6 in Addendum #2.

Question 66) Payment Item 269.08 8 INCH SLOT-PERFORATED CORRUGATED PLASTIC PIPE (SUBDRAIN) includes crushed stone backfill. Please verify.

Response 66) Yes, crushed stone backfill is included in Item 269.08 per the Standard Specifications, Sub-Section 260.

Question 67) Sheet 76 shows 55 ft of 12 in dia PVC piping. Under which item is this work paid?

Response 67) See Response 2 in Addendum #2.

Albanese D&S, Inc., October 28, 2026

Question 68) Is the contractor required to utilize slide rail shoring in the existing railroad layout for the installation of the culvert for Bridge No. B-07-017? If so, will portions of the slide rail have to remain in place or can the slide rail system be removed during/after backfilling? Our concern is that the slide rail system components take up a lot of volume that when removed could create voids. What was the design intent for the engineer selecting slide rails? Was it selected for perceived speed of install? Will other forms of shoring selected by the contractor be acceptable in place of the slide rail system?

Response 68) The Contractor is not required to utilize a slide rail system. The Support of Excavation shown in the plans is a concept that was developed during design with the intent of accelerating culvert installation and minimizing service disruptions to the MBTA commuter rail. The concept was used to estimate the construction duration and MBTA outage schedule. Final design of the SOE systems and other temporary structured used for the installation of the culvert and walls is the responsibility of the Contractor. The slide rail, if used, may be cut off below grade and left in place after backfilling to eliminate voids during removal. If the slide rail system is removed, precautions must be taken to avoid settlement after removal of the slide rail. Other forms of shoring will be considered but must meet the contract specifications and must be able to facilitate culvert installation within the 7-day MBTA outage duration.

Question 69) Why was the rail system selected by the engineer for the launch of the pre-assembled culvert for Bridge No. B-07-017? Was it selected for perceived speed of install? Has the engineer experienced this type of installation method on another project with pre-cast culvert this size or is this a concept the engineer came up with? We have talked to several precast culvert manufacturers, and they do not have experience with this method. There are concerns with how to design the culvert to withstand moving a pre-assembled 72-foot-long structure, roughly 550,000 pounds, all at once. Has the engineer considered utilizing a crane to install the culvert in sections instead of a rail system? Was there a concern with ground bearing pressure at this location to not utilize a crane? Instead of making a culvert assembly and launch area, a crane pad could be made at this location. Please let us know if installing the culvert with a crane would be an acceptable method.

