Town Administrator Report
June 25, 2019

The following is a summary of the major activities of the Office of the Town Administrator for the previous week.

1. **School Recreational Area Bid Process** -I have been working with Dr. Megan Farrell and the School Department to strategize and implement a program to replace the recreational area hardscapes at the Oak Bluffs School under funding from the Community Preservation Act. This project is part of a comprehensive school improvement program to rejuvenate and properly maintain our Town's largest and most valuable building resource, the twenty-five-year-old Oak Bluffs School. Working with our Capital Improvement Program (CIP) we have developed a partnership with School officials to accomplish a major update of nearly all building systems which include the Roof and HVAC project, internal communications, telephone systems, building security, heating system and fire alarms. On the exterior of the building major projects include reconstruction of ball fields and play areas and the replacement and expansion of basketball courts, tennis courts, playgrounds and pathways. The results will be dramatic for our educational program. Of course, we face the same difficulties as with other Town projects in attracting contractors willing to perform this work at reasonable rates or even bid at all. I am pleased to announce that we have just completed our second round of bids for this project under the plans developed by the Landscape Design firm, Horiuchi and Solien of Falmouth, MA. This time around we included a series of bid deductions that enables us to eliminate from the base bids all of the crazy items like bids of $8,000 for a picnic table and focus the contractor on the actual hardscape construction. With this strategy we have been successful in attracting a low bid from a high-quality firm, Lawrence Lynch, that is within our construction budget. Work will be accomplished this summer with quite a new and improved school ready for the children this fall. I greatly appreciate the teamwork and professionalism from Dr. Farrell and her staff.

2. **County Road Drainage Bids** –I have been assisting Highway Superintendent Richard Combra with some of the related procurement procedures around his project to improve the drainage on County Road. Richie has worked with the design firm, Horsley Witten Group to complete the design process for the estimated $253,000 project which will include site clearing, surface and subsurface drainage improvements, earthwork, paving, erosion and sediment control, management and control of traffic and stabilization of disturbed areas. The project has been advertised, and I have attached for your review a bidding schedule to prepare for construction. Major milestones include advertisement on June 13, 2019. A pre-Bid site walkthrough for potential bidding contractors is scheduled for June 27. All bidding questions are due by July 2, and the deadline for the submission of bids is July 10. We hope to issue an award by July 17 and conduct the pre-construction mobilization meeting on July 31. Work is scheduled to be completed by the end of August. Thanks go to Richie Combra for the thorough approach to achieving a practical and effective design for this project.

3. **Beach Nourishment Update** -As the Board is aware, we have placed a major priority on breaking the logjam to move forward the Beach Nourishment II project for the North Bluff area in front of the seawall and boardwalk. This has been a major effort to attack both sides of permitting and funding in an attempt to getting this $2 million project completed to restore the historic North Bluff in-town beach. For several years the project has been stuck in an endless permitting loop with no hope of funding. Our recent efforts have included engineering work as well as my contact with Representative Keating's Office and a trip to Concord, MA to confront the Army Corps. regulatory division that has failed to permit this project. The result has been the advertising of the final public notice and a transfer of the regulatory case to different staff. We are currently submitting our final review of all issues and we are hopeful that the permits will be issued. This has opened up our window to seek funding under the State's Municipal Vulnerability Program, and Liz Durkee has done a great job with a grant application for this purpose. We have received word that we will be eligible for a grant if we can get the permitting in place to complete the entire project by June 30, 2020. This is a tight timeframe, but it is the most encouraging news we have received on this project in a long time. I will do everything in my power to get both the permits and the funding to move this project forward. Special thanks to Liz Durkee for her hard work and great grant proposal.

4. **Permitting Review**-Our Administrative Assistant, Carrie Blair, has been doing a great job pulling together an analysis of our Departmental permitting procedures. She has been able to identify some outdated forms and procedures which we are working to update and streamline. Much of our effort involves the issues of coordination with other Departments to ensure the appropriate approvals and signoffs prior to the issuance of permits by the Board. Carrie has also constructed a survey of the other Island communities regarding fees for the approximately thirty different permits that we issue from the Office of the Selectmen. This work will help to modernize our own fee structure, and also to help foster better coordination and consistency among all of the Island communities regarding procedures and fees for similar transactions. We hope to present the results of this work to the Board on an upcoming agenda to receive your feedback and direction.

5. **Martha's Vineyard Wellness Programs**-Since being elevated to a larger leadership role in the management of the agency providing health insurance to the Island Towns, the Cape Cod Municipal Health Group (CCMHG) I have already been able to participate in work to improve our island community. A major initiative of the CCMHG has surrounded research that demonstrates that healthier lifestyles, diet, exercise and health-related mindfulness has a direct impact on reducing healthcare costs for individuals and groups. As we are self-insured for health insurance, we have a direct interest in helping to improve people's health to avoid costs. This is one area where there is a huge win-win for management and labor. We are working to bring more of the positive initiatives and investment in wellness from the mainland over to the Island to help boost our own population and offer more programs to support healthier lifestyles. We're already ahead of the game with the lack of fast food, and you will be seeing more of our programs that we hope will help to both limit the growth in cost and create a healthier workforce.

Document 00 41 13

FORM FOR BID

BID OF: Lawrence-Lynch Corp.
(Name of Bidder)

PROJECT: Oak Bluffs School Recreational Area

TO: Town of Oak Bluffs
Office of Town Administrator
56 School Street
Oak Bluffs, MA. 02557
Attention:

A. The undersigned Bidder hereby offers and agrees to provide all labor, services, products, and materials required in the performance of Work to complete the following named project:

Oak Bluffs School Recreational Area, Oak Bluffs, Massachusetts

to the satisfaction of the Awarding Authority and the Landscape Architect and in accordance with the accompanying Bidding and Contract Documents, dated: May 22, 2019, as prepared by:

Horiuchi Solien, Inc.
200 South Main Street, Suite 202
Falmouth, Massachusetts 02541

for the Contract price specified below, subject to additions and deductions according to the terms of the Contract Documents.

B. Bid Sum: The proposed total contract price is: (Base Bid - NOT INCLUDING ALTERNATES or UNIT PRICES)

Four Hundred Sixteen Thousand One Hundred Thirty-Two Dollars and Thirty Cents

Dollars
(total contact price amount in words, which governs)

($ **$416,132.30**)
(total contract price amount in numbers)

C. Addenda: The Bidder acknowledges receipt of addenda numbered as follows, and has taken them into consideration in the preparation of this Bid:

(1) ( ) ( ) ( ) ( ) ( ) ( )
(indicate addendum numbers received)

D.

E.

F. Overhead and Profit for Changes to the Contract: The undersigned Bidder agrees to the maximum mark-up percentages for overhead, profit and taxes, computed on the total of labor and materials only, for additional work authorized by the Awarding Authority during the performance of the Work as indicated in the Conditions of the Contract.

G. Bid Security: Accompanying this proposal is a bid surety in the form of: (Bid bond) (Certified check) (Treasurer's check) (Cashier's check), payable to Town of Oak Bluffs in the amount of

Twenty-One Thousand Two Hundred Seventy-Eight Dollars and Seventy-Nine Cents

Dollars
(Bond amount in words, which governs)

($ **$21,278.79**)
(Bond amount in numbers)

H. Examined Conditions: The undersigned Bidder hereby declares that he or she has visited the site and the conditions present and has carefully examined the Contract Documents, together with all Addenda issued, received and acknowledged below, and has familiarized himself or herself with the legal requirements (federal, state, and local laws, ordinances, rules and regulations) and other conditions which may affect the cost, progress or performance of Work, and has made independent investigations, deemed necessary by the Bidder.

I. Contract: The undersigned agrees that, if he or she is selected as the Contractor, he/she will within five days, Saturdays, Sundays and legal holidays excluded, after presentation thereof by the Awarding Authority, execute a contract in accordance with the terms of this bid and furnish a Performance Bond and also a Labor and Material or Payment Bond, each of a surety company qualified to do business under the laws of the Commonwealth of Massachusetts and satisfactory to the Awarding Authority and each in the sum of the contract price, the premiums for which are to be paid by the Contractor and are included in the contract price.

J. Furnish Labor: The undersigned hereby certifies that he/she is able to furnish labor that can work in harmony with all other elements of labor employed or to be employed on the work; that all employees to be employed at the worksite will have successfully completed a course in construction safety and health approved by the United States Occupational Safety and Health Administration (OSHA) that is at least 10 hours in duration at the time the employee begins work and who shall furnish documentation of successful completion of said course with the first certified payroll report for each employee; and that he/she will comply fully with all laws and regulations applicable to awards made subject to Massachusetts General Laws (MGL).

K. Withdraw bids: The Bidder agrees that this Bid shall be good and may not be withdrawn for a period of 30 calendar days after the scheduled closing time for receipt of bids.

L. Non-collusion: The undersigned Bidder certifies under the penalty of perjury, that he/she, and his/hers employees and agents of the Bidder, are the only persons interested in this proposal, that this proposal is made without any connection with

any other person making any bid for the same work; that no person acting for, or employed by, the Awarding Authority is directly or indirectly interested in this proposal, or in any contract which be made under it, or in expected profits to arise therefrom; and without directly or indirectly influencing or attempting to influence any other person or corporation to bid or to refrain from bidding or to influence the amount of the bid of any other person or corporation; and that this proposal is made in good faith without collusion or connection with any other person bidding for the same work; and that this proposal is made with distinct reference and relation to the plans and specifications prepared for this contract and herein mentioned. The undersigned further declares that in regard to the conditions affecting the work to be done and the labor and materials needed, this proposal is based solely on their own investigation and research and not in reliance upon any representation of any employee, officer or agent of the Awarding Authority. The undersigned further certifies under the penalties of perjury that this bid is in all respect bona fide, fair and made without collusion or fraud with any other person. As used in this subsection the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity. The undersigned further certifies under penalty of perjury that the said undersigned is not presently debarred from doing public construction work in the Commonwealth under the provisions of Section twenty-nine F of chapter twenty-nine, or any other applicable debarment provision of any other chapter of the General Laws or any rule or regulation promulgated thereunder.

M. Affidavit of eligibility to perform work in the Commonwealth of Massachusetts: The undersigned certifies under penalty of perjury that the said undersigned is not presently debarred from doing public construction work in the Commonwealth under the provisions of Section 29F of Chapter 29, or any other applicable debarment provisions of any other chapter of the General Laws or any rule or regulation promulgated hereunder.

N. Authority Rights: The Bidder understands the Awarding Authority right to reject any and all bids, if in the public interest to do so.

Should the Invitation to Bid, Instructions to Bidders, Form for Bid, Conditions of the Contract, Plans or Specifications require submission of special data to accompany the bid, the Awarding Authority reserves the right to rule the bidder's failure to submit such data an informality and to receive said data subsequently, within a reasonable time as set by the Awarding Authority.

Date of Bid: June 5, 2019

Lawrence-Lynch Corp.
(Name of Bidder - Company Name)

BY
(SIGNATURE of person signing Bid & Title)

Christopher M. Lynch, President
(PRINTED Name of person signing Bid & Title)

P.O. Box 913
(Business Mailing Address)

Falmouth, MA 02541
(City/Town, State and Zip Code)

(508) 548-1800
(Business Telephone Number)

Corporate Seal

Note: If the bidder is a corporation, indicate state of incorporation under signature and affix corporate seal; if partnership, give full names and residential address of all partners; and if an individual give residential address if different from business address.

End of Document

Oak Bluffs School Recreational Area
Construction Bid Form (05/22/19)

Item	Description	Qty	*Verified Qty*	Unit	Unit cost	*TOTAL*
1	General conditions	1		LS	$14,925.00	$14,925.00
2	Install 6' high temporary fence panels	468		LF	$20.00	$9,360.00
3	Tree protection	4		EA	$300.00	$1,200.00
4	Remove existing trees and shrubs, including stumps	1		LS	$4,150.00	$4,150.00
5	Remove split rail fence	60		LF	$10.00	$600.00
6	Remove tennis court chain link fence and footings	414		LF	$27.50	$11,385.00
7	Remove basketball goals (2) and tennis posts (4)	1		LS	$1,500.00	$1,500.00
12	Remove existing asphalt paving and concrete curb for ramp	1		LS	$2,100.00	$2,100.00
14	Remove existing asphalt paving	550		SF	$1.00	$550.00
15	Grind in place existing asphalt paving, prepare subbase	18,295		SF	$3.40	$62,203.00
16	Rough grade, fine grade for new courts and sidewalk	19,358		SF	$0.35	$6,775.30
17	Prepare subbase for new paving	688		SF	$7.75	$5,332.00
18	Machine pave asphalt courts and sidewalk (2" binder, 1-1/2" surface)	18,725		SF	$4.85	$90,816.25
19	Color sealcoat all courts	17,357		SF	$2.80	$48,599.60
20	BB hoop: Form, pour concrete footing, backfill pole base	2		EA	$3,950.00	$7,900.00
21	BB hoop: Plexi backboard, adjustable height, padded steel pole	2		EA	$4,880.00	$9,760.00
22	10' ht black vinyl coated CLF (Tennis court)	622		LF	$99.00	$61,578.00
24	4' wide, 8' ht gate (Tennis court)	4		EA	$1,125.00	$4,500.00
25	4' wide, 8' ht gate (BB court)	2		EA	$1,125.00	$2,250.00
26	Tennis backboard (10'x20')	1		EA	$10,125.00	$10,125.00
28	Precast concrete curb	67		LF	$105.00	$7,035.00
29	Cast in place concrete ramp	23		SF	$70.50	$1,621.50
30	Install ADA tactile warning panel (grey) at ramp	1		EA	$880.00	$880.00
31	Repair asphalt parking at concrete curb and ramp	1		LS	$485.00	$485.00
32	Striping (crosswalk)	1		LS	$700.00	$700.00
33	Lawn: Regrade disturbed areas, spread loam, prep for seed	5,681		SF	$1.25	$7,101.25
34	Lawn: Hydroseed with fescue blend mix	1,975		SF	$0.40	$790.00
35	Lawn: Native grass seed mix at slope	4,314		SF	$0.40	$1,725.80
36	Soil preparation (rain garden): 24" soil mix, 3" hardwood mulch	544		SF	$9.20	$5,004.80
37	Plantings (rain garden): Clethra alnifolia (3 gal)	6		EA	$65.00	$390.00
38	Plantings (rain garden): Panicum virgatum (1 gal)	15		EA	$46.00	$690.00
39	Plantings: Platanus acerifolia (3-3.5" cal)	2		EA	$85.00	$170.00
40	Picnic table	2		EA	$8,000.00	$16,000.00
41	Bike rack	4		EA	$1,100.00	$4,400.00
42	Trash receptacle on 4" thick 2' X 2' concrete pad	2		EA	$2,990.00	$5,980.00
45	Survey/layout	1		LS	$7,550.00	$7,550.00

OTHER

TOTAL (BASE BID) **$416,132.30**

Oak Bluffs School Recreational Area
Construction Bid Form (05/22/19)

Item	Description	Qty	*Verified Qty*	Unit	Unit cost	*TOTAL*
BID DEDUCTIONS (OMIT)						
4D	Remove existing trees and shrubs, including stumps	1		LS	-$4,130.00	-$4,130.00
6D	Remove tennis court chain link fence and footings	414		LF	-$27.50	-$11,385.00
7D	Remove basketball goals (2) and tennis posts (4)	1		LS	-$1,500.00	-$1,500.00
19D	Color sealcoat all courts	17,357		SF	-$2.35	-$40,788.95
22D	10' ht black vinyl coated CLF (Tennis court)	106		LF	-$99.00	-$10,494.00
25D	4' wide, 8' ht gate (BB court)	2		EA	-$1,125.00	-$2,250.00
26D	Tennis backboard (10'x20')	1		EA	-$10,125.00	-$10,125.00
33D	Lawn: Regrade disturbed areas, spread loam, prep for seed	5,681		SF	-$1.25	-$7,101.25
34D	Lawn: Hydroseed with fescue blend mix	1,975		SF	-$0.40	-$790.00
36D	Soil preparation (rain garden): 24" soil mix, 3" hardwood mulch	544		SF	-$920.00	-$5,004.80
37D	Plantings (rain garden): Clethra alnifolia (3 gal)	6		EA	-$65.00	-$390.00
38D	Plantings (rain garden): Panicum virgatum (1 gal)	15		EA	-$46.00	-$690.00
39D	Plantings: Platanus acerifolia (3-3.5" cal)	2		EA	-$85.00	-$170.00
40	Picnic table	2		EA	-$8,000.00	-$16,000.00
41D	Bike rack	4		EA	-$1,100.00	-$4,400.00
42D	Trash receptacle on 4" thick 2' X 2' concrete pad	2		EA	-$2,990.00	-$5,980.00
OTHER						
	SUBTOTAL (BID DEDUCTIONS)					**-$121,199.00**
	ADJUSTED TOTAL					**$294,933.30**

BID ALTERNATES						
36A	Drainage swale: native grass blend seed mix, hydroseed	544		SF	$0.40	$217.60
	Drainage swale: Landscape drain inlet (8" square poly grate, frame)	2		EA	$490.00	$980.00
	Drainage swale: Piping (4" Sch. 40 PVC to existing catch basin	140		LF	$18.10	$2,534.00
	Drainage swale: Swale (4" screened loam, filter fabric, 12" aggregate)	544		SF	$10.50	$5,712.00
OTHER						
	SUBTOTAL (BID ALTERNATES					**$9,443.60**

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THE AMERICAN INSTITUTE OF ARCHITECTS

AIA Document A310

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we Lawrence-Lynch Corp.
(Here insert full name and address or legal title of Contractor)
396 Gifford Street, P.O. Box 913,
Falmouth, Massachusetts 02540-0913
as Principal, hereinafter called the Principal, and Travelers Casualty and Surety Company of America
(Here insert full name and address or legal title of Surety)
350 Granite Street,Suite 1201
Braintree, Massachusetts 02184
a corporation duly organized under the laws of the State of Connecticut
as Surety, hereinafter called the Surety, are held and firmly bound unto Town of Oak Bluffs, Town
(Here insert full name and address or legal title of Owner)
Administrator's Office, Oak Bluffs Town Hall
56 School Street, Oak Bluffs, Massachusetts 02557
as Obligee, hereinafter called the Obligee, in the sum of

Five Percent of Bid Amount Dollars ($ 5% of Bid Amount),

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for Oak Bluffs School Recreational Area
(Here insert full name, address and description of project)

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 5th day of June, 2019

Christine M. Potin
(Witness)

Lawrence-Lynch Corp.
(Principal) (Seal)
Christopher M. Lynch, (Title) President

(Witness)

Travelers Casualty and Surety Company of America
(Surety) (Seal)
Claire A. Cavanaugh (Title) Attorney-In-Fact

Printed on Recycled Paper

TRAVELERS	Travelers Casualty and Surety Company of America Travelers Casualty and Surety Company St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Claire Cavanaugh** of **Norwell**, **Massachusetts**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February, 2017.**

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February, 2017**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2021**

Marie C Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 5th day of June 2019.

