

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2022.02**

**EXIT 36 IMPROVEMENTS AND  
PAVEMENT REHABILITATION  
MM 35.5 TO MM 36.2**

**CULVERT OUTLET DITCHING  
MM 34.9**

**EXIT 25 PAVING  
MM 25.5**

**EXITS 32 & 42 INTERSECTION  
MODIFICATIONS  
MM 31.6 & MM 42.6**

**The bid opening date is Thursday March 24, 2022 at 11:00 am.**

The following changes are made to the Proposal, Specifications and Plans.

**GENERAL**

All questions regarding Contract 2022.02 should be submitted by the 3:00 pm on Wednesday March 16, 2022, to be answered in the last addendum to be issued on Friday March 18, 2022, if necessary. Questions received after that time may not be answered.

**PROPOSAL**

No Changes.

**SPECIFICATIONS**

- Page N-1, The first paragraph shall be deleted and replaced with the following:

at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, ME, until 11:00 a.m., prevailing time as determined by the Authority on March 24, 2022, at which time and place the Proposals will be publicly opened and read. Bids will be accepted from prime Contractors **prequalified** by the Maine Department of Transportation for Paving and/or Highway Construction Projects with an electrical subcontractor **prequalified** by the Maine Department of Transportation for Traffic Signals and Lighting Projects. All other bids may be rejected. This Project includes a wage determination developed by the State of Maine Department of Labor.

- Page N-1, The third and fourth paragraphs shall be deleted and replaced with the following:

The Exit 25 Paving work consists of milling, paving, and striping the northbound toll plaza approaches from Route 35 to 250 ft north of the toll plaza. This work also includes milling, paving, and striping approximately 180 ft of the Kennebunk Maintenance Facility Entrance starting at Route 35 and approximately 190 ft of the Diesel Fuel Entrance just north of the employee parking lot.

The intersection modification work at Exit 32 consists of reconstructing median islands on the Route 111 approaches, changing the Thru/Left lane to a Left Only lane on the Exit 32 off ramp approach, changing the Thru/Left lane to a Thru Only lane on the Biddeford Connector approach, relocating two signal mast arms, and relocating the signal controller. The work includes rewiring the Exit 32/Route 111 signal system and connecting the new system to the generator located at the Exit 32 toll facility.

- Page N-2, The first paragraph shall be deleted and replaced with the following:

The work at Exit 42 consists of relocating the existing mast arm in the northwest quadrant of the intersection to a new foundation.

- Page P-1, The second, third, and fourth paragraphs shall be deleted and replaced with the following:

The Exit 25 Paving work consists of milling, paving, and striping the northbound toll plaza approaches from Route 35 to 250 ft north of the toll plaza. This work also includes milling, paving, and striping approximately 180 ft of the Kennebunk Maintenance Facility Entrance starting at Route 35 and approximately 190 ft of the Diesel Fuel Entrance just north of the employee parking lot.

The intersection modification work at Exit 32 consists of reconstructing median islands on the Route 111 approaches, changing the Thru/Left lane to a Left Only lane on the Exit 32 off ramp approach, changing the Thru/Left lane to a Thru Only lane on the Biddeford Connector approach, relocating two signal mast arms, and relocating the signal controller. The work includes rewiring the Exit 32/Route 111 signal system and connecting the new system to the generator located at the Exit 32 toll facility.

The work at Exit 42 consists of relocating the existing mast arm in the northwest quadrant of the intersection to a new foundation.

- Page SP-1, The third, fourth, and fifth paragraphs shall be deleted and replaced with the following:

The Exit 25 Paving work consists of milling, paving, and striping the northbound toll plaza approaches from Route 35 to 250 ft north of the toll plaza. This work also includes milling, paving, and striping approximately 180 ft of the Kennebunk Maintenance Facility Entrance starting at Route 35 and approximately 190 ft of the Diesel Fuel Entrance just north of the employee parking lot.

The intersection modification work at Exit 32 consists of reconstructing median islands on the Route 111 approaches, changing the Thru/Left lane to a Left Only lane on the Exit 32 off ramp approach, changing the Thru/Left lane to a Thru Only lane on the Biddeford Connector approach,

relocating two signal mast arms, and relocating the signal controller. The work includes rewiring the Exit 32/Route 111 signal system and connecting the new system to the generator located at the Exit 32 toll facility.