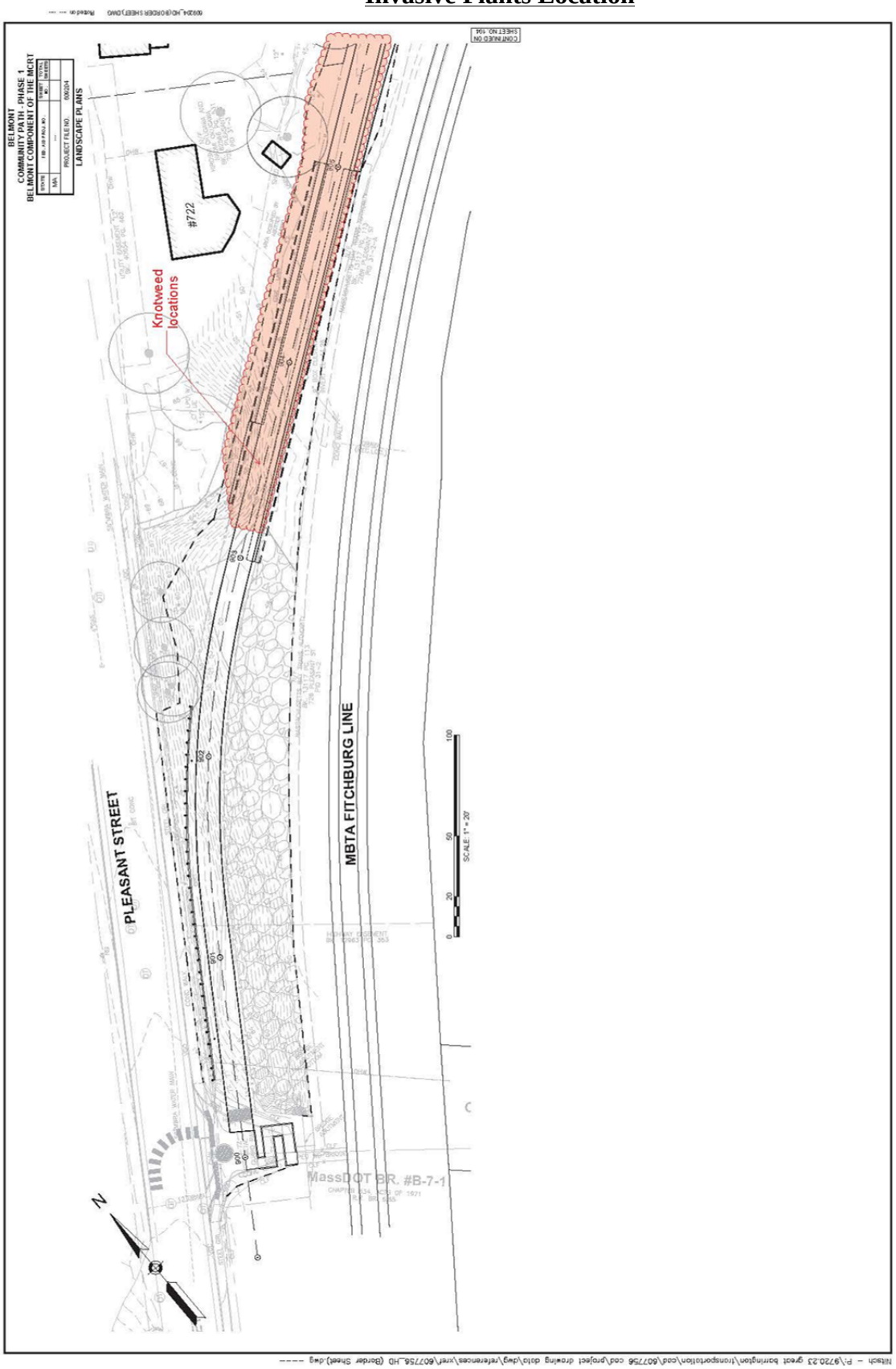
Response 69) The rail system shown on the plans was a concept developed during the design of the project. The intent of the rail system was to accelerate culvert installation and minimize service disruptions to the MBTA commuter rail. The design team considered using a crane to install the culvert sections directly to the final location, however limited space for crane setups, limitations to crane reach, logistics for unloading culvert pieces, and ultimately the overall duration required to lift each piece independently to the final location required the design team to explore accelerated alternative approaches. The staged approach shown on the plans allows a crane to lift the culvert pieces to the staging area and fully assemble the culvert ahead of the shutdown. The Contractor is not required to use a rail system. The rail system shown on the plans is only a concept. If used, the Contractor is responsible for the design of the system. Any system that the Contractor uses, including using a crane to install the culvert directly to the final location, must be able to be completed within the 7-day MBTA outage duration.

Question 70) Is the 7-day duration the total duration that the tracks are down? Is MBTA's work to remove and reinstall the tracks included in that 7-day duration? If so, what is the duration that MBTA needs to remove the tracks and then reinstall the tracks? Please advise so that we can understand how many days we have for our portion of the work.

Response 70) Yes, 7 days is the total duration of the MBTA service outage. The 7 day duration includes the time required for MBTA to remove and reinstall the tracks. Based on our design fragnet schedule, and coordination with the MBTA/Keolis, we estimated 6 hours for the removal, and 10 hours for the installation of the rail. Note that this was based on discussions during design, and the Contractor is responsible for confirming durations upon development of their schedule, as it may vary based on their proposed means and methods.