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

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Document 00 43 96

COMPANY INFORMATION
(Bid Form Attachment)

The following information is furnished by the bidder for the information of the Awarding Authority:

If a Corporation:

Incorporated in what state.....Massachusetts.....

President: .....Christopher M. Lynch.....

Treasurer: .....Christopher M. Lynch.....

Secretary: .....Doris Christiani.....

If a foreign corporation [incorporated or organized under laws other than laws of the Commonwealth of Massachusetts], is the corporation registered with the Secretary of State of Massachusetts? Yes....., No.....

If the bidder is selected for the work referred to above, it is required under Massachusetts General Laws (MGL) Chapter 30 Section 39L to furnish to the Awarding Authority a certificate of the Secretary of State stating that the corporation has complied with all applicable requirements set forth in the General Laws of the Commonwealth of Massachusetts.

If a Partnership: [Name All Partners]

Name of Partner: .....

Residence.....

Name of Partner: .....

Residence.....

If an Individual doing business under a firm name:

Name of Firm: .....

Name of Individual: .....

Business Address: .....

Residence: .....

End of Document

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Document 00 45 19

NON-COLLUSION AFFIDAVIT

The undersigned, being first duly sworn, deposes and says that:

(1) He is President of Lawrence-Lynch Corp., the Bidder that has submitted the attached Bid;

(2) He is fully informed respecting the preparation and contents of the attached Bid and of all pertinent circumstances respecting such Bid;

(3) Such Bid is genuine and is not a collusive or sham Bid;

(4) Neither the said Bidder nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived or agreed, directly or indirectly with any other Bidder, firm or person to submit a collusive or sham Bid in connection with the Contract for which the attached Bid has been submitted or to refrain from bidding in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other Bidder, firm or person to fix the price or prices in the attached Bid or of any other Bidder, or to fix any overhead, profit or cost element of the Bid price or the Bid price of any other Bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the Owner, or any person interested in the proposed Contract; and

(5) The price or prices quoted in the attached Bid are fair and proper and are not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

(6) The undersigned certifies under penalties of perjury that this bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used herein, the word person shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signature: _____

Name of Person signing bid: Christopher M. Lynch, President

Name of Business: Lawrence-Lynch Corp.

Subscribed and sworn to before me

this 31st day of May, 2019

Doris Christiani

(Title) Doris Christiani, Clerk

My commission expires 6/17/2022

End of Document

DORIS CHRISTIANI
Notary Public, Commonwealth of Massachusetts
Mty Commission Expires June 17, 2022

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Document 00 45 20

AFFIDAVIT OF COMPLIANCE
(Bid Form Attachment)

..... I, ...Christopher M. Lynch...., President ..X.. Clerk of .....

....Lawrence-Lynch Corp.....
.....

(Name of Corporation)

whose principal office is located at
....396 Gifford Street, Falmouth, MA 02540.....
.....

.....
.....

do hereby certify that the above named corporation has filed with the State Secretary all certificates and annual reports required by Massachusetts General Law (MGL) Chapter 156B Section 109 (business corporation), or by MGL Chapter 180, Section 26A (non-profit corporation) and all other applicable requirements contained in the General Laws of the Commonwealth of Massachusetts.

SIGNED UNDER PENALTIES OF PERJURY

this .....5th.....day of ....June....., 2019

.....
Christopher M. Lynch, President
.....

(Signature of Responsible Corporate Officer)

.....X..... Mass. Business Corp. ..... Foreign Corp. .....Non-Profit Corp.

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LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
18-001	Pavement Surfacing	MDOT - Resurfacing, Upgrades and Related Work (Including a New Bus Shelter) to the Park and Ride Lot at Route 124 (Pleasant Lake Ave) & Rte. 6 (Mid-Cape Hwy)	11/20/2017	$253,482.50	9/25/2018	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Malcolm Lavalley Malcolm.Lavalley@ state.ma.us
18-002	Drainage, Pavement Milling, Cold Planing & Surfacing	MDOT - Resurfacing, Drainage Improvements and Related Work (Including Br. No. O-4-003) along a Section of Route 6 (Mid-Cape Highway)	12/12/2017	$7,342,091.73	11/10/2019	Mass DOT, 10 Park Plaza, Suite 4160 4160, Boston, MA 02116 (617) 973-7000	Mike King Michael.King@ state.ma.us
18-003	Drainage, Demolition & Marine Construction	Jay Cashman, Inc. - WHMVSSA Terminal Reconstruction 1 Cowdry Road, Woods Hole, Phase-2 to Phase-4 Earthwork, Utilities, Wharf Excavation & Demo/Soils	1/4/2018	$4,074,169.00	5/21/2021	Jay Cashman, Inc. 549 South Street Quincy, MA 02169	Brendan Campbell bcampbell@ jaycashman.com
18-004	Pavement Milling & Cold Planing and Surfacing	MDOT - Resurfacing and Related Work on a Section of Route 6/28 (Buzzards Bay Bypass) in the Town of Bourne	1/3/2018	$1,125,886.75	10/30/2018	Mass DOT, 10 Park Plaza, Suite 4160 4160, Boston, MA 02116 (617) 973-7000	Michael Zuzevich Michael.Zuzevich@ state.ma.us
18-005	Highway - Bike Paths and Pavement Surfacing	MDOT - Resurfacing, Reconstruction and Related Work on the Manuel Correllus State Forest Bike Path (Phase 1) Edgartown - West Tisbury	2/16/2018	$1,194,022.70	11/13/2018	Mass DOT, 10 Park Plaza, Suite 4160 4160, Boston, MA 02116 (617) 973-7000	Michael Zuzevich Michael.Zuzevich@ state.ma.us
18-006	Drainage, Drilling & Boring and Pavement Surfacing	Richmond Great Point Development - Reconstruct Old South Road, Nantucket	2/1/2019	$1,765,956.00	5/31/2019	Richmond Great Point Develop LLC 23 Concord Street Wilmington, MA 01887	Philip Paston (978) 988-3900 Fax (978) 988-3950
18-007	Drainage, Highway Construction, Sidewalk & Curbing	ADM Development Services - Intersection Reconstruction at Halfway Pond Road at Bourne Road, Plymouth	5/7/2018	$402,205.14	12/1/2018	ADM Development Services, LLC 158 Tihonet Road Wareham, MA 02571	Dan Deroche dderoche@ rdva.com
18-008	Highway Construction, Sidewalk & Curbing and Surfacing	MDOT - Resurfacing and Related Work Including Roadway Realignment of Routes 18, 28 and 44 at the Rotary MIDDLEBOROUGH	4/12/2018	$1,111,104.25	4/13/2019	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Kenneth Belgrave Kenneth.Belgrave@ state.ma.us
18-009	Paving, Utilities and Building Prep	JML Care Center, Phase 1 - Sitework 184 Ter Heun Drive, Falmouth, MA 02540	5/18/2018	$395,000.00	8/31/2019	Cape Cod Healthcare, Inc. 27 Park Street Hyannis, MA 02601	
18-010	Catch Basin Cleaning, Mowing, Spraying & Street Sweeping	MDOT - Martha's Vineyard: Highway Maintenance and Repairs at Various Locations	5/29/2018	$860,458.00	6/19/2020	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Kevin Pavao (617) 224-3500 Kevin. Kevin.Pavao.state.ma.us
18-011	Utilities and Paving	Parking Lot Extension and Recreation Fields Mayflower Project, Raynham, MA 325 Paramount Drive, Raynham, MA 02767	6/5/2018	$1,402,552.00	11/30/2018	Johnson & Johnson One Johnson & Johnson Plaza New Brunswick, NJ 08933	
18-012	Bridge and Highway Construction, Drainage	MDOT - Plymouth: Roadway Reconstruction and Related Work Including Br. No. P-13-010 Taylor Avenue over Beaver Dam Brook	6/1/2018	$6,459,118.90	6/24/2022	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Daniel Mastrangelo (774) 292-2086 daniel.mastrangelo
18-013	Airport Reconstruction/ Highway-Lighting	Plymouth Municipal Airport Construct, Mark and Light Taxiway D Extension (Approx. 35' 1585') AIP NO. 3-250042-48	9/11/2018	$2,239,301.00	10/31/2018	Plymouth Airport Commission 246 S Meadow Rd Plymouth, MA 02360	Tom Maher Airport Manager (508) 746-2020
18-014	Airport Reconstruction and Electrical Improvements	Martha's Vineyard Airport Reconstruct Runway 6-24 and Shoulders AIP NO. 3-25-0031-XXX-2018	8/10/2018	$10,597,313.93	165 Calendar Days	Martha's Vineyard Airport 71 Airport Rd. W.Tisbury, MA 02575	Ann Richart Airport Manager (508) 693-7022
18-015	Drainage, Highway Construction, Sidewalk & Curbing	Reconstruction of Long Pond Road at Clark Road Plymouth, MA	8/1/2018	$1,498,858.50	6/30/2018	A.D. Makepeace Company 158 Tihonet Road Wareham, MA 02571	Daniel Gorczyca, PM (508) 254-7581
18-016	Airport Reconstruction and Electrical Improvements	Provincetown Municipal Airport Realign Taxiways 'C', 'D' and a Portion of 'A'	10/15/2018	$2,170,445.00	5/2/2019	Provincetown Municipal Airport 176 Race Point Road Provincetown, MA 02657	
18-017	Sitework, Utilities and Paving	Sawyer's Reach at Colony Place, Plymouth Construct Subdivision	11/9/2018	$6,514,223.00	6/1/2019	Thorndike Development 8 Pleasant Street, Suite A-2 South Natick, MA 01760	David Eastridge (508) 523-0541
	Drainage, Milling, Cold	MDOT - Chatham: Roadway Reconstruction and Related Work along a				Mass DOT, 10 Park Plaza, Suite	Mike King

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
18-018	Planing and Pavement Surfacing	Section of (Route 28) Main Street	10/26/2018	$3,495,908.60	4/23/2021	4160, Boston, MA 02116 (617) 973-7000	Michael.King@ state.ma.us
18-019	Paving, Utilities and Building Prep	Sitework at the Falmouth Senior Center 744 Main Street, Falmouth, MA 02540	11/19/2018	$925,035.00	10/31/2019	Town of Falmouth 59 Town Hall Square Falmouth, MA 02540	
18-020	Pavement Milling, Cold Planing and Surfacing	MDOT - District 5: Scheduled and Emergency Repairs and Improvements at Various Locations in Area D excluding MVY and the Islands	11/27/2018	$940,005.10	12/20/2020	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Mike King Michael.King@ state.ma.us
18-021	Highway Construction and Drainage	Cape Cod Regional Transit Authority - Hyannis Reconfiguration of Bus Bays and Parking with Solar Canopies Project	12/18/2018	$1,399,718.31	5/17/2019	Cape Cod Regional Transit Auth. 215 Iyannough Road Hyannis, MA 02601	Scott Swiniarski Facility Manager (774) 268-0269
18-022	Pavement Milling, Cold Planing and Surfacing	MDOT - Truro: Bicycle Improvements, Resurfacing and Related Work along a Section of Route 6 (Phase II)	12/7/2018	$896,867.50	4/26/2020	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Rich McKenzie Richard.McKenzie@ state.ma.us
18-023	Highway Construction, Drainage and Traffic Signals	MDOT - Plymouth: Roadway Reconstruction and Related Work (Including Signals and 2 Roundabouts) along Sections of South and Obery Streets	12/12/2018	$5,320,845.00	4/30/2021	Mass DOT, 10 Park Plaza, Suite 4160, Boston, MA 02116 (617) 973-7000	Daniel Mastrangelo (774) 292-2086 daniel.mastrangelo

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
14-003	Pavement-Surfacing	The Middlesex Corp. Site work and paving items on the Bascule Bridge, Oak Bluffs/Tisbury MASS DOT Contract # 76542	7/29/2013	$1,750,491.79	6/26/2016	Mass DOT, 10 Park Plaza, Ste 4160 Boston, MA 02116 (617) 973-7000	
14-004	Highway-Construction/ Intersection Reconstruction	MDOT - Orleans - Intersection Reconstruction and Related Work at Routes 6A and 28 (Orleans-Chatham Road) and Canal Road MASS DOT Contract # 79398	12/4/2013	$1,429,884.00	8/15/2015	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Michael King Resident Engineer (508) 844-3977
14-005	Airport Reconstruction	Barnstable Airport Rehabilitation East Ramp & Reconstruct Portion of Taxiway B - Phase 1 Contract #	4/18/2014	$4,220,697.50	6/30/2014	Barnstable Municipal Airport Comm. 480 Barnstable Rd, Hyannis, MA 2601	Bud Breault, Airport Manager (508) 326-3873
14-006	Bridge-Construction/ Highway-Bike Paths/ Highway Construction	FDOT - T1566 Trailhead - Lost Lock 7	6/5/2014	$855,140.01	8/16/15	Florida DOT 605 Suwannee St. Tallahassee, FL 32399 - 0450	Susan Hindman (863) 273-1656
14-007	Drainage/ Sewer and Water/ Highway-Construction	Mashpee Commons 40B Construction of R/W & Site Development, Phase 1A		$2,009,933.00		Mashpee Commons Limited Partnership P.O. Box 1530, 13 Steeple Street Mashpee, MA 02649	Tom Feronti (508) 477-5400
14-008	Highway-Sidewalk and Curbing/ Pavement-Surfacing	MDOT - Quincy, MA - Roadway Reconstruction and Related Work (Including signals) along Hancock, East and West Squantum Streets MASS DOT Contract # 81429	7/2/2014	$4,579,475.66	10/11/2015	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Ryan Johnson ryan.johnson@ state.ma.us
14-009	Bridge-Construction Highway-Bike Paths	FDOT - T1582 - Lake Okeechobee Scenic Trail (From N of the Herbert Hoover Dike Bridge to the Br E of CR 721	7/15/2014	$783,213.59	12/26/2014	Florida DOT 801 North Broadway Bartow, FL 33830	Susan Hindman (863) 273-1656
14-010	Pavement-Surfacing	MDOT - Highway Maintenance at Various Locations on Martha's Vineyard MASS DOT Contract # 81817	8/22/2014	$798,570.00		Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Kevin Pavao Resident Engineer (617) 224-7469
14-011	Drainage/ Highway-Construction	WHMV SSA - Construction of Parking Facility on Thomas B. Landers Rd., East Falmouth, MA 02536 Contract # 09-14	8/22/2014	$5,175,175.00	6/15/2015	WHMV & NANTUCKET SSA 1 Railroad Ave, P.O. Box 284 Woods Hole, MA 02543	Bill Cloutier Facilities Engineer Cell (508) 889-8214
14-012	Pavement-Surfacing	P.A. Landers - Rte. 28 Intersection Improvement	8/29/2014	$424,480.00	11/16/2015	Mass DOT, 10 Park Plaza, Ste 4160 Boston, MA 02116 (617) 973-7000	
14-013	Drainage/ Sewer and Water/ Highway-Construction	Site Work/Off Site Work at new Super Stop & Shop (# 2415) @ 31 Sparks Ave., Nantucket, MA 02554	9/4/2014	$2,259,310.10	6/26/2015	The Stop & Shop Supermarket Co. LLC 1385 Hancock Street Quincy, MA 02169	Mike Russo (617) 803-6669
14-014	Pavement-Milling and Cold Planing/ Pavement Surfacing	Pavement & Catch Basin Repairs AND Fuel Shelter Repairs at USCG Air Station CC Contract# HSCG24-14-C-PRW529 (Pavement & Catch Basin Repairs) Contract # HSCG24-14-C-PRW476 (Fuel Shelter Repairs)	9/1/2014	$144,310.00	11/15/2014	United States Coast Guard Facilities Engineering Bldg 5215 Air Station Cape Cod, MA 02542-5025	Gerald J. Fortin Contracting Officer (508) 968-6526
14-015	Pavement-Milling and Cold Planing/ Pavement Surfacing	Milling and Resurfacing on State Highways in Highland and Okeechobee Counties	9/24/2014	$286,683.75	9/25/2015	Florida DOT 801 North Broadway Bartow, FL 33830, (863) 519-2610	Bob Hindman 863-279-5408 cell
14-016	Highway-Bike Paths	DCR - Improved Surface Trail Repairs, Suffolk, Norfolk, Bristol, Plymouth and Barnstable Counties Contract # P15-2940-M1A	11/5/2014	$1,915,735.00	11/5/2016	Department of Conservation and Recreation, 251 Causeway Street Boston, MA 02114	Resident Engineer: Paul Jahnige (413) 586-8706
14-017	Drainage/ Sewer and Water/ Highway-Construction	Bridgewater State University - Cape Cod Campus (Parking Phase One) Contract # FMP-15-194A (RFB No. 8)	10/27/2014	$632,327.05	12/15/2014	Bridgewater State University 131 Summer Street Bridgewater, MA 02324	Diane Chagnon (508) 531-2213
14-018	Pavement-Surfacing	Classic Site Solutions, Inc - Cape Cod National Seashore, Wellfleet, MA Contract No. DTFH71-14-C-00033	10/22/2014	$751,317.00	5/1/2015	Federal Highway Administration 21400 Ridgetop Circle Sterling, VA 20166-6511	John Tasko Project Manager
14-019	Civil/Site Work, Electrical and Site Improvements	NSTAR STA 315, 40 Electric Ave., Brighton, MA NSTAR Contract #65839	12/10/2014	$7,732,357.00		NSTAR Electric & Gas Corp. One NSTAR Way, SE 250 Westwood, MA 02090 - 9230	Richard Brazile Sr Contracts Agent (781) 441-8122

