

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 2

CONTRACT 2025.02

PORTLAND AREA PAVEMENT REHABILITATION

NORTHBOUND MILE 42.0 TO 49.3

The bid opening date is changed and is now December 12, 2024, at 11:00 A.M.

The following changes are made to the Proposal, Specifications and Plans. Refer to the Questions section for additional information.

GENERAL

All questions regarding Contract 2025.02 should be submitted by Noon on December 05, 2024 to be answered in the last addendum to be issued on December 06, 2024 if necessary. Questions received after that time may not be answered.

PROPOSAL

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SPECIFICATIONS

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PLANS

Intentionally left blank.

QUESTIONS

The following are questions 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: Item 604.18 Adjusting Manhole or Catch Basin To Grade – What is MTA’s intent for adjusting frames and grates to grade without the use of bricks?

Answer: Existing concrete and anchor rods are to be removed to sound concrete then the basin reformed with AAA Modified concrete. Please see Special Provision 604 and the “Rebuild Catch Basin To Grade” detail on plan sheet 7 of 50 for additional information.

Question 2: Northbound Median Shoulder Grading, noted as incidental to 403 Pay Items – Is the intent to mill out pavement to create positive gutter line drainage?

Answer: The contractor shall coordinate with the Resident to determine low spots between existing basins, the new desired gutter profile, and determine the best combination of variable mill (longitudinal butt joint) and variable depth HMA fill (Overlay), to create the desired gutter profile. This median shoulder grading may also include incorporation of a catch basin adjustment to grade.

Question 3: Please clarify the response to Question 4 from Addendum #1, specifically what portion of the mainline is addressed during interchange ramp closures. (Question restated here for clarity: During an interchange ramp closure, is the ramp and mainline required to be paved in the same one-night shift, as noted in Limitations of Operation paragraph g)?

Answer: Interchange ramp closures shall be limited to one night for mill operations of the ramp, one night for crack sealing of the ramp, and two nights for paving operation of the ramp. Lane 3 is paved prior to the interchange ramp closure. Acceleration and deceleration lanes are addressed during the interchange ramp closure.

Question 4: Relative to Special Provision 401.10 Rollers, page SP-33, can lighter pneumatic-tired rollers be used than the noted minimum 16-ton requirement?

Answer: Yes. Contractor shall make a “pen and ink” change by striking out the text “a ~~minimum 16 ton~~” in the third paragraph, sub-heading a. of Special Provision 401.10 Rollers on page SP-33.

ATTACHMENTS

- None

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

The total number of pages included in this addendum is three (3) pages.

All bidders are requested to acknowledge the receipt of the Addendum No. 2 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. 2 on Page P-6 of the bid package.

Business Name

Print Name and Title

Signature

Date

Very truly
yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carl
Purchasing Department
Maine Turnpike
Authority