The work at Exit 42 consists of relocating the existing mast arm in the northwest quadrant of the intersection to a new foundation.

- Page SP-8, Section 104.4.7 (Cooperation with Other Contractors) add the following:

MTA 2021.01 – Mini Skip Repairs (MM 30.0 to MM 35.5)

- Page SP-10, Section 107.1 (Contract Time and Contract Completion Date) This section should be deleted and replaced with the following:

This Subsection is amended by the addition of the following:

All work shall be completed on or before May 26, 2023.

All construction at Exit 36 including the construction of the ditch at Sta. 1699+45 and the removal of Goosefare Brook culvert and stream restoration shall be substantially complete by November 1, 2022.

The construction of Exit 25 paving shall be substantially complete by June 17, 2022.

All underground work at Exits 32 & 42 shall be substantially complete by November 1, 2022.

All work at Exits 32 and 42 shall be substantially complete by May 12, 2023.

- Page SP-11, Section 107.4.7 (Limits of Operation) add the following:

Mast arms at Exits 32 and 42 shall be relocated concurrently with striping and sign modifications

- Page SP-12, Section 107.8 (Supplemental Liquidated Damages) delete and replace this section with:

This Subsection is amended by the addition of the following:

Location	Supplemental Liquidated Damages Date	Supplemental Liquidated Damages Per Calendar Day
Exit 25	June 17, 2022	\$1,000.00
Exit 36	November 1, 2022	\$1,000.00
Exits 32 & 42 Underground	November 1, 2022	\$1,000.00
Exits 32 & 42	May 12, 2023	\$1,000.00

- Page SP-50, Section 515.03: Delete the first paragraph and replace with the following:

The removal of existing protective coatings shall be completed using high pressure washing. The Contractor shall use a minimum 5,000 psi pressure washer with a rotating head. After high-pressure washing, the Resident shall verify all loosely adhered coatings have been removed from the specified areas. The Contractor will be required to complete additional pressure washing to remove any remaining loosely adhered coatings identified by the Resident.

- Page SP-160, Section 652 (Exit 36 and Exit 25): Delete the fifth paragraph and replace with the following paragraphs:

Temporary lane closures at Exit 36 that would restrict travel to one lane in any direction shall be conducted at night between the times presented in the tables below. Liquidated damages shall be assessed at \$1,000/minute for every minute that a temporary lane closure is in place outside the times presented in the table below.

At Exit 25 the Contractor will reimburse the Authority at the rate of \$500 per 15-minute period for each lane is not reopened by the times specified above.

- Page SP-165, Section 652 (Exit 32 and 42) Delete the third paragraph and replace with:

The Contractor shall provide 2 flaggers when the island modifications are being completed. The island modification may occur separately from the mast arm relocations.

- Page SP-165, Section 652 (Exit 32 and 42) Delete the seventh paragraph and replace with:

Foundation construction, conduit installation, and wire pulling may occur during the day. If the contractor chooses to perform this work during the day, the Exit 32 Off Ramp approach to Route 111 WB outside shoulder and right-turn lane and the Exit 32 On Ramp for Route 111 WB outside shoulder only can be closed Monday through Thursday 5:30 a.m. – 8:00 p.m. and Friday 5:30 a.m. – 3:00 p.m. The Exit 42 On Ramp from Payne Road WB outside shoulder only can be closed Monday through Thursday 5:30 a.m. – 8:00 p.m. and Friday 5:30 a.m. – 3:00 p.m.

## **PLANS**

- Plan Sheet QT-1 (A1 of A7) change the units for Item 643.92 from LS to EA

## **QUESTIONS**

No Questions

## **ATTACHMENTS**

- Addendum No. 1 (5 pages)
- Pre-Bid Agenda (6 pages)
- Pre-Bid Sign-In Sheet (1 pages)

**Notes:** The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is Twelve pages (12).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-13 of the bid package.

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Business Name

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Print Name and Title

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Signature

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Date

March 11, 2022

Very truly  
yours,

MAINE TURNPIKE AUTHORITY

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Nathaniel Carll  
Purchasing  
Department Maine  
Turnpike Authority

**MAINE TURNPIKE AUTHORITY**

Pre-Bid Conference

**CONTRACT 2022.02**

EXIT 36 IMPROVEMENTS AND  
PAVEMENT REHABILITATION  
MM 35.5 TO MM 36.2

CULVERT OUTLET DITCHING  
MM 34.9

EXIT 25 PAVING  
MM 25.5

EXITS 32 & 42 INTERSECTION  
MODIFICATIONS  
MM 31.6 & MM 42.6

MARCH 8, 2022, 10:00 A.M.

