



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



October 4, 2024

605311-128035

ADDENDUM NO. 2

To Prospective Proposers and Others on:

MARION-WAREHAM

FAP No. HIP(NGB)-003S(786)X

Bridge Replacement, M-05-001=W-06-013 & W-06-016, Marion Road/Wareham Road
(Route 6) over Weweantic River
Design-Build

TECHNICAL & PRICE PROPOSALS DUE: **Thursday, December 19, 2024, by 2:00P.M.**

Transmitting revisions to the RFP Documents as follows:

RFP Volume I of III – Instructions to Proposers (September 12, 2024)
Revised pages 51 and 55.

RFP Volume II of III – Technical Provisions (September 12, 2024)
Revised pages xi, 18, 20, 21, 26, 27, 41, 47, 49, 54, 67, 96, and 136.

Modified the RFP Appendix folder as follows:

\\Appendix\C\C.08\

Deleted file: Marion_Wareham_Draft Hydraulic Rpt A-1.pdf
Inserted new files: Final Hydraulic Rpt_09-30-2024 A-2.pdf
 Hydraulic Rpt Appendix_09-30-2024 A-2 .pdf

ADDENDUM NO. 2

Please take note of the above, substitute the revised pages for the originals, delete the file indicated, insert the new files into the proper folder, and acknowledge Addendum No. 2 in your Expedite Proposal file before submitting your bid.

Sincerely,

Eric M. Cardone  Digitally signed by Eric M.
Cardone
Date: 2024.10.04 17:07:43 -04'00'

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

EMC\ltp

cc: Narayana Kolla, P.E., Manager Alternative Procurement and Delivery
Valerie Kilduff, P.E., Design-Build Project Manager

② 4.5.2.2 DB Technical Approach (65% of Technical Criteria)

Proposers are instructed to identify their approach to meeting or exceeding the required level of quality for, and the required design life of, each constructed element of the Facility. The Committee will evaluate the following criteria:

4.5.2.2.1 Civil / Traffic (10%)

- General requirements and approach to design and construction of roadway, traffic management, signing, highway lighting, and roadway safety; including limit of work transitions.
- Approach to construction of roadway cross section and profile, including consideration of achieving required superelevations and cross slopes.
- Approach to design, implementation, and monitoring of temporary traffic control for local and regional traffic.
- Approach to Public Outreach and communication of construction operations to the public, communities and agencies.
- Approach to drainage design and construction of stormwater management and water quality.
- Approach to the design and construction of temporary stormwater management during construction including temporary drainage control on temporary roadways and bridges for each construction and demolition stage.
- Concept plans – provide concept plans that include plans, profiles, and appropriate typical sections.

4.5.2.2.2 Environmental (15%)

- Approach to the final design and construction of all elements with respect to environmental permits, approvals, time-of-year (TOY) restrictions, and other environmental regulations.
- Approach to working within existing environmental permitting or approach to mitigating schedule risk associated with updating environmental permits and approvals as necessary to support final design and construction.
- A description of how the Proposer will work with MassDOT and the Environmental Regulatory agencies in fulfilling its obligations under this section.
- A plan for securing a National Pollutant Discharge Elimination System (NPDES) permit from the Environmental Protection Agency
- Approach for coordination with MassDOT if Unknown Subsurface Contamination is encountered on the Project and the mitigation steps Design-Builder will employ.
- A description of the procedures to be used during the generation of materials from excavations, and the handling, transporting, stockpiling, and testing of these materials for identification and classification as well as the legal disposal of materials.

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Chapter 5: Miscellaneous

5.1 PROJECT OFFICE LOCATION

- ② Proposers submitting Proposals in response to this RFP must have an established, fully staffed office or shall establish a Project office within one (1) mile of the Project location if selected as the Design-Builder. The Design-Builder shall provide a field office for MassDOT and Project staff. The Design-Builder shall plan for six (6) MassDOT staff members.
- ② The Design-Builder shall furnish office furniture, equipment, phone services, computers, tablets and all office supplies and maintain an Engineer's Field Office for six (6) MassDOT staff members in accordance to the relevant provisions of Subsection 740 except as modified by BTC Special Provisions Item 740.3 Engineer's Field Office and Equipment as contained in RFP Volume II, Appendix C.