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

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15-006	Highway-Construction	MDOT - Roadway Reconstruction and Related Work (Including Signals) along a Section of Route 58 (Main Street), Carver MASS DOT Contract # 84996	6/18/2015	$4,783,825.50	4/25/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Daniel Mastrangelo (774) 292-2086
15-007	Airport Reconstruction	Barnstable Airport Reconstruct and Light Taxiway C and Reconstruct and Light A Portion of Taxiway D Contract #	7/6/2015	$4,180,396.05	8/31/2016	Barnstable Municipal Airport Comm. 480 Barnstable Road Hyannis, MA 02601	Bud Breault, Airport Manager (508) 326-3873
15-008	Pavement-Surfacing/ Pavement-Milling	MDOT - Pavement Repairs and Improvements at Various Locations in Areas A, B, C and D in District 5 MASS DOT Contract # 86614	5/26/2015	$1,514,101.25	6/10/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Michael King (508) 844-3977
15-009	Recreational Facilities	Town of Oak Bluffs, Niantic Park Improvements Wamsutta Ave., Oak Bluffs, MA 02557	5/15/2015	$554,000.00	8/31/2016	Town of Oak Bluffs 56 School St, P.O. Box 1327 Oak Bluffs, MA 02557	Robert Whritenour, Jr. (508) 693-3554 Town Administrator
15-010	Pavement-Surfacing	UMASS Dartmouth - Road Repair and Excavation Trade Labor For Small Projects Less Than or Equal to $24,999.99 UMD Project No. DD15JD37	6/30/2015	$169,762.50	5/14/2016	UMASS Dartmouth 285 Old Westport Road North Dartmouth, MA 02747	Josh Dubroff (508) 999-8055
15-011	Highway - Sidewalk and Curbing	Town of Barnstable 2015 Sidewalk Prep and Asphalt Overlay Project	5/19/2015	$199,450.00	07/31/2015	Town of Barnstable 230 South Street Hyannis, MA 02601	Michael Perry PM, Hwy Supervisor (508) 790-6330
15-012	Pavement-Surfacing	Robert B. Our Falmouth Sewer - Little Pond		$3,288,100.00	5/31/2017	Robert B. Our Co., Inc. P.O. Box 1539 Harwich, MA 02645	Mike Melvin Project Manager cell (774) 212-1964
15-013	Pavement-Surfacing/ Pavement Milling and Cold Planing	MDOT - Resurfacing and Related Work along a Section of Route 6A (Old Kings Highway - Main Street) in the Town of Brewster Mass DOT Contract # 85013	6/26/2015	$5,861,202.00	10/16/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Michael King (508) 844-3977
15-014	Drainage	Town of Falmouth Drainage Structures Various Locations 2015-2016	7/29/2015	$420,180.00	7/29/2016	Town of Falmouth, DPW 416 Gifford Street Falmouth, MA 02540	John T. Lyons jlyons@falmouthmass.us (508) 457-2543 ext 3005
15-015	Highway-Bike Paths/ Highway-Construction	FDOT - T1614 (Curry Island Rd) and (Vance Whidden Park) From SR 78 Southeasterly 1.549 Miles in Glades County	7/20/2015	$678,213.59	11/22/2015	Florida DOT 605 Suwannee St. Tallahassee, FL 32399 - 0450	Susan Hindman (863) 386-6112 cell (863) 273-1656
15-016	Bridge-Construction/ Highway-Bike Paths	MDOT - Construction of the Cape Cod Rail Trail Extension (Phase 1) Over Station Avenue and Route 134 in Dennis-Yarmouth Mass DOT Contract # 85002	7/22/2015	$6,675,352.40	10/22/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Malcom LaValley (774) 286-6473
15-017	Airport Construction/ Highway-Lighting	Plymouth Municipal Airport Construct and Light RW 33 Extension (Approx 75' x 1000') and Parallel TW S (Approx 35' x 1300')	8/31/2015	$7,592,200.00	11/30/2016	Plymouth Airport Commission 246 South Meadow Rd Plymouth, MA 02360	Tom Maher Airport Manager (508) 746-2020
15-018	Pavement-Milling/ Pavement-Surfacing	FDOT - T1560 SR 78: From Canal Boat Ramp to the Okeechobee County Line in Glades County	8/21/2015	$4,883,159.85	7/31/2016	Florida DOT 605 Suwannee St. Tallahassee, FL 32399 - 0450	Erik Padron erik.padron@dot.state.fl.us
15-019	Pavement-Surfacing	Cutting Edge Group, LLC - FY 15 Pavement Improvements - Cape Cod National Seashore (Race Point Beach & Marconi Beach) PROJECT # P15PC00733	3/24/2016	$835,969.88	5/26/2016	Cutting Edge Group, LLC 14 Walkup Cutoff Rd Lake George, NY 12845	Todd Paton (518) 798-4151 p@cuttingedge-group.co
15-020	Highway-Construction	Nantucket Public Schools Site Enabling Package Bid Package #1	10/9/2015	$1,195,635.38	12/31/2015	Nantucket Public Schools 10 Surfside Road Nantucket, MA 02554	Diane O'Neil Facilities Director (508) 228-7280 x1156
14-001	Civil/Site Work, Electrical and Site Improvements	NSTAR STA 342 Sudbury - Install Shunt Reactors Civil & Below Grade Electrical Above Grade Electrical Install Two 115kv Reactors 163 Boston Post Rd, Sudbury NSTAR Contract # 63686	3/10/2014	$962,644.00	2/28/2015	NSTAR Electric & Gas One NSTAR Way, SE250 Westwood, MA 02090	Richard Brazile, Sr Contract Agent (781) 441-8122
14-002	Building/Site Work/Paving	Falmouth Hospital Emergency Center Renovations & Expansion	4/2/2014	$728,657.70	6/1/2015	Cape Cod Healthcare, Inc. 27 Park Street Hyannis, MA 02601	Garth Meyerhoff (508) 548-5300

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
15-005	Airport/ Fuel Supply/ Electrical	Town of Barnstable, Barnstable Airport Commission Construct New Fuel Farm Facility and Removal of Existing Jet-A-Fuel Farm Facility at Barnstable Municipal Airport	4/22/2015	$1,208,591.75	10/31/16	Town of Barnstable 230 South Street Hyannis, MA 02601	Bud Breault, Airport Manager (508) 326-3873

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
16-005	Civil/Site Work, Electrical and Site Improvements	Eversource Station 126, 226 South St, Hopkinton, MA 01748, Contract 68719 Expansion of the existing station to accommodate new 115kv pass mo breaker, 115/13 8kv 62.5mva transformer 110C & 8 8 feeder 13.8k shelter aisle switch gear	3/8/2016	$2,089,992.90	10/1/2016	Eversource Energy One NSTAR Way Westwood, MA 02090-9230	Richard Brazile Sr Contract Agent (781) 441-8122
16-006	Drainage/ Sewer and Water/ Highway-Construction	Norwood Airport - Construct an Airplane Hangar Building LLC to perform all the site work and utility work including all the concrete foundation for a new 375 ft long hangar.	3/22/2016	$1,457,980.27	8/1/2016	Flight Level Aviation 125 Access Road Norwood, MA 02062	Robert Laurence, PE (508) 808-8681
16-007	Drainage/Highway-Construction/ Sewer and Water	Redbrook, Plymouth Construction Subdivision Roadways Use Area 4 Phase 1	5/19/2016	$1,047,724.53	12/15/2016	A.D. Makepeace Company 158 Tihonet Road Wareham, MA 02571	Daniel Gorczyca, PM (508) 254-7581
16-008	Highway-Construction/ Traffic Signals	MDOT - Roadway Reconstruction (Including Signals and Retaining Walls) at the Intersection of Route 28 (Falmouth Road) and Bearses Way - Barnstable MASS DOT Contract #90729	5/23/2016	$6,522,364.47	11/17/2018	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Richard McKenzie (774) 292-2017
16-009	Drainage/Highway-Construction/Sewer and Water	LG Automotive, LLC Construct R/W, Prestige Way, Cherry St., Plymouth, MA	no contract	$1,093,836.60	11/25/2016	LG Automotive, LLC 124 Waterhouse Rd, Bourne, MA 02532 508-759-5000	Levon Semerjian (860) 558-7755
16-010	Electrical - All Types/Landscaping Including Tree Planting	MDOT - Installation of Perimeter Lighting System & Landscape Improvements on Roundabout Rte 149 (Meetinghouse Rd), Service Rd & Rte 6EB Ramp Barnstable MASS DOT Contract #94138	7/15/2016	$459,905.60	4/10/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Michael King (508) 844-3977
16-011	Airport Reconstruction	Barnstable Airport, Rehabilitate Runway 15-33, Replace R/W 15-33 VASI w/PAPI Re-Align a Portion of T/W B, Re-Align a Portion of T/W C, Replace Emergency Back-Up Generator in Airfield Lighting Vault. AIP 3 - 25 – 0025 – 63 - 2016	8/22/2016	$6,591,271.40	180 Days	Barnstable Municipal Airport Comm. 480 Barnstable Road Hyannis, MA 02601	Bud Breault, Airport Manager (508) 326-3873
16-012	Pavement-Surfacing/ Pavement Markings	U.S. Army Corps of Engineers, Pothole Repair Services, Cape Cod Canal Contract # W912WJ - 16 - A - 0018	9/19/2016	limit $250,000	9/19/2019	U.S. Army ENGR District, New England 696 Virginia Road Concord, MA 01742	Bob Cannon (978) 318-8510
16-013	Highway and Bikepaths	DCR - Improved Surface Trail Repairs in 9 DCR Counties (Middlesex, Essex, Suffolk, Norfolk, Bristol, Worcester, Plymouth, Barnstable and Dukes Counties) Contract # P16-3097-M1A	11/16/2016	$2,425,052.31	11/30/2019	Dept of Conservation and Recreation 251 Causeway Street, Ste. 600 Boston, MA 02114	Paul Jahnige, PM (413) 586-8706
16-014	Civil/Site Work, Electrical and Site Improvements	EverSource Station 446, 34 West Street, Medway Perimeter Fence Installation Contract # 00070341	10/18/2016	$3,191,595.00	1/31/2017	Eversource Energy One NSTAR Way Westwood, MA 02090-9230	Bohdan R. Prypin, PM (781) 278-8200
16-015	Pavement-Surfacing/ Pavement-Milling	Cutting Edge Group, LLC - FY16 Pavement Improvements at Cape Cod National Seashore - Various Locations Project # P16PC00654	10/24/2016	$853,872.90	5/24/2017	Cutting Edge Group, LLC 14 Walkup Cutoff Rd Lake George, NY 12845	Todd Paton (518) 932-1106 p@cuttingedge-group.co
16-016	Highway-Construction/ Traffic Signals	MDOT - Intersection Improvements & Related Work (Including Signals) Main St at Routes 6A/Cranberry Highway and Route 28/South Orleans Road MASS DOT Contract #97233	11/21/2016	$3,727,761.10	3/17/2019	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Michael King (508) 844-3977
16-017	Highway Constr., Drainage, Sewer and Water	Redbrook - Area 5 Access Road, Sitework and Utility Construction	3/1/2017	$1,313,476.50	6/1/2017	A.D. Makepeace Company 158 Tihonet Rd Wareham, MA 02571	Dan Gorczyca (508) 254-7581
15-001	Pavement-Surfacing	MDOT - Intersection and related work at State (Vineyard Haven) and Old County Roads in the Town of West Tisbury MASS DOT Contract # 83034	11/24/2014	$339,286.00	6/30/2015	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Mike McGovern (774) 292-2090
15-002	Drainage/ Sewer and Water/ Highway-Construction	High Rock Cranberry Crescent, LLC Retail Site Construction & Off Site Improvements at Rte. 80, Commerce Way Extension and Carver Road, Plymouth.	4/20/2015	$10,507,328.04	4/29/2016	Commercial Construction Consulting 313 Congress Street Boston, MA 02219	Thomas McGarrigle Senior Project Manager (617) 330-9390
15-003	Demolition/Drainage Boring/Sewer & Water/Drilling & Boring	South Shore Hospital, Parking Lot Expansion at 55 Fogg Rd, South Weymouth Contract #PX03294	4/3/2015	Ph 1 $83,180.00 Phase 2: $617,430.00	12/30/2015	South Shore Hospital 55 Fogg Road South Weymouth, MA 02190	Robert Rodak Robert_Rodak@ sshosp.org
15-004	Highway-Construction/ Drainage/ Sewer and Water	Long Pond Water Treatment Plant, Falmouth Methuen Construction Job # 2035, Subcontract # 2035-S-016 (WA-13-01-BDWSRF#3878)	4/8/2015	$2,800,707.11	5/5/2016	Methuen Construction Co, Inc. 40 Lowell Road Salem, NH 03079	Greg Galbraith, P.M. ggalbraith@methuen construction.com

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK.	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
16-003	Pavement-Surfacing/ Pavement-Milling		12/21/2015	$5,243,826.45	1/2/2017	801 North Broadway Bartow, FL 33830	(863) 386-6104 Cell (863) 422-1975
16-004	Pavement-Surfacing/ Pavement-Milling	MDOT - Resurfacing along a Section of Route 6 (Mid-Cape Highway) MASS DOT Contract # 90714	2/24/2016	$2,429,099.00	4/11/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Michael King (508) 844-3977

LAWRENCE-LYNCH CORP. COMPLETED PROJECTS

JOB #	CLASS OF WORK	NAME LOCATION DESCRIPTION OF PROJECT	DATE OF CONTRACT	CONTRACT AMOUNT	CONTRACT COMPLETE	OWNER'S NAME AND ADDRESS	OWNER CONTACT INFORMATION
18-024	Highway Construction, Drainage, Sidewalk and Curbing	Town of Barnstable - Marstons Mills Village Center Improvements	12/18/2018	$3,866,586.04	12/16/2019	Town of Barnstable 367 Main Street Hyannis, MA 02601	Paul Graves Town Engineer (774) 487-0641
17-001	Highway-Construction/ Intersection Reconstruction	MDOT - Intersection Improvements and Related Work (Including Signals) Route 28 (Falmouth Road) at Strawberry Hill Road, Barnstable MASS DOT Contract # 97835	11/21/2016	$690,276.50	4/3/2018	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Rich McKenzie Richard.McKenzie@ state.ma.us
17-002	Highway - Sidewalk and Curbing	Plymouth Sidewalk Construction Contract # 21707	3/17/2017	$1,882,740.00	12/31/2017	Town of Plymouth 11 Lincoln Street Plymouth, MA 02360	James Downey jdowney@townhall. plymouth.ma.us
17-003	Pavement-Surfacing/ Pavement-Milling	FDOT - SR66; From the Hardee County Line to W of US 27 FDOT Contract # T1672	3/29/2017	$5,457,714.22	3/25/2018	Florida Dept. of Transportation, District 1 801 N. Broadway Ave., Bartow, FL 33830 (863) 519-2222	Erik Padron erik.padron@dot. state.fl.us
17-004	Pavement-Surfacing/ Pavement-Milling	MDOT - Resurfacing and Related Work along a Section of Route 6 (Mid-Cape Highway) in the Town of Dennis MASS DOT Contract # 97845	4/12/2017	$2,278,745.70	10/9/2018	MassDOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Mike King Michael.King@ state.ma.us
17-005	Pavement-Surfacing/ Highway-Construction	MDOT - Scheduled and Emergency Pavement Repairs and Improvements at Various Locations in Area D (Barnstable County) in District 5 MASS DOT Contract # 99767	5/3/2017	$1,113,932.65	12/15/2018	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Mike King Michael.King@ state.ma.us
17-006	Civil/Site Work, Electrical and Site Improvements	LG Automotive, LLC Atlantic Subaru - Construct New Parking Lot # 2016-AS-001	no contract	$245,323.15	6/30/2017	LG Automotive, LLC 124 Waterhouse Road Bourne, MA 02532	Levon Semerjian (508) 759-5000 Fax (508) 759-4595
17-007	Civil/Site Work, Electrical and Site Improvements	LStar Southfield, LLC Construction of Athletic Fields & Associated Utilities, Weymouth, MA	6/16/2017	$11,540,053.47	12/15/2017	Lstar Southfield, LLC 26 Memorial Grove Avenue South Weymouth, MA 02190	Keith Curran Keith@LVNT.com (617)249-1105
17-008	Pavement-Surfacing/ Highway-Construction	MDOT - Scheduled and Emergency Pavement Repairs and Related Work at Various Locations (Excluding the Islands) in District 5 MASS DOT Contract # 99868	5/24/2017	$1,226,029.25	1/11/2019	Mass DOT, 10 Park Plaza, Ste 4160 Boston, MA 02116 (617) 973-7000	Daniel Mastrangelo (774) 292-2086
17-009	Highway Construction	Columbia Construction Co. Macro-Sitework at Siemans, 333 Coney Street, Walpole, MA	6/6/2017	$7,240,403.00	9/1/2019	Columbia Construction Co., Inc. 100 Riverpark Drive, P.O. Box 220 North Reading, MA 01864	Marcia Carlson Project Manager cell (617) 799-9212
17-010	Highway Constr., Drainage, Sewer and Water	Redbrook - Area 6 Access Road, Sitework and Utility Construction		$333,155.72	12/30/2017	A.D. Makepeace Company 158 Tihonet Road Wareham, MA 02571	Dan Gorczyca Project Manager (508) 254-7581
17-011	Pavement Surfacing, Milling and Cold Planing	Mid-Cape Main Replacement Project Yarmouth, Dennis, Brewster and Harwich	9/5/2017	$4,152,782.91	9/30/2018	National Grid 40 Sylvan Road Waltham, MA 02451	
17-012	Highway Constr., Drainage, Sewer and Water	Town of Barnstable - Roadway Improvements for the Seapuit Community, Community in Osterville and Marstons Mills	8/31/2017	$1,136,215.00	6/15/2018	Town of Barnstable 367 Main Street Hyannis, MA 02601	Joe Orciuch Project Engineer (508) 790-6400
17-013	Electrical - All Types/Landscaping Including Tree Planting	New Bedford EverSource Solar Carport Project	8/30/2017	$189,898.03	9/22/2017	Eversource Energy Services Co. 247 Station Drive Westwood, MA 02090	
17-014	Highway - Bike Paths	Eversource - Access Road Construction ROW 8-2, Weston and Wayland, MA Contract # CW2239682	9/14/2017	$1,254,800.00	12/13/2017	Eversource Energy Service Co. 247 Station Drive Westwood, MA 02090	Brian McDevitt (339) 987-7819
16-001	Highway-Construction	Town of Brewster - Underpass Road and Snow Road Improvements	10/31/2015	$2,003,581.13	11/15/2016	Town of Brewster 2198 Main Street Brewster, MA 02631	Patrick Ellis, DPW Superintendent (508) 896-3701
16-002	Pavement-Surfacing/ Highway-Construction	MDOT - Pavement Repairs and Improvements at Various Locations in Area D, Barnstable County in District 5 MASS DOT Contract # 89328	11/24/2015	$1,997,935.00	12/6/2017	Mass DOT, 10 Park Plaza, Suite 4160 Boston, MA 02116 (617) 973-7000	Daniel Mastrangelo (774) 292-2086
		FDOT - E1O45 CR68 (NW 160th St) in Okeechobee County				Florida DOT, District One Office	Rolando Luis