1) Location:

The general limits of work are as shown on the Contract Plans and are:

- Exit 36 Improvements and Pavement Rehabilitation – MM 35.5 to MM 36.2 (Ramps, Toll Plaza Approach)
- Culvert Outlet Ditching – MM 34.9 (Southbound)
- Exit 25 Paving – MM 25.5 (Northbound Plaza Approach, Diesel Fuel Approach, Maintenance Facility)
- Exits 32 & 42 Intersection Modifications – MM 31.6 & MM 42.6 (Intersection of Exit 32 and Route 111, and Biddeford Connector & Intersection of Exit 42, Payne Road, and Haigs Parkway)

2) General Description:

The Exit 36 Improvements and Pavement Rehabilitation work consists of milling and paving the Exit 36 interchange ramps and left shoulders and I-195 eastbound and westbound lanes and left shoulders, construction of approximately 1200 linear feet of acceleration lane shoulder, slope repairs, drainage improvements, guardrail improvements, median grading, highway lighting and electrical service, and culvert removal with approximately 30 linear feet of stream restoration in the City of Saco, Maine. The culvert outlet ditching work consists of constructing approximately 170 linear feet of drainage ditch within a wetland area in the City of Saco, Maine. Pavement markings, maintenance of traffic, and all other work incidental thereto will be complete in accordance with the plans and specifications.

The Exit 25 Paving work consists of milling, paving, and striping the northbound toll plaza approaches from Route 35 to 250 ft north of the toll plaza. This work also includes milling, paving, and striping approximately 180 ft of the Kennebunk Maintenance Facility Entrance starting at Route 35 and approximately 190 ft of the Diesel Fuel Entrance just north of the employee parking lot.

The intersection modification work at Exit 32 consists of reconstructing median islands on the Route 111 approaches, changing the Thru/Left lane to a Left Only lane on the Exit 32 off ramp approach, changing the Thru/Left lane to a Thru Only lane on the Biddeford Connector approach, relocating two signal mast arms, and relocating the signal controller. The work includes rewiring the Exit 32/Route 111 signal system and connecting the new system to the generator located at the Exit 32 toll facility.

The work at Exit 42 consists of relocating the existing mast arm in the northwest quadrant of the intersection to a new foundation.

3) Bid:

- a) Opening: March 24, 2022 at 11:00 A.M. at MTA Headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Nate Carll. Phone No.: (207) 482-8115. E-Mail: [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com).
- c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, of the Maine Turnpike Authority. Fax No. (207) 871-7739. Email [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com)
- d) Bids will be accepted from prime Contractors **prequalified** by the Maine Department of Transportation for Paving and Highway Construction Projects with an electrical subcontractor **prequalified** by the Maine Department of Transportation for Traffic Signals and Lighting Projects.

4) Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Mr. Steve Tartre at [startre@maineturnpike.com](mailto:startre@maineturnpike.com)

5) Contract Specifications

- a) The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions, Part III, Appendices.
- b) The Maine Turnpike Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications and are available on MTA's website.

6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

- a) Wage rates for Highway and Earthwork for York and Cumberland Counties are included in the Special Provisions.

7) Utility Coordination (Special Provision 104.4.6)

- a) Six aerial utility facilities are present within the project site: CMP, Consolidated Communications, Charter Communications, FirstLight, MTA, and the City of Biddeford.
- b) Communications, traffic signals, and lighting, including underground conduit, owned by the MTA, MaineDOT, and the City of Biddeford are present within the project limits.