5.2 BONDING

The Design-Builder shall be bonded for one hundred percent (100%) of Contract costs prior to Contract Award. The Proposer must be capable of providing evidence of a performance and payment bond for the full amount of the Contract. The Proposer Team Members may combine bonding capacity in order to achieve 100% bonding of Contract costs.

5.3 TEAMING AGREEMENTS

This procurement precludes Proposers from substituting; replacing, deleting, or adding team members after the Proposals are submitted.

5.4 PROPOSED CHANGES TO KEY PERSONNEL

No changes to Key Personnel shall be made except as authorized by RFP Volume I Subsections 3.3.2.3.1 and 4.6.

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C.06 GEOTECHNICAL

- 605311 Geotechnical Data Report Bridge No. M-05-001 = W-06-013, W-06-16 and the Causeway over Weweantic River Sept, 2024

C.07 [NOT APPLICABLE]

C.08 HYDRAULICS

- ②① • Final Hydraulic Report 9-30-2024
- ② • Hydraulic Report Appendix 9-30-2024

C.09 SPECIAL PROVISIONS

- 00713-SubSection 701-Cement Concrete SW-PedCurbs-Driveways 3-31-22
- 00715 Supplemental Specifications 6-30-24
- A00801 Draft BTC Special Provision (To be issued by Addendum)
- A00810 MassDOT Herbicide Use Report 7-18-2018
- Watering Log for MassDOT Plantings

C.10 STRUCTURAL

- Bridge Rating Reports
 - Marion SI&A
 - Rating Report M-05-001-45E g180
 - Rating Report W-06-016-45K g180
- Inspection Reports
 - M05001 10-16 Inspection Photo 13 of Steel Conduit
 - W06016 10-16 Inspection Photo 34 of Steel Pipe
 - W06016 10-16 Inspection Photo 35 of Steel Pipe
 - Routine Inspection M-05-001 10-16
 - Routine Inspection W-06-016 10-16
 - Underwater Inspection M-05-001
 - Underwater Inspection W-06-016

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MassDOT has separately engaged the service of a public engagement consultant. The Design-Builder will provide a public outreach consultant to work closely with MassDOT and their public engagement consultant to support effective communication of Project information to abutters, travelers, and the general public. MassDOT will use all available resources to communicate Project information including, but not limited to, broadcast and print media, variable message signs, a dedicated Project webpage, mobile media, existing MassDOT websites and other Commonwealth websites, fliers, fact sheets, social media, newsletters, e-mail, GovDelivery, presentations, briefings, meetings, and signs. The Design-Builder will have an important role in public involvement and communications and shall support MassDOT by preparing materials and presentations, providing content to MassDOT to update the Project webpage, and any other media required for communicating Project information to all interested parties. All materials, where appropriate, shall incorporate the Project's message points, which will be prepared in collaboration with MassDOT. The Design-Builder shall not be compensated by MassDOT for the preparation of these materials. The Design-Builder public involvement activities shall include, at minimum:

- Assign a Public Outreach Coordinator to work with MassDOT's public engagement consultant to support public outreach activities throughout design and construction.
 - Attend meetings and briefings as needed with MassDOT, FHWA, State Police, Local Municipalities and their Emergency Services departments, local elected officials, the community, Southeast Regional Transit Authority, utility owners, state and local commissions and others.
- ② The Design-Builder shall be responsible for attending presentation review meetings to finalize the presentation and participating in answering questions at any meeting at the appropriate time and in accordance with MassDOT requirements.

- Public Information Meetings whether in person, or virtual.
 - The Design-Builder will be required to attend the 75% Highway Design public information meeting.
 - The Design-Builder will be required to attend meetings for the community with the first occurring thirty (30) days prior to the commencement of any construction activities.
 - Thirty (30) days before construction begins, the Design-Builder will be required to attend briefing to discuss construction management plans with abutters and other project participants as determined by MassDOT.
 - The Design-Builder will be required to attend a public meetings thirty (30) days prior to any major traffic changes through Full Beneficial Use, as well as fourteen (14) days prior to a long term, partial, or complete closure of any project roadway, and seven (7) days prior to the commencement of all short duration closures. The need for these meetings will be determined by MassDOT.
- Meetings may be required with community members, neighborhood associations, business groups and affected agencies throughout the duration of the final design and the construction period. The Design-Builder may be required to attend these meetings as determined by MassDOT. These meetings may be either in person or virtual.

