

TRANSPORTATION IMPROVEMENT PROJECT
WASHINGTON STREET (ROUTE 53)

CONTRACT NO. 23-105

This addendum contains the following additions, corrections, and deletions to the Project Manual titled “Town of Hanover Department of Public Works – PROJECT MANUAL Contract #23-105”, and Design Plans titled “Transportation Improvement Project – Washington Street (Route 53) – PS&E 3 SUBMITTAL, both dated June 2022. These changes shall be incorporated and become part of the Bid Documents.

Questions and Responses

Q1. Due to Material procurement and global supply chain issues, the Ductile Iron Pipe for the drainage and granite curbing, we are currently being advised, will not be available for potentially 8-9 months. Other Materials, such as the PVC Conduit, Traffic Signal Mast Arms, and Controller Cabinets, could have potentially long lead times exceeding 6-8 Months. How will material supply issues for same be dealt with in regards to the Project Schedule?

R1. If material supply times impact the completion date of the project we will evaluate the impact to the schedule and extend the completion date beyond 30Jun2022 as deemed appropriate by the Engineer. Any issues related to supply delays shall be identified within the first 30 days of the contract and appropriate adjustments made. Notifications after 30 days will not be guaranteed completion date adjustments.

Q2. Material Suppliers are only providing short-term pricing on materials, with no price guarantees. In many cases, the pricing increases daily, weekly, and monthly. We have suffered hardships concerning the price increases on some Projects. Can an allowance be established in the bid for material price increases, with an established percentage from base?

R2. There is no simple way to make cost adjustments to bid items that have required products that have price increases, just as it would be difficult to obtain any savings for bid items that have price decreases on related materials. The Town of Hanover expects that all bid prices take these variables into account. There are adjustments possible for HMA products as outlined in the Project Manual. But beyond that there is no way to fairly account for price variations on materials and therefore no other adjustments will be made.

Q3. Are there any liquidated damages for this project? None are shown in the bid documents.

R3. As detailed in the Project Manual the liquidated damages amount is \$0.00 per day.

Q4. Does work at any of the Traffic Signal Reconstruction locations require new and/or revised electrical services or service relocations?

R4. It is expected that the electric services at the existing traffic signal locations will be retained.

Q5. Is the completion date of 6/30/23 for substantial completion of the project? Is the traffic signal 30 day sequential flashing test period included within the 6/30/23 completion date.

R5. The June 30, 2023 completion date is intended to be for final completion. As mentioned above if material delays or other reasons out of the control of the contract impact the completion date adjustment shall be made as determined appropriate by the Engineer.

Q6. Please clarify bid Item # 101.- Clearing and Grubbing, 0.25 acre. What is the extent of the clearing and grubbing for this project, as nothing is shown on the plans, and no information is supplied in the Special Provisions to clarify intent. Please advise.

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R6. Item 101 was included to cover any needed trimming or clearing of shrubs/branches to provide clear sight lines. This item is not expected to have significant quantity but there always seems to be some small area that needs clearing that is not clearly identifiable until the work is under way. Should this type of work be required it would be compensated for under Item 101.

Q7. Please clarify if these items are correct, or a typographical error. Please advise.

- A) Item #150.1, Special Borrow, 0 cy quantity in bid.
- B) Item #509, Granite transition curb for WCR-straight, 0 ft in bid
- C) Item #509.1, Granite transition curb for WCR-curved, 0 ft in bid

R7. Item 150.1 is not required, this Item has been removed from the revised bid form (see attached). Items 509 and 509.1 were shown in the bid form with a zero quantity to emphasize that granite transitions will not be paid for under 509 and 509.1. There was a section left out of the special provision that explains this (see Update to the Project Manual #3). Items 509 and 509.1 have been removed from the revised Bid Form (see attached).

Q8. We noted that there is a liquid asphalt price adjustment clause with a current base price of \$800.00 per liquid ton. Are there additional base prices available, and or clauses for price adjustments, for steel, diesel fuel and gas for this project, in accordance with MA DOT standards? Please advise status.

R8. There are no price adjustments other than for those items that are tied to the liquid asphalt pricing as tracked by MassDOT.

Q9. How is the bark mulch landscaping item and the landscape gravel/stone being paid, as there are no items included for this work in the bid, and nothing in the Special provisions addressing this work?

R9. Item 767.4 – Wood Chip Mulch was added to the Revised Bid Form (see attached) and the landscaping gravel as it is called out on Plan Sheet 7 is crushed stone and will be paid for under Item 156.

Q10. Police details are an allowance, why is there a Flagger / Hour Item 850.41. This seems to be redundant – are Flaggers needed for a specific scope or area? Wouldn't we pass along the cost of a Flagger the same way we pass along the cost of police?

R10. The revised Bid Form has changed Item 850.41 to have a \$10,000 allowance. Should Flaggers be utilized on the project, the cost for Flaggers will be reimbursed (similar to Police Details) at cost with no markups for overhead or profit.

Q11. How is the sinusoidal rumble strip at Location #4 being paid as there is no item included for this work in the bid, and nothing in the Special provisions addressing this work?

R11. Item 869.99 – SINUSOID RUMBLE STRIP was added to the revised Bid Form (see attached).

Q12. How is drainage pipe removals being paid, as there is no item included for this work in the bid, and nothing in the Special provisions addressing this work?

R12. Item 271.129 - 12 INCH AND UNDER PIPE REMOVED AND DISPOSED was added to the revised Bid Form (see attached).

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Updates to the Project Manual

1. On page BD-7 in Section 8. Addenda and Interpretations; it states responses will be provided 48 hours prior to the bid opening. With Monday being a holiday, the bid opening is being delayed (see Update to the Project Manual 2. Below). This Addendum No. 1 incorporates all questions/comments/etc. received by 5:00pm Friday 2Sep2022 and shall be the final Addendum.
2. On page BD-4 in Section 1. Receipt and Opening of Bids; replace September 7, 2022 with September 9, 2022. The bid Opening has been pushed back two days (to Friday) due the the Labor Day holiday to allow ample time to incorporate the information contained in this Addendum.
3. On page 25 of the Special Provision add the following:

<u>506</u>	<u>GRANITE CURB TYPE VB – STRAIGHT</u>	<u>FT</u>
<u>506.1</u>	<u>GRANITE CURB TYPE VB – CURVED</u>	<u>FT</u>

Item 506 shall include straight granite curb transitions and Item 506.1 shall include curved granite curb transitions. Transition curbs shall be measured and along the face of curb and paid for by the foot the same as granite curb.

4. Replace the Bid Form (p. 00300-1 to 00300-24) with the Revised Bid Form (see attached).
5. Replace the Items List (p. 1-2) with the Items List, dated September 3, 2022 (see attached).
6. Add Appendix B – MassDOT Access Permit to the end of the Project Manual. (see attached)

Updates to the Design Plans

1. On page 32 of 58 make the following changes related to the electric service connection:
 - a. The conduit for the electric service shall be 3" Sch 80 PVC from the controller cabinet to the U.P. The 3" PVC will be paid under Item 804.3.
 - b. At the U.P. a 3" - 90 degree galvanized steel sweep will be installed and then reduced to 2" RM Conduit – Galvanized which will go 10' up the U.P. where a disconnect shall be installed. The galvanized sweep, 2" RM Conduit and the disconnect shall be included in the Lump Sum price for the traffic signal (Item 815.4).
 - c. The hand holes along the electric service connection shall be 12"x24" and paid for under Item 811.22 unless they are eliminated during construction.
2. On page 33 of 58 make the following changes:
 - a. Increase the quantity for Item 804.3 from 620 to 720.
 - b. Delete the 806.2 Qty 100 FT Item from the Major Items List.
 - c. Delete the 811.21 Qty 2 Item from the Major Items List.
 - d. Increase the quantity for Item 811.22 from 6 to 8.

For bidding purposes the above written responses/comments and the attached documents shall be considered part of the Bid Documents. All of the above, the plan modifications and revisions to the Project Manual shall be incorporated into the final set of bid documents and used in preparation of bids for the project.

