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

November 4, 2026

609204 - 136695

ADDENDUM NO. 4

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:	15 pages.
DOCUMENT A00801:	Revised pages 104 and 161.
DOCUMENT B00420:	Revised pages 20 through 25.

Take note of the above, substitute the revised pages for the originals, and acknowledge Addendum No. 4 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone Digitally signed by Eric M. Cardone Date: 2026.11.04 15:37:05 -05'00'

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

SP
cc: Thomas Currier, Project Manager

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

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A.A. Will Corporation, October 16, 2026

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) **Revised response (from addendum No. 3, October 30, 2026)**

The Temporary Support of Excavation (Item 950.5) is measured by area of exposed SOE needed for the installation of the footings.

The over-excavation for removal of unsuitable fill is included in the measurement as it is required for installation of the footing.

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) See MBTA SCHEDULE RESTRICTION on page A801- 5

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) The Contractor shall appoint a qualified person(s) who meets all requirements specified in the Contract Documents.

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) The Contractor shall coordinate the amounts that should be carried in Bid Item 390.1 with Keolis and National Grid

A.A. Will Corporation, October 26, 2026 (from Addendum 3, October 30, 2026)

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) **Revised Response.**
The Contractor will be permitted access to the MBTA right-of-way to conduct work that may foul the tracks. The Contractor will need to coordinate that access and foul time with the MBTA and Keolis. It should be assumed for bidding that all pre-outage and post-outage foul time will be permitted during non-revenue hours only as a worst-case provision. However, foul time during revenue hours or other track disruptions such as short weekend outages may be granted at the MBTA's discretion.

Barletta Heavy Division, October 30, 2026

Question 71) Please confirm the following for Item 871.22 – Permanent NTCS for Trails.

A) What is the preferred way to power is the NTCS unit?
B) What connectivity is required, if any?
C) What the unit is going to be counting. Pedestrians only, bikes only or both pedestrians and bikes?
D) What is the required qualification type required, if any?
E) On the drawings that show the proposed NTCS, the unit is located behind new chain link fence. Please confirm.

Response 71)

A) Solar powered.
B) Contractor shall cellular modem for bidding, per subsection 871.43.
C) The counter shall be for pedestrians and bicyclists.
D) The product shall be listed on the QTCE per Subsection 871.
E) The NTCS shall be mounted per manufacturer requirements for counting. It can be location inside the fence line, and exact location is to be confirmed during construction.

Albanese D&S Inc., October 30, 2026

Question 72) Please provide specification for gas Booster Pump with Pre-Manufactured Housing Unit – Bid item 390.01

Response 72) Based on discussions with the MBTA, we expect a max supply pressure of 1.5 psig. The current switch heaters operate at a maximum pressure of 42" WC. The final design and approval is subject to the MBTA. See Page A00801-101 for more specifics.

Question 73) Per Bid Item 390.01, how much are the MBTA/Keolis Permit Fees for the contractor to perform this work? This is almost impossible for the contractor to estimate and needs to be an allowance. We have experienced cost swings north of $200k from what is budget to what is billed to the contractor. Please provide an allowance.

Response 73) MBTA/Keolis permit fees are included in MassDOT's non-bid items for permitting and flagging needs.

Question 74) Per Bid Item 390.01, what is the cost of Keolis's 3rd party agreement fees? Please provide an allowance

Response 74) See Response 73).

Question 75) Bid Item 390.01 suggests contractor shall request and pay for flaggers within MBTA ROW. Please add an allowance item for flaggers.

Response 75) See Response 73).

Question 76) Due to the dense sand, gravel, and cobble conditions identified in Borings W1-1 and W1-2, threaded casing is required for practical advancement of the drill string. We request confirmation that threaded casing joints may be welded and incorporated into the permanent micropile casing system, provided all welding complies with the project specifications.

Response 76) Threaded casing joints do not have the bending capacity required to withstand the lateral soil loads on the proposed wall. Full penetration weld joints are specified on the plans to ensure that casing joints will have an equivalent or greater bending capacity than the casings themselves.