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1.3.1.1 Police, Fire, and Emergency

The Design-Builder shall coordinate through the MassDOT Resident Engineer Project work and informational updates, which will be forwarded to MassDOT District 5 for formal coordination with State Police, local Police, Fire, and Emergency Response. The Design-Builder shall provide up to date information on all detours, traffic restrictions, and lane closures to State Police, local Police, Fire, and Emergency Response.

1.3.2 Meeting Minutes

The Design-Builder shall attend all meetings involving the Design-Builder, MassDOT or its Designated Agent, FHWA, and third parties including, but not limited to, utility companies, municipalities, stakeholders, and regulatory agencies as appropriate. For all meetings at which the Design-Builder is in attendance, the Design-Builder shall submit to MassDOT objective draft meeting minutes within five (5) days after the meeting. The Design-Builder shall submit final meeting minutes incorporating any MassDOT comments within five (5) days after receipt of MassDOT's approval or comments on such draft meeting minutes, as applicable. Meeting minutes shall be submitted to MassDOT electronically.

The Design-Builder shall be responsible for the distribution of final MassDOT-approved meeting minutes to all meeting attendees. Excluded from this requirement are internal meetings between the Design-Builder's Team Members.

At a minimum, all meeting minutes shall contain a complete list of attendees (including their affiliations, email addresses, and telephone numbers), descriptions of issues discussed, decisions made, direction given, and remaining open issues (including identification of the party responsible for follow up and the target date for resolution).

1.3.3 Coordination with Other Projects

During the construction phase of the Project, the Design-Builder shall be required to coordinate the Design-Builder's efforts with local and government agencies, community groups, adjacent landowners, utility companies and other planned MassDOT projects that may be under design and/or construction during the construction phase of the Project. The coordination will include, but is not limited to providing sufficient notice of roadway closures and/or other significant operations prior to their occurrence. The Design-Builder shall review design plans, coordinate and monitor adjacent work or any entity performing or proposing work adjacent to this Project. The Design-Builder must anticipate allocating responsible personnel to this component of the Project. The following are some of the potential adjacent projects:

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<u>ACTIVE PROJECTS</u>

<u>ANTICIPATED PROJECTS</u>
Project File Number 612229 - MARION- Improvements on Route 6, From Converse Road to Point Road.
Project File Number 607979 – MARION - Shared Use Path Construction (Phase 1), From the Marion-Mattapoissett T.L. to Point Road
Project File Number 612267 - WAREHAM- Improvements on Route 6, Briarwood Drive to Cromesett Road.
Project File Number 610647 - WAREHAM- Corridor Improvements on Route 6 At Swifts Beach Road.
Project File Number 613270 - MATTAPOISETT- Improvements on Route 6, From Fairhaven TL to Church Street.
Project File Number 612557 – FAIRHAVEN-NEW BEDFORD- Bridge Replacement – Route 6 over the Acushnet River.
Project File Number 612263 – NEW BEDFORD- Bicycle and Pedestrian Ramp Construction, Route 6 WB to MacArthur Drive.
Project File Number 607825 – WAREHAM – Shared Use Path Construction Adjacent to Narrows Road and Minot Avenue.
Project File Number 612061 – MARION-MATTAPOISETT- Resurfacing and Related Work on I-195.
Project File Number 607440 - MATTAPOISETT- Corridor Improvement and Related Work on Main Street, Water Street, Beacon Street and Marion Road.
Project File Number 612060 - WAREHAM- Resurfacing and Related Work on I-195.
Project File Number 606352 - WAREHAM- Culvert and Dam Replacement on Cranberry Highway at Route 28 and Route 6, Mill Pond Dam over Agawam River.

<u>UTILITY PROJECTS:</u>
MARION – Wareham Road (Route 6) Water Main Contract No, 2 (Point Road to River Road) In Design

The Design-Builder will be responsible for coordinating with any other potential adjacent projects during the execution of their work. The Design-Builder shall periodically contact MassDOT to obtain an updated list of adjacent projects.

