

**ADDENDUM NO. 3**

**CITY OF PORTSMOUTH, NH**

**PROPOSED BRIDGE REPAIRS**

**MARKET STREET OVER TIDAL BASIN (NHDOT BRIDGE NOS. 240/106 & 241/106),  
KEARSARGE WAY OVER PAN AM RAILWAYS (NHDOT BRIDGE NO. 240/132),  
& RECREATION TRAIL OVER MARKET STREET (NHDOT BRIDGE NO. 220/143)**

This Addendum forms part of the Contract Documents and modifies the original Drawings and Specifications dated February 2020. This Addendum consists of 16 pages of modifications to the contract documents consisting of pages ADDM-1 through ADDM-16.

**Bidders shall acknowledge receipt of this addendum by writing the words "Addendum No. 3" on the line provided for such on page 00300-1 of the Bid Form. Failure to do so may disqualify the bidder and their bid.**

**GENERAL CLARIFICATIONS**

1. Recreation Trail: The chain-link fence along the southern toe of the approach trail slope, near the softball field, shall be completely removed, including steel posts and concrete backfill around the posts (if necessary) for Bid Alternate 1 and Bid Alternate 3. The costs for removal of the chain-link fence shall be incidental to the work.

**SPECIFICATIONS**

1. Special Provision, Section 502 – Removal of Existing Bridge Structure

Bid Alternate 3 was added via Addendum No. 2 and includes Bid Item 502.103 Removal of Existing Bridge Structure (applicable to the Recreation Trail Bridge). A Special Provision for Section 502 is issued with this Addendum; refer to pages ADDM-4 to ADDM-10.

2. Special Provision, Section 550 – Structural Steel

Bid Item 550.191 Temporary Support System was replaced with Item 550.191 Temporary Support System (Less than 10'), and a new item was added, Item 550.192 Temporary Support System (Greater than 10'), via Addendum No. 2. The Special Provision for Section 550 is revised to include the requirements of these new and revised items, and is reissued with this Addendum; replace the current Section 550 Special Provision in its entirety with pages ADDM-11 to ADDM-12.

3. Special Provision, Section 556 – Painting Existing Structural Steel

Addendum No. 2 clarified the work to be completed under Bid Item 556.101 Painting Existing Structural Steel, including clarification that vehicular traffic control required for the work is incidental to Item 556.101. The Special Provision for Section 556 is revised to include these work requirements and payment details, and is reissued with this

Addendum; replace the current Section 556 Special Provision in its entirety with pages ADDM-13 to ADDM-14.

4. Special Provision, Section 619 – Maintenance of Traffic

Bid Item 619.1 Maintenance of Traffic was added to Bid Alternate 1 via Addendum No. 2. The Special Provision for Section 619 (Maintenance of Traffic) is issued with this Addendum; refer to pages ADDM-15 to ADDM-16.

### RESPONSES TO QUESTIONS

1. The following questions have been received to-date regarding the Recreation Trail over Market Street, which have been repeated below with responses in *italics*.