Horsley Witten Group
Sustainable Environmental Solutions
90 Route 6A • Unit 1 • Sandwich, MA 02563
508-833-6600 • horsleywitten.com

Memorandum

TO: Richard Combra, Oak Bluffs Highway Superintendent, Robert Whritenour, Oak Bluffs, Town Administrator

FROM: Rich Claytor (HW)

DATE: June 5, 2019

RE: County Road Drainage Improvements - Bidding Schedule

Bidding Schedule:

Before or on June 13, 2019 (Thursday)
Submit to the Central Registry Online. Thursday at 4:00 PM is the deadline each week.

June 13, 2019 (Thursday)
Submit to Vineyard Gazette for local advertisement (Minimum once, two weeks prior to bid opening).

June 17, 2019 (Monday)
Final copies of Plans and Specifications delivered to Biddocsonline.com via email.

June 19, 2019 (Wednesday)
Advertisement period begins for Central Registry and local paper (14-days minimum – we are providing 3 weeks). Also post advertisement within the Town Hall and CommBuys (by Town – please note that this is active immediately upon posting- so contractors will typically start inquiring about plans immediately – so we encourage our clients to post this on the same day).

June 27, 2019 (Thursday) 10:45AM
Pre-Bid Site Walk recommended, not required.

July 2, 2019 (Tuesday)
Question period ends at 4 PM.

July 10, 2019 (Wednesday) at 10 AM.
Bid due date from all **general bidders** (no filed sub-bids). Bid result will be tabulated by Biddocsonline.com.

July 17, 2019 (Wednesday)
Town to issue notice of award.

July 31, 2019 (Wednesday)
Pre-construction Meeting - Contractor to mobilize soon thereafter onsite.

SECTION 000200

ADVERTISEMENT

The Town of Oak Bluffs, MA is requesting bids for the following:

County Road Drainage Improvements

THIS PROJECT IS BEING ELECTRONICALLY BID AND HARD COPY BIDS WILL NOT BE ACCEPTED. Please review the instructions in the bid documents on how to register as an electronic bidder. The bids are to be prepared and submitted at www.biddocsonline.com . Tutorials and instructions on how to complete the electronic bid documents are available online (click on the "Tutorial" tab at the bottom footer).

The Town of Oak Bluffs, Massachusetts, the Awarding Authority, invites sealed bids from **General Contractors** for the **County Road Drainage Improvements at approximate address of 271 County Road** in the **TOWN OF Oak Bluffs**, Massachusetts, in accordance with the documents prepared by **HORSLEY WITTEN GROUP, INC.** dated **April 2019**.

The work to be performed under the Base Bid of this contract includes, but is not limited site clearing, surface and subsurface drainage improvements, earthwork, paving, erosion and sediment control, management and control of traffic, and stabilization of disturbed areas.

Construction shall begin after the Notice of Proceed.

Bidding procedures and award of Contract and subcontracts are subject to the provisions of the General Laws of the Commonwealth of Massachusetts applicable sections of MGL c.30. Estimated cost of the contract is $253,000.

General Bids will be received until **JULY 10, 2019 at 10:00AM** and publicly opened, forthwith online.

All Bids should be submitted electronically online at **www.biddocsonline.com** and received no later than the date and time specified above.

General bids shall be accompanied by a bid deposit that is not less than five (5%) of the greatest possible bid amount (considering all alternates), and made payable to the **Town of Oak Bluffs.**

Bid Forms and Contract Documents will be available for pick-up at **www.biddocsonline.com** (may be viewed electronically and downloaded) or hard copies may be purchased at Nashoba Blue, Inc. at 433 Main Street, Hudson, MA 01749 (978-568-1167).

The **Pre-Bid Conference** and site visit will be on **JUNE 27, 2019 at 10:45 AM** local time at the site address near 271 County Road, Oak Bluffs, MA. The Pre-Bid Conference is recommended but not mandatory.

The Contract Documents may be seen at:

Nashoba Blue Inc.
433 Main Street
Hudson, MA 01749
978-568-1167

The successful bidder will be required to furnish a Labor and Materials Payment Bond and a Performance Bond each in the amount of one hundred percent (100%) of the contract amount.

Minority Business Enterprise (MBE) and Women's Business Enterprise (WBE) policies are applicable. The goals for this project are blended goals of MBE 3.4% and WBE 3.8%. Within five days after the Bid Opening, the Bidder shall submit a "Schedule for Participation by Minority Business Enterprises" with accompanying Letters of Intent by each minority subcontractor proposed to be used by the Bidder. The Bidder shall submit a "Schedule for Participation by Women Business Enterprises" with accompanying Letters of Intent by each WBE subcontractor to be used by the Bidder. The Letters of Intent shall include, among other things, the contract items the M/WBE is proposing to perform and the prices that the M/WBE proposed to charge for the work. Original signed copies of the letters will be required prior to the signing of a contract. The Schedule of Participation shall list these M/WBE subcontractors with whom the Contractor intends to contract and state the total price to be paid each M/WBE contractor as taken from each Letter of Intent submitted with the bid. The Bidder shall submit a copy of current SBA letter of Minority Business Enterprise or Women Business Enterprise Certification for each subcontractor. Failure to comply with the requirements of this paragraph may be deemed to render a proposal non-responsive.

Full compliance with Federal, State and Municipal Wage Laws is required of all work. Minimum Wage Rates as determined by the Commissioner of Department of Labor and Industries under the provision of the Massachusetts General Laws, Chapter 149, Section 26 to 27D, as amended, apply to this project. It is the responsibility of the contractor, before bid opening, to request if necessary, any additional information on Minimum Wage Rates for those trades people who may be employed for the proposed work under this contract.

All bidders shall be required to submit a Certification of Non-Collusion and State Tax Certification Clause as well as provide Certification of Occupational Safety and Health Administration (OSHA) Training in accordance with Massachusetts General Law 30: Section 39S, as amended by Chapter 306 of the Acts of 2004, effective 7/1/06.

Bidders are not to include in their Bid Proposal sales and compensating use taxes on materials and supplies purchased for this project. All materials used are tax exempt.

Contractors shall be required to comply with all applicable Massachusetts General Laws, Chapter 30 S.39M, and other applicable Massachusetts General Laws.

A weekly certified payroll submittal shall be required of the successful bidder in accordance with MGL C149, S27B. No payments will be made until all payroll information necessary for HW to determine compliance with prevailing wage law requirements for the time period of the payment request have been submitted.

The Contractor shall not discriminate with regard to the personnel employed on this project on the basis of race, color, creed, national origin, gender, sexual preference, handicap or age.

A copy of this advertisement is available on the Massachusetts Newspaper Publishers Association (MNPA) website (http://masspublicnotices.org/).

The Town of Oak Bluffs, Massachusetts reserves the right to reject any or all proposals or waive any formalities that appear to be in the best interest of the Town of Oak Bluffs, MA. A proposal which includes, for any item, a bid that is abnormally low or high may be rejected as unbalanced. The right is also reserved to accept any proposal deemed to be best for the project. In any event, bids to be deemed acceptable shall comply in each and every way with all applicable Massachusetts General Laws.

All inquiries with respect to this Invitation to Bid and the Contract Documents, including the Plans and Specifications, must be in writing to Geoffrey Glover at gglover@horsleywitten.com.

massDOT
Massachusetts Department of Transportation
Highway Division

City / Town & Other Awarding Authority (OAA) Prequalification Form

Check All Funding Program(s) that apply:

- [x] **Chapter 90 Program**
- [ ] **Complete Streets Program**
- [ ] **Municipal Small Bridge Program**
- [ ] **Utility Grants Program**
- [ ] **Mass-Works Program**
- [x] **Municipality Funds**
- [ ] **Other** _____

Name of City/Town or OAA: Oak Bluffs

Description of Work: Drainage Improvements, County Road

Class of Work (determined by MassDOT Prequalification Committee):

_____

Project Value: $252,956.00

Bid Opening Date: July 10, 2019

Award Date: July 15, 2019

Start Date: July 25, 2019

End Date: Spetember 30, 2019

Contact Person: Geoffrey Glover, Horsley Witten Group, Inc.

Telephone #: (508)833-6600

Email: gglover@horsleywittengroup.com

Required Attachments:

- [ ] **Legal Advertisement or Central Registry Advertisement**
- [ ] **Engineer's Bid Estimate Items, Quantities & Values / Alternates or Optional extensions (Total Prequal. Project Costs)**
- [ ] **Detailed Scope of Work**
- [ ] **State Funding Approval Form or Letter**

Please email or fax completed forms to:
Email: prequal.r109@dot.state.ma.us
Fax: (857) 368-0643
Main line: (857) 368-8660

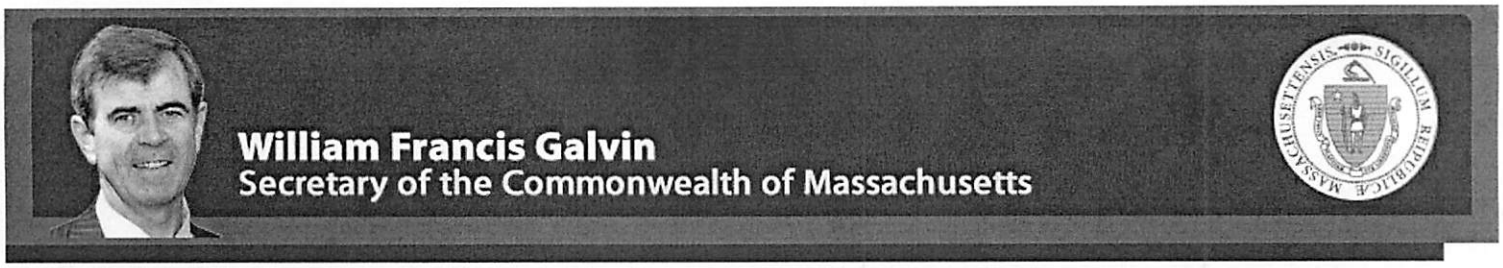
For MassDOT Use Only

_____
SAE Signature & Date

In accordance with M.G.L. c. 81, §8B, any Contractor or Prospective Bidder proposing to bid on any work, excepting the construction, reconstruction, repair, or alteration of buildings, to be awarded by the Department of Conservation and Recreation, aggregating $50,000 or more, must be prequalified by the Highway Division of the Massachusetts Department of Transportation pursuant to 720 CMR 5.01, et seq. (cite 320 CMR 17.00, 17.02) in the specified class of work with a single contract class limit greater than or equal to the advertised project value.

Please notify MassDOT of any changes of contact information, bid dates, project value(s), addendums, etc.

Rev 1/2019



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Search

General contract submission confirmation

The following General Contract submission was successfully received.
Planned date of publish is 6/19/2019

Awarding Agency

Agency Name and Address:	Town of Oak Bluffs, P.O. Box 1327 Oak Bluffs, MA 02557
Project Number:	
Estimated Cost:	$253,000
Contractor Qualification:	Highway Division

Required for DCAMM contracts over $150,000, Highway Division contracts over $50,000. Add categories to the Project description below.

Contact Information

Name:	Geoff Glover		
Phone:	508-833-6600	Fax	508-833-3150
Email Address:	gglover@horsleywitten.com Notify email address listed when final publish date assigned.		

Contract Information

Project:	The Town of Oak Bluffs, Massachusetts is receiving public bids for the COUNTY ROAD DRAINAGE IMPROVEMENTS PROJECT. The Project is located at the approximate address of 271 County Road and includes, but is not limited to site clearing, surface and subsurface drainage improvements, earthwork, paving, erosion and sediment control, management and control of traffic, and stabilization of disturbed areas.		
Plans/Specifications Available: Place, date and time	THIS PROJECT IS BEING ELECTRONICALLY BID. The bids are to be prepared and submitted at www.biddocsonline.com.		
General Bid Deadline*:	07/10/2019	Time	10:00am
Sub Bid Deadline:		Time	
Sub Bid Categories:			
Additional Information	The Pre-Bid Conference and site visit (recommended but not mandatory)will be on JUNE 27, 2019 at 10:45 AM local time at the site address near 271 County Road, Oak Bluffs, MA.		

This page can be printed for your records.

Add Another Return To Menu

TOWN OF OAK BLUFFS

Post Office Box 1327 · Oak Bluffs, MA 02557
Telephone 508-693-3554 · Fax 508-696-7736

Board of Selectmen

Brian C. Packish, *Chairman*
Jason Balboni
Gail M. Barmakian
Gregory A. Coogan
Michael J. Santoro

Robert L. Whritenour, Jr.
Town Administrator

June 21, 2019

Margot Mansfield,
Climate Change and Coastal Hazards Analyst
MA Executive Office of Energy and Environmental Affairs
100 Cambridge St, Suite 900
Boston, MA 02110

Dear Ms. Mansfield:

It was a pleasure speaking with you and your team yesterday regarding the Town of Oak Bluffs' proposal under the Municipal Vulnerability Program for the Oak Bluffs Beach Nourishment and Groin/Jetty Rehabilitation Project. You have requested that the Town provide the following updated information to assist you in your grant review:

1. Updated detailed timeline – please include permitting milestones and indicate that you will begin with the groin work with the nourishment to follow; and
2. Source of material – please confirm the source of material you intend to use for the beach nourishment.

Through this correspondence I hope to address the issues you raise and to provide the requested information.

1. **Updated Detailed Timeline:**

September 1, 2019: USACE 2008-2636 permit issuance is pending and anticipated by September 1, 2019.
No time of year limitations have been issued by DEP through the Chapter 91 license and 401 WQC permit. USACE TOY restrictions are projected to be waived with the proposed use of silt curtains.

November 15, 2019: Dredging to commence in Sengekontacket Pond pursuant to Town Maintenance Dredging Permit with Dredge material placed on dewatering site.

January 1, 2020: Contract Specifications and Plans for Public Bidding Process to be completed and public bidding initiated.

February 15, 2020: Bidding Process to be completed and Notice to Proceed Issuance Date

June 15, 2020: Final completion of Construction of Timber groins and Beach Nourishment

2. **Source of Material:**

Sengekontacket Pond Dredge Material is the dredge material intended to be used for this project. This material is from the closest compatible system to the project site and This work is currently permitted under a 10-year comprehensive dredge permit. Compatibility will be verified with DEP prior to placement.

I believe this information addresses the areas that we discussed. Please let me know if you need any additional information or clarification and we will be happy to provide you with additional information. We look forward to your serious consideration of our funding proposal.

Sincerely,

Robert L. Whritenour, Jr.,
Town Administrator

Cc: Elizabeth Durkee, Conservation Agent
Michael Count, Foth Engineering

Info Request for MVP Action Grant – **North Bluff Beach Nourishment/Timber Groin Retrofit (and dredging or other source of nourishment)**

Project: Dredge Sengekontacket Pond inner channel, Little Bridge inlet and/or obtain beach nourishment material from another source to nourish the North Bluff beach; also retrofit the existing timber groins at the North Bluff beach to help contain the beach nourishment material.