REVISED BID TABULATION
WASHINGTON STREET (ROUTE 53)
HANOVER, MASSACHUSETTS

ITEM DESCRIPTION & BID PRICE		EST. QTY.	UNIT	TOTAL COST
ITEM 101 CLEARING AND GRUBBING				
THE SUM OF:				
_____ DOLLARS & _____ CENTS				
(\$ _____)PER ACRE		0.25	A	\$ _____
ITEM 120.1 - UNCLASSIFIED EXCAVATION				
THE SUM OF:				
_____ DOLLARS & _____ CENTS				
(\$ _____)PER CUBIC YARD		1000	CY	\$ _____
ITEM 141.1 - TEST PIT FOR EXPLORATION				
THE SUM OF:				
_____ DOLLARS & _____ CENTS				
(\$ _____)PER CUBIC YARD		80	CY	\$ _____
ITEM 142 - CLASS B TRENCH EXCAVATION				
THE SUM OF:				
_____ DOLLARS & _____ CENTS				
(\$ _____)PER CUBIC YARD		20	CY	\$ _____
ITEM 144 - CLASS B ROCK EXCAVATION				
THE SUM OF:				
_____ DOLLARS & _____ CENTS				
(\$ _____)PER CUBIC YARD		10	CY	\$ _____

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WASHINGTON STREET (ROUTE 53)
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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 145 - DRAINAGE STRUCTURE ABANDONED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 1 EA \$_____			
ITEM 146 - DRAINAGE STRUCTURE REMOVED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 3 EA \$_____			
ITEM 150 - ORDINARY BORROW THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER CUBIC YARD 50 CY \$_____			
ITEM 151 - GRAVEL BORROW THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER CUBIC YARD 740 CY \$_____			
ITEM 151.2 - GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER CUBIC YARD 30 CY \$_____			

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 153 - CONTROLLED DENSITY FILL - EXCAVATABLE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER CUBIC YARD	30	CY	\$ _____
ITEM 156 - CRUSHED STONE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER TON	20	TN	\$ _____
ITEM 170 - FINE GRADING AND COMPACTING - SUBGRADE AREA THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER SQUARE YARD	2,500	SY	\$ _____
ITEM 191.1 - HOLLOW STEM AUGER BORINGS THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER FOOT	90	FT	\$ _____
ITEM 191.11 - CORE BORING THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER FOOT	20	FT	\$ _____

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ITEM DESCRIPTION & BID PRICE		EST. QTY.	UNIT	TOTAL COST
ITEM 193 - MOBILIZATION AND DISMANTLING OF BORING EQUIPMENT				
THE SUM OF:	_____ DOLLARS _____ & _____ CENTS			
(\$ _____)PER LUMP SUM		1	LS	\$ _____
ITEM 201 CATCH BASIN				
THE SUM OF:	_____ DOLLARS _____ & _____ CENTS			
(\$ _____)PER EACH		5	EA	\$ _____
ITEM 202 - MANHOLE				
THE SUM OF:	_____ DOLLARS _____ & _____ CENTS			
(\$ _____)PER EACH		3	EA	\$ _____
ITEM 204 - GUTTER INLET				
THE SUM OF:	_____ DOLLARS _____ & _____ CENTS			
(\$ _____)PER EACH		3	EA	\$ _____
ITEM 220 - DRAIN STRUCTURE ADJUSTED				
THE SUM OF:	_____ DOLLARS _____ & _____ CENTS			
(\$ _____)PER EACH		4	EA	\$ _____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 220.3 - DRAIN STRUCTURE CHANGE IN TYPE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 2 EA \$_____			
ITEM 220.5 - DRAIN STRUCTURE REMODELED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 3 EA \$_____			
ITEM 220.7 - SANITARY STRUCTURE ADJUSTED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 4 EA \$_____			
ITEM 221 - FRAME AND COVER THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 5 EA \$_____			
ITEM 222.1 - FRAME AND GRATE - MASSDOT CASCADE TYPE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 5 EA \$_____			

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 223.2 - FRAME AND GRATE (OR COVER) REMOVED AND DISCARDED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 4 EA \$_____			
ITEM 227.3 - REMOVAL OF DRAINAGE STRUCTURE SEDIMENT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER CUBIC YARD 20 CY \$_____			
ITEM 227.31 - REMOVAL OF DRAINAGE PIPE SEDIMENT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT 150 FT \$_____			
ITEM 227.4 - MASONRY PLUG THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE FOOT 20 SF \$_____			
ITEM 238.10 - 10 INCH DUCTILE IRON PIPE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT 30 FT \$_____			

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 241.12 - 12 INCH REINFORCED CONCRETE PIPE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	60	FT	\$_____
ITEM 244.12 - 12 INCH REINFORCED CONCRETE PIPE CLASS V THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	50	FT	\$_____
ITEM 271.129 12 INCH AND UNDER PIPE REMOVED AND DISPOSED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	50	FT	\$_____
ITEM 358 - GATE BOX ADJUSTED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	17	EA	\$_____
ITEM 381.3 - SERVICE BOX ADJUSTED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	2	EA	\$_____

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 384.2 - CURB STOP BOX ADJUSTED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	2	EA	\$_____
ITEM 402 - DENSE GRADED CRUSHED STONE FOR SUB-BASE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER CUBIC YARD	90	CY	\$_____
ITEM 415.1 - PAVEMENT STANDARD MILLING THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD	8500	SY	\$_____
ITEM 431 - HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD	50	SY	\$_____
ITEM 440 - CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER POUND	4,000	LB	\$_____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 450.23 - SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON	840	TON	\$_____
ITEM 450.32 - SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON	130	TON	\$_____
ITEM 450.42 - SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON	200	TON	\$_____
ITEM 450.52 - SUPERPAVE LEVELING COURSE - 9.5 (SLC - 9.5) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON	50	TON	\$_____
ITEM 451 - HMA FOR PATCHING THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON	70	TON	\$_____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 452 - ASPHALT EMULSION FOR TACK COAT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER GALLON	1,000	GAL	\$_____
ITEM 453 - HMA JOINT SEALANT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	4,700	FT	\$_____
ITEM 472 - ASPHALT MIXTURES FOR TEMPORARY WORK THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON	50	TON	\$_____
ITEM 482.3 - SAWCUTTING ASPHALT PAVEMENT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	4,000	FT	\$_____
ITEM 482.4 - SAWCUTTING PORTLAND CEMENT CONCRETE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	300	FT	\$_____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 506 - GRANITE CURB TYPE VB - STRAIGHT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	840	FT	\$_____
ITEM 506.1 - GRANITE CURB TYPE VB - CURVED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	1,020	FT	\$_____
ITEM 514 - GRANITE CURB INLET - STRAIGHT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	3	EA	\$_____
ITEM 580 - CURB REMOVED AND RESET THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	800	FT	\$_____
ITEM 581 - CURB INLET REMOVED AND RESET THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	3	EA	\$_____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 594 - CURB REMOVED AND DISCARDED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	250	FT	\$_____
ITEM 620.12 - GUARDRAIL, TL-2 (SINGLE FACED) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	260	FT	\$_____
ITEM 627.1 - TRAILERING ANCHORAGE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	1	EA	\$_____
ITEM 627.82 - GUARDRAIL TANGENT END TREATMENT, TL-2 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	1	EA	\$_____
ITEM 630.2 - GUARDRAIL REMOVED AND DISCARDED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	300	FT	\$_____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 657.1 - TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____
ITEM 657.11 - TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM INSTALLED AND REMOVED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	15	EA	\$_____
ITEM 697.1 - SILT SACK THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	15	EA	\$_____
ITEM 701 - CEMENT CONCRETE SIDEWALK THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD	870	SY	\$_____
ITEM 701.1 - CEMENT CONCRETE SIDEWALK AT DRIVEWAYS THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD	200	SY	\$_____

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 701.2 - CEMENT CONCRETE PEDESTRIAN CURB RAMP THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD 330 SY \$_____			
ITEM 702 - HOT MIX ASPHALT SIDEWALK OR DRIVEWAY THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER TON 90 TON \$_____			
ITEM 710.3 - BOUND - LETTERED GRANITE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 2 EA \$_____			
ITEM 711 - BOUND REMOVED AND RESET THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 2 EA \$_____			
ITEM 747 - EQUIPMENT FOR ENGINEERS FIELD OFFICE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM 1 LS \$_____			

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 748 - MOBILIZATION THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM 1 LS \$_____			
ITEM 751 - LOAM FOR ROADSIDES THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER CUBIC YARD 130 CY \$_____			
ITEM 756 - NPDES STORMWATER POLLUTION PREVENTION PLAN THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM 1 LS \$_____			
ITEM 765 - SEEDING THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD 940 SY \$_____			
ITEM 766 - REFERTILIZATION THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE YARD 940 SY \$_____			

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 767.4 - WOOD CHIP MULCH THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER CUBIC YARD	15	CY	\$ _____
ITEM 769 - PAVEMENT MILLING MULCH UNDER GUARD RAIL THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER FOOT	310	FT	\$ _____
ITEM 804.3 - 3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC - (UL) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER FOOT	940	FT	\$ _____
ITEM 811.22 - ELECTRIC MANHOLE - SD2.022 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER EACH	10	EA	\$ _____
ITEM 811.31 - PULL BOX 12 X 12 INCHES - SD2.031 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER EACH	3	EA	\$ _____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 811.35 - PULL BOX ADJUSTED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 8 EA \$_____			
ITEM 811.36 - ELECTRIC MANHOLE ADJUSTED THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 4 EA \$_____			
ITEM 815.4 - TRAFFIC CONTROL SIGNAL THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM 1 LS \$_____			
ITEM 815.98 - FOOTING COST ADJUSTMENT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT 20 FT \$_____			
ITEM 816.01 - TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 1 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM 1 LS \$_____			