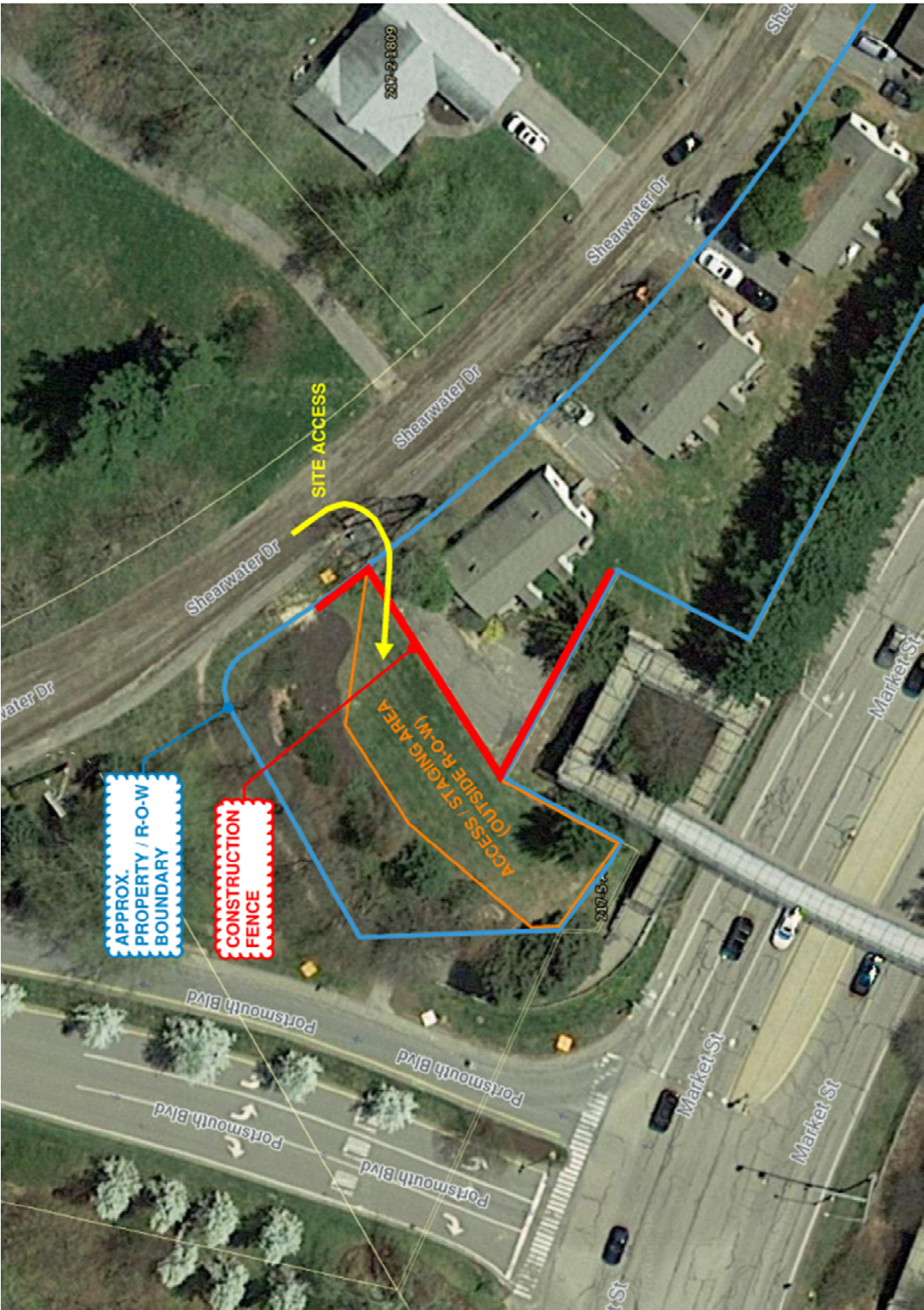
**Question #1:** Will the Contractor have access to the bridge from the Osprey Landing side?

*Yes, the project site will be accessible via the residential property located at 45 Shearwater Drive (the parcel abutting the bridge to the northeast). Conditions of the access across this property are currently being coordinated between the City and the property owner but are anticipated to include the following:*

- *The Contractor will be permitted to utilize the existing paved driveway at 45 Shearwater Drive to gain access to the lawn area north of the bridge, behind the landscape berm at the corner of Portsmouth Boulevard and Shearwater Drive. The intent of allowing limited use of the driveway, rather than accessing the area from Portsmouth Boulevard, is to avoid impacts to the established vegetation on the landscape berm.*
- *Driveway must remain unobstructed at all times for use by the 45 Shearwater Drive tenant, including the parking area at the rear of the structure near the southern building entrance.*
- *The Contractor shall install temporary construction fencing to delineate the storage area and ensure all storage and access does not encroach onto the driveway at 45 Shearwater Drive.*
- *All areas impacted by Contractor's operations shall be returned to existing condition, or better, upon completion of the work. This includes revegetating the lawn area, replacing damaged driveway or roadway pavement, replacing damaged landscape vegetation, etc.*
- *Contractor must coordinate with the 45 Shearwater Drive tenant regarding Contractor's proposed work schedule, equipment deliveries, etc., prior to commencing work.*
- *Contractor's sanitary facilities, as may be required by the contract, shall not be located on the 45 Shearwater Drive property.*

*The Contractor will be required to execute a three-party Memorandum of Understanding (MOU) with the City of Portsmouth and the property owner detailing the terms of the access agreement, when finalized. A graphic of the proposed site access is included on page ADDM-3.*

Osprey Landing Site Access



**SPECIAL PROVISION**  
**SECTION 502 – REMOVAL OF EXISTING BRIDGE STRUCTURE**  
**Item 502.103 – Removal of Existing Bridge Structure**

This special provision neither amends nor modifies other provisions of 502 except as referenced below.

