

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2018.17

AUBURN EXIT 75
TOLL SYSTEM UPGRADES
AND STREAM RELOCATION (MM 75.3)

KENNEBUNK EXIT 25
TOLL SYSTEM UPGRADES (MM 25.5)

WELLS EXIT 19
DIRECTIONAL BORE (MM 19.0)

The bid opening date is Tuesday 6/26/18 at 11am.

GENERAL

All questions regarding Contract 2018.17 shall be submitted in writing by Wednesday June 20, 2018 at 12 pm. Questions received after that time may not be answered.

SPECIAL PROVISIONS

N/A

PLANS

Sheet S-02 (76 of 84)

QUESTIONS

The following are questions asked at the pre-bid meeting held on June 12, 2018 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Does the steel for pay item # 504.61 (Toll Gantry) need to be Domestic (M&M in USA)?
Answer: No.

Question 2: Pertaining to pay item # 504.61 for MTA Project # 2018.17, are the hand holes in the tube to be located on one (1) side or both sides (near side and far side)?
Answer: Hand holes will be on both sides, but only one hand hole per location. The hand holes will be on the departure side of traffic. Four hand holes per side and symmetric around the center line of the roadway.

Question 3: How many AVI Antennas on gantry, one over each lane of traffic?
Answer: A total of 4 AVI antenna will be on the SB Gantry, 2 per lane.

Question 4: Can the top HSS12x12x5/8 steel tube on the gantry have a bolted field splice? It would require a shop weld if no bolted field splice is acceptable?

Answer: This will be contractor's method for fabrication. Per specification, shop drawing shall be submitted for structural steel.

Question 5: The Drawing doesn't call out where to drill holes for AVI antenna frame are located.

Answer: The antenna support brackets will be field located and holes will be drilled and tapped to accept a stainless steel 5/8" bolt.

Question 6: Hand Hole Details calls for a 3/8" hole with a plastic insert. Can any additional info or manufacturer of the plastic insert be provided?

Answer: The plastic insert is similar to a plastic hollow wall anchor, a 3/8" stainless steel self-tapping bolt may also be used.

Question 7: Are hand holes on one or both sides of gantry columns and beam?

Answer: See response to Question 2.

Question 8: Issue with bolt up of the bottom (2) bolts at the gantry beam and column connection. The bolts need to be 4" long and the space is only 2"?

Answer: This detail has been amended, see attached plan sheet.

Question 9: Is gantry steel required to be blast cleaned before being galvanized? Not called for in SP504.

Answer: See Standard Specification November 2014 Edition - Section 506.13 – Surface Preparation. Blast cleaning is required.

Question 10: Spec 621.0361 Schedule states "All woody plant stock must be installed before May 15th during the Spring of 2019." Please clarify if the intention is to have all woody plant stock planted strictly during the spring of 2019, complete before May 15. Or, can woody plant stock be planted Fall 2018 so long as it is complete by May 15, 2019?

Answer: The date May 15, 2019 shall be deleted and replaced with September 15, 2019. This will be a final completion date for planting woody stock which will be dependent on when stream relocation work is started. If stream relocation work is started in 2018 (and must be completed in 2018) the plantings can be done in 2018 or 2019 provided it is completed before September 15.

Question 11: In Section 401.03, the maximum of 15% RAP is required. MaineDOT is allowing 20%, can these mixes use up to 20% maximum RAP?

Answer: In Section 401.03 the maximum percentage of RAP shall be changed from 15% to 20%.

Question 12: In Section 409.02, it states that "Bituminous material shall conform to the Specifications for Emulsified Asphalt RS-1h" can RS-1 be used instead?

Answer: Yes RS-1 can be used instead of RS-1h.

Question 13: How is the pavement for the temporary ramps at Ramp C and D being paid for?

Answer: All material for the temporary ramps are being paid for per unit item.

Question 14: Under Section 107.4.7 Limitations of Operations it states, “Once stream relocation work has starts, that work cannot stop until stream relocation is complete” Does this mean 24 hours a day?

Answer: No, it means that the stream relocation shall be done within the instream work window.

ATTACHMENTS

- Pre-Bid Agenda (3)
- Pre-Bid Sign-In Sheets (1)
- Plan Sheet (1)

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

The total number of pages included with this addendum is Nine (9).

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-12 of the bid package.