Alternative construction methods may be proposed by the Contractor for consideration during the shop drawing review process.

Response 76) (Continued)

If alternative casing joints are proposed, such as welding of threaded joints, the Contractor should submit details and engineered calculations showing that the proposed alternative joints have a bending capacity equal to or greater than that of the casings, or as required to support the lateral loads.

All proposed alternative methods shall be subject to review and approval by the District Construction Engineer's Office before implementation.

Question 77) Due to complexity and size of the project, we kindly request bid opening to be extended to a minimum of one to two weeks.

Response 77) If you would like to request a postponement on this project, please coordinate your request through Construction Industries of Massachusetts, Inc.(Jeff Mahoney, jmahoney@cimass.org.) as CIM will canvass their members to see if other contractors need additional time.

P GIOIOSO & SONS INC., November 2, 2026

Question 78) Regarding items 625 and 625.5, please specify a grade for the lumber for the timber rail and privacy screen.
Can Red Cedar or White Cedar be provided instead of the Yellow Cedar ?

Response 78) See revised page A00801 – 104.

Mass Bay Electrical Corp., November 2, 2026

Question 79) Please confirm that lighting Types P1 and T1 lighting should be per the LUMINAIRE SCHEDULE shown on drawing 94 of 221, and not per Special Provisions page A00801-161.

Response 79) Confirmed. See revised page A00801-161.

Question 80) The lighting underground wiring shown on LIGHTING PLAN drawing 95 of 221 calls for No. 8 wire. There is no bid item for No. 8 wire. Please advise.

Response 80) No. 8 wire is to be used, Item 813.31. See revised page B00420 - 20.

Question 81) Is the 1" conduit run exposed feeding the Type T1 underpass lighting PVC or galvanized rigid steel? If galvanized rigid steel, please provide a bid item.

Response 81) Exposed conduit shall be rigid steel, Item 806.1, per Standard Specifications Subsection 801. See revised page B00420 - 20.

Question 82) The wire size feeding the Highway Lighting Load Center is called out on drawing 95 of 221 as No. 3. There is no bid item for No. 3 wire. Please advise.

Response 82) This wire shall be incidental to the load center item, Item 823.60.

Question 83) Please advise where bid item 813.35 WIRE TYPE 7 NO. 1 GENERAL PURPOSE is being used. We don't find any in the plans.

Response 83) See revised page B00420 - 20.

Question 84) Please confirm that all site lighting 1" PVC conduit is to be concrete encased.

Response 84) Yes, as required. Lighting conduit shall follow the requirements under Subsection 801.61 Standard Specifications.

A.A. Will Corporation, November 2, 2026

Question 85) **Reference: Question 22. Soil Characterization Before the Outage** Response 22 does not address whether MBTA will permit an in-situ soil characterization program before the outage. Please confirm that access will be available sufficiently in advance to complete testing and obtain disposal-facility acceptance.

Response 85) MassDOT will permit in-situ soil characterization and other necessary access, testing, construction within the MBTA property and Right of Way prior to the outage. All access and impacts to MBTA property and Right of Way must be coordinated with the Engineer and MBTA. MBTA will review and evaluate access requests based on the schedule, duration, impacts to service, etc. and will provide access, either during non-revenue hours, or potentially grant foul time or allow track disruptions and additional outages at their discretion. It cannot be confirmed what type of access and track disruptions MBTA will allow at this time, therefore for bidding, we recommend assuming authorization during non-revenue hours as a worst-case provision.

Question 86) **Reference: Question 23. Time Available for Contractor Operations** Based on the response to question 23, 16 hours will be alotted for Keolis track removal and replacement operations. If Keolis requires additional time, The Contractor will not be assessed liquidated damages on the additional time. Please clarify.

Response 86) The Contractor will not be assessed liquidated damages for additional time related to delays associated solely with track related tasks during the underpass outage that are designated for Keolis's by the contract special provisions.