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1.4.7 Modification to Environmental Permitting Strategy

This Project shall provide water quality improvements to the maximum extent practicable as defined in the Stormwater Management Standards. Water quality improvements shown in the BTC plans include but are not limited to, deep sump catch basins and outlet protection which are intended to provide treatment to the maximum extent practicable. The stormwater improvements proposed by the Design-Builder shall meet or exceed those shown on the BTC plans. The drainage outlets shown on the BTC plans are intended to keep related construction impacts out of the vegetated wetlands and salt marshes. The Design-Builder should be aware that changes to the design intent of the concepts shown in the BTC Plans may trigger additional permitting/amendments and agency coordination which would be the responsibility of the Design-Builder. Refer to Section 5 of this document for an expanded discussion.

Schedule Impact with Seasonal Restrictions

The Design-Builder shall be aware that the following seasonal restrictions shall be adhered to as construction window allowed to avoid potential schedule impacts:

- Hot mix asphalt paving work restriction allows work to occur from April 1st to November 15th.
- No concrete placement, application of waterproofing sealant, and soil compaction will occur between December 1st and March 15th.
- The seeding and planting work restriction allows work to occur from April 15th to May 31st and from August 15th to October 31st.
- Planting and seeding shall not take place between November 15th and April 15th, except as allowed by MassDEP in writing.
- Per final NOAA EFH coordination, turbidity producing (in-water E&S control installation) work should be completed outside of the provided time of year restriction (TOY) from March 1 to June 30 of any given year, to minimize adverse effects to NOAA trust resources. If work cannot meet this TOY restriction above, then to minimize adverse effects to fish, controls should not encroach a continuous one-third of the stream width measured from the OHW mark during the TOY restriction.
- Turtle Exclusion Fencing / Erosion and Sedimentation Controls must be installed during the turtles' inactive period to exclude turtles from the project. Generally speaking, the fencing must be installed prior to April 1, and no sooner than November 1 in any given year. NHESP may make additional recommendations or modifications to this timing as part of the Turtle Protection Plan (TPP) approval.
- Additional in-water work TOY's may be identified by NHESP as part of the TPP approval.

1.4.8 Noise Mitigation

The Design-Builder's obligations with respect to noise during construction are described in Section 5.6.6, Noise, and in Draft BTC Special Provision Subitem 119.5 – Construction Noise Control, provided in Appendix C. A comprehensive noise analysis of the BTC was conducted by HMMH for MassDOT in September, 2022; the results of which are documented in the report included in Appendix C. Should the Design-Builder propose changes to the BTC which could potentially impact the conclusion of the HMMH report the Design-Builder shall perform analyses sufficient to fully evaluate the changed conditions and, if

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- ② warranted, shall develop and submit to the Department for review and approval appropriate noise abatement measures. Public outreach is to be considered if measures are to be adopted. Evaluation of the potential noise impact of departures from the BTC plans and the design and construction of mitigation measures shall be the responsibility of the Design-Builder, incidental to the Work.

Additionally, per NOAA Section 7 approval, proposed piles below the mean high-water line (MHW, see BTC plans) are to be pre-drilled for the first 10-15 feet, then the Design-Builder may implement a vibratory start / impact hammer to the required depth. No vibratory or impact hammer is anticipated for piles above the MHW, they can be drilled to full depths.

"Soft starts" for pile driving are required as follows: If pile driving is occurring during a time of year when ESA-listed species may be present, and the anticipated noise is above the behavioral noise threshold, a "soft start" is required to allow animals an opportunity to leave the project vicinity before sound pressure levels increase. In addition to using a soft start at the beginning of the work day for pile driving, one must also be used at any time following cessation of pile driving for a period of 30 minutes or longer.

For impact pile driving: pile driving will commence with an initial set of three strikes by the hammer at 40% energy, followed by a one minute wait period, then two subsequent three-strike sets at 40% energy, with one-minute waiting periods, before initiating continuous impact driving.

For vibratory pile installation: pile driving will be initiated for 15 seconds at reduced energy followed by a one-minute waiting period. This sequence of 15 seconds of reduced energy driving, one-minute waiting period will be repeated two additional times, followed immediately by pile-driving at full rate and energy.

The Project requires a 5 dB noise attenuation as sound pressure amplitudes above peak sound pressure levels and sound exposure levels can cause onset of physical injury to fish (further described in NOAA Section 7 approval).