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 816.02 - TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 2 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____
ITEM 816.03 - TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 3 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____
ITEM 816.05 - TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 5 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____
ITEM 816.06 - TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 6 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____
ITEM 816.07 - TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 7 THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 832 - WARNING-REGULATORY AND ROUTE MARKER - ALUM. PANEL (TYPE A) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER SQUARE FOOT	73	SF	\$ _____
ITEM 833.7 - DELINEATION FOR GUARD RAIL TERMINI THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER EACH	2	EA	\$ _____
ITEM 847.1 - SIGN SUP (N/ GUIDE) + RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER EACH	12	EA	\$ _____
ITEM 850.41 - ROADWAY FLAGGER THE SUM OF: <i>One</i> _____ DOLLARS _____ & <i>Zero</i> _____ CENTS (\$ <u>1.00</u> _____) PER ALLOWANCE	10,000	ALLOW	\$10,000
ITEM 851.1 - TRAFFIC CONES FOR TRAFFIC MANAGEMENT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____) PER DAY	200	DAY	\$ _____

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ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 852 - SAFETY SIGNING FOR TRAFFIC MANAGEMENT THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE FOOT 350 SF \$_____			
ITEM 853.1 - PORTABLE BREAKAWAY BARRICADE TYPE III THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH 3 EA \$_____			
ITEM 853.403 TRUCK MOUNTED ATTENUATOR THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER DAY 13 DAY \$_____			
ITEM 853.8 - TEMPORARY ILLUMINATION FOR WORKZONE THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER DAY 10 DAY \$_____			
ITEM 854.016 - TEMPORARY PAVEMENT MARKINGS – 6 INCH (PAINTED) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT 4,400 FT \$_____			

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 854.036 - TEMPORARY PAVEMENT MARKINGS - 6 INCH (TAPE) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	600	FT	\$_____
ITEM 854.1 - PAVEMENT MARKING REMOVAL THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE FOOT	250	SF	\$_____
ITEM 854.5 - RAISED PAVEMENT MARKER REMOVAL THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER EACH	1	EA	\$_____
ITEM 856 - ARROW BOARD THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER DAY	80	DAY	\$_____
ITEM 856.12 - PORTABLE CHANGEABLE MESSAGE SIGN THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER DAY	60	DAY	\$_____

REVISED BID TABULATION
WASHINGTON STREET (ROUTE 53)
HANOVER, MASSACHUSETTS

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 859 - REFLECTORIZED DRUM THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER DAY	9,600	DAY	\$_____
ITEM 859.1 - REFLECTORIZED DRUM WITH SEQUENTIAL FLASHING WARNING LIGHTS THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER DAY	2,400	DAY	\$_____
ITEM 864.04 - PAVEMENT ARROW AND LEGENDS REFL. WHITE (THERMOPLASTIC) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER SQUARE FOOT	350	SF	\$_____
ITEM 866.106 · 6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	3,000	FT	\$_____
ITEM 866.112 · 12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER FOOT	1,300	FT	\$_____

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 867.106 - 6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER FOOT	3,000	FT	\$ _____
ITEM 867.112 - 12 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC) THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER FOOT	240	FT	\$ _____
ITEM 869.99 - SINUSOID RUMBLE STRIP THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER FOOT	1,000	FT	\$ _____
ITEM 874.2 - TRAFFIC SIGN REMOVED AND RESET THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER EACH	3	EA	\$ _____
ITEM 999 - CONSTRUCTION STAKING THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$ _____)PER LUMP SUM	1	LS	\$ _____

REVISED BID TABULATION
WASHINGTON STREET (ROUTE 53)
HANOVER, MASSACHUSETTS

ITEM DESCRIPTION & BID PRICE	EST. QTY.	UNIT	TOTAL COST
ITEM 999.1 - POLICE SERVICES THE SUM OF: <u>One</u> DOLLARS <u>Zero</u> CENTS (\$ <u>1.00</u>)PER ALLOWANCE	140,000	ALLOW	\$140,000
ITEM 999.9 - MATERIAL TESTING THE SUM OF: _____ DOLLARS _____ & _____ CENTS (\$_____)PER LUMP SUM	1	LS	\$_____

Enter the total amount of the bid on page BD-12 of the FORM FOR THE BID

Remainder of this page is intentionally blank.

CONSTRUCTION ITEMS LIST

DATE: 3Sep2022
 JOB NO: 8556
 FILE NO: 2022_0629 Items List 8556.xlsx

PROJECT: Washington St (Rt 53)
 LOCATION: Hanover
 SUBJECT: PS&E Design
 ESTIMATOR: DAD

ITEM NO.	UNIT	DESCRIPTION
101	A	CLEARING AND GRUBBING
120.1	CY	UNCLASSIFIED EXCAVATION
141.1	CY	TEST PIT FOR EXPLORATION
142	CY	CLASS B TRENCH EXCAVATION
144	CY	CLASS B ROCK EXCAVATION
145	EA	DRAINAGE STRUCTURE ABANDONED
146	EA	DRAINAGE STRUCTURE REMOVED
150	CY	ORDINARY BORROW
151	CY	GRAVEL BORROW
151.2	CY	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES
153	CY	CONTROLLED DENSITY FILL - EXCAVATABLE
154	CY	SAND BORROW
156	TON	CRUSHED STONE
170	SY	FINE GRADING AND COMPACTING - SUBGRADE AREA
191.1	FT	HOLLOW STEM AUGER BORINGS
191.11	FT	CORE BORING
193	LS	MOBILIZATION AND DISMANTLING OF BORING EQUIPMENT
201	EA	CATCH BASIN
202	EA	MANHOLE
204	EA	GUTTER INLET
220	EA	DRAINAGE STRUCTURE ADJUSTED
220.3	EA	DRAINAGE STRUCTURE CHANGE IN TYPE
220.5	EA	DRAINAGE STRUCTURE REMODELED
220.7	EA	SANITARY STRUCTURE ADJUSTED
221	EA	FRAME AND COVER
222.1	EA	FRAME AND GRATE - MASSDOT CASCADE TYPE
223.2	EA	FRAME AND GRATE (OR COVER) REMOVED AND DISCARDED
227.3	CY	REMOVAL OF DRAINAGE STRUCTURE SEDIMENT
227.31	FT	REMOVAL OF DRAINAGE PIPE SEDIMENT
227.4	SF	MASONRY PLUG
238.10	FT	10 INCH DUCTILE IRON PIPE
238.12	FT	12 INCH DUCTILE IRON PIPE
241.12	FT	12 INCH REINFORCED CONCRETE PIPE
244.12	FT	12 INCH REINFORCED CONCRETE PIPE CLASS V
271.129	FT	12 INCH AND UNDER PIPE REMOVED AND DISPOSED
358	EA	GATE BOX ADJUSTED
381.3	EA	SERVICE BOX ADJUSTED
384.2	EA	CURB STOP BOX ADJUSTED
402	CY	DENSE GRADED CRUSHED STONE FOR SUB-BASE
415.1	SY	PAVEMENT STANDARD MILLING
431	SY	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE
440	LB	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL
450.23	TON	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)
450.32	TON	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)
450.42	TON	SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5)
450.52	TON	SUPERPAVE LEVELING COURSE - 9.5 (SLC - 9.5)
451	TON	HMA FOR PATCHING
452	GAL	ASPHALT EMULSION FOR TACK COAT
453	FT	HMA JOINT SEALANT
472	TON	TEMPORARY ASPHALT PATCHING
482.3	FT	SAWCUTTING ASPHALT PAVEMENT
482.4	FT	SAWCUTTING PORTLAND CEMENT CONCRETE
506	FT	GRANITE CURB TYPE VB - STRAIGHT
506.1	FT	GRANITE CURB TYPE VB - CURVED
514	EA	GRANITE CURB INLET - STRAIGHT
580	FT	CURB REMOVED AND RESET
581	EA	CURB INLET REMOVED AND RESET
594	FT	CURB REMOVED AND DISCARDED
620.12	FT	GUARDRAIL, TL-2 (SINGLE FACED)
627.1	EA	TRAILING ANCHORAGE
627.82	EA	GUARDRAIL TANGENT END TREATMENT, TL-2
630.2	FT	HIGHWAY GUARD REMOVED AND DISCARDED
657.1	LS	TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM
657.11	EA	TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM INSTALLED AND REMOVED
697.1	EA	SILT SACK

CONSTRUCTION ITEMS LIST

DATE: 3Sep2022
 JOB NO: 8556
 FILE NO: 2022_0629 Items List 8556.xlsx

PROJECT: Washington St (Rt 53)
 LOCATION: Hanover
 SUBJECT: PS&E Design
 ESTIMATOR: DAD