1. How many cubic yards of material are needed to nourish the North Bluff beach?
   Based on the hydrographic and topographic surveys performed on September 14, 2016 and November 11, 2016 the estimated quantity of sand (average-end area method) for the proposed beach nourishment is 16,476 cubic yards (CY).
2. How many cubic yards of material are available in the Sengekontacket Pond inner channel and/or Little Bridge Inlet?
   To be verified, the last dredging event in 2009 totaled 45,000 CY, so it is anticipated that at least 40,000 cy are currently available (subject to confirmation by pre-dredge hydrographic survey proposed in Fall 2019).
3. Budget for dredge, nourishment, timber groin retrofit – North Bluff
   The estimated budget for the project based on the 16,476 CY of sediment for the proposed beach nourishment and the reconstruction of the six (6) timber groins is estimated between $2.5m to $2.9m, subject to the availability and source of contractor provided sand.
4. Methodology and deliverables
   The construction methodologies for this project will include the following:
   a) *Mechanical or hydraulic Dredging of compatible screened sand from Sengekontacket or other suitable source and transported to the project site via truck or barge.*
   b) *Placement of sand from either the roadway via conveyer system or ocean via temporarily grounded barge and then grading to required grades by mechanical (bulldozer and front-end loader) means.*
   c) *Construction of the timber groins from a temporarily grounded or jack-up barge along the beach. Another option would be to construct the timber groins following the completion of the beach nourishment work with land-based pile-installation and other required equipment.*
5. Timetable (the project must be completed by June 30, 2020)

Project Time-of-Year (TOY) from October 2019 to January 2020 with Project completion by June 30, 2020, subject to obtaining funding.

6. Status of permits for this project
   Local and state approvals are in hand. USACE authorization is anticipated by July 2019.
7. Info about how climate change projections and data were considered and incorporated into the project must be provided.
   The beach nourishment (BN) sand is considered sacrificial and necessary to provide protection for the seawall, coastal bank and upland infrastructure. The current climate change projections with predicted sea-level rise was the basis for the BN design to create a stable sacrificial beach. The BN design is based on the results of the Applied Coastal reports with the intention of creating stable elevated beach contours for the 25-year 2% run-up storm event and to sequester the nourishment sand between the reconstructed timber groins to extend the project design life to an estimated longevity of more than 30 percent of the BN sand remaining after six (6) years.
8. Anticipated lifespan of project. For timber groin retrofit: all projects must be designed with explicit consideration of risk tolerance for the asset, the anticipated life span of the asset, and the relevant statewide climate change projections including sea level rise projections . . . or they will not be considered for funding.
   The estimated design life for the reconstructed timber groins is approximately 30 years.
9. Is this project related to any enforcement action or non-compliance orders?
   This project is not related to any enforcement action or non-compliance orders.
10. Resumes of relevant Foth professionals
    Attached by find a resume for Carlos G. Peña, P.E.
11. Copy of Beach Nourishment II Notice of Intent
    Amended Order of Conditions dated _____.

Preliminary Cost Estimate
January 2017

Beach Nourishment and Groin/Jetty Rehabilitation Project
Jetty, North Bluff, Pay and Inkwell Beaches
Oak Bluffs, MA

Item	Quantity	Unit	Unit Cost	Total	North Bluff
Jetty Beach Nourishment	400	CY	$ 40.00	$ 16,000	
North Bluff Beach Nourishment	16,500	CY	$ 50.00	$ 825,000	$ 825,000
Pay Beach Nourishment	25,000	CY	$ 40.00	$ 1,000,000	
Inkwell Beach Nourishment	12,600	CY	$ 40.00	$ 504,000	
Timber Groins (6)	312	LF	$ 1,500.00	$ 468,000	$ 468,000
North Jetty Reconstruction (Exposed/Seaward Section)	380	LF	$ 5,500.00	$ 2,090,000	
North Jetty Repairs (Landward Section)	250	LF	$ 4,400.00	$ 1,100,000	
Stone Mound (at North Jetty) Repairs	130	LF	$ 4,400.00	$ 572,000	
South Jetty Reconstruction (Full length)	300	LF	$ 5,500.00	$ 1,650,000	
Pay Beach North Groin Repairs (Full length)	130	LF	$ 4,400.00	$ 572,000	
Pay Beach South Groin Reconstruction (Seaward End)	77	LF	$ 4,400.00	$ 338,800	
Pay Beach South Groin Repairs	335	LF	$ 4,400.00	$ 1,474,000	
Inkwell Beach Groin Reconstruction (70' Extension)	70	LF	$ 5,500.00	$ 385,000	
Inkwell Beach Groin Repairs	198	LF	$ 4,400.00	$ 871,200	
Mob-Demob	1	LS	$ 250,000.00	$ 250,000	$ 150,000
			subtotal	$ 12,116,000	$ 1,443,000
			15% contingency	$ 1,817,400	$ 216,450
			Eng & Permitting	$ 304,330	$ 118,900
			total	**$ 14,237,730**	**$ 1,778,350**

Notes:

Unit costs are based upon 2006 repair/rehabilitation costs provided in Appendix D of the MA DCR Coastal Infrastructre Inventory & Assessment Project.

Applied Coastal Research and Engineering, Inc.
766 Falmouth Road
Suite A-1
Mashpee, MA 02649

MEMORANDUM

Date: **January 14, 2016**

To: **Christine Player, Senior Project Manager, CLE Engineering, Inc.**

From: **Sean W. Kelley, P.E. and John S. Ramsey, P.E.**

Subject: **Oak Bluffs Beach Nourishment Design**

Analyses of measured data and modeled coastal processes have been utilized to determine appropriate design characteristics for the proposed nourishment at Pay Beach and Inkwell Beach, Oak Bluffs, MA. An analysis of maximum wave runup on the beach during storms was performed in order to specify an appropriate beach berm crest elevation that would lead to the desired level of resistance to wave attack. A separate analysis of LiDAR topography from the existing beach was performed to determine the the extent of fill required to fill the reconstructed Inkwell Beach groin to entrapment.

A. NOURISHMENT BERM ELEVATION ANALYSIS

A beach nourishment template should be constructed with a berm elevation that is high enough to prevent regular overtopping by waves in order to ensure the optimum design life and protective capacity during storms. The berm elevation is determined by an analysis of wave run up during storms. As waves break on the beach, water will rush up the beach face. The elevation that wave runup will reach is dependent on characteristics of the breaking wave and the slope of the beach. If waves regularly overtop the berm crest, erosion of the cross-shore profile will be accelerated, increasing the risk of storm damage to onshore infrastructure.

A.1 Wave Model

The 2-D wave model developed for the original Oak Bluffs sediment transport study (Applied Coastal, 2010) was employed to compute wave conditions used as input to run up analysis. For the sediment transport study, the wave model was utilized to compute average wave conditions along the Oak Bluffs shoreline. For the runup analysis, it was necessary to develop extreme storm conditions that represent expected 25- and 50-year level events. Though the design life of the nourishment is shorter than the return period of these storms, evaluating the run up levels for these events will help to ensure that the template is constructed with a high enough elevation to provide adequate protection, even during possible extreme events.

An extremal analysis of wind data from the BUZM3 C-MAN station located at the mouth of Buzzards Bay and wave data from USACE WIS hindcast station 63070 (located east of Monomoy Shoals) was run to develop input conditions required to run the wave model. The C-MAN station data covers the 28 year period between 1985 and 2013. The WIS hindcast covers the 20-year period between 1980 and 1999. The compass sectors NNE through East where evaluated for both 25- an 50-year return period winds and waves. A plot of extreme wind speeds for return periods between 1 year and 100 years is provided in Figure 1, for the northeast compass sector. The resulting wind and wave input conditions used for the eight total wave model runs are given in Table 1.

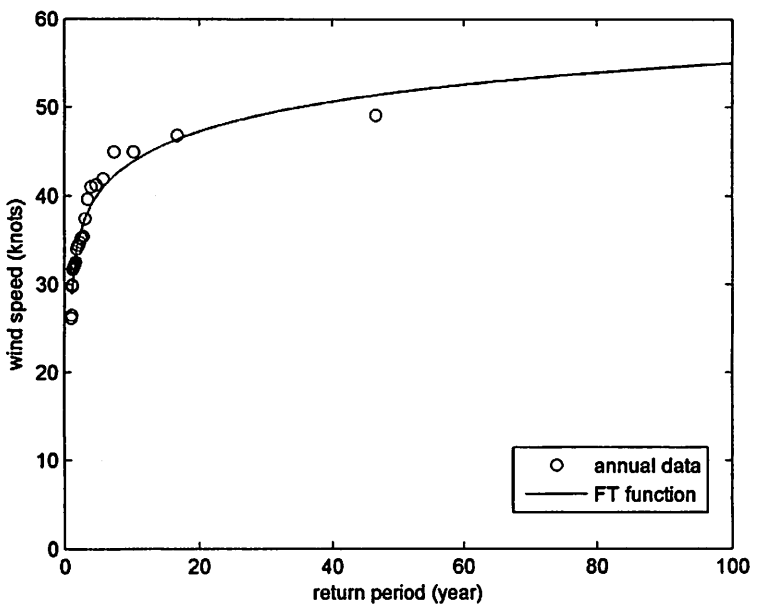

Figure 1. Plot of extremal winds speed for the northeast compass sector computed using the BUZM3 C-MAN station in Buzzards Bay. Circle markers indicate annual maximum windspeeds from the entire 28-year-long data record, while the solid line indicates a Fisher-Tippet II type fit of the data (R^2=0.98).

Table 1. Wave model input conditions for 25- and 50-year return period events.

Sector	NNE		NE		ENE		East	
Return Period	25-year	50-year	25-year	50-year	25-year	50-year	25-year	50-year
Wind Speed (knots)	49.6	52.7	48.4	51.7	44.7	47.8	47.0	50.5
Offshore Wave height (feet)	24.9	27.9	26.6	29.2	20.7	22.6	16.8	18.0
Offshore Wave Period (Sec)	13	13.7	13.4	14.0	11.8	12.4	10.7	11.0

In addition to the specified wind and wave conditions for each separate model run, a 25- and 50-year still water elevation (SWEL) needs to be specified in the simulation. This still water level represents the elevated water levels that occur along the shoreline during storms due to meteorological effects. Storm surge levels were developed using the recently updated FEMA Flood Insurance Study (FIS) for Dukes (FEMA, 2013). For the Oak Bluffs shoreline at Pay Beach, the 50-year SWEL is 6.1 feet NAVD, as given by FEMA. A logarithmic curve fit of the provided FEMA storm levels was used to calculate the 25 year SWEL (5.0 feet NAVD).

After running the eight different wave model simulations of the two storm levels and four compass sectors, results were extracted from a point located 3,700 feet offshore of Pay Beach, where the water depth is 30 feet NAVD. The output for all modeled storm conditions is provided in Table 2. The largest waves occur from the NE sector for both storm levels.

Table 2. Wave model output (significant wave height and peak period) offshore of Pay Beach for 25- and 50-year return period events and four compass sectors.

Sector	NNE		NE		ENE		East	
Return Period	25-year	50-year	25-year	50-year	25-year	50-year	25-year	50-year
H_s Wave height (feet)	8.9	9.3	9.8	10.4	9.1	9.8	9.5	10.4
T_p Wave Period (Sec)	6.1	6.2	6.5	6.7	6.6	6.7	6.7	6.9

A.2 Runup Calculation

The method of Nielsen and Hanslow (1991) was employed to compute wave runup during the selected 25- and 50-year storms. A simpler method described by FEMA (2007) was then used to check the results. As outlined by Nielsen and Hanslow, the 2% wave runup level ($z_{2\%}$) is calculated as

$$z_{2\%} = SWL + 1.98\ L_{zwm}$$

where SWL is the still water elevation and L_{zwm} is determined using the relationship

$$L_{zwm} = 0.6\ (H_{rms}\ L_0)^{0.5} \tan\beta$$

for beach slopes greater or equal to 1:10, and where Hrms is the rms wave height, L_0 is the deepwater wavelength and β is the slope of the beach face.

For Pay Beach, using the wave model results for the NE compass sector for the 25-year storm, Hrms is 6.9 feet, calculated by the relationship

$$H_{rms} = 2^{-0.5} H_0.$$

The deepwater wavelength is calculated to be 216.5 feet using the relationship

$$L_0 = g/2\pi\ T_0^2.$$

The beach slope using to compute runup is assumed to be the initial construction template slope, 1:10 (v:h). This is a conservative assumption, since the beach profile would tend to equilibrate to a gentler slope with time, and maximum runup elevations would decrease as a result.

The runup elevations resulting from the application of this method for both the 25- and 50-year storms are provided in Table 3. Using a simple method provided in the FEMA Guidelines and Specifications for Flood Hazard Mapping Partners (2007) to determine 2% runup on natural beaches as a check to the results of Nielsen and Hanslow, the 25- and 50-year 2% runup elevations are 7.8 feet NAVD and 8.9 feet NAVD, respectively. The results of Table 3 are approximately 2 feet higher than the results of the FEMA method. This check shows that the results are comparable, and the runup levels provided in Table 3 would be appropriate elevations for the beach fill template.

Table 3. 2% runup elevations computed for the Pay Beach nourishment template.	
25-year runup	9.6 feet, NAVD
50-year runup	10.9 feet, NAVD

B. RECONSTRUCTED GROIN ADVANCED FILL

With the reconstruction of the Inkwell Beach groin, it is required by state environmental regulators that the structure be filled to entrapment. This requirement ensures that the groin does not interrupt sand transport to the shoreline south of the project area.

The existing condition of the Pay Beach groin was used to determine an appropriate criterion for the advanced beach fill of the reconstructed Inkwell Beach groin. The Pay beach groin is effectively impounding sand, and in fact is the only structure with a significant accretion fillet along the entire Pay Beach shoreline. Using the 2008 CLE survey of the beach, it is estimated that the beach profile intersects the tip of the main trunk of the Pay Beach groin at elevation -2.2 feet NAVD. Therefore, the -2.2 ft NAVD contour represents the stable elevation at the structure toe that will impound sand on the updrift side of the structure. Any accretion that occurs seaward of this location will be naturally bypassed to downdrift beaches through ongoing wave-induced transport procresses.

Since the Inkwell Beach groin will be reconstructed to MHW or higher along its full length, it is recommended that the fill template extend to the point where -2.2 feet NAVD contour intersects with the tip of the structure (Figure 2). In this manner, the groin will be filled to entrapment and allow additional littoral sediments migrating to the south to continue supplying downdrift beaches. Using the 25-year design berm elevation of 9.6 feet NAVD and a berm width of 50 feet, the -2.2 foot contour would be approximately 170 feet offshore of the seawall at the north end of the groin compartment (at the Pay

Beach groin) and 270 feet from the seawall at the south end of the compartment (at the Inkwell Beach groin). The slope between the berm crest and -2.2 foot contour would have a maximum slope of 1:10 (v:h).

At the Inkwell beach groin, the template could slope with a 1:10 slope where the beach face slope intersects the groin crest. The template would then continue at the same elevation of the groin until resuming lowering near the offshore end. Starting from the offshore tip of the groin, the beach elevation at the tip would be -2.2 feet and then rise with a 1:10 slope until intersecting with the crest of the groin. This is drawn schematically in Figure 3, where the extension of the beach template seaward of the groin indicates that natural bypassing of material to downdrift beaches would continue to occur after groin reconfiguration and the proposed beach nourishment.

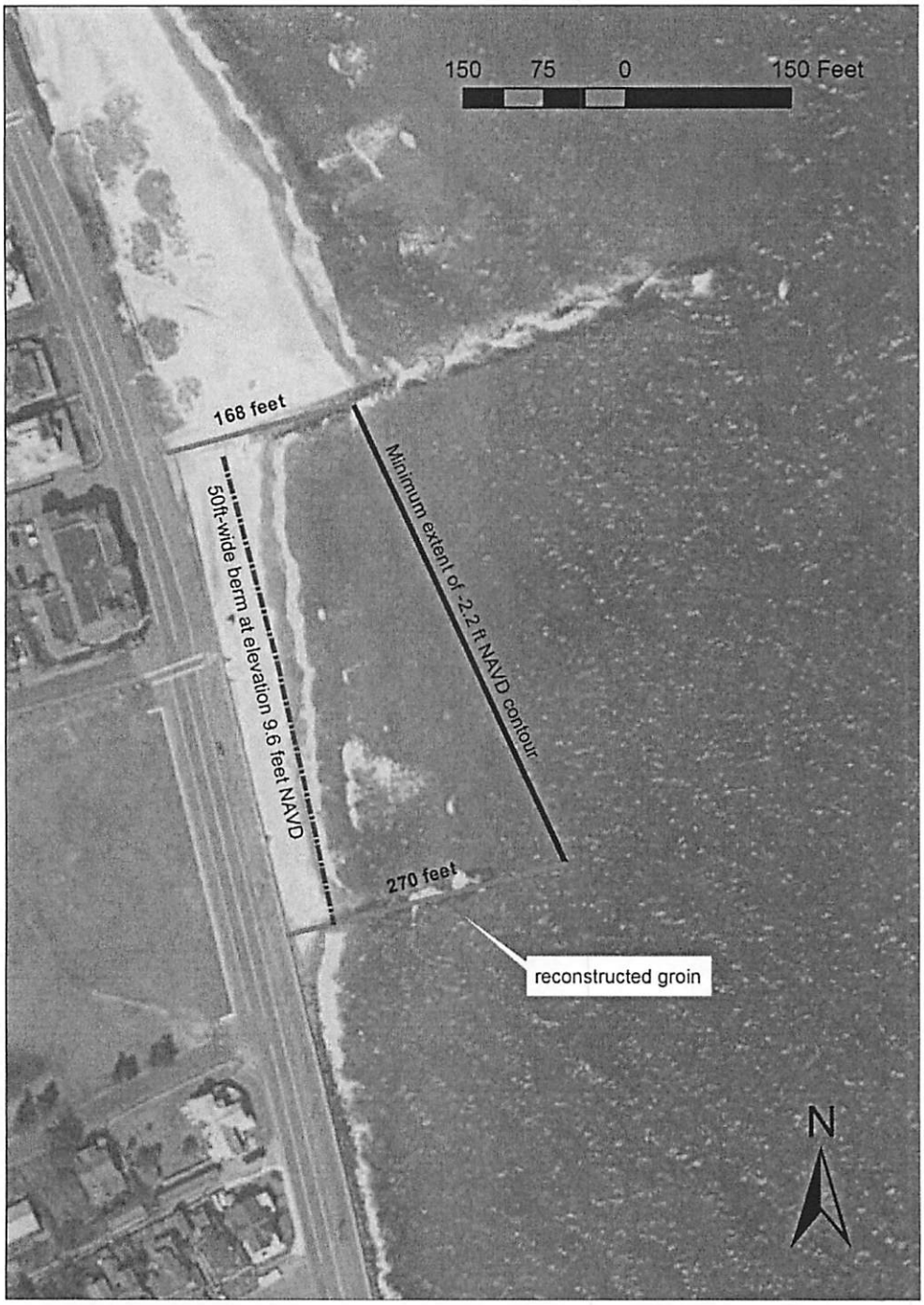

Figure 2. Schematic representation of beach fill template for Inkwell Beach, designed to meet requirement of filling reconstructed groin to full entrapment, for a design template elevation of +9.6 feet NAVD (25-year design).