Business Name

Print Name and Title

Signature

Date

June 15, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Manager
Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2018.17

AUBURN EXIT 75

TOLL SYSTEM UPGRADES

AND STREAM RELOCATION (MM 75.3)

KENNEBUNK EXIT 25

TOLL SYSTEM UPGRADES (MM 25.5)

WELLS EXIT 19

DIRECTIONAL BORE (MM 19.0)

June 12, 2018 10:00 AM

1. Location:

The general limits of work are: Exit 75 – Auburn Interchange ramps and the area between the Exit 75 NB off ramp and the adjacent property; Exit 25 – Kennebunk Interchange, NB on ramp, just south of the NB toll plaza; Exit 19 – Wells Interchange, within the MTA right-of-way, just north of the intersection of Route 109.

2. General Description:

The work at Exit 75 includes toll system upgrades, installation of a precast utility building, stream relocation, culvert sliplining as well as installation of a precast utility building and toll system upgrades at Exit 25, and a directional bore at Exit 19. The Exit 75 work includes relocating the northbound on and off ramp toll zones (mast arms and toll equipment) to the tangent portion of the ramps, relocating the bridge mounted toll equipment to a proposed gantry to the east of the bridge; installing concrete roadway slabs for each relocated toll zone, and installation of all associated power and communications infrastructure needed to support the toll system upgrades.

3. Bid:

- a) Opening: June 26, 2018 at 11:00 A.M. at MTA Headquarters 2360 Congress Street, Portland
- b) All bid and contractual questions shall be directed to Mr. Nate Carll. Phone No. (207) 482-8115
- 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. E-mail - NCarll@maineturnpike.com.
- d) The Contractor must enter the electrical contractor prequalified by the Maine Department of Transportation for Traffic Signals and Lighting Projects for all the 655 pay item work if awarded the Project in the Proposal.

4. Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project site for any field inspection. The contact person is Mr. Steve Tartre at startre@maineturnpike.com or (207) 871-7771, ext. 144.

5. Construction Schedule/Prosecution of Work:
 - a) June 28, 2018 – Contract Award Date
 - b) October 31, 2019 – Substantial Completion
 - c) June 1, 2020– Contract Completion Date
6. Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
 - a) Contract includes Heavy & Bridge Construction and Highway and Earth Construction wage rates
7. Response to Damage Claims (Supplemental Specification 104.3.11):
 - a) Contractor responsible for responding to all damage claims, in writing, within 30 days.
8. Utilities
 - a) Contractor is responsible for all utility location.
 - b) Authority-owned underground electrical lines are present.
9. Cooperation with Other Contractors (Special Provision 104.4.7):
 - a) 2018.12 - Pavement Rehabilitation, Guardrail, Drainage, & Clear Zone Improvements MM 74.9 TO MM 80.7.
 - b) Simultaneous work by the System Integrator
10. Maintenance During Winter Construction (Special Provision 105.4.3)
 - a) The Contractor is responsible for the maintenance of erosion control and traffic control devices.
 - b) The Authority is responsible for winter road maintenance on lanes open to traffic.
 - c) Between November 15th and April 15th all lanes and shoulders shall be fully opened to traffic and all temporary concrete barrier shall be removed with guardrail in place where required.
11. Permit Requirements (Supplemental Specification 105.8.2)
 - a) US Army Corps of Engineers Permit, Category 2 is included with the bid package and The Department of Environmental Protection, is expected by July 15, 2018. It is anticipated the instream work window will be from July 15th to October 31st, but this will not be finalized until the MaineDEP permit is received.
 - b) Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
 - c) MaineDOT Best Management Practices followed and a Spill Prevention Control and Countermeasure Plan.
 - d) Limit of Disturbance Plan.
 - e) Newly disturbed soils shall be mulched on a daily basis.
12. General Safety Requirements
 - a) U-Turns at toll plazas and median openings are not allowed.
 - b) Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special

Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.

- c) Contractor to submit a copy of an acceptable Contractor's Safety Plan.
- d) All vehicles used on the Project, including company, personal, and delivery vehicles shall be equipped with amber flashing beacon.
- e) Class 3 safety vests must be worn at all times.

13. Limitations of Operations (Special Provision 107.4.7):

- a) The Contractor shall be aware that the maintenance of traffic plans within the plan set are for each individual phase of work, and are not intended for concurrent phase construction. If the contractor chooses to construct phases simultaneously, additional traffic control will be needed; any additional Maintenance of Traffic details necessary for concurrent construction shall be submitted for approval.
- b) Ramp A shall be constructed in the following sequence:
 - i) Construct southbound off-ramp shoulder widening
 - ii) Construct southbound on-ramp shoulder widening, install concrete toll slab, and install guardrail
 - iii) Install southbound off-ramp concrete toll slab and guardrail
 - iv) Install toll gantry and foundations.
- c) Between November 15th and April 15th all lanes and shoulders shall be fully opened to traffic and all temporary concrete barrier shall be removed with guardrail in place where required.
- d) Once stream relocation work has starts, that work cannot stop until stream relocation is complete.
- e) No clearing operations, tree cutting or removal, shall take place in July or August.