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2.11 SHOP DRAWINGS

② The Shop Drawing distribution matrix shown in Table 6.3.4-2 of the MassDOT Bridge Manual shall be followed in addition to the submittal distribution list developed at the beginning of the Project. The Design-Builder shall develop a list of those submittals that will require an engineering review by MassDOT and include this list in the corresponding Quality Control Plans for Work Items that include Fabricated Structural Materials. This list shall be submitted in accordance with Section 10.16 and include, but not be limited to, all working drawings, structural steel Shop Drawings, and prestressed and precast concrete element Shop Drawings. All approved Drawings shall be provided to MassDOT three (3) business days prior to the start of Work detailed by the drawings. In addition to the required digital distribution, 2 hard copies of approved shop drawings shall be provided to the Resident Engineer. Any approved Shop Drawings submitted to Fabricators and Manufacturers should include the Special Provisions pertaining to the item and the drawings shall have the same details as listed in the Special Provision. The Drawings submitted to MassDOT shall start from Revision 0. The Design-Builder shall track internal revisions using a different notation from MassDOT. The QMP shall describe the method used by the Design-Builder to track revisions.

2.12 MOCK-UPS AND CONTROL SECTIONS

Mockup Panels shall be required as directed by the owner for MSE wall precast panels or other project elements should they be incorporated in the project design. Fabrication of granite shall be in accordance with the tolerances specified in National Building Granite Quarries Association (NBGQA) specifications and MassDOT Bridge Manual, as needed. Mockups shall be provided that demonstrate the quality, construction and assembly of the elements including but not limited to joints, color, holes, cut-outs, sinkages and openings in granite work for anchors, clamps, dowels, supports, and lifting devices, and methods of securing granite to concrete backing. Mockups shall be provided as needed following acceptance of 75% design plans or acceptance of first structural submittal.

2.13 EARLY RELEASE FOR CONSTRUCTION

The Design-Builder shall establish an Early Release for Construction (ERC) process in accordance with Section 4.6 Early Start of Construction Process. See ERC Submittal Process Flowchart in Appendix C.

2.14 MATERIALS AND WORKMANSHIP QUALITY CERTIFICATE

The Design-Builder shall submit with the as-built plans a “Materials & Workmanship Quality Certificate” signed by the Design-Builder's Construction QC Manager and Quality Control Administrator indicating that all materials and workmanship incorporated in the Project conform to the Contract requirements.

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4.3 BTC DESIGN INTENT AND ATC RESTRICTIONS

MassDOT has advanced the design development for the Bridge Replacement, M-05-001=W-06-013 & W-06-016, Marion Road/Wareham Road (Route 6) over the Weweantic River Design-Build Project through the BTC stage. The BTC design was advanced from other alternatives based on meeting the project purpose. The intent of the BTC design is to improve safety, operational efficiency, pedestrian access, cyclist accommodations, and the vertical profile at both bridges. The BTC design will increase safety for all movements within the Project area and address deficient traffic conditions for the movement of people, bicyclists and motorists. This Project has the following objectives:

- Improve public safety by replacing the deteriorating bridges.
- Increase vertical clearance to accommodate future sea level rise
- Provide improved multimodal transportation through the construction of Shared Use Paths along Route 6 to accommodate bicycles, and pedestrians

② MassDOT has advanced the design development for the bridge replacements through the BTC stage. Abbreviated Bridge Type Selection Worksheets and Formal Sketch Plans will not be required to be submitted before advancing to First Structural Submission. ATCs may be submitted for review, and, if accepted, incorporated in the Final Design documents. The MassDOT Bridge Manual, MassDOT Construction Standard Details, and other specific project criteria will be required for the design, detailing, and construction of all components of this Project if not specifically required by the contents of this RFP. The Design-Builder will be required to submit a minimum of three Final Design submissions in addition to the Geotechnical Report, (75% Highway/First Structural Design Submittal; 100% Highway/Second Structural Design Submittal, and Issued for Construction (IFC) Highway/Structural) including Plans and Special Provisions advancing the BTC as required by the MassDOT Project Development and Design Guide (PDDG). Approved ATCs that modify the BTC Plans shall be included in the technical proposal concept plans. The Proposer's concept plans shall show all principal design elements to a level of detail consistent with the Bridge Manual Sketch Plans.