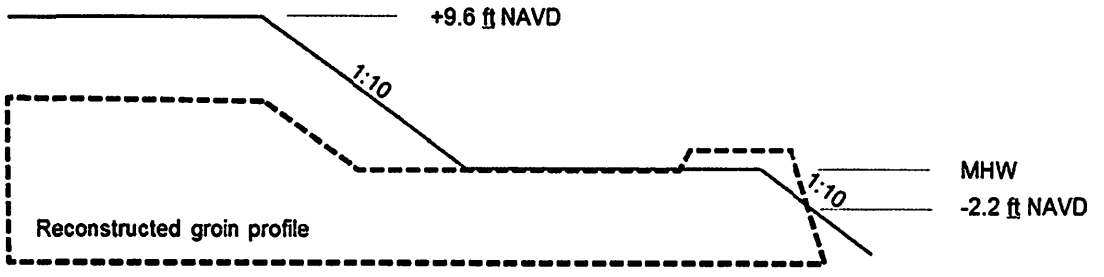

Figure 3. Cross-sectional schematic of beach fill template at the Inkwell Beach groin (not to scale).

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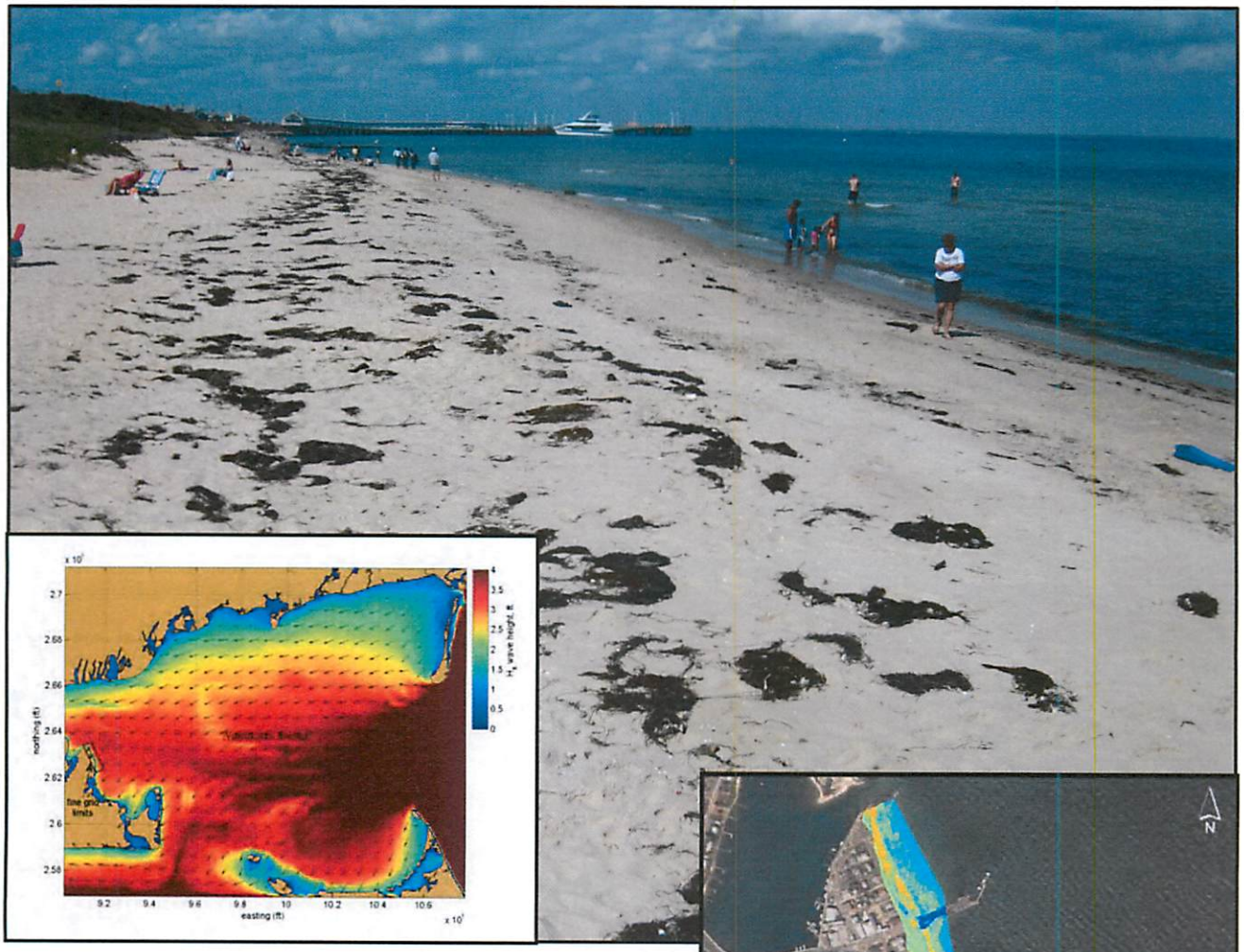
DRAFT REPORT FOR THE TOWN OF OAK BLUFFS

COASTAL SEDIMENT TRANSPORT STUDY FOR THE SHORELINE FROM THE EAST CHOP LIGHTHOUSE TO THE FARM POND CULVERT



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I. Introduction

The shoreline evaluated in this study extends from East Chop to the Farm Pond entrance (Figure I-1), where much of the shoreline consists of coastal bluffs that historically were fronted by a narrow coastal beach. Shoreline armoring over the past 100+ years have maintained upland development, but gradually prevented erosion of coastal bluff sediments that supplied sediment to the beach system. Despite this loss of sediment supply to the beach system, the Oak Bluffs shoreline has experienced a relatively modest long-term recession rate of approximately 0.5 feet per year; however, recent storms have exacerbated beach erosion and threatened coastal infrastructure. In 2007, the lowering of the nearshore profile along "Pay" Beach likely was at least partially responsible for the seawall failure south of the Steamship Authority Pier. Similar to many beach systems along developed shorelines in Massachusetts, the shoreline between the East Chop Lighthouse and the Farm Pond entrance can be considered "sediment starved". Primarily, this has been caused by the construction of seawalls and/or revetments along the coastal bluffs that served as a sediment sources to the regional beaches. In addition, a series of groins and jetties have been constructed to either trap sand at a specific beach location or stabilize an inlet channel. As the littoral sediments in the system become more depleted, the groins become less effective at trapping sediments and the seawalls no longer serve as an effective "last line of defense" against coastal erosion. A brief review of the 1951 USGS map (Figure I-2) compared to the condition of the shoreline today (Figure I-3) illustrates the influence of more recently constructed groins accreting sediment at "Pay" and "Inkwell" Beaches, while reducing sediment transport to the Harts Harbor barrier beach system. This latter harbor/barrier beach system eventually collapsed, stranding the two derelict jetty structures offshore.

To evaluate shore protection needs, the Town of Oak Bluffs hired CLE Engineering, Inc. to address the condition of existing coastal infrastructure, as well as the various parameters (e.g. coastal flood zones, resource areas, etc.) needed as the basis for formulating a solution to the ongoing erosion problem. Since replenishment of the depleted sediment supply via beach nourishment will form a portion of the long-term solution for shoreline stability, proactively assessing the wave and associated sediment transport patterns through numerical modeling provides the information needed to develop an effective design. Applied Coastal was hired through the CLE Engineering contract to evaluate sediment transport processes and associated engineering improvements that would improve beach stability and recreational resources within the study reach (Figure I-1). The tasks described below provide additional details regarding the approach to analyze local coastal processes between East Chop and the Farm Pond Inlet.

<u>Task 1 – Shoreline and Bathymetric Change Analysis</u>

An evaluation of local shoreline change (both recent and long-term) was performed for the Oak Bluffs shoreline between East Chop Lighthouse and the Farm Pond entrance. This updated analysis provides significantly greater confidence in the overall results of the shoreline change estimates than previous studies performed by the Massachusetts Office of Coastal Zone Management. A differential GPS survey of the observed high water line was performed to evaluate recent changes in shoreline position. This shoreline will extend to appropriate updrift and downdrift limits to determine sediment budget parameters. Comparison of the 2009 surveyed shoreline position with historic shorelines developed as part of this project provided needed information for the evaluation of sediment movement in this region.

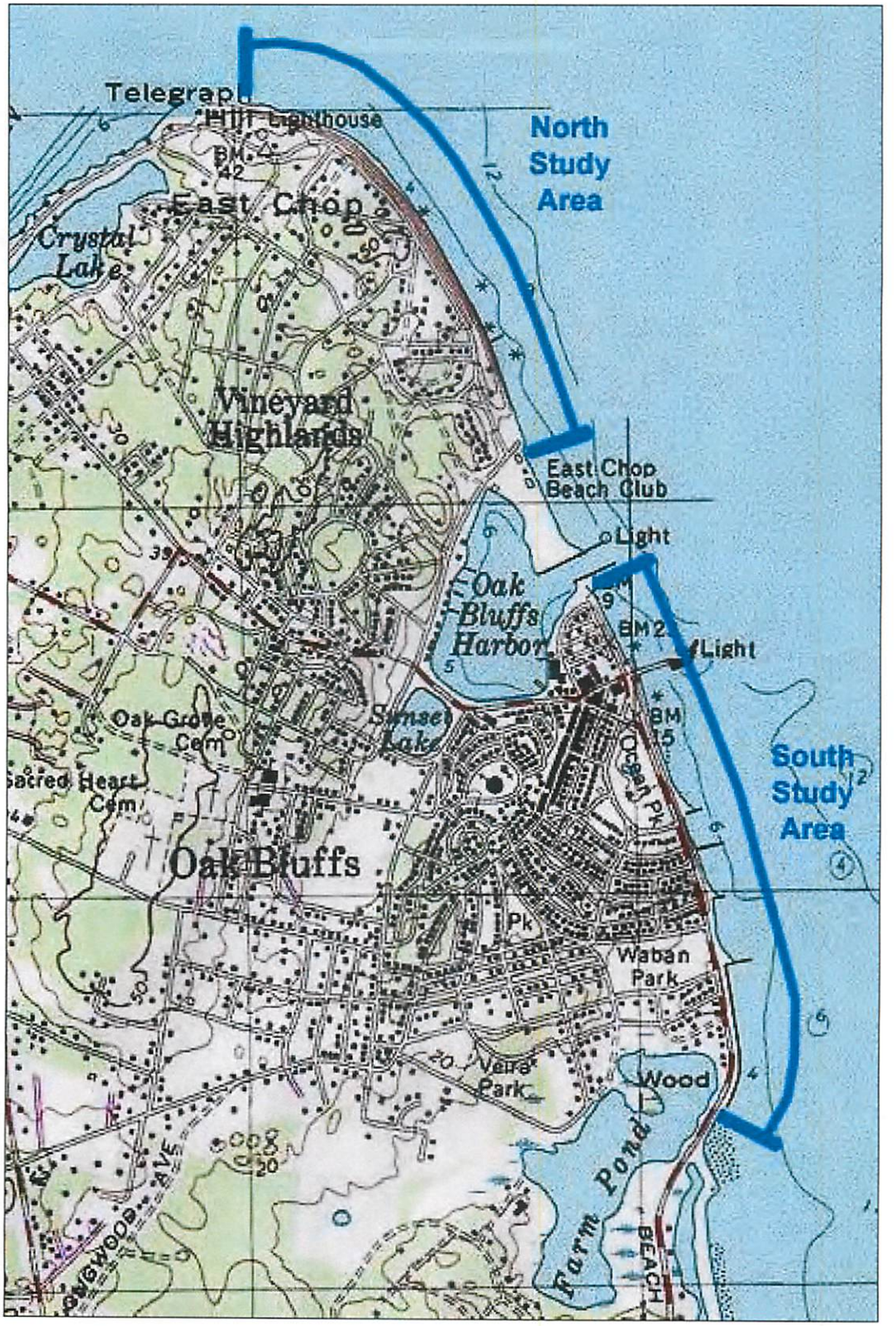

Figure I-1. Topographic map of Oak Bluffs showing the extent of the north and south study areas.

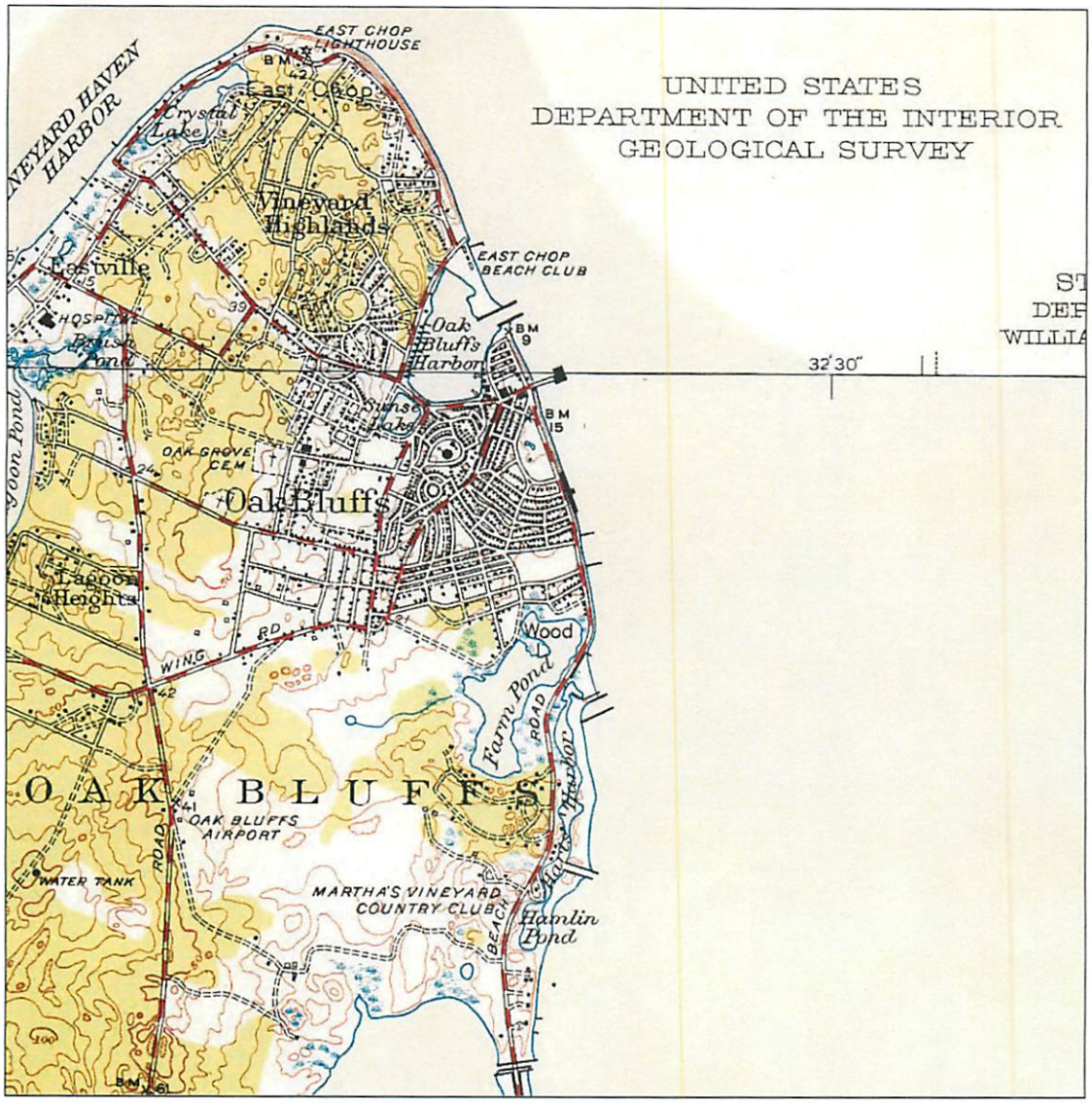

Figure I-2. A portion of the 1951 USGS topographic map of Oak Bluffs showing the generally eroded condition of the beach south of Oak Bluffs Harbor entrance, as well as the barrier beach system fronting Harts Harbor adjacent to Farm Pond.

To assess recent alterations to the nearshore profiles, a comparison of the 2000 NOAA LIDAR data to the more recent information collected by CLE Engineering was performed. A bathymetric change analysis utilizing TIN modeling of the two data sets was performed to indicate areas of increased scour or accretion. This additional analysis provided a more thorough understanding of sediment transport pathways governing regional beach processes.