14. Questions:

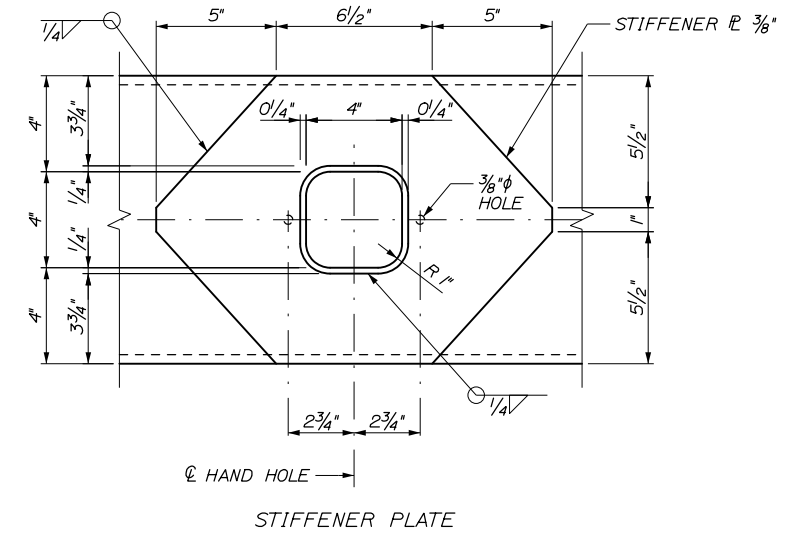
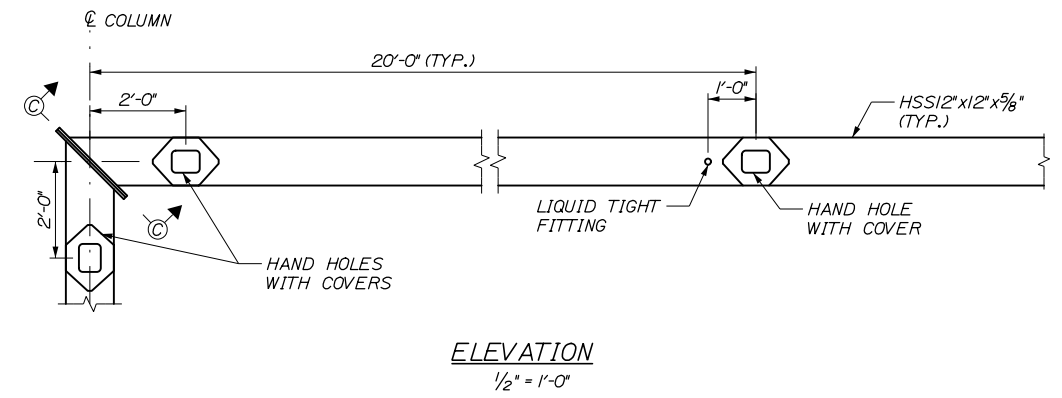
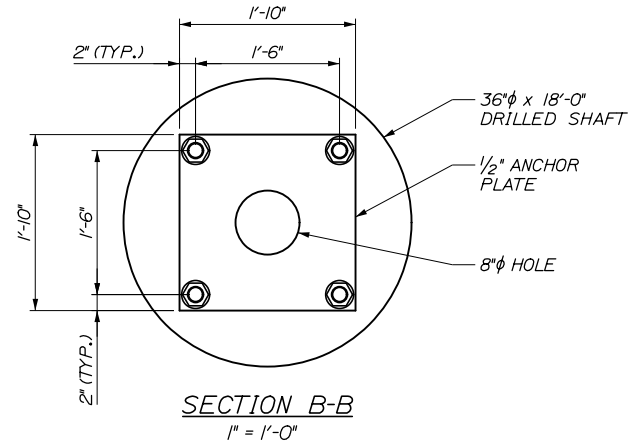
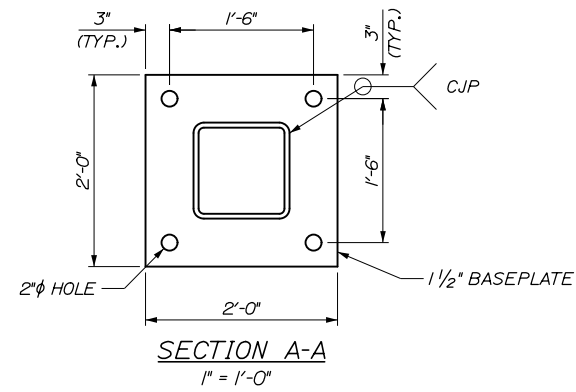