4.3.1 BTC Elements

- The BTC is based on the bridges and span configurations, highway and bridge alignments, profiles, lane configurations, roadside elements, and retaining walls as shown on the BTC plans, and the projected and existing traffic volumes shown in the Functional Design Report.
- Bridges shall be designed and detailed for existing and future utilities as described in Section 4.10 and/or depicted on the BTC plans and detailed so as to be accessible for future maintenance, replacement, and/or upgrading.
- Roadside elements, shall be designed to maximize maintenance access and minimize required roadside protections.
- Proposed limits of work, as shown in the BTC plans are developed to minimize impacts to adjacent properties and the waterway to the extent practicable.

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① ADDENDUM NO. 1, September 30, 2024

4.3.2 ATC Restrictions

ATCs will be evaluated and either accepted or rejected per guidelines presented in Volume 1 of the RFP. The Design-Builder shall provide a design in all ATCs presented to the Department that is equal to or better than the BTC design it intends to supersede. The following is a list of ATC restrictions.

- ①
 - Any ATC reducing the vertical clearances below Route 6 over the Weweantic River.
- ①
 - Any ATC that proposes a steel superstructure.
 - Any ATC reducing the horizontal clearances of the Weweantic River.
 - Any ATC which incorporates the re-use of existing substructure elements for a permanent structure.
- ①
 - Any ATC where Mechanically Stabilized Earth (MSE) Modular or other wall type is used and whose primary design is as an earth retaining structure, and the superstructure is not supported on an independent deep foundation.
- ①
 - Any ATC where a modular wall abutment is proposed, and the abutment beam seat is not cast integrally with the top module as indicated in AASHTO Section 11.11.7.
 - Any ATC which proposes GRS-IBS structures.
 - Any ATC which proposes “lean on bracing”.
 - Any ATC which does not maintain the required number of vehicular lanes and shoulder dimensions in the final condition on Route 6 shown in the BTC.
 - Any ATC that does not comply with the proposed low chord identified in the USCG Advanced Approval.
 - Any ATC which does not maintain the required Shared Use Paths in the final condition on Route 6 shown in the BTC.
 - Any ATC using precast butted box beams or partial depth precast deck panels.
 - Any ATC which incorporates lightweight concrete on the bridge deck and/or CF-PL3 or CP-MTL3 barriers.
 - Any ATC which does not allow for continuous two lanes of traffic, one in each direction on Route 6 during construction except where allowed in Section 4.9.1.
 - Any ATC which does not allow for continuous access to abutting properties except where allowed in Section 4.9.1.
- ②
 - Any ATC which does not achieve a minimum 45 mph design speed on temporary roadway configurations carrying Route 6. Short term lane shifts and tapers for lane closures on Route 6 shall meet or exceed 45 mph design speed.
 - Any ATC will comply with the proposed low chord identified in the USCG Advanced Approval.
 - Any ATC that does not maintain the roadway cross section provided in the BTC in the final condition.

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The Design-Builder may continue its design efforts, at its sole risk, during the design submittal or re-submittal review process, and shall only submit subsequent design submissions for MassDOT review and acceptance after full consensus (from Bridge section; FHWA and any third party as required) with all general highway design and bridge substructure and superstructure design elements have been reached. Such continuation in no way relieves the Design-Builder of the responsibility to incorporate MassDOT comments into the Design Documents, nor does it entitle the Design-Builder to any additional compensation or time extension resulting from changes to the Design Documents required by the Design-Builder's QC Team.

MassDOT will review and respond to complete design and permit application/amendment submittals within thirty (30) Days. However, the Design-Builder acknowledges that MassDOT has not guaranteed any specific review period for internal reviews or reviews by Federal, State, local agencies, or utility owners. The period for each such review shall be established by the reviewing entity, at its discretion, after a plan submittal has been made to such entity.

- ② After "Issued for Construction," Design Documents are accepted, the Design-Builder shall, at a minimum, provide MassDOT with three (3) full size sets of signed and sealed Design Documents and with four (4) sets of ½ scale signed and sealed Design Documents. In addition, the Design-Builder shall post these documents to the SharePoint IFC library and provide MassDOT with a USB Drive of electronic files consisting of all signed and sealed plans.

4.5.6.6 Issued for Construction/Approval/Acceptance

Within thirty (30) days of MassDOT and FHWA written acceptance of the Second Structural Bridge and 100% Highway design of all items and segments of the Project, the Design-Builder shall provide the Design Documents (plans, specifications, reports, calculations, and materials list) organized and indexed in accordance with MassDOT's project development uniform file system. All plans, specifications, and reports shall be signed and sealed by the Professional Engineer registered in the Commonwealth of Massachusetts who is in responsible charge. A written statement shall accompany the final Design Submittal from the QC Administrator indicating that the Issued for Construction Design Submittal is in conformance with all RFP and Contract requirements.