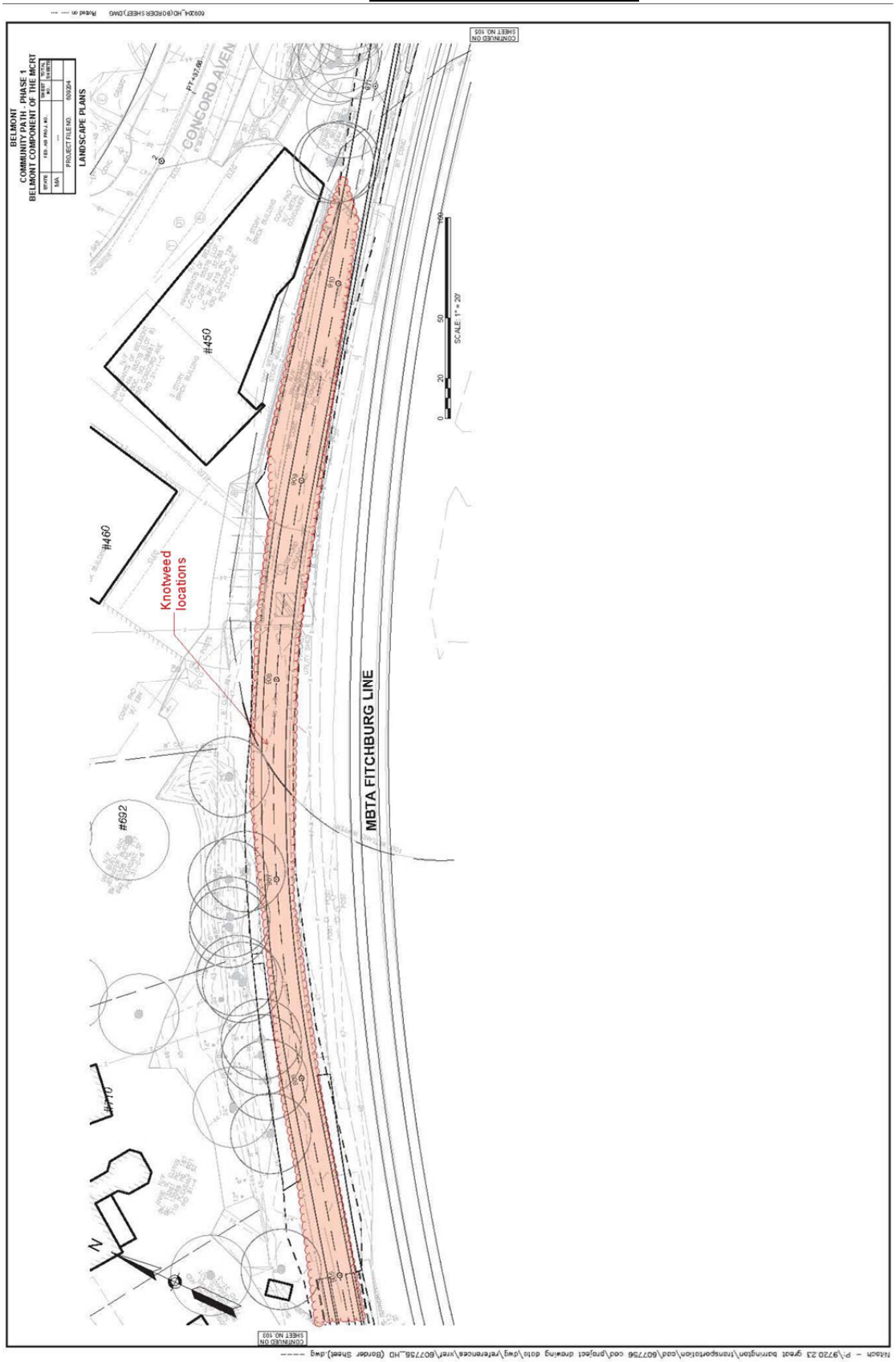
ITEM 102.3 (Continued)

Invasive Plants Location



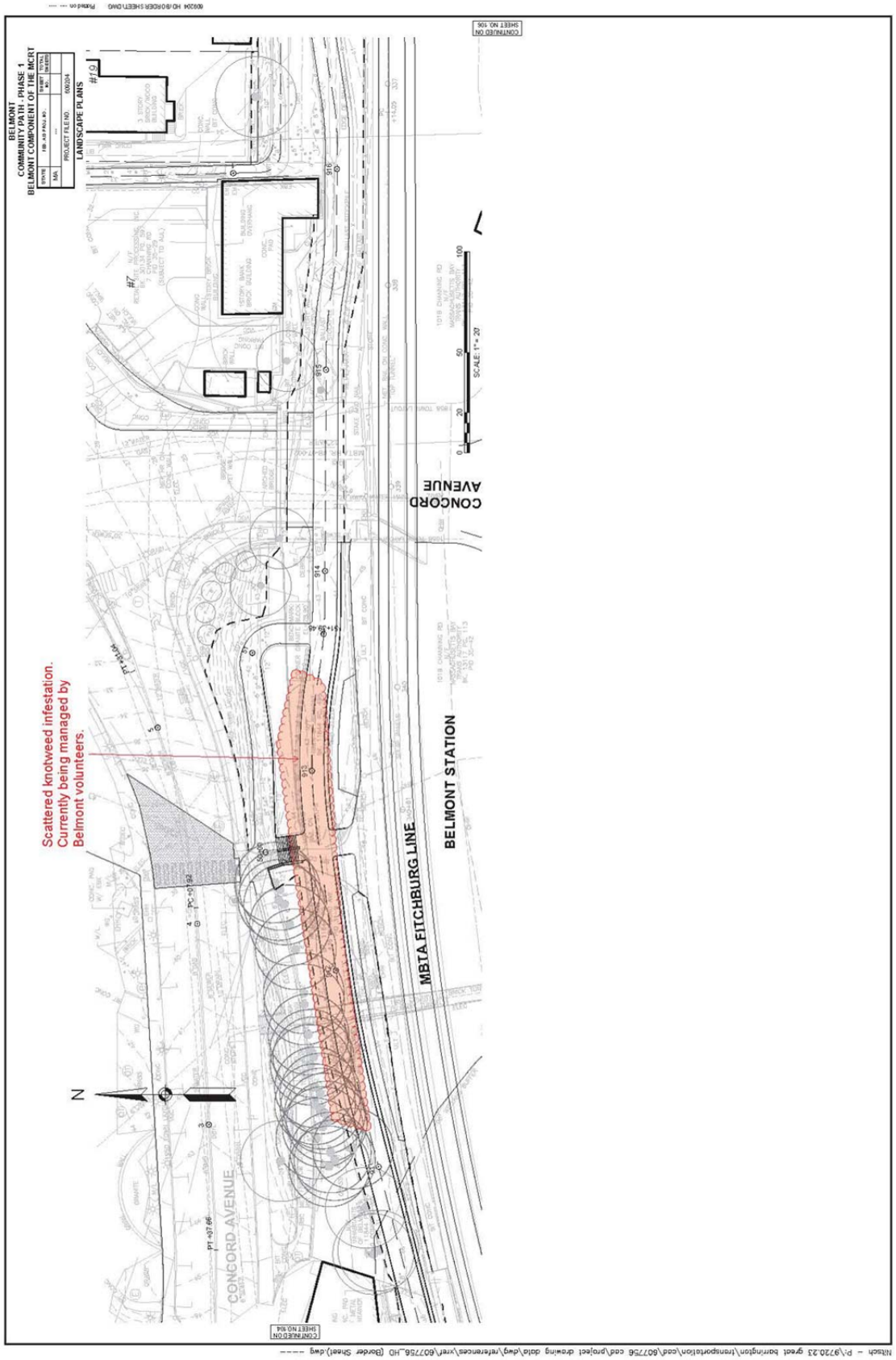
ITEM 102.3 (Continued)