**Description**

**1.1.** This work shall consist of the removal and satisfactory disposal of the existing Recreation Trail Bridge structure.

**1.1.1.** Due to the age of the structure (constructed in 1985), it is anticipated that the existing paint system does not contain lead-based materials; however, no investigation has been completed to test for the potential presence of lead-based coatings. The Contractor shall take all necessary and prudent environmental and worker safety precautions when handling the existing structure.

**Materials**

**2.1.** Materials required shall meet the Material Requirements for the class or type of work in accordance with the Standard Specifications or as ordered.

**Construction Requirements**

**3.1.** The Contractor shall perform the required work as provided in the specification for the required work or as directed.

**3.2. Bridge Removal.**

**3.2.1.** Removal of the existing bridge structure shall include the removal and disposal of the superstructure, substructure, approach trail pavement, and a portion of the approach trail embankment. The approach and main-span superstructure shall be removed in its entirety including steel girders, steel floorbeams, concrete deck with stay-in-place forms, and chain-link fence/rail system on the bridge and along both sides of the approach trail. The substructure units (piers and abutments) shall be removed to a minimum depth of 1-foot below finished grade elevation and backfilled with suitable material as described in this Special Provision.

**3.2.2.** The removal limits of the approach trail pavement on the north side of Market Street shall extend to the back side of the sidewalk along Portsmouth Boulevard. The pavement shall be sawcut at the back side of the sidewalk prior to removal.

**3.2.3.** Removal limits of the approach trail pavement on the south side of Market Street, near the terminus of Granite Street, shall extend to the existing transition from asphalt pavement to Portland cement concrete sidewalk; all asphalt approach trail pavement shall be removed.

**3.2.4.** The chain-link fence along the southern toe of the approach trail slope, near the softball field, shall be completely removed, including steel posts and concrete backfill around the posts (if present).

**3.2.5.** The chain-link fence along both the north side and south side of Market Street, on the roadway

side of the bridge, may be removed as needed for access to the ramp approach spans. Portions of the chain-link fence that are removed shall be reinstalled as directed by the City.

**3.2.6.** The segmental precast concrete block retaining wall along the north side of Market Street, along the back side of the sidewalk at the eastern corner of the Market Street / Portsmouth Boulevard intersection, shall be removed in its entirety. The embankment at this area shall be finish graded as described in Section 3.3.2.

**3.2.7.** The Contractor shall prepare a Bridge Removal Plan outlining the proposed methods and equipment to be used for bridge removal. The Bridge Removal Plan shall be stamped with a seal of a professional engineer licensed in the state of New Hampshire and submitted to the City and the Engineer for review and approval prior to the commencement of any removal operations.

**3.2.7.1.** The Bridge Removal Plan submittal shall include working drawings and calculations necessary to complete the work. The working drawings shall show the proposed method(s) of removal, all required falsework, protective structures and equipment needed to safely remove the structure. The size, arrangement and quality of materials to be used in the removal of the existing bridge and construction of protective structures shall be included in the working drawings. The Bridge Removal Plan shall also include drawings and calculations for the crane selection and capacity, location, radii of movement, pick weights, and lifting hardware for all stages of demolition and removal.

**3.2.7.2.** The Contractor shall dismantle the existing structure in a manner that will not cause damage to persons or property. Removal of those portions of the existing bridge over the roadways shall be accomplished with the least possible disruption of the normal traffic flow under the bridge; refer to Section 3.4 Maintenance of Traffic of this Special Provision for specific traffic control requirements. Special care and precautions, including protective structures as required or ordered, shall be taken to ensure that no debris including slurry from sawcutting is allowed to fall on the roadway.