The Design-Builder acknowledges and agrees that acceptance of the 100% Highway Plans and Second Structural plans shall be obtained from MassDOT and applicable local agencies prior to the submission of an "Issued for Construction" Design Documents to MassDOT. MassDOT will also seek and receive FHWA concurrence (as applicable) prior to the acceptance of an "Issued for Construction" (IFC) Design Documents.

4.5.6.7 Design Change Notices

For this Project, Design Change Notices, DCNs, are defined as changes to existing Issued for Construction Design Drawings or Special Provisions prior to the commencement of the related construction or material fabrication. These are changes that are not necessitated by a non-conformance corrective action, nor necessitated by a changed field condition. Changes required by the above shall be submitted as Field Design Changes. Design Change Notices include changes implemented by the Designer based on coordination with the Design-Builder, Design-Builder's Fabricator, or MassDOT District or Construction Division personnel. Justification for the design change shall be provided to MassDOT for review and concurrence.

4.9.1 Temporary Traffic Control Plan (TTCP)

- ② The Design-Builder shall maintain at least one travel lane in each direction on US Route 6 with the exception noted in the table below where the Design-Builder is allowed to maintain one lane of alternating traffic during the specified times. The Design-Builder shall maintain access to and from all adjacent roadways and provide, at a minimum, the lane configurations per the BTC plan set. Exceptions to the above roadway capacity requirements within the Project area are listed in the RFP below.

Roadway capacity may be reduced during the hours indicated in the following lane closure tables:

US Route 6			
LANE RESTRICTION HOURS			
	# of lanes open*	Northbound	Southbound
	2	6AM - 10PM	6AM - 10PM
Monday - Thursday	1	10PM – 6AM (Next Day)	10PM – 6AM (Next Day)
Friday	2	6AM - 10PM	6AM - 10PM
	1	10PM – 6AM (Next Day)	10PM – 6AM (Next Day)
Saturday	2	8AM - 7PM	8AM - 9PM
	1	10PM – 6AM (Next Day)	10PM – 6AM (Next Day)
Sunday	2	6AM - 10PM	6AM - 10PM
	1	10PM – 6AM (Next Day)	10PM – 6AM (Next Day)

* Minimum number of through travel lanes required to remain open to traffic.

The Design-Builder will be required to submit a temporary traffic control plan (TTCP) and a Real Time Traffic Management (RTTM) system consistent with their final design for MassDOT approval. Preliminary traffic management and construction staging plans are provided in the BTC Plans. The BTC Plans depict the intended staging and lane requirements during construction and are conceptual in nature. The Design-Builder shall provide traffic control plans consistent with project delivery in their proposal, and advance the traffic control plans to final design. Alternative approaches proposed for the construction of the bridges may result in a modified approach to TTCP's (from the BTC) during the different construction phases. The Design-Builder shall respond to District and Boston Traffic review comments in developing the final traffic control plans. These requirements include, at a minimum, the following:

- One (1) through lane in each direction on Route 6 shall be maintained throughout construction with the exception of short-term lane closures during off-peak hours as indicated in the above referenced lane closure table.
- Minimum lane widths of 11 feet are required on Route 6 for two lanes between barriers.
- Consistent with the outreach requirements of Section 1.1.8 and the contingency planning requirements of Section 10.20; the Design-Builder shall provide temporary traffic staging plans to police, fire, and other emergency and highway assistance services in advance of every traffic detour and every change in temporary traffic control setup.

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4.12 BRIDGE HYDRAULICS AND SCOUR

Hydrologic, hydraulic, and scour analyses were prepared by HDR and submitted to MassDOT to support the proposed Bridges (M-05-001=W-06-013 (CBJ) Route 6 (Wareham/Marion Road) and W-06-016 (CBH) Route 6 (Marion Road) over the Weweantic River for BTC development and permitting. The analyses evaluated existing and proposed conditions at the bridge crossings over Weweantic River using current standard of practice computer modeling and computational procedures. Scour analyses were performed to calculate contraction, abutment, pier, and total scour depths set forth in AASHTO LRFD Bridge Design Specifications. The analyses also serve to support FEMA regulation compliance (No-Rise). The report is provided in appendix C and is considered a final version for use by the Design-Builder.