Invasive Plants Location



ITEM 102.3 (Continued)

Invasive Plants Location



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DOCUMENT B00420

PROPOSAL

BELMONT

For: **Community Path, Belmont Component of the MCRT (Phase I)**

COMMONWEALTH OF MASSACHUSETTS

LOCATION

The work referred to herein is in the Town of BELMONT in Middlesex County, in the Commonwealth of Massachusetts, and is shown by the locus map (Document 00331) in the Proposal Pamphlet, the work locations extend as follows:

Pleasant Street (Route 60)

Beginning – Station 900+00.00

Fitchburg Cutoff (path)

Ending – Station 960+90.00

The contract prices shall include the furnishing of all materials (except as otherwise herein specified), the performing of all the labor requisite or proper, the providing of all necessary machinery, tools, apparatus and other means of construction, the doing of all the abovementioned work in the manner set forth, described and shown in the specifications and on the drawings for the work, and in the form of contract, and the completion thereof within **929 CALENDAR DAYS** upon receipt of a Notice to Proceed, except that if the completion date falls between December 1 and March 15 then the same number of days beyond December 1st will be extended after March 15th.

The Work of this project is described by the following Items and quantities.

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Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
100.91	1	CONSTRUCTION VIBRATION CONTROL AT _____ LUMP SUM		
100.911	1	VIBRATION AND DEFORMATION MONITORING MBTA ASSETS - BRIDGE AT _____ LUMP SUM		
100.912	1	VIBRATION AND DEFORMATOIN MONITORING MBTA ASSETS AT _____ LUMP SUM		
101.	3	CLEARING AND GRUBBING AT _____ PER ACRE		
102.2	1	TREE TRIMMING AT _____ LUMP SUM		
102.3	32	HERBICIDE TREATMENT OF INVASIVE PLANTS AT _____ PER HOUR		
102.33	20	INVASIVE PLANT MANAGEMENT STRATEGY AT _____ PER HOUR		
102.511	47	TREE PROTECTION - ARMORING AND PRUNING AT _____ EACH		
102.521	1,800	TREE AND PLANT PROTECTION FENCE AT _____ PER FOOT		

Addendum No. 3, October 30, 2026

Project # 609204 **Contract # 136695**

Location : BELMONT

Description : Community Path, Belmont Component of the MCRT (Phase I)

ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
103.	28	TREE REMOVED - DIAMETER UNDER 24 INCHES AT _____ EACH		
104.	10	TREE REMOVED - DIAMETER 24 INCHES AND OVER AT _____ EACH		
120.	12,100	EARTH EXCAVATION AT _____ PER CUBIC YARD		
121.	1,275	CLASS A ROCK EXCAVATION AT _____ PER CUBIC YARD		
140.	2,480	BRIDGE EXCAVATION AT _____ PER CUBIC YARD		
140.11	5,070	PATH WALL EXCAVATION AT _____ PER CUBIC YARD		
141.	1,480	CLASS A TRENCH EXCAVATION AT _____ PER CUBIC YARD		
141.1	100	TEST PIT FOR EXPLORATION AT _____ PER CUBIC YARD		
142.	425	CLASS B TRENCH EXCAVATION AT _____ PER CUBIC YARD		