**3.2.7.3.** Temporary Support. If the bridge is proposed to be temporarily supported during the bridge removal, the following shall apply:

- i. Detailed plans, showing sizes, arrangement and quality of the materials to be used in construction and calculations of the proposed temporary support system shall be stamped with the seal of a professional engineer licensed in the state of New Hampshire, signed and submitted for review and approval to the Engineer. The detailed plans and calculations for the temporary support shall be included in the Bridge Removal Plan as noted in Section 3.2.6.
- ii. Temporary support systems shall be designed in accordance with AASHTO Design Specification for Temporary Bridge Works, 1995, with current interims. The temporary support system shall be designed to provide adequate support for the removal of existing bridge and construction equipment that will be used to complete the work.
- iii. All materials to be used in the installation of the temporary support system shall be subject to inspection and approval by the Engineer prior to their incorporation in the work. Used materials will be acceptable, provided appropriate allowances are made for their condition.
- iv. The Contractor shall maintain the temporary support system until removal. Maintenance shall consist of weekly joint inspection by the Engineer and Contractor as to the condition of the

support system and any repairs deemed necessary by the design engineer of the temporary support system and/or the Engineer.

**3.2.8.** All parts shall become the property of the Contractor and shall be satisfactorily disposed of by the Contractor.

### **3.3. Site Restoration**

**3.3.1.** Locations of the substructure removal shall be reestablished with 6" of crushed gravel, conforming to NHDOT Item 304.2, and 6" of turf establishment with mulch, tackifiers, and humus conforming to NHDOT Item 646.41.

**3.3.2.** The approach trail embankment material shall remain largely in place and shall be reshaped such that the maximum slope in each direction is 2:1. Material is not required to be taken off site but may be used to achieve the required maximum slope of 2:1. All disturbed areas shall be reestablished with 6" of turf establishment with mulch, tackifiers and humus conforming to NHDOT Item 646.41.

**3.3.2.1.** Minor regrading at the north abutment will be necessary to flatten the existing embankment slopes to achieve the maximum 2:1 slope, as well as to facilitate the permanent removal of the existing segmental retaining wall at the back side of the sidewalk while also maintaining a maximum 2:1 slope.

**3.3.2.2.** Excavation of the soil backfill at the south abutment, between the concrete u-back wingwalls to be removed, is anticipated to be necessary to facilitate substructure removal. The excavated material shall be replaced in the approximate location after wingwall removal and used to reshape the embankment and achieve the required maximum 2:1 slope in each direction.

**3.3.3.** Disturbance to existing trees and vegetation along the north approach trail embankment shall be minimized to the greatest extent possible.

### **3.4. Maintenance of Traffic.**

**3.4.1.** The Contractor shall submit a contractor detailed temporary traffic control plan (TTCP) to the City and Engineer for review and approval. The TTCP shall include a contractor detailed vehicular traffic control plan for completing work over and adjacent to Market Street, and contractor detailed pedestrian accommodation plan.

**3.4.1.1.** The TTCP submittal shall include proposed traffic control devices and proposed traffic control device locations. Traffic control devices may include construction signs, warning devices, barricades, channeling devices or other necessary traffic control device required to complete the work. Traffic control devices shall be in conformance with the Standard Specification Section 619 and the Manual on Uniform Traffic Control Devices (MUTCD). Pedestrian detour signage shall be provided as necessary to accommodate pedestrian traffic.

**3.4.1.2.** The TTCP submittal shall include a complete detour sign package for the complete nighttime closure of Market Street, if needed. The Contractor shall provide two Portable Changeable Message Signs a minimum of two weeks in advance of the complete closure. The location of the Portable Changeable Message Signs shall be shown in the TTCP submittal.



**3.4.2. Pedestrian Accommodation.** The Recreation Trail bridge may be closed to pedestrian traffic, but pedestrian connectivity from Granite Street to Portsmouth Boulevard must be maintained at all times during construction. The Contractor shall develop and implement a pedestrian traffic control plan, which may include detouring pedestrians west to the Woodbury Avenue crosswalk.

**3.4.2.1.** Pedestrian access along Market Street, east to west, shall be maintained during construction, with the exception of during times of complete nighttime closure of Market Street as specified in Section 3.4.4.

**3.4.3. Vehicular Traffic.** Vehicular traffic on Market Street may be reduced to a single lane of one-way traffic in the eastbound direction and a single lane of one-way traffic in the westbound direction between the hours of 9:00 am and 3:00 pm, Monday through Friday. Market Street shall remain open to all lanes of traffic in each direction during the following times:

- Monday through Friday between the hours of 6:00 am and 9:00 am
- Monday through Friday between the hours of 3:00 pm and 7:00 pm

**3.4.3.1.** Market Street shall be returned to the normal traffic pattern at the conclusion of each workday; long-term lane closures shall not be used.