ITEM NO.	UNIT	DESCRIPTION
701	SY	CEMENT CONCRETE SIDEWALK
701.1	SY	CEMENT CONCRETE SIDEWALK AT DRIVEWAYS
701.2	SY	CEMENT CONCRETE PEDESTRIAN CURB RAMP
702	TON	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY
710.3	EA	BOUND - LETTERED GRANITE
711	EA	BOUND REMOVED AND RESET
747	LS	EQUIPMENT FOR ENGINEERS FIELD OFFICE
748	LS	MOBILIZATION
751	CY	LOAM FOR ROADSIDES
756	LS	NPDES STORMWATER POLLUTION PREVENTION PLAN
765	SY	SEEDING
766	SY	REFERTILIZATION
767.4	CY	WOOD CHIP MULCH
769	FT	PAVEMENT MILLING MULCH UNDER GUARD RAIL
804.3	FT	3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC -(UL)
811.22	EA	ELECTRIC HANDHOLE - SD2.022
811.31	EA	PULL BOX 12 X 12 INCHES - SD2.031
811.35	EA	PULL BOX ADJUSTED
811.36	EA	ELECTRIC MANHOLE ADJUSTED
815.4	LS	TRAFFIC SIGNAL CONTROL LOCATION NO. 4
815.98	FT	FOOTING COST ADJUSTMENT
816.01	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 1
816.02	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 2
816.03	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 3
816.05	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 5
816.06	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 6
816.07	LS	TRAFFIC SIGNAL RECONSTRUCTION LOCATION NO. 7
832	SF	WARNING-REGULATORY AND ROUTE MARKER - ALUMINUM PANEL (TYPE A)
833.7	EA	DELINEATION FOR GUARD RAIL TERMINI
847.1	EA	SIGN SUP (N/GUIDE)+RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL
850.41	ALLOW	ROADWAY FLAGGER
851.1	DAY	TRAFFIC CONES FOR TRAFFIC MANAGEMENT
852	SF	SAFETY SIGNING FOR TRAFFIC MANAGEMENT
853.1	EA	PORTABLE BREAKAWAY BARRICADE TYPE III
853.403	DAY	TRUCK MOUNTED ATTENUATOR
853.8	DAY	TEMPORARY ILLUMINATION FOR WORK ZONE
853.8	DAY	TEMPORARY ILLUMINATION FOR WORK ZONE
854.016	FT	TEMPORARY PAVING MARKINGS - 6 INCH (PAINTED)
854.036	FT	TEMPORARY PAVING MARKINGS - 6 INCH (TAPE)
854.1	SF	PAVEMENT MARKING REMOVAL
854.5	EA	RAISED PAVEMENT MARKER REMOVAL
856	DAY	ARROW BOARD
856.12	DAY	PORTABLE CHANGEABLE MESSAGE SIGN
859	DAY	REFLECTORIZED DRUM
859.1	DAY	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS
864.04	SF	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)
866.106	FT	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)
866.112	FT	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)
867.106	FT	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)
867.112	FT	12 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)
869.99	FT	SINUSOID RUMBLE STRIP
874.2	EA	TRAFFIC SIGN REMOVED AND RESET
999	LS	CONSTRUCTION STAKING
999.1	ALLOW	POLICE SERVICES
999.9	LS	MATERIAL TESTING

APPENDIX B – MASSDOT ACCESS PERMIT



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Secretary of Transportation & CEO
Jonathan L. Gulliver, Highway Administrator



5-2020-0355

PERMIT – HANOVER - NORWELL

Subject to all terms, conditions, and restrictions printed or written below, permission is hereby granted to **PREP HANOVER REAL ESTATE, LLC**, Ed Callahan, 5905 E. Galbraith Road, Suite 1000, Cincinnati, OH 45236 to enter upon State Highway in the Towns of **HANOVER and NORWELL** on Auto Route 53, locally known as Washington Street, for the purpose of constructing access driveways and performing roadway and traffic signal improvements within the State Highway Layout (SHLO), as shown on the approved plans.

This Permit is associated with the redevelopment of the Hanover Mall located off Washington Street (Route 53) in Hanover and Norwell. The project will include the demolition of the majority of the mall and convert it into a mixed-use development to be known as Hanover Crossing. The project consists of approximately 506,035 square feet of retail space, approximately 92,5000 square foot grocery store (Market Basket), and 297 multi-family residential units in four (4) four-story buildings (325,000 square feet). There will be a total of 3,509 parking spaces of which 193 spaces will be land banked for future use. The project site is bordered by Route 3 to the north and northeast, Third Herring Brook and Peterson Pond and its dam to the east, Mill Street to the south, and Washington Street to the west. A description of the project is outlined in the MassDOT, Highway Division Chapter 30, Section 61 Findings, dated April 14, 2020; and in the Commonwealth of Massachusetts, Certificate of the Secretary of Energy and Environmental Affairs on the Single Environmental Impact Report (E.E.A. #16032), dated November 6, 2019. These documents are considered an integral part of this Permit and conditions must be fulfilled as described in these documents.

Access to the new development will be provided by four (4) “Full-Access” driveways of which three (3) “Full-Access” driveways (Mall Connector, Hanover Mall North and Central Mall) onto Washington Street (Route 53) and one (1) “Full-Access” on Hanover Mall Drive (Town Roadway).

The work under this Access Permit is in conjunction with an Interim Access Permit #5-2021-0354 for the construction of the Hanover Mall North Driveway, also issued to Prep Hanover Real Estate LLC on August 23, 2021.

PROJECT LIMITS:

Washington Street (Route 53), between approximate Stations 36+35 and 51+40.

Within the Project Limits, the Grantee(s) will perform the following improvements within the SHLO as follows:

- Reconstruction of the Mall Connector entrance located between approximate Stations 36+64 and 37+42 at the easterly line of the SHLO Line, flaring to approximate Stations 36+53 and 37+88 at the edge of the hardened surface, with light grading within the project limits as shown on the approved sketch.
- Reconstruction of the intersection of Washington Street (Route 53) and Woodland Drive located between approximate Stations 49+66 and 49+94 at the westerly line of the SHLO Line, flaring to approximate Stations 49+33 and 50+31 at the edge of the hardened surface, with light grading within the project limits as shown on the approved sketch.
- Reconstructing wheelchair ramps for ADA compliance at the following intersections:
 - 1) Washington Street (Route 53) at Webster Street (Route 123)
 - 2) Washington Street (Route 53) at the Route 3 Northbound Ramps
 - 3) Washington Street (Route 53) at the Route 3 Southbound Ramps
 - 4) Washington Street (Route 53) at the Hanover North Mall Drive
 - 5) Washington Street (Route 53) at the Hanover Mall Center Drive
 - 6) Washington Street (Route 53) at Mill Street and Frank's Lane
 - 7) Washington Street (Route 53) at Old Washington Street and Pond Street
- Installation of a new traffic signal at the intersection of Washington Street (Route 53) at Hanover Mall North Driveway and be added into the Route 3 coordinated traffic signal system.
- Traffic signal timing optimization and modification of the existing Route 53 coordinated traffic signal system at the following intersections:
 - 1) Washington Street (Route 53) at Webster Street (Route 123)
 - 2) Washington Street (Route 53) at Route 3 Northbound Ramps
 - 3) Washington Street (Route 53) at Route 3 Southbound Ramps
 - 4) Washington Street (Route 53) at Central Mall Drive
 - 5) Washington Street (Route 53) at Mill Street & Frank's Lane
 - 6) Washington Street (Route 53) at Old Washington Street & Pond Street
- Pedestrian signal upgrades.
- Installation of concrete sidewalks and cement concrete curb ramps.
- Full-depth pavement/box widening on Washington Street to accommodate 5' (foot) shoulders as shown on the approved plans.

- Milling and paving for approximately 1,200' (feet) on Washington Street from approximate Stations 38+50 to 50+50, as shown in the approved plans. All pavement must meet the latest MassDOT Superpave Specifications.
- Installation of granite edging/vertical granite curbing, transition granite curbing, pavement markings, crosswalk, drainage system improvements, and any other related work as shown in the approved plans.
- Installation of a new steel guardrail on Washington Street as shown in the approved plans. The Grantee(s) must be aware that the new guardrail must be installed according to the 2020 Construction Standard Details (See drawing numbers 400.1.2, 400.2.1, and 400.4.1 as a reference)
- Landscaping.
- All other incidental items necessary as described herein or as shown on the approved plans.
- Additional mitigation measurements/monitoring program or any other requirement described in the Section 61 Finding should be fulfilled by the Grantee(s) of the Permit.

All roadway opening must be backfilled and patched with a minimum of 3" (inches) temporary hot mix asphalt patch at the end of every workday. Exposed gravel is not permitted overnight within the SHLO.

During the Construction phase of the project, the Grantee(s) shall be responsible for the maintenance and repair of the portion of the proposed work within the SHLO and shall routinely inspect this work for deficiencies such as settling, heaving, cracks, etc.

THIS PROJECT REQUIRES A SHLO ALTERATION AND ORDER OF TAKING IN ORDER TO ACCOMMODATE THE TRAFFIC SIGNAL EQUIPMENT AT THE NEW SIGNALIZED INTERSECTION AT WASHINGTON STREET (ROUTE 53) AND HANOVER MALL NORTH DRIVEWAY DESCRIBED IN THE PERMIT. A COPY OF THE APPROVED SHLO ALTERATION WITH LAYOUT NUMBER 8848 (BOOK 56637, PAGE 118) HAS BEEN UPLOADED TO THE STATE HIGHWAY ACCESS PERMIT SYSTEM (SHAPS) AND IS CONSIDERED AN INTEGRAL PART OF THIS PERMIT.