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
144.	850	CLASS B ROCK EXCAVATION AT _____ PER CUBIC YARD		
150.	2,600	ORDINARY BORROW AT _____ PER CUBIC YARD		
151.	2,900	GRAVEL BORROW AT _____ PER CUBIC YARD		
151.1	1,510	GRAVEL BORROW FOR BRIDGE FOUNDATION AT _____ PER CUBIC YARD		
151.2	3,120	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES AT _____ PER CUBIC YARD		
156.	300	CRUSHED STONE AT _____ PER TON		
156.1	940	CRUSHED STONE FOR BRIDGE FOUNDATIONS AT _____ PER TON		
160.2	115	CONTROLLED LOW-STRENGTH MATERIAL - MECHANICAL EXCAVATABLE (101-300 PSI) AT _____ PER CUBIC YARD		
160.3	20	CONTROLLED LOW-STRENGTH MATERIAL (> 300 PSI) AT _____ PER CUBIC YARD		

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
170.	10,250	FINE GRADING AND COMPACTING - SUBGRADE AREA AT _____ PER SQUARE YARD		
180.01	1	ENVIRONMENTAL HEALTH AND SAFETY PROGRAM AT _____ LUMP SUM		
180.02	10	PERSONAL PROTECTION LEVEL C UPGRADE AT _____ PER HOUR		
180.03	20	LICENSED SITE PROFESSIONAL SERVICES AT _____ PER HOUR		
181.11	20,710	DISPOSAL OF UNREGULATED SOIL AT _____ PER TON		
181.12	2,810	DISPOSAL OF REGULATED SOIL - IN-STATE FACILITY AT _____ PER TON		
181.13	2,810	DISPOSAL OF REGULATED SOIL - OUT-OF-STATE FACILITY AT _____ PER TON		
181.14	1,400	DISPOSAL OF HAZARDOUS WASTE AT _____ PER TON		
182.1	1	INSPECTION AND TESTING FOR ASBESTOS AT _____ LUMP SUM		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
182.2	100	REMOVAL OF ASBESTOS AT _____ PER FOOT		
183.1	20,000	TREATMENT OF CONTAMINATED GROUNDWATER AT _____ PER GALLON		
183.2	8,600	DISPOSAL OF GRANULAR ACTIVATED CARBON AT _____ PER POUND		
184.1	100	DISPOSAL OF TREATED WOOD PRODUCTS AT _____ PER TON		
191.10	120	HOLLOW STEM AUGER BORINGS AT _____ PER FOOT		
191.11	100	CORE BORING AT _____ PER FOOT		
201.	8	CATCH BASIN AT _____ EACH		
202.	17	MANHOLE AT _____ EACH		
204.11	3	GUTTER INLET - SPECIAL AT _____ EACH		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
209.	1	DROP INLET, TYPE D AT _____ EACH		
220.	6	DRAINAGE STRUCTURE ADJUSTED AT _____ EACH		
220.5	1	DRAINAGE STRUCTURE REMODELED AT _____ EACH		
220.7	2	SANITARY STRUCTURE ADJUSTED AT _____ EACH		
221.	26	FRAME AND COVER AT _____ EACH		
222.1	11	FRAME AND GRATE - MASSDOT CASCADE TYPE AT _____ EACH		
222.2	1	FRAME AND GRATE - MASSDOT DROP INLET AT _____ EACH		
227.3	7	REMOVAL OF DRAINAGE STRUCTURE SEDIMENT AT _____ PER CUBIC YARD		
227.31	1,000	REMOVAL OF DRAINAGE PIPE SEDIMENT AT _____ PER FOOT		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
238.06	100	6 INCH DUCTILE IRON PIPE AT _____ PER FOOT		
238.12	875	12 INCH DUCTILE IRON PIPE AT _____ PER FOOT		
241.12	900	12 INCH REINFORCED CONCRETE PIPE CLASS III AT _____ PER FOOT		
252.12	55	12 INCH CORRUGATED PLASTIC PIPE AT _____ PER FOOT		
269.08	3,900	8 INCH SLOT-PERFORATED CORRUGATED PLASTIC PIPE (SUBDRAIN) AT _____ PER FOOT		
281.2	125	JUTE MESH (WATERWAYS) AT _____ PER SQUARE YARD		
390.01	1	GAS LINE SERVICE TO SWITCHES AT _____ LUMP SUM		
402.	200	DENSE GRADED CRUSHED STONE FOR SUB-BASE AT _____ PER CUBIC YARD		
415.2	550	PAVEMENT FINE MILLING AT _____ PER SQUARE YARD		