**3.4.3.2.** Lane closures on Market Street will not be allowed on the weekends or on holidays without approval by the Director of Public Works.

**3.4.3.3.** The regular work hours of 7:00 am to 6:00 pm, Monday through Friday, as noted in Section 01010 Article 1.6.C, shall apply, except for night work approved by the Director of Public Works, as described in Section 3.4.4.

#### **3.4.4. Night Work**

**3.4.4.1.** Complete closure of Market Street to vehicular traffic shall be permitted on up to two separate nights. The complete closure shall occur between the hours of 10:00 pm and 5:00 am and will only be allowed Monday through Thursday. The Contractor shall adhere to the requirements of Section 3.4.3 for maintenance of traffic outside of these hours.

**3.4.4.2.** When performing nighttime work, the Contractor shall limit noise to the maximum degree possible and shall provide sufficient lighting at the work site to ensure the same degree of accuracy in workmanship and conditions regarding safety as would be obtained in the daylight.

**3.4.4.3.** The Contractor shall coordinate with the City a minimum of three weeks in advance of each requested complete closure. The Contractor shall submit a work plan to the City and Engineer detailing the specific work and potential noise impacts of the work to be completed during each nighttime complete closure.

**3.4.5.** Portsmouth Boulevard and Granite Street must remain open to traffic at all times. Lane closures, including a complete closure, may extend from the Portsmouth Boulevard intersection to the Spinnaker Way intersection; however, both intersections must remain open to inbound and outbound traffic at all times during construction.

### 3.5. Clearing and Grubbing

**3.5.1.** Vegetation along the southern portion of the project limits, and within project limits, shall be removed and replaced with turf establishment with mulch, tackifiers and humus within the limits as specified for Bid Alternate 1. The City Arborist will flag any trees and shrubs to remain prior to the Contractor taking site. The Contractor shall coordinate with the City Arborist prior to vegetation removal.

**3.5.2. Invasive Species Control and Management Plan.** Invasive plants are endemic along the southern portion of the project limits; therefore, complete removal is not necessary. The intent is to remove invasive plants where encountered during construction, and to prevent further spreading of the invasive plants through excavated materials, or off-site transportation of the invasive material.

**3.5.2.1.** The Contractor shall be responsible for identifying invasive species within project limits as listed in the NHDOT Best Management Practices for Roadside Invasive Plants; these species include those prohibited by the NH Department of Agriculture and NH Department of Environmental Services. Invasive species shall be identified by a certified wetland scientist.

**3.5.2.2.** An Invasive Species Control and Management Plan shall be developed detailing specific measures to control invasive plant species with the project area as identified by the City Arborist. The Invasive Species Control and Management Plan shall consist of but not limited to the following:

- List of plants that have been identified by the wetland scientist.
- Appropriate Best Management Practices that will be utilized to prevent the spread of these plants during construction.
- A proposed schedule that describes the sequence of BMPs relative to construction activities.
- The method of all invasive plant material or soil that contains invasive plant material to be transported shall be described as well as the terminus of plant material.
- A general overview should be given of how invasive plants will be managed throughout construction, including but not limited to:
  - General BMPs such as cleaning all soils and vegetation from construction equipment and matting before such equipment is moved to the site, location of staging areas, and importation of weed-free materials, see Invasive Species Special Attention.

**3.5.2.3.** Invasive Species Control and Management Plan shall be submitted for approval to the Resident Engineer and be compliant with NHDOT's "Best Management Practices for Roadside Invasive Plants" Manual available on-line at <https://www.nh.gov/dot/org/projectdevelopment/environment/documents.htm> and include the continued management of invasive plants during the duration of the project.

**3.5.2.4.** The Contractor shall perform the work necessary to remove and dispose of the invasive plant species as necessary to complete the work, as directed and in accordance NHDOT's "Best Management Practices for Roadside Invasive Plants". This work shall be subsidiary to the project.