The Grantee(s) shall assume all liabilities and expenses associated with any changes in design, labor, materials, etc. for the project in its entirety, to bring said project into compliance with the approved plans, and the terms and conditions set forth by MassDOT, Highway Division.

THIS PERMIT IS BEING ISSUED FOR WORK WITHIN THE SHLO ONLY. AUTHORIZATION TO PERFORM ASSOCIATED WORK OUTSIDE OF SHLO MUST BE GRANTED BY IMPACTED PROPERTY OWNERS.

Any change in design, or use of property, additional building or lot development will require the Grantee(s) to reapply online (<https://shaps.massdot.state.ma.us/>) for a new or amended Driveway Permit.

Please note that any Utility work within the SHLO requires a separate Permit. In the case of telephone/water/sewer/gas/electric/cable, the respective utility needs to apply online (<https://shaps.massdot.state.ma.us/>) under a separate Permit Application(s) and they must be listed as owner and applicant.

All work, including the traffic management plan, is to be done as described herein and as shown on the approved plan(s) entitled "Hanover Crossing Off-Site Improvements, Hanover, Massachusetts, prepared for Prep Hanover Real Estate, LLC, Cincinnati, Ohio" as drafted by Vanasse & Associates, Inc., 35 N.E. Business Center Drive, Andover, MA 01810, tel.: (978) 474-8800, and dated June 2022, documentation for Stormwater Management Report and Calculations – Hanover Crossing, 1775 Washington Street, Hanover, MA, prepared for property Group, 5905 E. Galbraith Road, Suite 1000, Cincinnati, OH 45236, prepared by Kelly Engineering Group, 0 Campanelli Drive, Braintree, MA 02184, tel.: (781) 843-4333, dated May 17, 2019 and September 30, 2019, respectively, documentation for Special Provisions – Transportation Improvement Project – Washington Street (Route 53), Hanover, Massachusetts, prepared by Vanasse & Associates, Inc., 35 New England Business Center Drive, Suite 140, Andover, MA 01810 and dated June 2022, documentation for Functional Design Report – Hanover Crossing Off-Site Improvements, Washington Street (Route 53) Hanover, Massachusetts, prepared for PREP Hanover Real Estate, LLC, Cincinnati, Ohio, prepared by Vanasse & Associates, Inc., 35 New England Business Center Drive, Suite 140, Andover, MA 01810, tel.: (978) 474-8800 and dated July 2020, documentation for Design Justification Workbook, Washington Street (Route 53) at Hanover Crossing North Drive, prepared for PREP Hanover Real Estate, LLC, 5905 E. Galbraith Road, Suite 1000, Cincinnati, Ohio 45236, prepared by Vanasse & Associates, Inc., 35 New England Business Center Drive Center Drive, Suite 140, Andover, Massachusetts 01810, and last revised April 25, 2022.

States of Emergencies and Executive Orders

In addition to the conditions and restrictions herein contained, the Grantee is responsible for complying with any relevant Executive Orders or States of Emergencies that may be issued by the Governor's Office while this permit is active. The Governor may declare a State of Emergency in the event or imminent threat of natural or man-made disasters. A State of Emergency can cover a specific municipality, multiple communities, or the entire Commonwealth.

Detailed Information on States of Emergencies and Executive Orders can be found on the Mass.GOV website. <https://www.mass.gov/service-details/state-of-emergency-information> and <https://www.mass.gov/massachusetts-executive-orders>

Prior to any work being done within the SHLO, the Grantee(s) must upload/submit a Work Request in SHAPS to obtain approval for the proposed work schedule. Said form to be completed/uploaded can be found under the Forms and Sample Submission Documents tab and is entitled "Work Request Form D1 - D5". One (1) of these forms must be uploaded by the close of business every Thursday for the entire duration of the project in order to request approval for the following week's work schedule.

The Grantee(s) must adhere to 520 CMR 14.00: Excavation and Trench Safety as promulgated by the Department of Public Safety in conjunction with the Division of Occupational Safety pursuant to authority granted by M.G.L. c. 82a § 1. If not already approved, a Trench Permit Rider must be completed and uploaded to SHAPS before any trench work is performed under this Permit.

The Grantee or Applicant shall **record** any Vehicular Access Permit or any Non-Vehicular Access Permit involving drainage at the appropriate **Registry of Deeds**. Any Permit issued by MassDOT, Highway Division, that requires recording shall not be effective until recorded at the appropriate Registry of Deeds and a copy of the recorded document is submitted to the District Highway Director.

The Grantee(s) must strictly adhere to the Written Record Decision, ZBA Case: ZB-19-1, dated February 25, 2019, issued by the Town of Hanover Zoning Board of Appeals which is considered an integral part of this Permit.

The Grantee(s) shall be responsible for all litter and debris generated from their property during the work as described herein and/or from all prospective residents, visitors, or patrons of all existing or proposed facilities mentioned herein. This responsibility shall remain in effect for the entirety of all current or future owners of said property. The Grantee(s) shall perform routine inspections and upkeep within the State Highway Layout. If conditions warrant an individual to enter in or within the proximity of a travelled way, the Grantee(s) shall assume all liability and responsibility for the removal of all litter and debris or the hiring of an appropriate party to perform such duties. Significant work within the travelled way may require a police detail. In consideration to all abutters, the Grantee(s) must take notice to the drifting of debris and the removal thereof. If it is found that this requirement is not being fulfilled in a satisfactory manner, MassDOT, Highway Division may decide to clean the area at the Grantee's expense.

Prior to the commencement of work, the Grantee(s) shall contact the District Permits Engineer at (857) 368-5230 to set up a Preconstruction Conference. The Conference must be held at least five (5) business days prior to performing work within the SHLO.

Request for changes to the terms and conditions described within this Permit, must be submitted in writing and approved by MassDOT, Highway Division by way of an amendment to this Permit or via correspondence to the Grantee(s) prior to the commencement of any proposed changes.

The Grantee(s) may retain the services of a qualified engineering firm to provide for the continuous inspection of the work to be performed under this permit by a full time Resident Engineer or a qualified on-site Supervisor. The Grantee(s) shall notify MassDOT, Highway Division in writing as to what consulting firm/supervisor will be used. Included in this notification, a list of 24-hour emergency contact names and numbers of all pertinent parties responsible for the project. The on-site Supervisor must coordinate any design changes and/or problems with the District Highway Director who will assign the proper personnel to expedite these issues.

When the work required under this Permit has been completed, the Grantee(s)/Supervisor shall conduct their own inspection prior to contacting MassDOT, Highway Division to schedule a Final Inspection. Once this Pre-inspection is performed, the inspector will contact the Permits Section at (857) 368-5230 in order for a Final Inspection to be performed by MassDOT, Highway Division.

TRAFFIC SIGNALS

The Traffic Control Signals to be installed or modified in conjunction with this project must be constructed according to the Traffic following Control Signal Regulation to be issued by the MassDOT State Traffic Engineer in the Boston office. The Grantee(s) must comply with conditions described in S.O.P. No. HMD-60-03-3-000 for Traffic Signal Regulations.

*Traffic Control Signal Regulation #AB-122-3156 for Route 53 (Washington Street) at Hanover Mall North Driveway

*Traffic Control Signal Regulation #AB-122-2508B for Route 53 (Washington Street) at Route 3 Southbound Ramps

*Traffic Control Signal Regulation #AB-122-2509B for Route 53 (Washington Street) at Central Mall Drive

*Traffic Control Signal Regulation #AB-122-2507B for Route 53 (Washington Street) at Mill Street & Frank's Lane

The signals must be installed or modified by an electrical contractor who is pre-qualified by the MassDOT, Highway Division to perform said work on state highways. All traffic control signal equipment and appurtenances used on this project must be on MassDOT, Highway Division's Approved Equipment List and must be submitted to the District office for approval. All structural calculations must be reviewed by the State Structural Engineer.

The Grantee(s) will ensure that the installation or modification will include all equipment and infrastructure necessary to operate the closed loop coordinated signal system. If any deficiencies are found during the final inspection by MassDOT, Highway Division personnel, the Grantee(s) will be responsible and will make all corrections and adjustments to the installation to bring said system into compliance with the most current MassDOT, Highway Division Standards and Specifications. This includes replacing any traffic signal conduit in the existing coordinated system that is not serviceable for any reason. The Grantee(s) engineer shall provide technical support as needed to ensure proper operation of the coordinated signal system until the project is accepted by the MassDOT, Highway Division. A Utilities Agreement is also required for this project.

The entire cost of the construction and installation of said traffic control signals and roadway improvements and modifications of the existing signals as hereinbefore stated and as shown on said plans and specification will be borne by the Developer. After the completion of roadway and signal improvements on Route, MassDOT, Highway Division shall thereafter maintain said roadway.

The cost of electrical energy consumed by the operation of traffic signals during the construction, fine tuning, and testing of the signals will be borne by the Contractor.