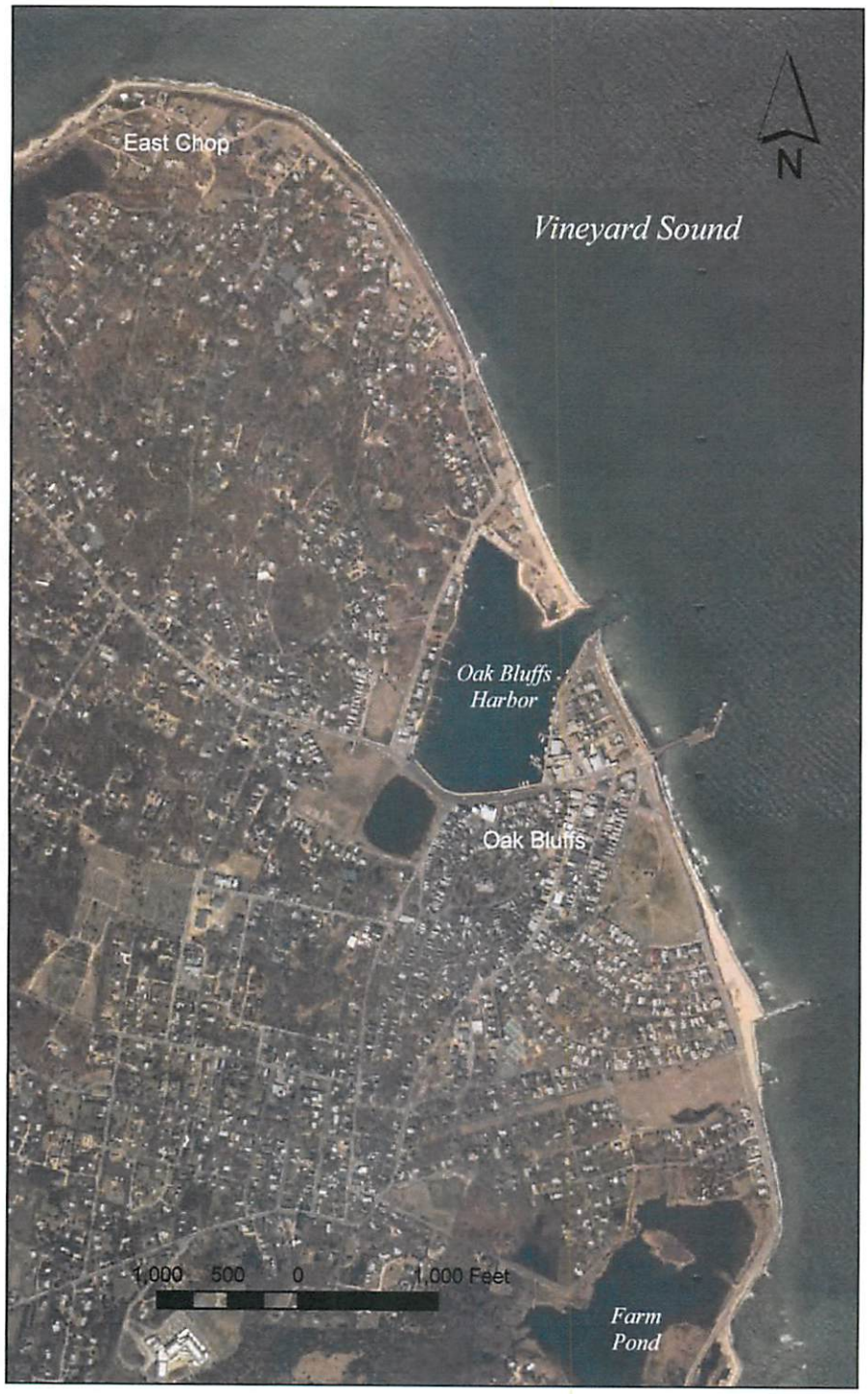

Figure I-3. The 2005 MassGIS aerial photograph of Oak Bluffs showing the generally eroded condition of the beach south of Oak Bluffs Harbor entrance and south of the Inkwell Beach groin.

Task 2: Wave and Sediment Transport Modeling

A quantitative analysis of coastal processes provided the basis for beach nourishment design along the Oak Bluffs shoreline. However, numerical analysis techniques alone could not

provide the needed information for a sediment transport analysis, since the regional sediment supply has been severely restricted by construction of shore protection structures. The results of the numerical analysis were directly dependent on the quality of the information input to the models. An in-house developed shoreline model was utilized to assess both shoreline change and beach nourishment performance of potential alternative projects. To ensure accurate predictive capabilities for the models, careful evaluation of the input and calibration data sets was required. For the Oak Bluffs shoreline, the following information was critical to the overall predictive accuracy of the models including:

- Nearshore and Regional Bathymetry
- Local Wind and Wave Data
- Beach Grain Size Information
- Historical Shoreline and Bathymetric Change
- History of Shoreline Armoring and Previous Nourishment Programs

To properly evaluate natural forces influencing nearshore sediment movement, an analysis of coastal processes (primarily waves) governing beach sediment transport was performed. Spectral wave refraction modeling using SWAN was performed to determine how nearshore bathymetry modifies the wave climate along the Oak Bluffs shoreline. The modeling effort will incorporate a "nested grid", where a large scale grid will encompass much of Nantucket Sound and a smaller scale fine grid will focus on the primary area of interest between East Chop and Farm Pond. Since this area incorporates the effects of both locally generated wind waves and swell generated offshore in the open North Atlantic Ocean, wave transformation modeling will require incorporation of both components. Wave information used to drive the wave refraction model was developed from locally available wind information, as well as available NOAA and U.S. Army Corps of Engineers data sets for the Atlantic Ocean.

In addition to the wind and wave input boundary conditions specified for a full range of wave cases, bathymetry and several model parameters also were specified. The model parameters describe the extent and resolution of the computational mesh (separate from the bathymetry grid) including nested grids, the directional and frequency resolution of the wave spectrum, and wave physics (e.g., breaking, wave-wave interactions). The SWAN wave model is widely accepted in the U.S. and international wave modeling community and has been utilized as the basis for numerous U.S. Army Corps of Engineers designs. For the Oak Bluffs analysis, based on Applied Coastal's experience with SWAN and measurements taken for other projects, a wave transformation estimate for the Steamship Pier was developed to incorporate the effects of the pier on wave refraction and energy damping.

Information from the wave modeling was incorporated into an in-house developed longshore sediment transport model. Typical of any modeling effort, model results can only be as good as the data utilized for boundary conditions and calibration. For the sediment transport/shoreline change model, appropriate nearshore wave climate, grain size, and historic shoreline change data were required to accurately simulate sediment transport. Once calibrated and validated, the shoreline change model could be used to assess sediment transport trends, determine future migration of the shoreline, and evaluate beach nourishment and/or coastal structure modifications.

Task 3: Analysis of Beach Nourishment and/or Coastal Structure Alternatives

Once the shoreline change model was calibrated, it was utilized to simulate the longevity and migration of potential beach nourishment projects, including the use of sand trapping structures to maximize beach fill longevity. Based on discussions with the Town, a full range of beach nourishment alternatives were evaluated ranging from modest improvements at Inkwell Beach to more complete beach nourishment programs extending from the Harbor entrance to the Inkwell groin. Additionally, structural modifications to the Inkwell Beach groin were evaluated to enhance the potential of the beach nourishment design life at Inkwell Beach. It should be noted that based on discussions between Applied Coastal the Town and CLE Engineering early in the study, nourishment of the armored shoreline north of Oak Bluffs Harbor entrance was deemed infeasible.

The overall goal of the wave and sediment transport analysis is to provide information necessary for the appropriate long-term management of the beach system, as well as design guidance for shore protection strategies. Based on the quantitative understanding of coastal processes, effective beach nourishment design can be implemented along the Oak Bluffs shoreline. Utilizing the numerical modeling results as the basis for nourishment templates maximizes potential design life and reduces the frequency that re-nourishment will be required. In addition to improving recreational benefits of the shoreline, a properly designed beach nourishment project will attenuate wave energy during storms. This natural damping of wave energy ensures the long-term stability of infrastructure landward of the beach.

II. Geomorphology and Evolution of the Coast

Regionally, the northern Martha's Vineyard shoreline consists of glacial till headlands and associated marine deposits in the form of barrier beaches. Eroded bluff material has formed nearshore bars that extend westward towards Vineyard Haven Harbor and southward to Oak Bluffs Harbor entrance. Glacial deposits are the principal source of beach materials, consisting primarily of sand with some gravel. These original sources of beach materials have been largely eliminated due to the construction of seawalls and revetments along the shoreline.

Oceanographic factors influencing shoreline stability and sediment transport consist of waves and tides, as well as the currents associated with these forcing mechanisms. Waves generated by winds in Nantucket Sound are the primary driving force that transports sediment along the shoreline. Exposure to open ocean waves is limited by the extensive system of shoals in the vicinity of the opening to the Atlantic Ocean, as well as within Nantucket Sound itself. The Oak Bluffs shoreline lies in the lee of land masses to the west, south, and southeast; therefore, wave energy at the shoreline is further restricted. Onshore winds occur about one third of the time.

Tides along the Oak Bluffs shoreline are semi-diurnal, with a mean range of approximately 2.0 feet (Kelley, 2006). According to the U.S. Army Corps of Engineers (1965), the August 31, 1954 storm surge from Hurricane Carol is the highest water elevation recorded at Oak Bluffs Harbor at 8.7 feet above mean low water. Similar to other coastal regions bordering Nantucket Sound, severe storm surges are infrequent events. In the case of Oak Bluffs, a major storm event has not occurred in over 50 years; however, prior to this recent paucity of tropical storm activity, Martha's Vineyard experienced 3 major hurricanes over the previous 17 years (in 1938, 1944, and 1954). While the overall sediment movement is governed by average conditions, the perceived need for shore protection is often related to the influence of severe infrequent storm events.

II.1. Shore Protection History

Over the past several centuries, natural coastal processes associated with wave action have continually reshaped the shoreline along the Oak Bluffs coast. More recently, anthropogenic changes to the system also have influenced beach stability, as well as the tidal exchange through the inlet to the marsh. As depicted in the 1859 hydrographic chart (Figure II-1), the entire Oak Bluffs shoreline was relatively undeveloped, presumably allowing the regional beach and tidal inlet systems to migrate naturally. This shoreline configuration pre-dated the conversion of Squash Meadow Pond to salt water (i.e. Oak Bluffs Harbor) and shows the small tidal inlet to Farm Pond prior to roadway construction. Due to the influence of coastal engineering structures on the Oak Bluffs shoreline, future management of the beach system should be based upon more recent conditions, where the local littoral sediment supply has been severely restricted.

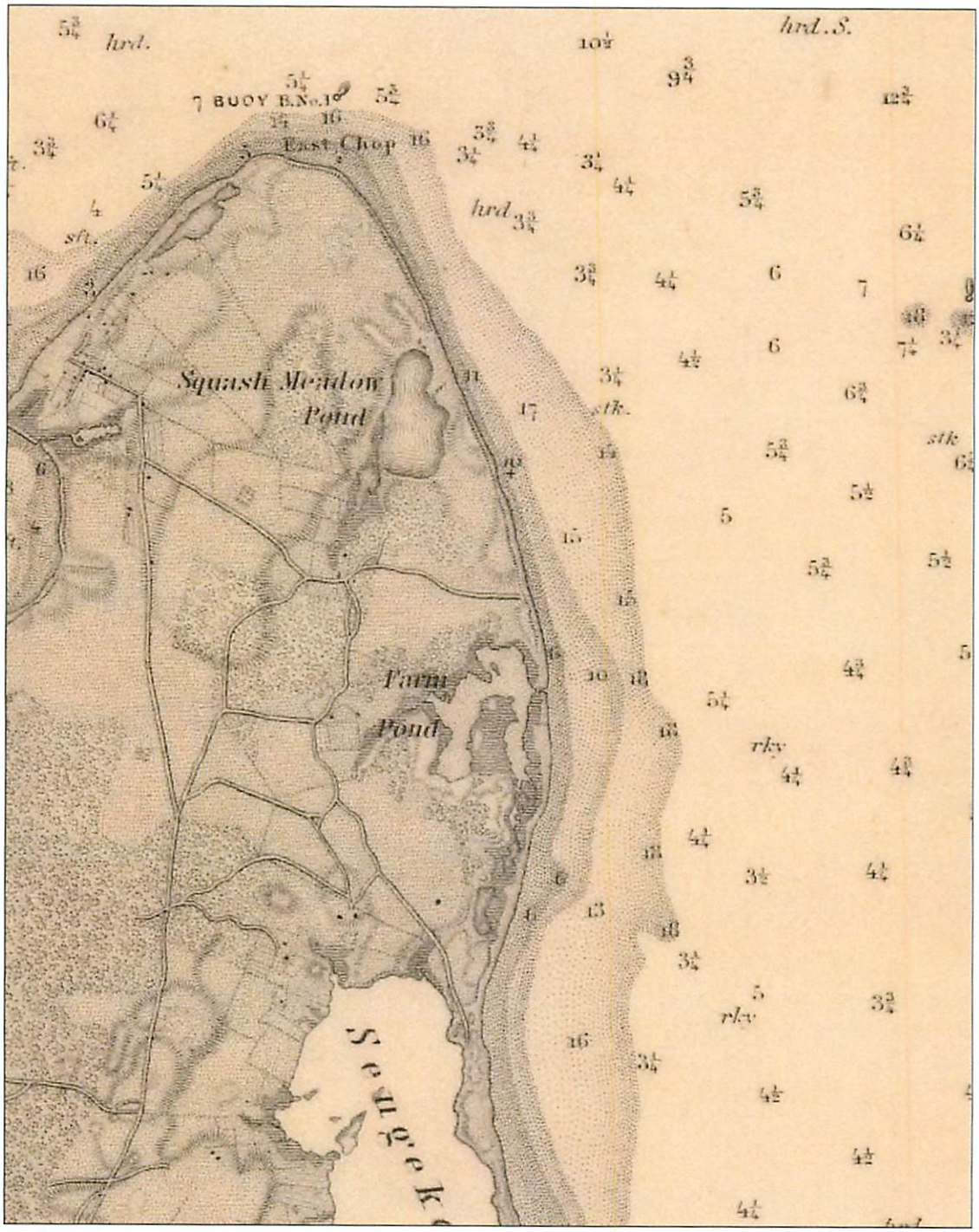

Figure II-1. The 1859 hydrographic showing the undeveloped Oak Bluffs shoreline. At this time, Oak Bluffs Harbor had not been created and is shown as a freshwater pond (Squash Meadow Pond).

Figure II-2. An 1890 birds-eye view of Cottage City showing the condition of the Oak Bluffs shoreline including the series of shore perpendicular groins in the vicinity of Pay and Inkwell Beaches.

In 1880, Cottage City was incorporated and shorefront development began. As part of this development, the Oak Bluffs Harbor jetties were constructed by the state in 1899 (USACE, 1965). Around this same time (circa 1890), initial seawall construction was performed by the federal government. The two stone jetties protecting the entrance to Oak Bluffs Harbor were subsequently extended and repaired. A relatively wide sandy beach is still held north of the north jetty despite the lack of sandy shoreline along the East Chop bluffs. The shoreline south of Oak Bluffs Harbor has been armored with a series of concrete or wood seawalls, and stone revetments. These shore protection structures were initiated prior to 1900 as shown in Figures II-2 and II-3. In addition, timber and stone groins have been added to the regional shore protection since 1925. During the late 1800s, numerous hotels and bath house facilities were constructed on the beach, along with a raised railroad track (Figures II-3 and II-4).

The railroad along the shoreline closed in 1896 and the tracks were subsequently removed from the beach (Figure II-5). When the U.S. Army Corps of Engineers conducted a beach erosion control study in 1965, approximately one-third of the shoreline between Oak Bluffs Harbor entrance and Farm Pond consisted of a narrow sandy beach that was between 10 and 15 feet wide at high water. Over the past 40+ years, modifications to the Pay Beach groin has created a substantial recreational beach resource north of the structure; however, ongoing deterioration of the timber groins has allowed loss of the remaining beach north of the Steamship Authority pier. Lowering of the beach system along much of the Oak Bluffs shoreline has exposed many of the revetments and seawalls to more frequent wave attack. In general, the seawalls along the Oak Bluffs shoreline were designed for conditions where the beach was

wider and at a higher elevation. As continued coastal erosion occurs, the under-designed seawalls will become more unstable, possibly leading to structural failures during severe storm events.

Figure II-3. Developed shoreline at Cottage City in the late 1800s showing a timber groin in the foreground.

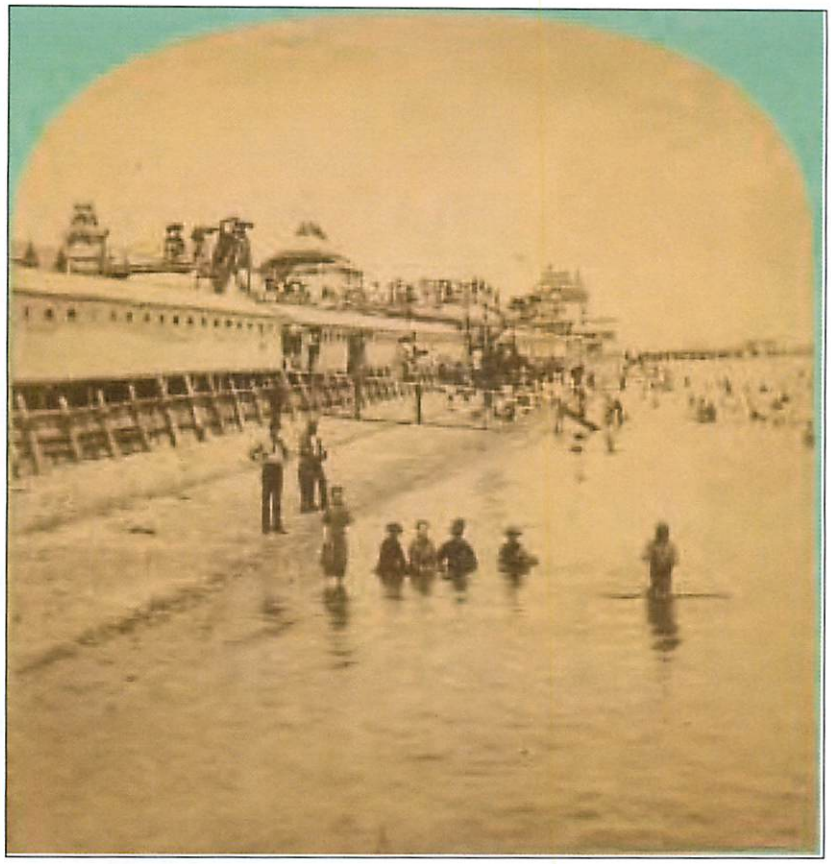

Figure II-4. Developed shoreline at Cottage City circa 1900.