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
440.	27,100	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL AT _____ PER POUND		
443.	20	WATER FOR ROADWAY DUST CONTROL AT _____ PER 1000 GALLONS		
450.22	850	SUPERPAVE SURFACE COURSE – 9.5 (SSC – 9.5) AT _____ PER TON		
450.23	1,400	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5) AT _____ PER TON		
450.231	100	SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC - 12.5 - P) AT _____ PER TON		
450.31	100	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC -12.5) AT _____ PER TON		
450.42	50	SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5) AT _____ PER TON		
451.	25	HMA FOR PATCHING AT _____ PER TON		
452.	900	ASPHALT EMULSION FOR TACK COAT AT _____ PER GALLON		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
453.	400	HMA JOINT SEALANT AT _____ PER FOOT		
472.	100	TEMPORARY ASPHALT PATCHING AT _____ PER TON		
504.	230	GRANITE CURB TYPE VA4 - STRAIGHT AT _____ PER FOOT		
504.1	40	GRANITE CURB TYPE VA4 - CURVED AT _____ PER FOOT		
509.	125	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT AT _____ PER FOOT		
509.1	20	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED AT _____ PER FOOT		
580.	400	CURB REMOVED AND RESET AT _____ PER FOOT		
580.2	90	CURB REMOVED AND RESET - BRIDGE AT _____ PER FOOT		
594.	110	CURB REMOVED AND DISCARDED AT _____ PER FOOT		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
595.	3	CURB INLET REMOVED AND DISCARDED AT _____ EACH		
625.	5,800	TIMBER RAIL AT _____ PER FOOT		
625.5	560	PRIVACY SCREEN AT _____ PER FOOT		
627.82	1	GUARDRAIL TANGENT END TREATMENT, TL-2 AT _____ EACH		
630.2	80	HIGHWAY GUARD REMOVED AND DISCARDED AT _____ PER FOOT		
644.096	1,300	96 INCH CHAIN LINK FENCE (SPRING TENSION WIRE) (LINE POST OPTION) AT _____ PER FOOT		
645.0961	5,200	96 INCHSTEEL FENCE - MBTA STANDARD AT _____ PER FOOT		
650.096	6	96 INCH CHAIN LINK GATE WITH GATE POSTS AT _____ PER FOOT		
654.096	8,200	96 INCH CHAIN LINK FENCE FABRIC AT _____ PER FOOT		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
655.5	320	WROUGHT IRON PICKET FENCE AT _____ PER FOOT		
657.	6,200	TEMPORARY FENCE AT _____ PER FOOT		
657.1	350	TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM AT _____ PER FOOT		
657.5	3,100	TEMPORARY FENCE REMOVED AND RESET AT _____ PER FOOT		
665.	100	CHAIN LINK FENCE REMOVED AND STACKED AT _____ PER FOOT		
670.	135	FENCE REMOVED AND RESET AT _____ PER FOOT		
685.	870	STONE MASONRY WALL IN CEMENT MORTAR AT _____ PER CUBIC YARD		
697.1	13	SILT SACK AT _____ EACH		
698.4	2,170	GEOTEXTILE FABRIC FOR PERMANENT EROSION CONTROL AT _____ PER SQUARE YARD		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
701.	400	CEMENT CONCRETE SIDEWALK AT _____ PER SQUARE YARD		
701.2	60	CEMENT CONCRETE PEDESTRIAN CURB RAMP AT _____ PER SQUARE YARD		
701.21	5	TACTILE DETECTABLE INDICATORS AT _____ EACH		
702.	30	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY AT _____ PER TON		
702.1	15	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY - BRIDGE AT _____ PER TON		
704.2	550	STONE DUST SHOULDER AT _____ PER TON		
706.51	130	PEDESTRIAN UNIT PAVERS AT _____ PER SQUARE YARD		
706.9	410	DECORATIVE RESIN WALK AT _____ PER SQUARE YARD		
707.11	2	PARK BENCH TYPE 1 AT _____ EACH		

Addendum No. 3, October 30, 2026

Project # 609204 **Contract # 136695**

Location : BELMONT

Description : Community Path, Belmont Component of the MCRT (Phase I)

ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
707.12	2	PARK BENCH TYPE 2 AT _____ EACH		
707.81	1	BOLLARD REMOVED AND RESET AT _____ EACH		
707.9	4	BICYCLE RACK AT _____ EACH		
710.4	5	BOUND - PLAIN GRANITE AT _____ EACH		
722.1	1	SCHEDULE OF OPERATIONS (TYPE A) - FIXED PRICE $140000 AT One Hundred Forty Thousand Dollars LUMP SUM	$140,000.00	$140,000.00
740.	30	ENGINEERS FIELD OFFICE AND EQUIPMENT (TYPE A) AT _____ PER MONTH		
748.	1	MOBILIZATION AT _____ LUMP SUM		
751.	4,600	LOAM FOR ROADSIDES AT _____ PER CUBIC YARD		
756.	1	NPDES STORMWATER POLLUTION PREVENTION PLAN AT _____ LUMP SUM		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
765.	16,500	SEEDING AT _____ PER SQUARE YARD		
765.472	95	STEEP SLOPE MID-HEIGHT SEED MIX AT _____ PER POUND		
765.635	6,100	NATIVE SEEDING AND ESTABLISHMENT AT _____ PER SQUARE YARD		
767.	30	HAY MULCH AT _____ PER TON		
767.121	670	SEDIMENT CONTROL BARRIER AT _____ PER FOOT		
767.6	6	AGED PINE BARK MULCH AT _____ PER CUBIC YARD		
767.9	150	JUTE MESH AT _____ PER SQUARE YARD		
771.050	104	TREE WHIPS AT _____ EACH		
772.337	35	CEDAR - RED 7-8 FEET AT _____ EACH		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
773.438	29	PINE - WHITE 7-8 FEET AT _____ EACH		
774.095	36	SPRUCE - WHITE 7-8 FEET AT _____ EACH		
775.350	15	ELM - VALLEY FORGE 3-3.5 INCH CALIPER AT _____ EACH		
776.523	14	MAPLE - RED 2-2.5 INCH CALIPER AT _____ EACH		
777.035	13	OAK - NORTHERN RED 2-2.5 INCH CALIPER AT _____ EACH		
777.138	10	OAK - PIN 2-2.5 INCH CALIPER AT _____ EACH		
777.673	15	SWEETGUM - FRUITLESS 2-2.5 INCH CALIPER AT _____ EACH		
778.300	10	CHERRY - BLACK 2-2.5 INCH CALIPER AT _____ EACH		
781.284	14	HAWTHORN - COCKSPUR 1.5-2 INCH CALIPER AT _____ EACH		

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
782.536	19	REDBUD - EASTERN 7-8 FEET AT _____ EACH		
783.044	18	SERVICEBERRY - AUTUMN BRILLIANCE 7-8 FEET AT _____ EACH		
783.467	11	TUPELO 2-2.5 INCH CALIPER AT _____ EACH		
785.735	72	INKBERRY - SHAMROCK 2-3 FEET / #3 AT _____ EACH		
790.831	63	DOGWOOD - ARCTIC FIRE 2-3 FEET / #3 AT _____ EACH		
791.531	60	FOTHERGILLA - DWARF FOTHERGILLA 18-25 INCHES AT _____ EACH		
794.331	8	SUMAC SHRUB - FRAGRANT-GRO-LOW 2-3 FEET / #2 AT _____ EACH		
794.500	82	SWEETSPIRE - HENRYS GARNET 30 INCHES AT _____ EACH		
795.131	9	VIBURNUM - BLUE MUFFIN ARROWWOOD 30 INCHES AT _____ EACH		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
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ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
795.186	19	WITCH HAZEL - AUTUMN BLOOMING 6-7 FEET AT _____ EACH		
796.025	57	YELLOWROOT - 18 INCHES/ #2 AT _____ EACH		
796.205	57	FEATHER REED GRASS - KARL FOERSTER - #2 AT _____ EACH		
801.54	100	5 INCH ELECTRICAL CONDUIT - TYPE NM (4 BANK) AT _____ PER FOOT		
801.56	650	5 INCH ELECTRICAL CONDUIT - TYPE NM (6 BANK) AT _____ PER FOOT		
804.1	700	1 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC -(UL) AT _____ PER FOOT		
804.15	75	1-1/2 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC -(UL) AT _____ PER FOOT		
804.2	50	2 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC (UL) AT _____ PER FOOT		
804.3	500	3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC -(UL) AT _____ PER FOOT		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
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ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
804.65	50	JACKING 6 INCH PIPE AT _____ PER FOOT		
811.112	3	ELECTRIC MANHOLE 6 FT X 13 FT AT _____ EACH		
811.22	20	ELECTRIC HANDHOLE - SD2.022 AT _____ EACH		
812.09	13	LIGHT STANDARD FOUNDATION PRECAST AT _____ EACH		
812.20	1	LIGHTING LOAD CENTER FOUNDATION AT _____ EACH		
813.30	110	WIRE TYPE 7 NO. 10 GENERAL PURPOSE AT _____ PER FOOT		
813.32	150	WIRE TYPE 7 NO. 6 GENERAL PURPOSE AT _____ PER FOOT		
813.35	450	WIRE TYPE 7 NO. 1 GENERAL PURPOSE AT _____ PER FOOT		
813.80	1	SERVICE CONNECTION (OVERHEAD) AT _____ EACH		