### 3.6. Staging Area

**3.6.1.** A portion of the parking lot located at 25 Granite Street (Map 217 Lot 5; the parking area for the softball field to the south of the project limits) may be utilized for laydown, staging, and material storage for the Recreation Trail Bridge project. The Contractor shall coordinate with the City (Department of Public



Works and/or the Recreation Department) to determine allowable limits of the staging area and the restrictions associated with the use of this area, including time of day and/or time of year limitations.

**3.6.1.1.** The staging area shall be restored to existing, or better than existing, condition upon completion of the project.

**3.6.2.** The project site is accessible via the residential property located at 45 Shearwater Drive (the parcel abutting the bridge to the northeast). Conditions of the access across this property are currently being coordinated between the City and the property owner but are anticipated to include the following:

- The Contractor will be permitted to utilize the existing paved driveway at 45 Shearwater Drive to gain access to the lawn area north of the bridge, behind the landscape berm at the corner of Portsmouth Boulevard and Shearwater Drive. The intent of allowing limited use of the driveway, rather than accessing the area from Portsmouth Boulevard, is to avoid impacts to the established vegetation on the landscape berm
- Driveway must remain unobstructed at all times for use by the 45 Shearwater Drive tenant, including the parking area at the rear of the structure near the southern building entrance.
- The Contractor shall install temporary construction fencing to delineate the storage area and ensure all storage and access does not encroach onto the driveway at 45 Shearwater Drive.
- All areas impacted by Contractor's operations shall be returned to existing condition, or better, upon completion of the work. This includes revegetating the lawn area, replacing damaged driveway or roadway pavement, replacing damaged landscape vegetation, etc.
- Contractor must coordinate with the 45 Shearwater Drive tenant regarding Contractor's proposed work schedule, equipment deliveries, etc., prior to commencing work.
- Contractor's sanitary facilities, as may be required by the contract, shall not be located on the 45 Shearwater Drive property.

**3.6.3.** The Contractor will be required to execute a three-party Memorandum of Understanding (MOU) with the City of Portsmouth and the property owner detailing the terms of the access agreement, when finalized.

### **3.7. Utilities**

**3.7.1.** Utility investigation was not performed as part of the design of this project. The Contractor is responsible for investigating the site for the presence of existing utilities and confirming the proposed removal work can be completed without adversely impacting utilities. Avoiding or protecting utilities determined to be within project limits shall be considered in the Contractor's proposed demolition and removal plans.

**3.7.2.** Gas pipeline markers are present within the project limits on both sides of Market Street. The Contractor shall be responsible for contacting DigSafe to determine actual locations of the gas line.

**3.7.3.** Two sewer manholes are located on the north side of Market Street, adjacent to pier P4.

**3.7.4.** A drainage manhole is located on the north side of Market Street, in the vicinity of abutment A1.

### Method of Measurement

**4.1.** This Item will be measured as a unit.

**4.1.1.** A unit shall include all work necessary to remove the existing bridge structure and restore disturbed areas to match surrounding conditions, as described herein. A unit includes, but is not limited to, maintenance of traffic; vegetation removal; pavement removal and embankment excavation and grading; bridge superstructure removal; bridge substructure removal and backfilling; turf establishment, Invasive Species Control and Management Plan, and; protective structures as may be required.

### Basis of Payment

**5.1.1.** The accepted removal of existing bridge structure will be paid for at the Contract unit price. Payment will be made based on the following:

- 10% of the total contract unit price upon approval of the Bridge Removal Plan and Temporary Traffic Control Plan
- 25% of the total contract unit price upon complete removal of the bridge main span superstructure
- 25% of the total contract unit price upon complete removal of the eight bridge approach ramp span superstructures
- 20% of the total contract unit price upon removal of the substructures (eight piers and two abutments) to 1' below finished grade
- 15% of the total contract unit price upon removal of the approach trail pavement and embankment, and restoring all disturbed areas
- 5% of the total contract unit price upon achieving final completion to the satisfaction of the City and Engineer

**5.1.1.1.** Retainage as specified in Section 00520 Article 6.03 shall apply.

**Pay item and unit:**

502.103	Removal of Existing Bridge Structure	Unit
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**SPECIAL PROVISION**  
**SECTION 550 – STRUCTURAL STEEL**  
**Item 550.191 – Temporary Support System (Less than 10')**  
**Item 550.192 – Temporary Support System (Greater than 10')**

This special provision neither amends nor modifies other provisions of 550 except as referenced below.