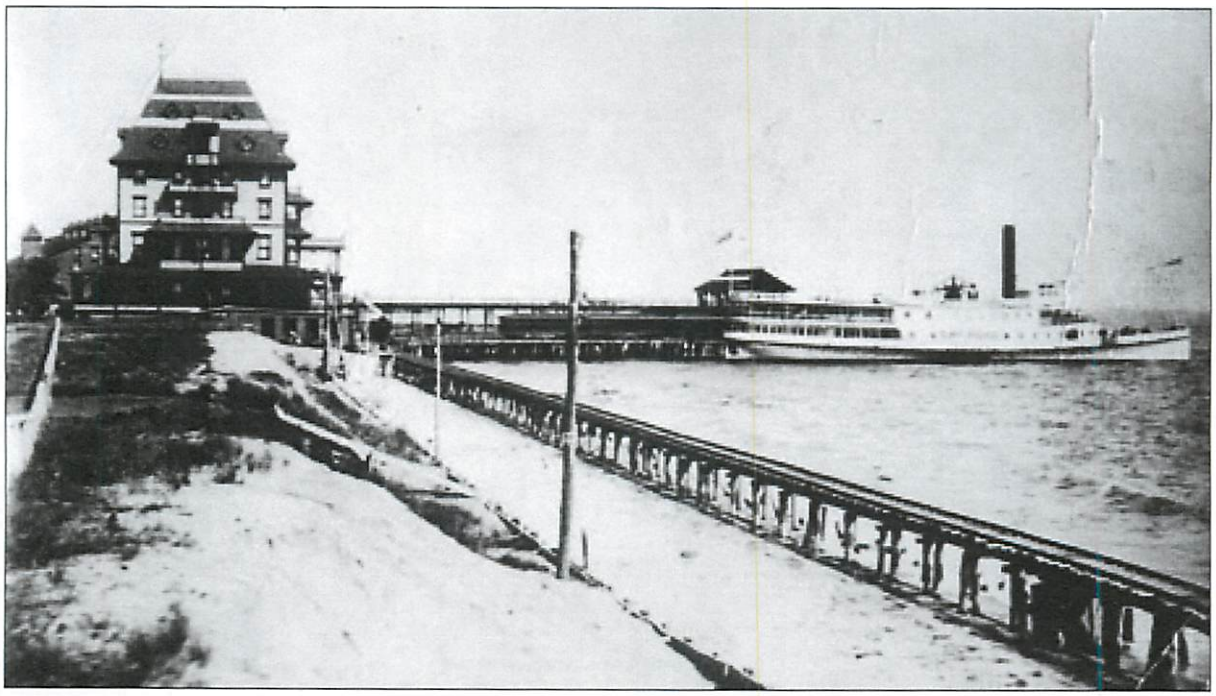

Figure II-5. A late 1800s photograph showing the ferry pier and railroad track on beach.

II.2. Shoreline and Bathymetric Change

Use of shoreline and bathymetric change information allows quantification of coastal processes by providing a measure of nearshore accretion or erosion. In general, accurate shoreline data sets cover a significantly longer period of time than bathymetric data sets. While the U.S. Coast & Geodetic Survey historically collected detailed bathymetry information, the spatial coverage is sparse relative to contemporary data sets; therefore, these older data sets can be inappropriate to utilize for small-scale coastal change assessment. For the Oak Bluffs shoreline, high quality shoreline data sets are available dating back to the mid-1800s. This 160+ year time period covers the transition of the shoreline from an unaltered natural beach/bluff system to the highly engineered shoreline that exists today. Available bathymetry data sets provide more limited information, but could be evaluated qualitatively to assess potential sediment transport mechanisms.

Rates of change in high-water shoreline position for the time intervals between August 1846, March 1955, and April 2005 were evaluated from East Chop to the Hartshaven jetties in Oak Bluffs. The September 2009 shoreline position was also evaluated along the stretch of beach 1000 feet north of the Oak Bluffs Harbor jetties and 3500 feet south of the jetties; the remainder of the shoreline had no high tide beach. The 1846 shoreline position was mapped using traditional survey procedures and complied on U.S. Coast & Geodetic Survey Topographic Sheet T-00204. The 1955 shoreline position was compiled from aerial surveys and supplemental land surveys on Topographic Sheet T-10641. Scans of the original T-sheets were geo-referenced in ArcGIS and the shorelines were extracted by on-screen digitizing using the line drawing tool. The 2005 shoreline position was visually interpreted from color orthophotographs available to download from the MassGIS database website. The 2009 shoreline survey was conducted using a differential Global Positioning System (GPS). The location of the GPS shoreline was determined visually from morphologic features present on the beach and/or from a debris line when available.

The high-water shoreline position change rates were calculated in the Automated Shoreline Analysis Program that is run as an extension in ArcGIS (ArcASAP). This program requires a user-defined spatial interval (50 ft was used for this study) and the general shoreline orientation to determine the amount of shoreline advance or retreat for the time interval. ArcASAP performs the shoreline change calculations by casting normal transects from the earlier shoreline at each analysis point specified along the input shoreline to the later shoreline. The data output is a table of shoreline change magnitudes and rates for each transect where shoreline change denoted with a minus sign represents erosion.

All shoreline position data contain inherent errors associated with field and laboratory compilation procedures. The potential measurement and analysis uncertainty between the data sets is additive when shoreline positions are compared. Because the individual uncertainties are considered to represent standard deviations, a root-mean-square (RMS) method was used to estimate the combined potential uncertainties in the data sets. The positional uncertainty estimates for each shoreline were calculated using the information in Table II-1. These calculations estimated the total RMS uncertainty to be ±41.7 ft or ±0.4 ft/year for the time interval 1846 to 1955, ±30.5 ft or ±0.6 ft/year for 1955 to 2005, ±34.8 ft or ±0.2 ft/year for 1846 to 2005 and ±20.0 ft or ±5.0 ft/year for 2005 to 2009.

Tables II-2 and II-3 show maximum, minimum, and average change rates for the different time intervals. During the 163 year time period, shoreline change rates ranged from 2.4 to -5.9 ft/year. The largest accretion and erosion rates both occurred during the later time intervals,

along the entire stretch of coastline from 1955 to 2005 and both north and south of Oak Bluffs Harbor from 2005 to 2009. The smallest change rates occurred during the long-term time intervals, 1846 to 2005 and 1846 to 2009. The highest average erosion rate, -1.83 ft/year, occurred between 2005 and 2009. The highest erosion rates for all time intervals occurred along the shoreline in front of Farm Pond at the southern end of the study area. The main instances of shoreline advancement occurred on the updrift sides of groins or jetties. The various time periods analyzed for historical shoreline change are shown graphically in Figures II-6 through II-9.

Table II-1. Estimates of Potential Error Associated with Shoreline Position Surveys.	
Traditional Engineering Field Surveys (1846)	
Position of rodded points	±3 ft
Location of plane table	±7 to 10 ft
Interpretation of high-water shoreline position at rodded points	±10 to 13 ft
Error due to sketching between rodded points	up to ±16 ft
Cartographic Errors (1846, 1955)	Map Scale 1:10,000
Inaccurate location of control points on map relative to true field location	Up to ±10 ft
Placement of shoreline on map	±16 ft
Line width representing shoreline	±10 ft
Digitizer error	±3 ft
Operator error	±3 ft
Historical Aerial Surveys (1955)	Map Scale 1:10,000
Delineating high-water shoreline position	±16 ft
Orthophotography (2005)	
Delineating high-water shoreline position	±10 ft
Position of measured points	±10 ft
GPS Surveys (2009)	
Delineating high-water shoreline position	±3 to ±10 ft
Position of measured points	±3 to ±10 ft

Table II-2. Shoreline Change Rates to April 2005 (entire study area)			
	Minimum ft/year	Maximum ft/year	Average ft/year
August 1846	-3.94	1.25	-1.05
March 1955	-5.91	2.43	-0.69
Table II-3. Shoreline Change Rates to September 15, 2009 (along Oak Bluffs Harbor)			
	Minimum ft/year	Maximum ft/year	Average ft/year
August 1846	-1.25	0.36	-0.61
March 1955	-1.28	1.84	-0.20
April 2005	-5.92	2.40	-1.83

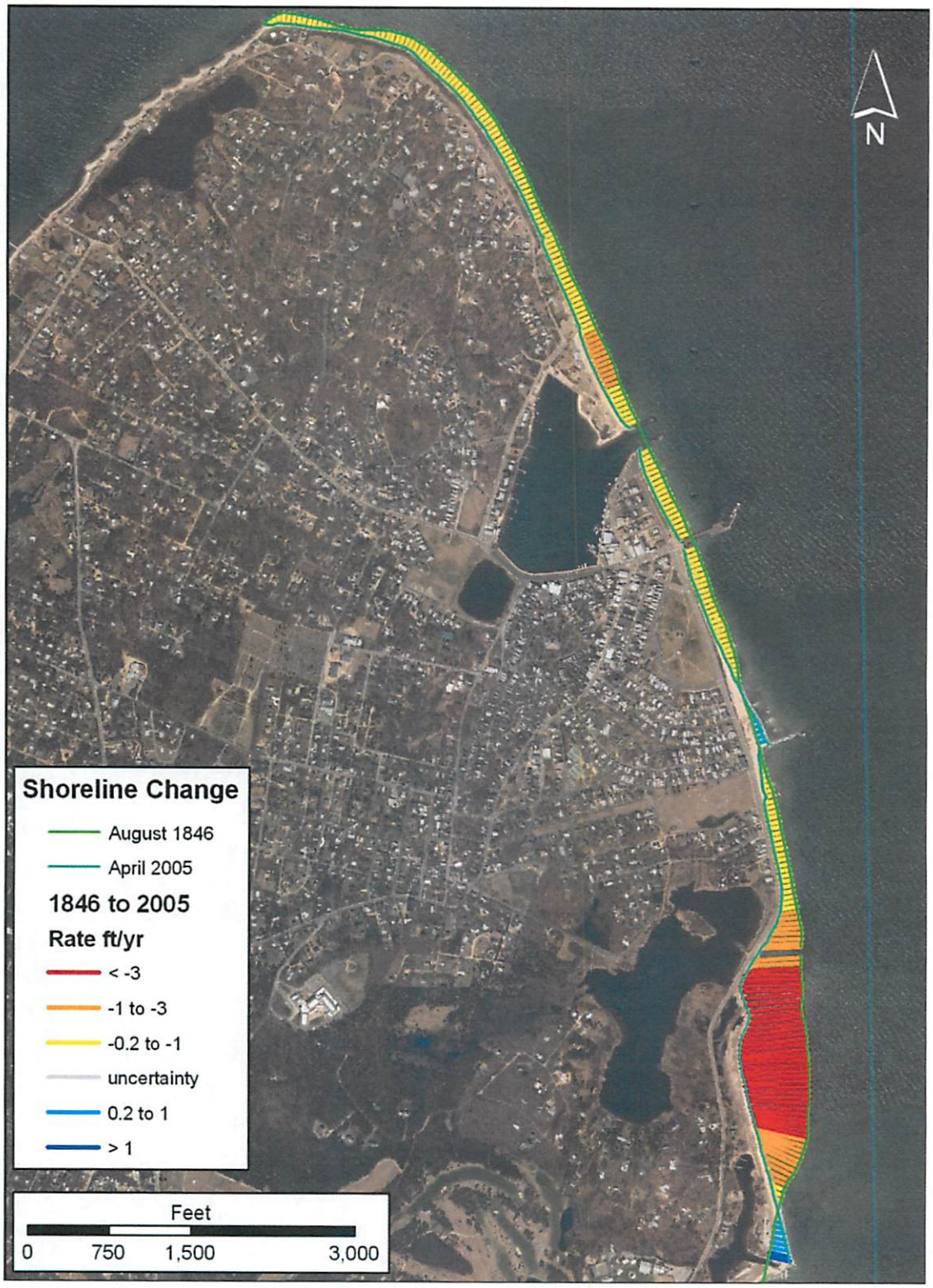

Figure II-6. Long-term shoreline change between August 1846 and April 2005 for the Oak Bluffs shoreline between East Chop and the Farm Pond entrance. Shoreline change is color-coded, where the highest erosion is represented as red and the highest accretion is shown as blue.

Town Administrator Report
June 25, 2019

The following is a summary of the major activities of the Office of the Town Administrator for the previous week.

1. **School Recreational Area Bid Process** -I have spent considerable time working with Dr, Megan Farrell and the School Department to strategize and implement a program to replace the recreational area hardscapes at the Oak Bluffs School under funding from the Community Preservation Act. This project is part of a comprehensive school improvement program to rejuvenate and properly maintain our Town's largest and most valuable building resource, the twenty-five-year-old Oak Bluffs School. Working with our Capital Improvement program we have developed a partnership with School Officials to accomplish a major update of nearly all building systems which included the Roof and HVAC project, internal communications, telephone systems, building security, heating system and fire alarms. In the exterior of the building major projects include reconstruction of ball fields and play areas and the replacement and expansion of basketball courts, tennis courts, playgrounds and pathways. The results will be dramatic for our educational program. Of course, we face the same difficulties in attracting contractors willing to perform this work at reasonable rates or even bid at all. I am pleased to announce that we have just completed our second round of bids for this project under the plans developed by the Landscape Design firm, Horiuchi and Solien of Falmouth, MA. This time around we included a series of bid deductions that enables us to eliminate from the base bids all of the crazy items like bids of $8,000 for a picnic table and focus the contractor on the actual hardscape construction. With this strategy we have been successful in attracting a low bid from a high-quality firm, Lawrence Lynch, that is within our construction budget. Work will be accomplished this summer with quite a new and improved school ready for the children this fall. I greatly appreciate the teamwork and professionalism from Dr. Farrell and her staff.

2. **County Road Drainage Bids** –I have been assisting Highway Superintendent Richard Combra with some of the related procurement procedures around his project to improve the drainage on County Road. Richie has worked with the design firm, Horsley Witten Group to complete the design process for the estimated $253,000 project which will include site clearing, surface and subsurface drainage improvements, earthwork, paving, erosion and sediment control, management and control of traffic and stabilization of disturbed areas. The project has been advertised, and I have attached for your review a bidding schedule to prepare for construction. Major milestones include advertisement on June 13, 2019. A pre-Bid site walkthrough for potential bidding contractors is scheduled for June 27. All bidding questions are due by July 2, and the deadline for the submission of bids is July 10. We hope to issue an award by July 17 and conduct the pre-construction mobilization meeting on July 31. Work is scheduled to be completed by the end of August. Thanks go to Richie Combra for the thorough approach to achieving a practical an effective design for this project.

3. **Beach Nourishment Update** -As the Board is aware, we have placed a major priority on breaking the logjam to move forward the Beach Nourishment II project for the North Bluff area in front of the seawall and boardwalk. This has been a major effort to attack both sides of permitting and funding in an attempt to getting this $2 million project completed to restore the historic North Bluff in-town beach. For several years the project has been stuck in an endless permitting loop with no hope of funding. Our efforts have included massive engineering work as well as my contact with Representative Keating's Office and a trip to Concord, MA to confront the Army Corps. regulatory division that has failed to permit this project. The result has been the advertising of the final public notice and a transfer of the regulatory case. We are currently submitting our final review of all issues and we are hopeful that the permits will be issued. This has opened up our window to seek funding under the State's Municipal Vulnerability Program, and Liz Durkee has done a great job with a grant application for this purpose. We have received word that we will be eligible for a grant if we can get the permitting in place to complete the entire project by June 30, 2020. This is a tight timeframe, but it is the most encouraging news we have received on this project in a long time. I will do everything in my power to get both the permits and the funding to move this project forward. Special thanks to Liz Durkee for her hard work and great grant proposal.

4. **Permitting Review**-Our Administrative Assistant, Carrie Blair, has been doing a great job pulling together an analysis of our Departmental permitting procedures. She has been able to identify some outdated forms and procedures which we are working to update and streamline. Much of our effort involves the issues of coordination with other Departments to ensure the appropriate approvals and signoffs prior to the issuance of permits by the Board. Carrie has also constructed a survey of the other Island communities regarding fees for the approximately thirty different permits that we issue from the Office of the Selectmen. This work will help to modernize our own fee structure, and also to help foster better coordination and consistency among all of the Island communities regarding procedures and fees for similar transactions. We hope to present the results of this work to the Board on an upcoming agenda to receive your feedback and direction.

5. **Martha's Vineyard Wellness Programs**-Since being elevated to a larger leadership role in the management of the agency providing health insurance to the Island Towns, the Cape Cod Municipal Health Group (CCMHG) I have already been able to participate in work to improve our island community. A major initiative of the CCMHG has surrounded research that demonstrates that healthier lifestyles, diet, exercise and health-related mindfulness has a direct impact on reducing healthcare costs for individuals and groups. As we are self-insured for health insurance, we have a direct interest in helping to improve people's health to avoid costs. This is one area where there is a huge win-win for management and labor. We are working to bring more of the positive initiatives and investment in wellness from the mainland over to the Island to help boost our own population and offer more programs to support healthier lifestyles. We're already ahead of the game with the lack of fast food, and you will be seeing more of our programs that we hope will help to both limit the growth in cost and create a healthier workforce.