CONDITIONS FOR WORK RELATED TO SIDEWALKS, WHEELCHAIR RAMPS

The Grantee(s) shall construct proposed sidewalks/wheelchair ramps as shown on the approved plans.

To install the granite curbing, the roadway shall be sawcut in neat, true lines. The granite curbing shall be installed according to MassDOT, Highway Division standards. All abutting edges of the existing pavement shall be coated with RS-1 emulsion immediately prior to the placement of the permanent hot mix asphalt.

The sidewalk shall be constructed with 4" (inches) dense graded crushed stone or 8" (inches) gravel borrow with a 3" (inch) hot mix asphalt top course laid in two (2) lifts of 1.75" (inch) and 1.25" (inch), respectively.

The proposed sidewalks/wheelchair ramps/medians must be graded in such a manner that no ponding of water occurs within the Highway Layout. If such ponding results, the Grantee(s) shall be responsible for its correction.

The Grantee(s) will construct sidewalks and handicap ramps in conformance with 521 CMR Rules and Regulations of the Architectural Access Board (AAB) and Americans with Disabilities Act (ADA) within all sidewalk areas included in this project. The approved driveway design, while depicting the detectable warning panels, is not an indication of conformance with AAB & ADA regulations. The Grantee(s) is solely responsible for ensuring the ramps, landing areas, and detectable panels are designed and constructed to meet AAB & ADA regulations.

In reference to poles located near wheelchair ramps or near the edge of the roadway, be advised that a minimum of 1.5' (feet) is required between the edge of the roadway and the face/front of the pole. Additionally, a minimum clear distance around poles shall be 3' (feet) excluding the width of curb.

The Grantee(s) shall be responsible for the maintenance and repair of the portion of the proposed sidewalk located within the State Highway Layout and shall routinely inspect the sidewalk for deficiencies such as settling, heaving, cracks, etc. This responsibility shall remain in effect until MassDOT, Highway Division reconstructs the sidewalk.

The Grantee(s) must contact the appropriate utility company to remove and reset any utility pole(s), hydrants, or any other item located within the proposed sidewalk area. The Grantee(s) may be required to pay the utility company for all cost associated with relocating said items.

Upon completion of the work, the Grantee or Agent must upload into SHAPS, a letter from the local building inspector or governing authority, indicating the installed ramps and sidewalks are in conformance with AAB and ADA regulations.

PROPOSED FULL DEPTH PAVEMENT/BOX WIDENING

This work will be performed as indicated in the approved plans. All abutting edges of the existing pavement shall be coated with RS-1 emulsion immediately prior to the placement of the permanent hot mix asphalt.

The Grantee(s)/Contractor shall place all new pavement ensuring a smooth transition to meet all existing surfaces. All joints must be sealed with hot mix asphalt joint sealer. The District Office must be notified two (2) business days prior to starting this work, so that an inspector may be assigned.

In the area(s) to be widened, the roadway shall be sawcut in neat, true lines.

PAVEMENT MILLING AND OVERLAY

This work will be performed as indicated on the approved plans.

No milling shall take place sooner than seventy-two (72) hours prior to the scheduled final paving operations. The Grantee/Resident shall ensure that the Permits Office is notified of this scheduled work at least five (5) business days prior to the commencement of all milling.

All raised structures located within the roadway must be ramped with hot mix asphalt immediately after milling operations.

The Grantee/Resident/Contractor shall make every effort to protect the structural integrity of all edging and structures and prevent all cold planning material from entering the State Highway's drainage structures and inspect all structures and grates for damage and clogging.

All proposed work must transition to match the existing roadway conditions.

All proposed pavement markings must match existing conditions.

If existing pavement markings are so disturbed during construction or altered according to the Traffic Management Plan, the Grantee(s) shall restore said markings in conformance to MassDOT, Highway Division Standards and as per the final Traffic Markings Plan.

Before scheduling this work, the Grantee must provide the following information to the Permits Section:

- I) Schedule of paving work with proposed work hours for review by the District.
- II) The Town, Fire, and Police Department must be notified about this work
- III) Information of the Qualified Contractor that will perform paving and the Plant that will be providing the mix.
- IV) Specifications of the Superpave Mix and quantification (Tons) that will be used for the project.
- V) Traffic Management Plan to be used during the milling/paving work.
- VI) Advance notification should be provided to residents and businesses that may be affected by the work.

THE BACKFILLING METHOD FOR WORK WITHIN THE HARDENED SURFACE WILL BE AS FOLLOWS:

The pavement shall be saw cut in neat, true lines along the length of the trench. The trench shall then be excavated, the utility work performed and backfilled with Controlled Density Fill (CDF – M4.08.0, Type 2E Flowable and Excavatable). The CDF shall flow under and around the pipe or conduit, providing uniform support without leaving voids and placed to a minimum depth of 19" (inches) below the finished grade of the existing roadway surface. The 19" (inches) of permanent patch shall consist of a minimum of 7" (inches) of Hot Mix Asphalt over 4" (inches) of Dense Graded Crushed Stone (DGCS) over 8" (inches) of Gravel.

The trench shall then be SECURELY PLATED AND RAMPED WITH HOT MIX ASPHALT overnight to allow the Controlled Density Fill to cure. The plates may need to be recessed to the finished grade of the roadway as directed by the Engineer. Special attention must be given during the winter months. **PLATES SHALL NOT BE LEFT OVER THE WEEKEND.**

All abutting vertical edges of the existing pavement shall then be coated with Bitumen for Tack Coat RS-1 Emulsion immediately prior to the placement of the permanent patch.

The permanent patch shall consist of 7" (inches) of Hot Mix Asphalt or match the existing pavement thickness, whichever is larger. The 7" (inches) must consist of 3" (inches) of Intermediate or Base Course, 2" (inches) of Intermediate Course and 2" (inches) of Surface Course.

The infra-red method must be used in conjunction with the permanent patch (for small openings) to create a smooth driving surface consistent with the existing roadway surface. The District Office must be notified two (2) business days prior to starting this work, so that an inspector may be assigned.

All disturbed traffic pavement markings shall be replaced in kind.

The Grantee(s) shall be responsible for the maintenance and repair of this portion of the roadway and shall perform routine inspections for deficiencies such as settling, heaving, cracks, etc. This responsibility shall remain in effect until the resurfacing of this particular portion of roadway is performed by MassDOT, Highway Division.

If it becomes necessary, MassDOT, Highway Division, shall assign an inspector on any project and the inspector will be paid for under a reimbursable account by the Grantee(s).

THE BACKFILLING METHOD FOR WORK WITHIN THE SHOULDER AREA WILL BE AS FOLLOWS:

Backfill for conduit or pipe shall be selected from excavation free from large lumps, clods or rock placed between the pipe and the walls of the trench in layers not exceeding 6" (inches) in depth and thoroughly compacted. Each layer, if dry, shall be moistened and then compacted by rolling or by tamping with mechanical rammers. Special care should be taken to thoroughly compact the fill under the haunches of the pipe or conduit. This method of filling and compacting shall be continued until the material is level with the top of the pipe or conduit. The remainder of the filling shall consist of suitable material placed in successive layers not more than 6-inch in depth. Each layer shall be thoroughly compacted as specified above.

If the work is to be performed within the soft shoulder, the excavation might be performed within the immediate area along the edge of road and may diminish the integrity of the hardened surface. Therefore, if the excavation directly abuts or tapers under the hardened surface of the roadway, the opening must be backfilled with Controlled Density Fill (CDF) to prevent undermining and preserve the roadway.

The Grantee(s) shall be responsible for the shoulder and roadway areas affected by the proposed work to be performed as described herein and shall routinely inspect said areas for deficiencies such as settling, heaving, cracks, etc. This responsibility shall remain until work is performed at the subject location by MassDOT, Highway Division.

TIME RESTRICTIONS AND NOTIFICATIONS

No work shall be performed in the hardened surface of the roadway between November 15th and April 1st of any year without prior written approval from the District Highway Director.

No pavement shall be laid between November 15th and April 1st of any year without prior written approval from the District Highway Director.

No work shall be performed on this project on Saturdays, Sundays, and Holidays, or on the Friday after a Thursday Holiday. Work is also restricted on the day before and the day after a long Holiday weekend without prior written approval by the District Highway Director.

No equipment, trucks, etc., shall occupy any part of the travelled way except between the hours of **9:00 a.m. and 3:00 p.m., Monday - Friday**. In no case will operations exceed the specified hours. This includes the placement of traffic control devices, equipment, or anything that restricts the flow of traffic through the construction zone. Any change in work hours will require prior written approval by the District Highway Director. The 12-minute rule will remain in effect for the duration of the permit.

All other work, off the pavement, on this project is restricted to a normal 8-hour day, Monday - Friday, with the prime Contractor and all subcontractors working on the same shift. Any change in work hours will require prior written approval by the District Highway Director.