**Description**

- 1.1.** This work shall consist of the design, construction, and removal of temporary support systems (including jacking, shoring and monitoring) as required during the substructure repair work.
- 1.2.** The temporary support systems are divided into Bid Items; temporary support systems with a height less than 10' and temporary support systems with a height equal to or greater than 10'.

**Materials**

- 2.1.** All materials to be used in the construction of the temporary support systems shall be subject to inspection and approval prior to their incorporation in the work. Used materials will be acceptable, provided appropriate allowances are made for their condition.

**Construction Requirements**

- 3.1.** The temporary support systems shall be designed in accordance with the AASHTO LRFD Bridge Design Specifications, 8<sup>th</sup> Edition. The temporary support systems shall meet the minimum strength requirements to carry all loads at stress levels not to exceed those allowed in the above specifications.
- 3.2.** Detailed plans showing size, type and layout of jacks and temporary supports, member sizes and quality of materials to be used in the temporary superstructure support systems shall be submitted to the Engineer for review and approval. The plans shall be designed and stamped by a Licensed Professional Engineer registered in the State of New Hampshire.
- 3.3.** Bolting or welding to the existing structural steel for construction purposes will not be permitted unless approved by the Engineer. Provision for the thermal movement of structural steel shall be made, as required.
- 3.4.** Anchoring into existing concrete shall be subject to the approval of the Engineer.
- 3.5.** Jacks shall be operated to limit racking of the bridge. The maximum allowable height differential between girders shall be ½".
- 3.6.** During the jacking process, no girder shall be jacked without temporary supports, blocks, etc. placed so that the fall of the girder would be arrested if the jack failed. Jacking of the girders shall be synchronous.
- 3.7.** When the temporary superstructure support systems are no longer required, they shall be completely removed to the satisfaction of the Engineer and the construction area and structural steel restored to a condition equal to or better than that originally found.

**Method of Measurement**

**4.1.** Temporary support systems used for supporting the girders during the substructure repair work will be measured by the number of temporary supports required.

**Basis of Payment**

**5.1.** The accepted temporary support system will be paid for at the contract unit price per each of the height of temporary support system required.

**5.2.** It is not anticipated that removal and resetting of the bearings will be required to complete the substructure repair work; however, should it be necessary the costs for removing and resetting the steel bearings shall be incidental to the temporary support system used at the substructure unit where resetting is necessary.

**Pay item and unit:**

550.191	Temporary Support System (Less than 10')	Unit
550.192	Temporary Support System (Greater than 10')	Unit

**SPECIAL PROVISION**  
**AMENDMENT TO SECTION 556 – PAINTING EXISTING STRUCTURAL STEEL**  
**ITEM 556.101 - PAINTING EXISTING STRUCTURAL STEEL**

**Add** to Description

**1.3.** Due to the age of the structure (constructed in 1985), it is anticipated that the existing paint system does not contain lead-based materials; however, no investigation has been completed to test for the potential presence of lead-based coatings. The Contractor shall take all necessary and prudent environmental and worker safety precautions when in contact with the existing paint system.

**Add** to Construction Requirements

**3.3.** All structural steel to be painted requires a maintenance overcoat system; all surfaces to be painted shall receive one full application of each of the intermediate and finish coats of paint.

**3.3.1.** Areas that have been prepared to a SSPC – SP 10 condition, in accordance with Section 550.3.17.2, shall receive a spot primer application of the intermediate coat (acting as a primer at 2-4 mils DFT).

**3.4. Maintenance of Traffic.**

**3.4.1.** The Contractor shall submit a contractor detailed temporary traffic control plan (TTCP) to the City and Engineer for review and approval. The TTCP shall include a contractor detail vehicular traffic control plan for completing work over and adjacent to Market Street.

**3.4.1.1.** The TTCP submittal shall include proposed traffic control devices and proposed traffic control device locations. Traffic control devices may include construction signs, warning devices, barricades, channeling devices or other necessary traffic control device required to complete the work. Traffic control devices shall be in conformance with the Standard Specification Section 619 and the Manual on Uniform Traffic Control Devices (MUTCD).