In the event the Design-Builder makes changes to the hydraulic characteristics of either bridge crossing, as shown in the BTC, based on approved ATC's or design development, the Design-Builder shall prepare and submit an amended Hydraulic and Scour Analysis Report for Bridges M-05-001=W-06-013 (CBJ) and W-06-016 (CBH) using the same coastal and riverine hydraulic modeling used in the original report and in accordance with the guidelines specified in the MassDOT LRFD Bridge Manual. For this Project, the use of the MassDOT LRFD Bridge Manual guidelines, edition 2013 with 2020 revisions, used for the HDR hydraulic analysis will be acceptable. The modeling files that were developed by HDR will be available to the selected Design-Builder. Please note that HDR coastal team used MIKE21 Spectral Waves FM (SW) and MIKE21 Flow Model FM. Both models are developed by DHI. Also, the bridge hydraulic analysis used SRH-2D version 3.6.5 and SMS version 13.3.10. Once the amended Hydraulic and Scour Analysis Report has been completed and submitted for MassDOT review, submittal of Bridge Sketch Plans will also be required for MassDOT review and acceptance.

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Amended hydraulic analysis shall be in conformance with the Bridge Manual procedures as noted above and shall be performed consistent with the assumptions and design criteria as included in the original report. Changes to the amended analysis design criteria used are subject to MassDOT review and acceptance. The amended final report should include, but not be limited to, all updates of the final design that influence the calculations, determination of the hydraulic design elevations and flow, potential scour depths, and all other hydraulic analysis to support the final design. The amended hydraulic analyses should also re-examine compliance with applicable FEMA regulations.

Depending on the method of construction for the proposed work on the Project, the Design-Builder shall also provide additional hydraulic analysis for any proposed temporary water control measures that would impact water flow.

Submitted hydraulic reports shall be prepared and approved by a Professional Engineer licensed in the Commonwealth of Massachusetts. These hydraulic analyses and scour analyses will require review by MassDOT prior to the acceptance of the Design Documents or any early construction start that may influence water flow at each bridge location.

② ADDENDUM NO. 2, October 4, 2024

Utility Relocations, Constraints and Protection

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- Comcast owns underground communication lines which will be temporarily relocated into Verizon's existing telephone duct bank system on the north side of Route 6 to accommodate the proposed construction staging as shown on the BTC plans. Verizon will install risers, conduit, and will break into the existing telephone system in order to provide a pathway for Comcast. Once the temporary pathway is provided, Comcast shall temporarily relocate their existing underground communication lines into Verizon's existing system.
- Eversource Electric has pole set in the Town of Wareham and owns overhead power lines which run along Route 6 which will require re-location. The Design-Builder will construct an underground electrical duct bank in accordance with the BTC Plans for future use. Eversource will relocate poles in Wareham and the overhead power lines. The installation of the power lines in the underground duct will be under a Force Account agreement with MassDOT.
- Verizon has pole set in the Town of Marion and owns overhead telephone lines which run along Route 6 and will require relocation. Verizon will relocate poles in Marion and the overhead lines as shown on the BTC plans.
- Comcast, and Open Cape have overhead communication lines which will require relocation to the proposed utility pole locations as shown on the BTC plans.
- Underground communication lines will require relocation to a new underground duct bank. This relocation will be performed under a force account agreement with MassDOT with the following utility owners: Verizon, Comcast, and Open Cape. The Design-Builder shall furnish and install concrete encased conduits and manholes for the proposed telephone duct bank system in accordance with the BTC plans.
- The Design-Builder shall coordinate the relocation of a National Grid owned gas line at the east end of the project to avoid interference with the proposed Eversource electric duct bank and proposed guardrail in accordance with the BTC Plans.
- The town of Wareham owns and maintains all existing utility pole mounted luminaries. Several utility poles will be removed as part of the project and the existing luminaries will be removed and stacked at a location that is approved by the Town. This work will be performed as a contract item and not under a force account agreement.

Complete layout of existing known utilities can be found on the BTC plans. See Appendix C for Utility Contacts contained within the Project Utility Coordination Form, as well as MassDOT's Utility Contact Website.