GENERAL TRAFFIC MANAGEMENT AND SAFETY REQUIREMENTS

If required by MassDOT, Highway Division District 5, variable message boards (VMBs) shall be utilized as part of the approved traffic management plan under this Permit which must be properly secured with regards to hacking and unauthorized tampering prevention. The Grantee(s) shall adhere to all appropriate security specifications and take all necessary precautions to mitigate the risk of the boards being hacked. All VMBs shall be stored in a secured area and shall have a lockable, weatherproof enclosure for the operator interface, removable local keyboards which shall be removed whenever possible, and a password protected controller with local administrative passwords changed on a regular basis.

If any portion of the roadway will be blocked with equipment to facilitate the proposed work, the Grantee(s) will be required to submit a Traffic Management Plan (TMP) to MassDOT, Highway Division, to be reviewed and approved by the District Traffic Maintenance Engineer prior to working within or impacting the roadway. The plan must include information relating to proper signing, traffic control device placement and police details.

It is imperative to maintain two-way traffic at all times and these operations are managed so that motorists travel "delay" is minimized. At any time during the operation when a traffic delay of over 12 minutes occurs and the situation is worsening, the Resident Engineer, Contractor, or Police Detail will begin to suspend operations. Continuously increasing "delays" of over 12 minutes are not to be permitted.

If traffic must be "stopped", the duration shall not be more than five minutes.

Uniformed State/Local Police Officer(s) and their official vehicle(s) may be necessary to provide protection for those installing and removing all temporary traffic warning signs and devices and to perform all traffic management as required.

The Grantee(s) will monitor the flow of traffic during peak traffic volumes and if necessary, shall suspend all operations. Work will resume at the discretion of the Police detail officer and/or to the satisfaction of the supervising MassDOT, Highway Division, and Engineer.

In the event of inclement weather or dense fog, which lessens the visibility of advance warning signs, vehicles and workers, the Grantee(s) will suspend all operations so as not to interfere with the safety of the motoring public and the operations of work. In the event of snow or icing conditions, all vehicles and equipment must be removed from the roadway and/or shoulder area so as not to interfere with Snow and Ice Operations.

The Grantee(s) shall provide safe and ready means of access and egress to all public and private roads and drives 24 hours per day. Every effort must be made as not to interfere with or inconvenience all abutters throughout the duration of this project.

Signs and traffic control devices are required for advance notice of the work and within the work area.

The Grantee(s) or Applicant will supply all required signs and traffic warning devices and shall be in accordance with the Massachusetts Manual on Uniform Traffic Control Devices. The number and location of all signs and devices shall be as deemed necessary by the Engineer for the safe and efficient performance of the work and the safety of the travelling public.

All warning devices shall be subject to removal, replacement, and/or repositioning by the applicant as often as deemed necessary by the Engineer.

Cones or non-reflectorized warning devices shall not be left in operating position on the highway when the daytime operations have ceased. If it becomes necessary for MassDOT, Highway Division, to remove the construction warning devices or their appurtenances from the project due to negligence by the applicant, all costs for this work will be charged to the Grantee(s).

All vehicles, except passenger's cars, which are assigned to the permitted project, and which operate on the site at speeds of 25 MPH or less, shall have an official SLOW-MOVING VEHICLE emblem displayed. All vehicles and equipment on this project must be equipped with back-up alarms.

All personnel who are working on the travelled way or breakdown lanes shall wear approved safety vests and hard hats.

GENERAL CONDITIONS AND APPROVED PROCEDURES

The Grantee(s) must contact the "Dig Safe" Center at 811 to obtain a "Dig Safe" number prior to starting the proposed excavation for the purpose of identifying the location of underground utilities.

In reference to poles located near wheelchair ramps or near the edge of the roadway, be advised that a minimum of 1-1/2' (feet) is required between the edge of the roadway and the face/front of the pole. Additionally, a minimum clear distance around poles shall be 3' (feet) excluding the width of curb.

The Grantee(s) must remove any granite curb/edging or berm located within the area of the proposed drive to facilitate the construction of the driveway. All material will then be removed from within the State Highway Layout and properly stored or discarded at the expense of the Grantee(s) or Contractor. If the quality of the removed granite curb is in good condition, the Grantee(s) may reuse said pieces to close any existing drive mentioned herein. DO NOT return curbing to MassDOT, Highway Division.

The drive(s) must be constructed on a minus grade (unless special conditions are granted herein) from the edge of the hardened surface to the State Highway Layout Line and graded in such a manner that no ponding of water occurs within the Highway Layout. The Grantee(s) shall be responsible for the disposal of all surface water from their property and the proposed drive(s). If such run-off or ponding occurs, the Grantee(s) shall be responsible for its correction at their expense.

The drive(s) shall have an 8" (inch) gravel base that has been machine compacted then paved with 4" (inches) of hot mix asphalt laid in two (2) courses consisting of a 2-1/2" (inch) intermediate course and a 1-1/2" (inch) surface course. Any hot mix asphalt berm or granite edging that exists in the driveway area must be sawcut and removed. The new pavement must butt into and not overlap the edge of the hardened surface of the roadway.

All abutting edges of the existing pavement shall be coated with a hot poured joint sealer immediately prior to the placement of the permanent bituminous concrete.

The Grantee(s) shall be responsible for the portion of the proposed drive(s) located within the SHLO and shall routinely inspect them for deficiencies such as settling, heaving, cracks etc. Such deficiencies shall be corrected at the cost of the Grantee(s) and to the satisfaction of the Engineer.

If existing or proposed sidewalk is included in this project, the Grantee(s) will install concrete wheelchair ramps in conformance with the Architectural Access Board Regulations.

If the integrity of any existing sidewalks, catch basins, manholes or any other underground structures or equipment is compromised, the Grantee(s) will reconstruct and/or replace all items according to MassDOT, Highway Division, Standards at the cost of the Grantee(s) and to the satisfaction of the Engineer.

The Grantee(s) is responsible to ensure that the installation of the poles is in conformance with the rules and regulations of the Architectural Access Board (AAB), the Americans with Disabilities Act (ADA) and the MassDOT - Highway Division - Utility Accommodation Policy on State Highway Right of Way (May 2013). In reference to poles located near wheelchair ramps or near the edge of the roadway, be advised that a minimum of 1-1/2' (feet) is required between the edge of the roadway and the face/front of the pole. Additionally, a minimum clear distance around poles shall be 3' (feet) excluding the width of curb.

All traffic control signs installed on the Grantee(s) property, or any signs associated with said property, shall be maintained or replaced at the owner's expense. Furthermore, advertising signs and their structures whether portable or permanent, are not allowed within the State Highway Layout.

All present and future signs or structures located on the property of the Grantee(s) shall be at least 12' (feet) from all lines of the State Highway.

The Grantee(s) must not disturb or remove any MassDOT, Highway Division, bound(s) (MHB) associated with this project. If so disturbed or missing, the bound(s) must be reset/replaced by a Registered Land Surveyor. All procedures and materials must be in compliance with Massachusetts Design and Construction Standards. A copy of the paid bill must be submitted to this office upon completion of said work.

All disturbed areas within the State Highway Layout must be graded, loamed, and seeded to the Engineer's satisfaction.

The Grantee(s) shall be responsible for all litter and debris generated during the proposed construction as described herein.

DRAINAGE IMPACTS

Note that existing drainage lines are not located/marked out by Dig-Safe, therefore, care should be taken during excavation operations to ensure that drainage components located within the limit(s) of work are not impacted during work to be performed under this Permit. The Grantee may request drainage plans in anticipation of the work with the Highway Maintenance Section at (857) 368-5240. Be advised that if additional information is needed, the Grantee will Be required to perform survey work of the drainage structures to identify the location of the drainage components.

If the work under this Permit includes the installation or relocation of drainage structures or work alters the existing State drainage system, the Grantee shall be responsible to clean the drainage system, including any other structure/drainage line/outfall within the project limits to ensure the drainage system works adequately.

The Grantee(s) shall be responsible for any damage that occurs to said drainage components as a result of the work.

DRAINAGE AND UTILITY CASTINGS

"The use of risers to adjust drainage and utility structures will not be allowed. All adjustment work done to existing or new drainage structures shall conform to Section 220 of MassHighway Standard Specifications and according to Plates 201.3.0 and 202.9.0 of MassHighway Standards."

ENVIRONMENTAL LIABILITY AND COMPLIANCE

The Grantee(s) assumes all risk associated with any environmental condition within the subject property and shall be solely responsible for all costs associated with evaluating, assessing, and remediating, in accordance with all applicable laws, any environmental contamination (1) discovered during Grantee's work or activities under this Permit to the extent such evaluation, assessment or remediation is required for Grantee's work, or (2) resulting from the Grantee's work or activities under this Permit. The Grantee(s) shall notify MassDOT, Highway Division, of any such assessment and remediation activities.

The Grantee(s) is hereby held solely responsible for obtaining and maintaining any and all environmental compliance permits required by local, state, and federal laws and regulations when regular or emergency work is proposed in proximity to any wetland area. These environmental compliance requirements include, but are not limited to, a Negative Determination of Applicability or Order of Conditions from the local Conservation Commission, a Water Quality Certificate from the Department of Environmental Protection, and a Programmatic General Permit from the U.S. Army Corps of Engineers. The Grantee(s) shall forward to MassDOT, Highway Division, a copy of each such environmental compliance permit.