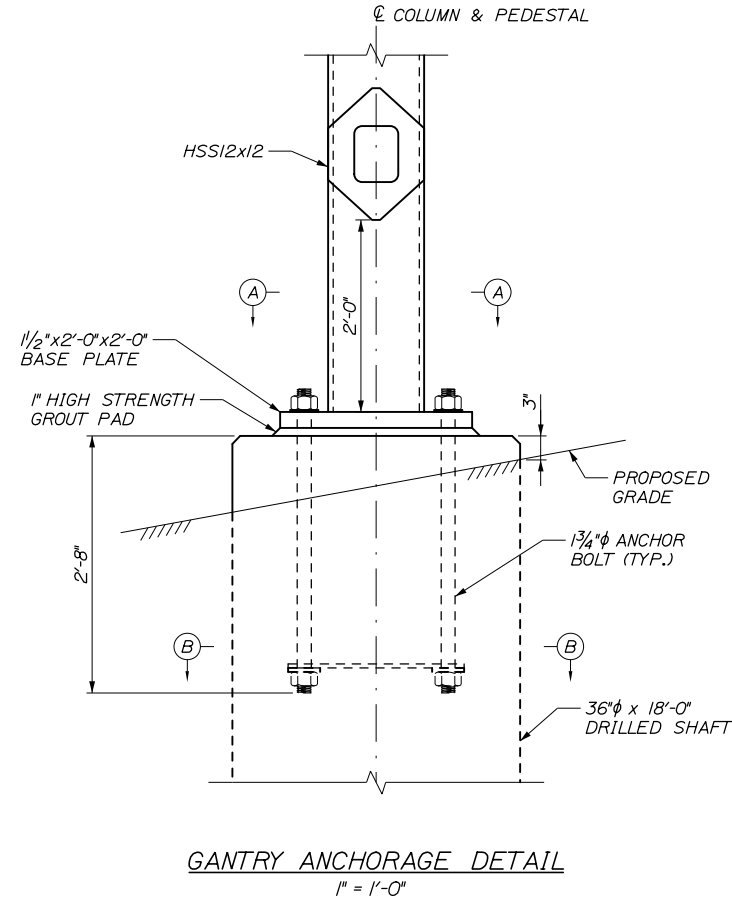
Pre-Bid Meeting
 2018.17 - Exit 75 Toll Upgrades and Stream Relocation
 SIGN-IN SHEET
 Please Print