Question 87) **Reference: Question 25. Permitted Work Hours Adjacent to MBTA Tracks** Response 25 states that bidders should assume authorization for work during non-revenue hours only ? . The Work Schedule provision on A00801-4 requires coordination for work adjacent to MBTA tracks that may cause disruption, disturbance or potentially foul the tracks, but does not expressly prohibit daytime work.
Please clarify:

a. Does the non-revenue-hours restriction apply **to all construction** within 30 feet of the nearest live track, including excavation, SOE installation, retaining-wall construction and equipment movements, or only operations that could disrupt or foul the track?
b. May work that does not disrupt or foul the track proceed during the normal 7:00 a.m.–3:30 p.m. shift with the required MBTA authorization, Keolis flag protection and MBTA Field Staff?
c. For work restricted to non-revenue hours, identify the permitted start and finish times and the net productive hours bidders should assume after protection setup and required track clearance.
Limiting work along the tracks to approximately four productive hours per shift would significantly affect labor, equipment costs and the construction schedule. These restrictions must be defined before bidding rather than left to post-award coordination.

Response 87)

a. MBTA has not restricted work that fouls a track to non-revenue hours only, but at this time, they cannot confirm what type foul time or track disruptions will be allowed. Therefore, for bidding, it is recommended to assume that all construction that requires fouling MBTA tracks will be authorized during non-revenue hours only as a worst-case provision. MBTA will review and evaluate construction requests based on the requested schedule, duration, impacts to service, etc. and will provide access, either during non-revenue hours, or potentially grant foul time or allow track disruptions at their discretion. Coordination with the MBTA should be performed by the Contractor during the development of the Contractor's schedule and construction plans once the contract has been awarded to determine likely foul time allowances.

Response 87) (Continued)

b. Work that does not foul that tracks, but that has acquired MBTA authorization, as well as necessary flaggers and field staff may proceed during normal hours at MBTA's discretion.
c. The contractor is responsible to contact and verify with MBTA

Question 88) **Reference: Question 28. Allowable Construction Access Points** Response 28 states that the Contractor is allowed other access locations along the project limits but does not identify them. Please identify the allowable construction access points, including access to work between Stations 900+50 and 910+00, and any restrictions on their use. Confirm that the necessary property rights and permissions are in place for construction equipment, deliveries and vehicles to use these access points.

Response 88) Access points are at Brighton Street per coordination with the abutter, and the Pleasant Street terminus. Pleasant Street access would be used between stations 900+50 and 910+00. Temporary and permanent easements are approved for construction use at these access points.

Question 89) **Reference: Question 33. Tree-Trimming Measurement and Payment** Response 33 states that additional tree trimming will be required as directed by the Engineer. Since the extent and quantity of this work are unknown before bidding, it cannot be reasonably quantified for a lump-sum price. Please change the tree-trimming bid item from lump sum to a unit-price item and establish the unit of measurement, estimated quantity, and measurement and payment provisions.

Response 89) Item to remain as is.

Question 90) **Reference: Question 34. Conservation Approval Limits** Please distinguish work already authorized by the Conservation Commission determination from activities requiring additional approval. Identify responsibility for obtaining additional approvals for access, SOE and temporary material storage, together with any associated restrictions or mitigation requirements.

Response 90) The work identified in the Request for Determination of Applicability (Document A00850) has been approved, as documented in the Determination of Applicability (Document A00851).
Any work not approved under the Determination of Applicability (Document A00851) must be submitted for separate review and approval by the Conservation Commission before proceeding.

Question 91) **Reference: Question 35. Invasive Vegetation Handling and Payment**
The response identifies separate handling requirements and knotweed limits but does not resolve measurement and payment. The amount of invasive vegetation is unknown. Is the segregation, excavation, transportation and disposal of invasive vegetation and affected soil will be measured and paid separate? Please clarify

Response 91) The quantity of invasive species removal can be determined from the limits shown on the sketches included with Addendum 3, Sheets A00801-58.1 through A00801-58.3. Treatment of invasive species will be paid under Item 102.3. Removal and disposal of dead vegetation resulting from the treatment will be included under Item 101, Clearing and Grubbing, or Item 120, Earth Excavation, as applicable. No separate payment will be made for the removal and disposal of treated invasive vegetation.