CLOSING CONDITIONS

ALL OF SAID WORK SHALL COMPLY WITH THE TERMS AND CONDITIONS HEREIN, AND MUST BE DONE AS DIRECTED BY AND TO THE SATISFACTION OF THE ENGINEER.

All work done under this contract shall be in conformance with the Massachusetts Highway Department "Standard Specifications for Highways and Bridges" 2022 Edition and any subsequent "Supplemental Specifications". All construction shall conform to the June 2017 edition of the Massachusetts Department of Transportation, Highway Division "Construction Standard Details (English Edition)"; the latest Manual on Uniform Traffic Control Devices with Massachusetts Amendments; the latest edition to the following: the 1996 Construction and Traffic Standard Details (as related to Traffic Standard details only); the 1990 Standard Drawings for Traffic Signs and Supports; the 1968 Standard Drawings for Traffic Signals and Highway Lighting; the latest edition of American Standard for Nursery Stock; the Plans and these Special Provisions. These publications can be access from the SHAPS dashboard of from the following link: <https://www.mass.gov/lists/miscellaneous-publications#miscellaneous-publications->

The Grantee(s) shall indemnify and save harmless the Commonwealth and MassDOT, Highway Division, against all suits, claims or liability of every name and nature arising at the time out of or in consequence of the acts of the Grantee(s) in the performance of the work covered by this Permit and/or failure to comply with the terms and conditions of this Permit whether by themselves or their employees or subcontractors.

It is noted that the Grantee(s) will be responsible for future corrective actions resulting from defective work under the subject permit. Any damage to roadway and/or shoulder as a result of the permitted work is the Grantee's responsibility and shall be repaired at his/her expense.

THE GRANTEE(S) SHALL SUBMIT A COMPLETION OF WORK FORM, BY REQUESTING A SIGN-OFF USING THE ACTION LINK IN THE SHAPS DASHBOARD, WHEN THE WORK REQUIRED UNDER THIS PERMIT HAS BEEN COMPLETED IN ORDER FOR A FINAL INSPECTION TO BE PERFORMED BY MASSDOT, HIGHWAY DIVISION. THE LIABILITY ASSUMED UNDER THIS PERMIT WILL CONTINUE UNTIL THE WORK HAS BEEN SIGNED OFF AS COMPLETE.

A COPY OF THIS PERMIT MUST BE ON THE JOB SITE AT ALL TIMES FOR INSPECTION. FAILURE TO HAVE THIS PERMIT AVAILABLE AT THE SITE WILL RESULT IN SUSPENSION OF THE RIGHTS GRANTED BY THE PERMIT.

"FOLLOWING CONDITIONS APPLY TO PERMITS"

Conditions Relating Particularly to Permits for the Laying of Pipes, Conduits, etc.

After any pipes, conduits, drains or other underground structures are laid, or any excavation is made in the roadway, the trenches or openings shall be properly backfilled with suitable material, the backfilling shall be thoroughly tamped, and the surface of the road over said structures shall be left even with the adjoining ground. If the work is done in cold weather no frozen material shall be used for backfilling.

Wherever the hardened surface of the roadway, gutters, or any part of the surface of the highway is disturbed it shall be replaced in as good condition as before it was disturbed, and if new materials are required, they shall correspond with those already in place on the road.

Where service pipes are to cross the highway, the connections shall be made without disturbing the hardened surface of the roadway, by driving the pipes under the roadway, or the service pipes shall be carried under and across the road in a larger pipe, unless otherwise ordered by the Director.

The Grantee shall maintain the surface of the roadway over said structures as long as MassDOT may deem necessary, until all signs of the trenches shall have been eliminated.

Conditions Relating Particularly to Permits for the Erection of Poles, Wires, and Overhead Structures, and the Cutting and Trimming of Trees

In the erection of pole lines, unless otherwise herein provided, no trees located within the limits of the State Highway shall be cut or trimmed. No guy wires shall be attached to trees without a special permit from MassDOT, and in no event shall they be so attached as to girdle the trees or in any way interfere with their growth. The wires shall be so protected at all time and places that they shall not interfere with or injure the trees either inside or outside the location of the highway.

Where the cutting or trimming of trees is authorized by this permit, only such cutting and trimming shall be done as may be designated by the Director.

In the construction or reconstruction of pole lines no guy wires shall be erected nearer to the surface of the ground than 6' (feet); provided, however, that the owners of such lines may maintain such guy wires at a lower elevation than 6' (feet) from the ground until such time as MassDOT shall notify them to remove said wires or to the elevation first stated.

In order to protect the trees through which any wires may pass, said wires shall be insulated and such other tree guards used as may be directed by the Director.

Where high tension wires are erected under this permit, they shall be so located that, under conditions of maximum severity as regards a coating of ice or snow, there shall be a space of at least 8' (feet) between such high-tension wires and other wires.

The Grantee shall, within sixty (60) days from the date of completion of the work, file in the office of MassDOT a plan showing the location of each pole erected in accordance with the permit, said plan to be of such size and in such form as MassDOT may direct.

General and Additional Conditions

Whenever the word "MassDOT" is used herein it shall mean the Massachusetts Department of Transportation of the Commonwealth of Massachusetts.

Whenever the word "Director" is used herein it shall mean the District Highway Director or other authorized representative of MassDOT.

Whenever the word "Grantee" is used herein it shall mean the person or persons, corporation, or municipality to whom this permit is granted, or their legal representatives.

During the progress of the work all structures underground and above ground shall be properly protected from damage or injury; such barriers shall be erected and maintained as may be necessary for the protection of the traveling public; the same shall be properly lighted at night; and the Grantee shall be responsible for the damages to persons or property due to or resulting from any work done under this permit.

Except as herein authorized, no excavation shall be made, or obstacle placed within the limits of the State highways in such a manner as to interfere unnecessarily with the travel over said road.

If any grading of sidewalk work done under this permit interferes with the drainage of the State highway in any way, such catch basins and outlets shall be constructed as may be necessary, in the opinion of the Director, to take proper care of such drainage.

Wherever the hardened surface of the roadway is disturbed, and the Director may consider it necessary or advisable to do so, said surface will be restored by the employees of MassDOT, at such time as MassDOT may direct, and the expense thereof shall be borne by the Grantee, who shall purchase and deliver on the road the materials necessary for said work if and when directed by the Director. All payments to the supplier and to laborers, inspectors, etc., employed by MassDOT for or on account of the work herein contemplated shall be made by said Grantee forthwith on receipt of written orders, pay rolls, or vouchers approved by MassDOT.

IF THE GRANTEE DOES ANY WORK CONTRARY TO THE ORDERS OF THE DIRECTOR, AND, AFTER DUE NOTICE, FAILS TO CORRECT SUCH WORK OR TO REMOVE STRUCTURES OR MATERIALS ORDERED TO BE REMOVED, OR FAILS TO COMPLETE WITHIN THE SPECIFIED TIME THE WORK AUTHORIZED BY TIDS PERMIT, MASSDOT MAY, WITH OR WITHOUT NOTICE, CORRECT OR COMPLETE SUCH WORK IN WHOLE OR IN PART, OR REMOVE SUCH STRUCTURES OR MATERIALS, AND THE GRANTEE SHALL REIMBURSE MASSDOT FOR ANY EXPENSE INCURRED IN CORRECTING AND/OR COMPLETING THE WORK OR REMOVING THE STRUCTURES OR MATERIALS.

ALL OF THE WORK HEREIN CONTEMPLATED SHALL BE DONE UNDER THE SUPERVISION AND TO THE SATISFACTION OF THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION, AND THE ENTIRE EXPENSE THEREOF SHALL BE BORNE BY THE GRANTEE.

On the completion of the work herein contemplated all rubbish and debris shall be removed and the roadway and roadsides shall be left neat and presentable and satisfactory to the Director.

MassDOT hereby reserves the right to order the change of location or the removal of any structure or' structures authorized by this permit at any time, said change or removal to be made by and at the expense of the Grantee or its / their successors or assigns.

This permit may be modified or revoked at any time by MassDOT without rendering said MassDOT or the Commonwealth of Massachusetts liable in any way.

The Grantee shall pay the salary, subsistence and travel expenses of any inspector appointed by MassDOT to supervise the work herein contemplated.

All of the above conditions shall be applicable to the work herein authorized, unless the same are inconsistent with the conditions on the face of the permit, in which case the conditions written or printed on the face of the permit shall apply.

The acceptance of this permit or the doing of any work thereunder shall constitute an agreement by the Grantee to comply with all of the conditions and restrictions printed or written herein.



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Secretary of Transportation & CEO
Jonathan L. Gulliver, Highway Administrator



5-2020-0355

Approved Signature

A handwritten signature in black ink, appearing to read "Mary-Joe Perry", written over a horizontal line.

Mary-Joe Perry by A.A.
District Highway Director

Date of Issue: September 2, 2022

Permit Expiration: Saturday, September 2, 2023