- c) Three underground utilities are present within the project sites: Kennebunk Sewer District, Kennebunk, Kennebunkport, and Wells Water District, and Until Corporation.
- 8) Cooperation With Other Contractors (Special Provision 104.4.7):
- A. MTA Contract 2022.07 – Interchange Improvements Saco (Exits 35 & 36)
  - B. MaineDOT WIN 18769.22 – Pavement Grooving and Polyurea Painting (I-195)
- 9) Permit Requirements (Special Provision 105.8.2)
- a) The Project is being constructed under the Maine Department of Environmental Protection (DEP) Natural Resources Protection Act Permit By Rule regulations, Section 11 – State Transportation Facilities and Section 19 – Activity Near SVP Habitat.
  - b) The Project is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit, Category 1.
  - c) Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity shall be followed.
  - d) Limit of Disturbance Plan shall be submitted prior to any disturbance.
  - e) The project is within an MS4 Area and the Contractor will be required to follow and sign the MS4 Awareness and adoption plans provided in Appendix C of the Special Provisions.
- 10) Construction Schedule/Substantial Completion:
- a) March 31, 2022 – Contract Award Date
  - b) June 17, 2022 – Substantial Completion – Exit 25 paving.
  - c) July 29, 2022 – Substantial Completion – Exit 36 construction, except Ditch at Sta. 1699+45 and Goosefare Brook culvert removal and stream restoration.
  - d) September 30, 2022 – Substantial Completion – Ditch at Sta. 1699+45 and Goosefare Brook culvert removal and stream restoration.
  - e) October 14, 2022 – Substantial Completion – Exits 32 & 42.
  - f) November 1, 2022 – Contract Completion Date.
- 11) Incentives/Disincentives (Special Provision 107.6)
- a) This Contract will include Completion Incentives of \$1,000 per day for each night of ramp closures less than the maximum number specified in subsection 107.4.6 Prosecution of Work.
  - b) The Contract will include Completion Disincentives of \$1,000 per Calendar Day for each night of ramp closures beyond the maximum number specified in subsection 107.4.6 Prosecution of Work.
- 12) Supplemental Liquidated Damages (Special Provision 107.8)
- a) The Contract will also include Supplemental Liquidated Damages of \$1,000 per day for each day beyond each Substantial Completion date noted for each work area.
- 13) Prosecution of Work (107.4.6) & Limits of Operations (Special Provision 107.4.7)



- a) All borrow for the Exit 36 improvements shall come from suitable excavation from the northbound acceleration lane construction. The Contractor shall plan their work to use available material.
- b) The contractor shall be allowed a maximum of 15 nights of single ramp closures to complete the Exit 36 Improvements. Two ramps may be closed simultaneously only if work is occurring on both ramps.
- c) The milling activities for Exit 36 or each ramp shall not begin until the following activities have been completed for each location:
  - i) All guardrail work
  - ii) All slope repairs
  - iii) Highway lighting installation
  - iv) Catch basin adjustments and installation, and culvert and underdrain installation
  - v) Riprap installation
- d) Removal of Goosefare Brook culvert ends and stream restoration cannot commence prior to July 15, 2022 and must be completed by September 30, 2022, or as otherwise stipulated in the environmental permits.
- e) All clearing must be completed prior to June 1, 2022.
- f) The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at the project site once a ramp is closed. The intent of this specification is to minimize the amount of time for ramp closures, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the ramps as prescribed above.
- g) The construction in each location shall proceed expeditiously. Once a ramp or bound of I-195 is milled it shall be paved (filled in) within two weeks.
- h) The Contractor is allowed to work on multiple ramps or bounds of Exit 36 at the same time. The Contractor shall complete their milling operation in one location prior to beginning their milling operation in another location, unless otherwise approved by the Resident. The Contractor shall complete their paving operation in one location prior to beginning their paving operation in another location.
- i) The Contractor shall begin the paving operation on Exit 36 in Lane 1 (passing lane and shoulder) followed by Lane 2, and then Lane 3 (at toll plaza approaches).
- j) The Contractor shall limit the milling operations such that temporary pavement markings or pavement markers are applied daily prior to the roadway being open to traffic.
- k) Lane or ramp closure(s) will not be allowed over a weekend or holidays unless otherwise approved by the Resident.
- l) The Contractor shall keep a 12-foot-wide lane open for all nighttime operations unless otherwise approved by the Resident.

- m) Temporary bituminous ramps will be required at the ends of each milled lane.
- n) Traffic will be allowed to traverse the longitudinal joint between surface pavement and milled lanes where the pavement is lower in one lane than the adjacent lane.
- o) The Contractor shall not run milling machines, pavers, rollers, or other heavy equipment over the toll slabs.