Question 92) **Reference: Question 36. Conflicting SOE Measurement and Payment Responses**
Response 27 states that SOE extending beyond or beneath the area required to install the footings will not be measured. Response 36 confirms that exposed SOE required for over excavation to remove unsuitable fill below footing elevation will be measured and paid under Item 950.5. These responses contradict one another where unsuitable fill must be removed beneath the proposed footing.
Please confirm that Response 36 governs and that all exposed SOE required for removal and replacement of unsuitable material below footing elevation will be measured and paid under Item 950.5. Revise Response 27 and the applicable measurement and payment provision to eliminate this conflict.

Response 92) Item 950.5 will be paid by measuring exposed areas of SOE required to install the wall footings, including any over-excavation that is required to remove unsuitable fill materials beneath the proposed footing.
See revised Response 27.

Question 93) **Reference: Question 40. Outage Duration and Liquidated Damages**
Please resolve the conflict between the maximum 168-hour outage and the provision stating that $450,000-per-day liquidated damages apply after the eighth day. The preliminary dates provided in Response 39 August 10, 2028 at 1:00 a.m. through August 16, 2028 at 8:00 p.m. total 163 hours. Please confirm the contractual outage duration, required return-to-service time, and when liquidated damages begin, including treatment of partial days.

Response 93) This will be answered in a future addendum.

Question 94) **Reference: Question 53. Existing Ductbank Conditions, Damage and Inability to Raise**
The existing condition of the ductbanks and cables, and their ability to accommodate the required movement, cannot be verified by the Contractor before bidding
Please also confirm that damage occurring despite compliance with approved protection and support procedures, and not attributable to the Contractor, will not be the Contractor's responsibility. Associated repair or replacement costs and resulting delays to restoration of rail service should receive appropriate compensation and time relief, without assessment of outage liquidated damages. Please verify this allocation of responsibility.
*Response to the questions states. 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. *
Based on the information provided we have no idea of the condition of the duct bank or cables or whether it can or can't be raised 4 inches. If the duct bank cannot be raised or is damaged and requires modification and or repairs we assume that the duration required for this work is excluded from liquidated damages and the cost of the work is paid under a Contract Change.
We have to sign off on $450,000 per day liquidated damages. The duct bank raising isn't fully defined in the bid documents.

Response 94) Damage occurring to MBTA utilities despite compliance with the Contract Documents and approved utility protection and support procedures, and not attributable to the Contractor, will not be the responsibility of the contractor.

Excavating, raising, protection and support of the existing utilities should be performed prior to the start of the outage to minimize complications and potential delays to resorting rail service following the outage.

If it is determined the duct bank can not be raised the necessary amount to avoid conflicts with the proposed culvert, the nearby concrete electrical manhole may need to be modified by MBTA / Keolis to allow the conduits to be raised. This should be determined via field verification by the Contractor. The necessary modification to the manhole will made by MBTA / Keolis so that the utilities can be raised and supported prior to the start of the outage.

Question 95) **Reference: Question 54. Existing Utilities and Manhole Conflicts**
The existing manhole shown on the plans will be impacted by the installation of SOE and excavation for the retaining wall. We assume the manhole must remain active during construction and will may require temporary support to prevent settlement or damage.
Response 54 places responsibility on the Contractor to verify the manhole dimensions and depth through field investigation after award. While this information can be obtained during construction planning, post-award verification does not address the Contractor's need to quantify and price the required support system at bid time.
Without the manhole size depth and bearing elevation we cannot reasonably determine the extent of temporary support required or accurately estimate the associated costs. This places an undefined risk on bidders.
Please provide the necessary information prior to bidding or establish a separate payment mechanism for temporary support.

Response 95) Multiple plans and records requested were made to MBTA during the design process for information about the utilities and manholes. MBTA could not locate any design or as-built plans for these utilities or manhole structures. All the information that is known about the utilities and manhole structures, including SUE information that was performed during design, is provided in the contract plans. The Contractor will be responsible for field investigation during construction planning to verify utility information.