**3.4.2.** Vehicular traffic on Market Street may be reduced to a single lane of one-way traffic in the eastbound direction and a single lane of one-way traffic in the westbound direction between the hours of 9:00 am and 3:00 pm, Monday through Friday. Market Street shall remain open to all lanes of traffic in each direction during the following times:

- Monday through Friday between the hours of 6:00 am and 9:00 am
- Monday through Friday between the hours of 3:00 pm and 7:00 pm

**3.4.3.** Market Street shall be returned to the normal traffic pattern at the conclusion of each workday; long-term lane closures shall not be used.

**3.4.4.** Lane closures on Market Street will not be allowed on the weekends or on holidays.

**3.4.5.** The regular work hours of 7:00 am to 6:00 pm, Monday through Friday, as noted in Section 01010 Article 1.6.C, shall apply. Work outside of these hours must be approved by the Director of Public Works.

**Add** to Basis of Payment

**5.1.1.** Any apparatus, material, and labor not specifically mentioned herein which may be found necessary to complete or perform any portion of the work in a satisfactory manner and in compliance with the requirements implied or intended in these specifications shall be furnished by the Contractor at no additional cost to the City; this includes but is not limited to containment and protection systems.

**5.1.2.** Temporary traffic control required on Market Street to complete the work shall be incidental to the work.

**Add** to Pay item and unit

556.101	Painting Existing Structural Steel	Unit
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**SPECIAL PROVISION  
AMENDMENT TO SECTION 619 – MAINTENANCE OF TRAFFIC  
Item 619.1 – Maintenance of Traffic**

**Add** to Description

**1.3. Recreation Trail Bridge.** The Contractor shall submit a Contractor detailed pedestrian accommodation plan and a vehicular traffic control plan to the City and Engineer for review and approval.

**Add** to Construction Requirements

**3.4. Recreation Trail Bridge.**

**3.4.1.** The Contractor shall submit a contractor detailed temporary traffic control plan (TTCP) to the City and Engineer for review and approval. The TTCP shall include a contractor detailed vehicular traffic control plan for completing work over and adjacent to Market Street, and contractor detailed pedestrian accommodation plan.

**3.4.1.1.** The TTCP submittal shall include proposed traffic control devices and proposed traffic control device locations. Traffic control devices may include construction signs, warning devices, barricades, channeling devices or other necessary traffic control device required to complete the work. Traffic control devices shall be in conformance with the Standard Specification Section 619 and the Manual on Uniform Traffic Control Devices (MUTCD). Pedestrian detour signage shall be provided as necessary to accommodate pedestrian traffic.

**3.4.2. Pedestrian Accommodation.** The Recreation Trail bridge may be closed to pedestrian traffic, but pedestrian connectivity from Granite Street to Portsmouth Boulevard must be maintained at all times during construction. The Contractor shall develop and implement a pedestrian traffic control plan, which may include detouring pedestrians west to the Woodbury Avenue crosswalk.

**3.4.2.1.** Pedestrian access along Market Street, east to west, shall be maintained at all times during construction.

**3.4.3. Vehicular Traffic.** Vehicular traffic on Market Street may be reduced to a single lane of one-way traffic in the eastbound direction and a single lane of one-way traffic in the westbound direction between the hours of 9:00 am and 3:00 pm, Monday through Friday. Market Street shall remain open to all lanes of traffic in each direction during the following times:

- Monday through Friday between the hours of 6:00 am and 9:00 am
- Monday through Friday between the hours of 3:00 pm and 7:00 pm

**3.4.3.1.** Market Street shall be returned to the normal traffic pattern at the conclusion of each workday; long-term lane closures shall not be used.

**3.4.3.2.** Lane closures on Market Street will not be allowed on the weekends or on holidays.

**3.4.3.3.** The regular work hours of 7:00 am to 6:00 pm, Monday through Friday, as noted in Section 01010 Article 1.6.C, shall apply. Work outside of these hours must be approved by the Director of Public Works.

**Add** to Basis of Payment

**5.7.** Maintenance of traffic for the Recreation Trail Bridge will be paid for at the Contract lump sum price. Payment will be made periodically based on the anticipated construction period.

**5.7.1.** Payment of the maintenance of traffic for the Recreation Trail Bridge shall include necessary traffic control to accommodate pedestrians and vehicular traffic. Development of a temporary traffic control plan shall be incidental to the work.