#### 14) Specific Contract Items

##### a) Section 515 – Protective Coating for Concrete Surfaces

- i) Where pigmented protective coatings are already present on concrete surfaces specified to receive new protective coatings, the work shall also include removing areas of existing protective coating that are blistered, flaking, peeling, or otherwise loosely adhered to the concrete substrate prior to application of the new coating.
- ii) The Contractor shall use a minimum 5,000 psi pressure washer with a rotating head. After high-pressure washing, the Resident shall verify all loosely adhered coatings have been removed from the specified areas.

##### b) Section 634 – Highway Lighting

- i) Existing lighting shall remain operational at all times. Any temporary lighting that may be needed during removing and resetting of existing light standards shall be incidental to the 634 items.
- ii) The Authority will supply Conventional Light Standards with LED Fixtures. Conventional Light Standards with LED Fixtures will be available at the MTA Sign Shop at MM 58 NB.

##### c) Section 652 – Maintenance of Traffic - General

- i) 652 SP replaces the MTA 2016 Supplemental Specification Section 652, substantive revisions have been “bolded”.
- ii) A truck mounted attenuator shall be utilized for all lane closures on the Turnpike mainline, shall be utilized for all temporary shoulder closures (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and other construction operations where workers are exposed to traffic and not protected by positive means.
- iii) The Contract will furnish, operate, and maintain at least one (1) Automated Trailer Mounted Speed Limit Sign for project use. The automated speed sign shall be required when there is a Work Zone Speed Limit in place.

##### d) Section 652 – Maintenance of Traffic – Exits 36 & 25

- i) Unless otherwise specified in the contract documents the minimum main line width for a single travel lane shall be 14 ft and minimum ramp widths of 16 ft which must be maintained at all times, from ½ hour before sunrise and ½ hour after sunset.
- ii) Interchange ramps may only be closed between 9:00 p.m. and 5:00 a.m., unless otherwise shown on the Maintenance of Traffic Phasing Plans or as directed by the MTA.

- iii) Alternating one-way traffic utilizing flaggers shall be used for all work at Exit 25. Two-way traffic must be maintained between 6:00 a.m. and 9:00 a.m. Monday through Friday.
  - iv) Temporary lane closures at Exit 36 that would restrict travel to one lane in any direction shall be conducted at night between the times presented in the tables in the Special Provisions. Liquidated damages shall be assessed at \$1,000/minute for every minute that a temporary lane closure is in place outside the times presented in the Special Provisions.
  - v) At Exit 25 the Contractor will reimburse the Authority at the rate of \$500 per 15-minute period for each lane is not reopened by the times specified in the Special Provisions.
  - vi) Work zone speed limits shall only be in place when work is actively occurring in the work zone.
  - vii) Equipment moves and temporary shoulder closures will only be allowed during the same times as temporary lane closures.
  - viii) Plaza lanes shall remain available for opening at all times except when the Contractor is performing work in, adjacent to or directly over the plaza lanes.
- e) Section 652 – Maintenance of Traffic – Exits 32 & 42
- i) Intersection paving and signal relocation work at Exits 32 & 42 shall be completed at night between 8:00 PM and 5:30 AM at which times lanes and shoulders are permitted to be closed.
  - ii) The Contractor will reimburse the Authority at the rate of \$500 per 15-minute period for each lane is not reopened by the times specified above.
  - iii) The Contractor shall provide 2 flaggers when the island modifications are being completed. The island modification may occur separately from the mast arm relocations
  - iv) The Contractor shall provide 4 flaggers and a police officer when the signals will not be operational. The contractor shall coordinate with the Resident Engineer and the Biddeford PD a minimum of 2 weeks prior to relocating the mast arms.
  - v) Foundation construction, conduit installation, and wire pulling may occur during the day. If the contractor choses to perform this work during the day, the Exit 32 Off Ramp approach to Route 111 WB outside shoulder and right-turn lane and the Exit 32 On Ramp for Route 111 WB outside shoulder only can be closed Monday through Thursday 5:30 a.m. – 8:00 p.m. and Friday 5:30 a.m. – 3:00 p.m.. The Exit 42 On Ramp from Payne Road WB outside shoulder only can be closed Monday through Thursday 5:30 a.m. – 8:00 p.m. and Friday 5:30 a.m. – 3:00 p.m.

## 15) Questions

- a) Questions received prior to pre-bid conference will be answered with Addendum #1.