Question 96) **Reference: Question 57. Clarification of Response to Question 57**
The response to Question 57 appears to simply repeat the original question without providing an answer. Please provide a substantive response addressing the clarification requested.

Response 96) See revised Response 57.

Question 97) **Reference: Question 69 Crane Installation Versus Preassembly Requirement**; Special Provisions page A00801-203.
Response 69 permits direct crane installation of individual culvert sections. Please reconcile this response with the preassembly and installation requirements on page A00801-203 and revise the specification as necessary. Confirm that direct crane installation is an acceptable base-bid method, subject to approval of the construction plan and completion within the required outage.

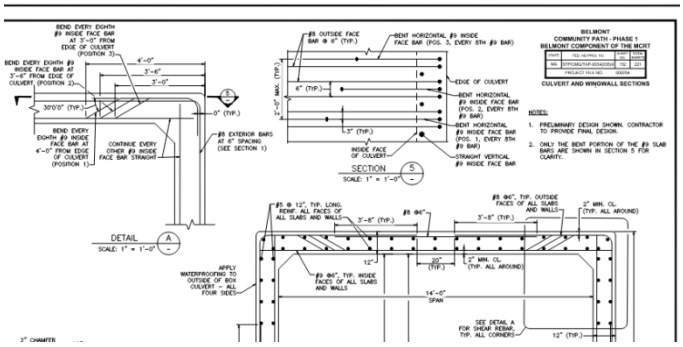
Response 97) The preassembly suggestion shown in the contract documents assumes that a crane will be used to offload culvert pieces from delivery trucks to the assembly area where the culvert will be prepared to slide into the final position ahead of the shutdown. The specifications do not prohibit the use of a crane. The specifications suggest that a crane be used to preassemble the culvert in the staging area ahead of the 7-day track outage to avoid logistics and potential delays associated with culvert delivery and crane operations during the 7 day outage. Direct crane installation is an acceptable method, subject to completion within the required outage window and approval of the construction plan.

Question 98) **Reference: Question 70. Keolis Delays and Liquidated Damages** If Keolis requires more time for track removal, reinstallation or return-to-service activities than the anticipated durations identified in the Contract, and this delays restoration of rail service, please confirm that the Contractor will not be assessed outage liquidated damages for the delay attributable to Keolis, provided the Contractor has not caused that delay.

Response 98) See response to Question 86 above.

United Concrete Products, Inc., November 3, 2026

Question 99) In the attached photo , additional bend bars are called out. Can we get a clarification on "Bend every eight #9 inside face bar"? Do you want to add additional bars after the 7 bars, or do you want to replace the #9 inside face bar alternately with these bars?



Response 99) The bars which are indicated to be bent are not meant to add or replace any bars. To provide the necessary shear reinforcement in the top slab, specific inside face bars are meant to be bent up at a 30-degree angle to become outside face bars at the ends of the top slab. Not all inside face bars are bent up, and each bar is bent up at a different location. Three of every eight inside face bars should be bent up. One should be bent up at 4' from the edges, one should be bent up at 3.5' from the edges, and one should be bent up at 3' from the edges. The bent up bars should alternate with straight bars. The other five inside bars should remain straight.

A.A. Will Corporation, November 3, 2026

Question 100) Non-revenue work hours. We understand Response 25 to mean that bidders should assume construction activities within 30 feet of the nearest live track that require MBTA authorization and railroad protection must be performed during non-revenue hours of 1:30- 5:00 am, **with daytime access and short weekend shutdowns at the MBTA's discretion**. Is this correct? A significant portion of the work falls within this area. The work within 30 feet of the track represents a significant portion of the scope.
We are unable quantify how much daytime work the *MBTA may authorize at its discretion*. Please clarify what daytime access, if any, bidders may rely on when preparing their bids.

Response 100) This will be answered in a future addendum.

Question 101) Does the non-revenue-hours restriction apply to all of the following activities within 30 feet of the nearest live track, or only to activities with the potential to foul the track? Please identify which activities may proceed during normal daytime hours with the required railroad protection.