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
821.14	13	HIGHWAY LIGHTING POLE (ANCHOR BASE) 12 FOOT BRACKET AT _____ EACH		
823.101	13	HIGHWAY LIGHTING LUMINAIRE - GARDCO PPT SCONES LED AT _____ EACH		
823.311	4	UNDERPASS LIGHTING LUMINAIRE 6 FOOT LED AT _____ EACH		
823.60	1	HIGHWAY LIGHTING LOAD CENTER AT _____ LUMP SUM		
823.70	1	HIGHWAY LIGHTING POLE AND LUMINAIRE REMOVED AND RESET AT _____ EACH		
825.1	1	RECTANGULAR RAPID FLASHING BEACON LOCATION NO. 1 AT _____ LUMP SUM		
832.	153	WARNING-REGULATORY AND ROUTE MARKER - ALUMINUM PANEL (TYPE A) AT _____ PER SQUARE FOOT		
847.1	40	SIGN SUP (N/GUIDE)+RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL AT _____ EACH		
852.	510	SAFETY SIGNING FOR TRAFFIC MANAGEMENT AT _____ PER SQUARE FOOT		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
853.1	15	PORTABLE BREAKAWAY BARRICADE TYPE III AT _____ EACH		
854.0161	70	PAVEMENT MARKINGS - 6 INCH (PAINTED) BRIDGE AT _____ PER FOOT		
856.060	180	ARROW BOARD (TYPE B) AT _____ PER DAY		
856.12	450	PORTABLE CHANGEABLE MESSAGE SIGN AT _____ PER DAY		
859.	36,000	REFLECTORIZED DRUM AT _____ PER DAY		
859.1	720	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS AT _____ PER DAY		
864.04	60	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC) AT _____ PER SQUARE FOOT		
864.1	230	GREEN FRICTION SURFACE FOR BIKE LANES AT _____ PER SQUARE FOOT		
866.106	240	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC) AT _____ PER FOOT		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
866.112	325	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC) AT _____ PER FOOT		
867.104	1,800	4 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC) AT _____ PER FOOT		
867.106	450	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC) AT _____ PER FOOT		
867.112	55	12 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC) AT _____ PER FOOT		
871.22	1	PERMANENT NTCS FOR TRAILS AT _____ EACH		
874.	5	STREET NAME SIGN AT _____ EACH		
874.51	14	WAYFINDING SIGN AT _____ EACH		
874.71	5	MISCELLANEOUS SIGNS REMOVED AND RESET AT _____ EACH		
904.	5	4000 PSI, 3/4 INCH, 610 CEMENT CONCRETE AT _____ PER CUBIC YARD		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
904.3	2,150	5000 PSI, 3/4 INCH, 685 HP CEMENT CONCRETE AT _____ PER CUBIC YARD		
910.1	651,600	STEEL REINFORCEMENT FOR STRUCTURES - EPOXY COATED AT _____ PER POUND		
945.10	610	DRILLED MICROPILES AT _____ PER FOOT		
950.5	2,100	TEMPORARY SUPPORT OF EXCAVATION AT _____ PER SQUARE YARD		
950.51	1	TEMPORARY SUPPORT OF EXCAVATION - BRIDGE AT _____ LUMP SUM		
964.11	1,600	ANTI-GRAFFITI COATING AT _____ PER SQUARE YARD		
983.1	4,075	RIPRAP AT _____ PER TON		
986.	450	MODIFIED ROCKFILL AT _____ PER TON		
995.01	1	BRIDGE STRUCTURE, BRIDGE NO. 8-07-017 AT _____ LUMP SUM		

Addendum No. 3, October 30, 2026

Project # 609204	Contract # 136695			
Location : BELMONT				
Description : Community Path, Belmont Component of the MCRT (Phase I)				
ITEM #	**QUANTITY**	**ITEM WITH UNIT BID PRICE WRITTEN IN WORDS**	**UNIT PRICE**	**AMOUNT**
995.07	140	REMOVAL AND REPLACEMENT OF RAILROAD AT _____ PER FOOT		
996.01	1	WALL STRUCTURE, WALL NO. 1 AT _____ LUMP SUM		
996.03	3,790	SMALL BLOCK LANDSCAPE RETAINING WALL AT _____ PER SQUARE FOOT		
Total Qty:	919,838			

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