June 12, 2018

Name	Company and/or Address	Phone	E-Mail
Eric Barnes	MTA	482-8374	ebarnes@maineturnpike.com
Bruce Mungler	MTTB	228-0896	bmungler@MTTB.com
Ralph Norwood	M7A	482-8348	norwood@maineturnpike.com
Art Burgess	Pratt's Sons, Inc	345-3311	art@prattsandsons.net
Dale Hall	CPM	784-1582	jhall@cpmconstructors.com
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Scott Dix	General Corp	653-1320	JohnC@GeneralCorp.ca
Sam O'Leary	RS6	207-440-6517	estimators@grandinconstruction.com
Brian Holmes	Reed+Reed	207-319-6953	bholmes@reed-reed.com
Ben Autry	Scott Construction	207-245-4377	benjamin.autry@maine.edu
Greg Scott	Scott Consi	207-632-0521	gscott207@gmail.com
Bob Brady	Shubs Brothers	207-839-2552	brady@shubsbrothers.com
John Tocke	Mcollison LLC	207-289-0067	john@emollison.com
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Steve Furber	MTA	871-7771ext144	sfurber@maineturnpike.com

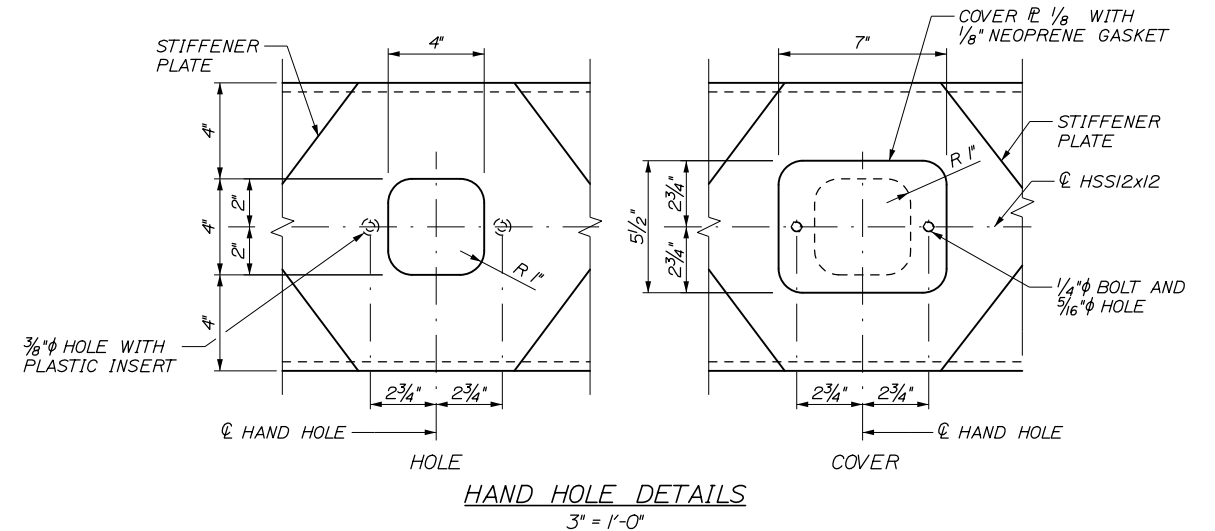
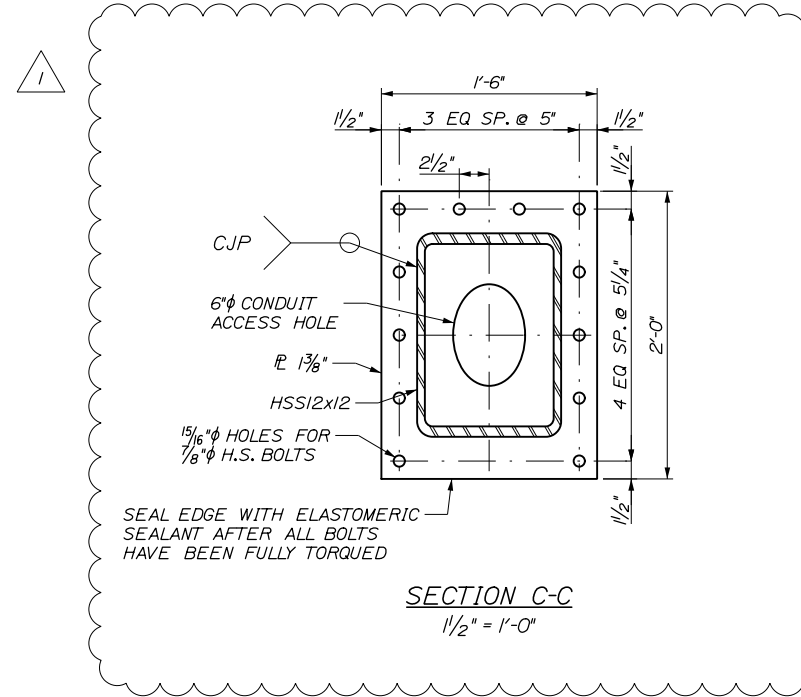
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NOTES:

1. FOUNDATION DETAILS SHALL BE IN ACCORDANCE WITH SECTION 626(04) OF THE MAINE DOT STANDARD DETAILS WITH $S_u = 400$ PSF.



No.	Revision	By	Date
1	Connection Bolt Update	GLS	06/14/18

Designed by:					
HNTB					
CONSULTANT PROJECT MANAGER: R. Bruce Munger, P.E., P.T.O.E.					
	By	Date	By	Date	
Designed	GLS	09/17	Checked	JDW	09/17
Drawn	PEB	09/17	In Charge of	RAL	09/17

HNTB CORPORATION
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**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: William Yates

AUBURN - EXIT 75 TOLL SYSTEM
UPGRADES AND STREAM RELOCATION

GANTRY DETAILS

SHEET NUMBER: S-02
CONTRACT: 2018.17
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