- Site preparation and erosion control
- Tree clearing and trimming
- Excavation and backfill
- Drainage installation
- Electrical work
- Support of excavation installation
- Cast-in-place concrete construction
- Test pits
- Temporary support of existing utilities

How is the 30-foot distance measured?
Work outside the 30-foot limit. We assume activities outside the 30-foot limit may proceed during the normal 7:00 a.m.–3:30 p.m. shift, Monday through Friday. Is this correct? Please identify any exceptions.

Response 101) This will be answered in a future addendum.

Question 102) Daytime work with a barrier or single-track outage. Would the MBTA permit an approved fence or personnel barrier along the railroad right-of-way to allow specific activities to proceed during normal daytime hours?

Response 102) This will be answered in a future addendum.

Question 103) Has MassDOT considered a single-track outage to allow daytime construction while service continues on the other track? If bidders may rely on single-track outages, please identify the locations and work windows they should assume.

Response 103) This will be answered in a future addendum.

Question 104) Please confirm whether recurring overnight construction has been coordinated with the Town of Belmont.

Response 104) This will be answered in a future addendum.

Question 105) Will Keolis flag protection and required MBTA field staff be available during the overnight work windows? Please identify which nights bidders should assume protection will be available.

Response 105) This will be answered in a future addendum.

Question 106) If the Contractor has properly requested and scheduled railroad protection and its crew and equipment are on site and ready to work, we assume MassDOT will reimburse labor and equipment standby costs when Keolis flaggers or required MBTA representatives fail to report, arrive late, or are unavailable for reasons outside the Contractor's control. Please confirm who is responsible for these costs when work access is delayed or denied.

Response 106) This will be answered in a future addendum.

Steelco Chain Link Fence Erecting Co., Inc., November 3, 2026

Question 107) As it pertains to the above project please clarify the following items of proposed work.

ITEM 645.0961 96 INCH STEEL FENCE – MBTA STANDARD FOOT
The work under this item shall conform to the relevant provisions of Subsection 644 of the Standard Specifications and the following:
The work under this Item consists of the furnishing, installation, maintenance, resetting, and temporary storage of a 96" barrier fence system as shown on the Plans.
The Contractor shall submit a shop drawing for the temporary construction fence, including manufacturer's information, to the Engineer and MBTA for review and approval prior to ordering any materials.
The fence pales shall be made from corrugated pales, attached to a rail and post system. Conventional rails and posts shall be manufactured specifically for security purposes.

Is the above item scope of work a temporary fence installation, permanent etc.? It mentions as follows:
The work under this Item consists of the furnishing, installation, maintenance, resetting, and temporary storage of a 96" barrier fence system as shown on the Plans – provide locations.
The item reads ITEM 645.0961 96 INCH STEEL FENCE – MBTA STANDARD – please provide detail drawing for this proposed fence.

ITEM 654.096 8,200lf 96 INCH CHAIN LINK FENCE FABRIC
Please provide specifications, details and locations for this scope of work.

Item 625. 5,800lf TIMBER RAIL
In lieu of yellow cedar wood can #1 SYP – S4S – Pressure Treated wood materials be used for this timber rail.
Yellow cedar has availability issues, its 3 times the cost of SYP wood due the product and trucking transportation.

Response 107) This will be answered in a future addendum.

S and R Corp ., November 4, 2026

Question 108) **Item 141.11:** Could you please clarify what work or scope this item is intended to cover? We were unable to locate a corresponding item number in the Standard Specifications.

Response 108) Item 141.11 is not included in the Contract. Refer to Document B00420 for further clarification.

Question 109) **Item 390.01:** This item calls for a custom-designed booster pump for the gas line. Would the MBTA be able to provide a detail, drawing, or example of a similar installation that has been used on a previous project? Having this information would allow us to better understand the requirements and develop a more accurate price.

Response 109) See Response 72.

ITEM 625. TIMBER RAIL FOOT
ITEM 625.5 PRIVACY SCREEN FOOT

The work under these items shall conform to the relevant provisions of Subsection 665 of the Standard Specifications and the following:

The Contractor shall install the timber rail and fence screening at locations noted on the Plans or as required by the Engineer.

