



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



April 28, 2025

608759-130047

ADDENDUM NO. 1

To Prospective Bidders and Others on:

SWANSEA
Federal Aid Project No. HSI/STP-003S(842)X
Traffic Signal and Safety Improvements at Three Intersections on Route 6

THIS PROPOSAL TO BE OPEN AND READ: TUESDAY, MAY 20, 2025 at 2:00 P.M.

Transmitting revisions to the Contract Documents as follows:

<u>QUESTION AND RESPONSE:</u>	1 page.
<u>DOCUMENT 00010:</u>	Revised page 2.
<u>DOCUMENT 00719:</u>	Revised page 5.
<u>DOCUMENT 00875:</u>	Inserted new document (2 pages).
<u>PLANS:</u>	Revised sheet No. 123 of 238.

Take note of the above, substitute revised pages for originals, insert new document in proper order, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

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

AB
cc: Gregory Mischel, Project Manager

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

THIS PAGE INTENTIONALLY LEFT BLANK

SWANSEA
Federal Aid Project No. HSI/STP-003S(842)X
Traffic Signal and Safety Improvements at Three Intersections on Route 6
(Proposal No. 608759-130047)

Question and Response

Addendum No. 1, April 28, 2025

New England Traffic Solutions, e-mailed April 25, 2025

Question 1) The Mast Arm on Sheet No.123, (MAPLE AVENUE - STA 408+53.7), scales to 40', however, the arm is labeled 35'. What is the correct arm length for this structure?

Response 1) The correct arm length is 35 feet. See revised Plan Sheet 123 of 238.

① Addendum No. 1, April 28, 2025

TABLE OF CONTENTS (Continued)

DOCUMENT 00870

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY

CONSTRUCTION CONTRACT SPECIFICATIONS 00870-1 through 8

DOCUMENT 00875

TRAINEE SPECIAL PROVISIONS 00875-1 through 2

DOCUMENT 00880

MINIMUM WAGES FOR FEDERAL AND FEDERALLY

ASSISTED CONTRACTS..... 00880-1 through 14

DOCUMENT A00801

SPECIAL PROVISIONS A00801-1 through 184

DOCUMENT A00802

DETAIL SHEETS A00802-1 through 30

DOCUMENT A00804

GEOTECHNICAL REPORT A00804-1 through 74

DOCUMENT A00808

PROJECT UTILITY COORDINATION FORM..... A00808-1 through 6

DOCUMENT A00811

WATERING LOG FOR MASSDOT PLANTINGS..... A00811-1 through 2

DOCUMENT A00816

RUMBLE STRIP DETAILS A00816-1 through 2

DOCUMENT A00820

REQUEST FOR RELEASE OF MASSDOT AUTOCAD FILES FORM..... A00820-1 through 2

DOCUMENT A00850

MASSACHUSETTS WETLANDS PROTECTION ACT

REQUEST FOR DETERMINATION OF APPLICABILITY A00850-1 through 108

DOCUMENT A00851

MASSACHUSETTS WETLANDS PROTECTION ACT

DETERMINATION OF APPLICABILITY A00851-1 through 8

DOCUMENT A00855

U.S. FISH AND WILDLIFE SERVICE

DETERMINATION LETTER A00855-1 through 14

DOCUMENT A00875

POLICY DIRECTIVE P-22-001 AND POLICY DIRECTIVE P-22-002 A00875-1 through 8

DOCUMENT B00420

PROPOSAL.....B00420-1 through 26

DOCUMENT B00853

SCHEDULE OF PARTICIPATION BY DISADVANTAGED

BUSINESS ENTERPRISES (DBEs)B00853-1 through 2

DOCUMENT B00854

DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION

LETTER OF INTENT.....B00854-1 through 2

DOCUMENT B00855

DBE JOINT CHECK ARRANGEMENT APPROVAL FORM.....B00855-1 through 2

DOCUMENT B00856

JOINT VENTURE AFFIDAVITB00856-1 through 4

*** END OF DOCUMENT ***

① Addendum No. 1, April 28, 2025

- (1) "Black Americans" which includes persons having origin in any of the Black racial groups of Africa; (2) "Hispanic Americans" which include persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race; (3) "Native Americans" which include persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians; (4) "Asian Pacific Americans" which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands (Republic of Palau), the Commonwealth of the Northern Marianas Islands, Macao, Fiji, Tonga, Kiribati, Tuvalu, Nauru, Federated States of Micronesia, or Hong Kong; (5) "Subcontinent Asian Americans" which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka; (6) Women; or (7) Any additional groups whose members are designated as socially and economically disadvantaged by the Small Business Administration (SBA), at such time as the SBA designation becomes effective.