The work under these items shall include the installation of fence posts, fencing, rails, and foundations.

④ Timber railing shall be Yellow Cedar, kiln dried, rough, appearance grade shall be used for the timber. The contractor shall also use hot dipped galvanized, aluminum, or stainless steel nails.

The Contractor shall submit shop drawings to the Engineer for review and approval of the timber railing design prior to ordering materials.

METHOD OF MEASUREMENT

Items 625. And 625.5 will be measured for payment respectively by the Foot of timber rail and privacy screen installed, complete in place.

Measurements will be taken approximately parallel to the ground by the foot of completed fence, exclusive of openings from outside of to outside of end posts

BASIS OF PAYMENT

Item 625. and Item 625.5 will be paid for at the respective Contract unit prices per Foot, which price shall include all labor, materials, equipment, excavation, and all incidental costs required to complete the work.

Rock excavation will be paid under Item 121.

ITEMS 812.09, 821.14, 823.101, 823.311 and 823.60 (Continued)

Manufacturer's literature: submit product data including details of construction, materials, dimensions, analysis, hardware preparation, color charts and specific finishes, and label compliance.

Furnish to the Engineer notarized certificates of compliance with requirements specified in this section for each item.

MATERIALS

④ Lighting Fixture: Light fixture shall be GARDCO: GARDCO: PPT-140L-450-CW-G2-2—UNV (as shown on the plans) or approved equivalent. The light fixture shall be pre-wired and ballasted. Ballasts shall be open-core and coil type and shall be either 1.) high power factory log type high reactance autotransformer or 2.) high power factory constant wattage autotransformer. Ballast and electrical components shall be protected by a spun aluminum ballast enclosure. Lamp holders shall be mogul base porcelain and shall have a brass plated screw shell. Lamp holders shall be rated for 660 watts and 250 volts maximum. Lamps shall be 100 watt high pressure sodium. Secure fixture to pole with three (3) 5/16 inch - 18 stainless steel socket head set screws. All hardware shall be stainless steel furnished with a bright mill finish except for exposed hardware which shall be black passivated for additional corrosion protection. The light fixture framework and lens retention rails shall be fabricated with a unitized spotweld technique, from stainless steel sheet metal.

④ Light Pole: Light pole shall be LUMEC: TBL2-24L-740-G1-DTA-350 (as shown on the plans) or approved equivalent. Pole shall have 3" x 5" provision with cover for 120 volt button type photo control. Provide manufacturer's standard shop-applied finish system; color will be selected by the Owner or the Engineer from manufacturer's standard colors. Light pole shall be capable of having a photo eye installed onto it.

In locations where the light poles are shown to be connected to existing utility poles to be removed and reset, the conduit lengths have been approximated. The Contractor shall coordinate with the local electric utility supplier to determine the final utility pole locations.

Highway Lighting Load Center to include: enclosure 3R - 48" X 24", lighting panel - copper bus, non-switched-panel if design, lighting contactor - electrically operated - mechanically held, 3-position switch (or integrated), MCB, Branch Circuit Breakers, Photocell - mounted nearest LP or mounted inside cabinet or mounted on top of the cabinet, Astronomical (Tork) Time clock, Cabinet LED light bar, Heat (500W), Thermostatic Fan, convenience outlet, louvered ventilation, lump sum price include load center foundation, etc..

Hardware

All hardware for light poles and fixtures, including screws and fittings, shall be rust proof. For exposed access panel fittings, Contractor shall supply brass screws and fittings in place of stainless steel screws and fittings as provided by manufacturer.

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**
852.	510	SAFETY SIGNING FOR TRAFFIC MANAGEMENT AT _____ PER SQUARE FOOT		
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		

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**
866.106	240	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC) AT _____ PER FOOT		
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		

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.	5	4000 PSI, 3/4 INCH, 610 CEMENT CONCRETE AT _____ PER CUBIC YARD		
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		

m Addendum No. 4, November 4, 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**
995.01	1	BRIDGE STRUCTURE, BRIDGE NO. 8-07-017 AT _____ LUMP SUM		
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		
m **Total Qty:**	921,488			