Other terms and definitions applicable to the U.S. DOT DBE Program may be found at 49 CFR Part 26 and related appendices and guidance pages.

2. DBE PARTICIPATION

a. Goal

On this Contract, MassDOT has established the following goal(s) for participation by firms owned and controlled by socially and economically disadvantaged persons. At least half of the goal must be met in the form of DBE Subcontractor construction activity as opposed to material supplies or other services. The applicable goal remains in effect throughout the life of the contract regardless of whether pre-identified DBE Subcontractors remain on the Project or under Contract.

①

☒ Design-Bid-Build Projects: DBE Participation Goal 12 %

(One half of this goal shall be met in the form of Subcontractor construction activity)

☐ Design-Build Projects: DBE Design Participation Goal ____ % and DBE Construction Participation Goal ____ %

(One half of the Construction Goal shall be met in the form of Subcontractor construction activity)

b. Bidders List

Pursuant to the provisions of 49 CFR Part 26.11(c), Recipients such as MassDOT, must collect from all Bidders who seek work on Federally assisted Contracts the firm full company name(s), addresses and telephone numbers of all firms that have submitted bids or quotes to the Bidders in connection with this Project. All bidders should refer to the Special Provision Document "A00801" of the Project proposal for this requirement.

In addition, MassDOT must provide to U.S. DOT, information concerning contractors firm status as a DBE or non-DBE, the age of the firm, and the annual gross receipts of the firm within a series of brackets (e.g., less than \$500,000; \$500,000–\$1 million; \$1–2 million; \$2–5 million, etc.). The status, firm age, and annual gross receipt information will be sought by MassDOT regularly prior to setting its DBE participation goal for submission to U.S. DOT. MassDOT will survey each individual firm for this information directly.

Addendum No. 1, April 28, 2025

DOCUMENT 00875
TRAINEE SPECIAL PROVISIONS
Revised October, 2016

THE REQUIRED NUMBER OF TRAINEES TO BE TRAINED UNDER THIS CONTRACT WILL BE **4**

The contractor shall provide on-the job training aimed at developing full journeyworkers in the type of trade of job classification involved.

In the event that a contractor subcontracts a portion of the contract work, the General Contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this training special provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journeyworkers in the various classifications within a reasonable area of recruitment. Prior to commencing construction, the contractor shall submit to the Massachusetts Department Of Transportation (MassDOT) for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the contractor shall specify the starting time for training in each of the classifications. The contractor will be credited for each trainee employed on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyworker status is a primary objective of the Training Special Provision. Accordingly, the contractor shall make every effort to enroll minority and women trainees (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The contractor will be responsible for demonstrating the steps that have been taken in pursuance thereof, prior to a determination as to whether the contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training.

No employee shall be trained under this Special Provision in any classification in which he or she has successfully completed a training course leading to journeyworker status or in which he or she has been employed as a journeyworker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the contractor's records should document the finding in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the contractor and approved by the Massachusetts Department Of Transportation and the Federal Highway Administration. The Massachusetts Department Of Transportation and the Federal Highway Administration shall approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the contractor and to qualify the average trainee for journeyworker status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typist or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc. where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Federal Highway Administration division office. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Reimbursement

Under these Training Special Provisions, reimbursement will be as follows:

The Contractor will only be reimbursed 80 cents for each hour of on the job training as specified in the approved Training Program.

The Contractor is advised and encouraged that it may train additional persons in excess of the number specified and will be reimbursed as stated above. Reimbursement will be made even though the contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the contractor from receiving other reimbursement.

If less than full training specified in the approved training programs is provided, payment to the contractor will be made at a rate of 80 cents for each hour of training completed under this contract. However, no payment shall be made to the contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyworker, is caused by the contractor and evidences a lack of good faith on the part of the contractor in meeting the requirements of this Training Special Provision.

Payment

Trainees will be paid:

1. Percentage (%) of the journeyworker's rate as provided in the existing programs approved by the Department of Labor or Transportation as of September 15, 1970.
2. For journeyworker programs submitted by the Contractor and approved by Massachusetts Department Of Transportation and the Federal Highway Administration at least 60 percent of the appropriate minimum journeyworker's rate specified in the contract for the first half of the training period, 75 percent for the third quarter if the training period, and 90 percent for the last quarter of the training period.
3. For skilled laborer programs, the minimum starting wage rate of unskilled laborer. At the conclusion of training, he or she will be paid the minimum wage rate of the Classification for programs submitted by the Contractor and approved by the Massachusetts Department Of Transportation and the Federal Highway Administration.
4. For the purposes of meeting the legal requirements of State Prevailing Wage Law, please be advised that no person may be paid the Apprentice wage rate as listed on a MA Prevailing Wage Rates schedule, unless that person and program is registered with the Department of Labor Standards/Division of Apprentice Standards (DLS/DAS). Any person or program not registered with DLS/DAS, regardless of whether or not they are registered with any other federal, state, local, or private entity must be paid the journeyworker's rate for the trade.

The contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

Form FHWA-1409, Federal-aid Highway Construction Contracting Semi Annual Training Report, shall be submitted as per instructions on the Form.

*** END OF DOCUMENT ***

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	123	238
PROJECT FILE NO.		608759	

TRAFFIC SIGNAL PLAN
GAR HIGHWAY (ROUTE 6) AT
MAPLE AVENUE

SIGNAL EQUIPMENT LAYOUT TABLE			
NO.	SIGNAL EQUIP. DESCRIPTION.	STATION	OFFSET TO CENTER
#1	SIGNAL CONTROLLER CABINET	MAPLE AVENUE - STA 408+97.94	52.08' LT
#2	8' SIGNAL POST FOUNDATION	MAPLE AVENUE - STA 408+98.25	46.95' LT
#3	8' SIGNAL POST FOUNDATION	MAPLE AVENUE - STA 408+90.35	22.66' RT
#4	35' MAST ARM POST FOUNDATION	MAPLE AVENUE - STA 408+53.7	29.85' RT
#5	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 309+28.11	33.70' LT
#6	40' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 309+86.79	46.36 RT
#7	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 309+78.01	52.88' RT
#8	8' SIGNAL POST FOUNDATION	MAPLE AVENUE - STA 407+77.71	32.66' LT
#9	25' MAST ARM POST FOUNDATION	MAPLE AVENUE - STA 407+86.39	37.00' LT
#10	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 308+58.78	43.18' RT
#11	40' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 308+02.09	35.69' LT
#12	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 308+10.77	36.22' LT

SEE SHEET 124 FOR
MAST ARM
FOUNDATION DATA

Nitsch - P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\Project Drawing Data\DWG\608759_TR(SIGNAL).dwg Apr 28, 2025 6:16 AM

TRAFFIC SIGNAL NOTES:

- R&S ALL EXISTING SIGNAL EQUIPMENT AT THIS INTERSECTION UNLESS OTHERWISE NOTED.
- ABANDON ALL EXISTING SIGNAL CONDUITS IN PLACE UNLESS OTHERWISE NOTED.
- REMOVE AND DISCARD ALL EXISTING TRAFFIC PULL BOXES.
- CONSTRUCTION OF THE TRAFFIC CONTROL SIGNAL SYSTEM SHALL CONFORM TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION'S (MASSDOT) "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES", 2022 ED. AS AMENDED, THE 2009 FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", (MUTCD) LATEST EDITION AS AMENDED, AND THE MASSDOT 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS.
- ALL VEHICLE INDICATIONS MOUNTED ON MAST ARMS SHALL BE FIXED MOUNTED AND BE EQUIPPED WITH 5" NON-LOUVERED BACKPLATES.
- POLE MOUNTED SIGNALS SHALL BE MOUNTED TO PROVIDE A 2 FOOT MINIMUM CLEARANCE BETWEEN VERTICAL PROJECTION OF THE CURB LINE AND SIGNAL VISOR. PROVIDE SPECIAL MOUNTING HARDWARE AS REQUIRED.
- ALL SIGNAL CONDUITS CROSSING ROADWAY SHALL BE ENCASED IN CONCRETE.
- THE PROPOSED ACCESSIBLE PUSH BUTTONS SHALL BE CONSTRUCTED AT AN ACCESSIBLE HEIGHT AND REACH PER AAB 521 CMR 21.10.3 AND 521 CMR 21.10.4 GUIDANCES.
- PULL BOXES SHALL BE GROUNDED USING THE FOLLOWING MASSDOT STANDARD DETAILS: 811.31.1/811.32.1, 811.31.2/811.32.2, 811.33.0 FOUND IN THE SPECIAL PROVISION.
- TRAFFIC SIGNAL SERVICE CONNECTION SHALL BE INSTALLED USING MASSDOT STANDARD DETAIL 813.1.0 FOUND IN THE SPECIAL PROVISION.
- SEE SHEETS 102-116 FOR SIGN AND PAVEMENT MARKINGS PLANS.
- SEE SHEET 117-118 FOR TRAFFIC SIGN SUMMARY.
- SEE SHEETS 2-3 FOR LEGENDS, ABBREVIATIONS, AND GENERAL NOTES.

