

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2018.16

EMERGENCY VEHICLE RAMPS
BLACKSTRAP ROAD UNDERPASS
MILE 52.0

The bid opening date remains unchanged; June 21, 2018 at 10am.

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

GENERAL

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PROPOSAL

Intentionally left blank.

SPECIFICATIONS

Special Provision Section 403 Hot Mix Asphalt Pavement shall be revised with a new Complimentary Note C-2 allowing a maximum 20% RAP; see below and attached revised page SP-19.

Special Provision Section 409 Bituminous Tack Coat shall be revised with an addition to 409.02 Bituminous Materials; allowing the use of Emulsified Asphalt RS-1; see below and attached revised page SP-21.

PLANS

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QUESTIONS

- 1) Will the MTA allow a pavement mix design with a maximum of 20% RAP instead of 15% as noted in Special Provision 403 Complimentary notes?

Response: Yes; see attached revised Special Provision 403, Page SP-19.

- 2) Will the MTA allow the use of RS-1 Bituminous Tack Coat?

Response: Yes; see attached revised Special Provision 409, Page SP-21.

ATTACHMENTS

- Special Provision 403 (Page SP-19 Revised) (1 page)
- Special Provision 409 (Page SP-21 Revised) (1 page)
- Pre-Bid Agenda (3 pages)
- Pre-Bid Sign-In (1 page)

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

The total number of pages included with this addendum is eight (8).

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-8 of the bid package.

Business Name

Print Name and Title

Signature

Date

June 18, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

SPECIAL PROVISIONSECTION 403HOT MIX ASPHALT PAVEMENT

Course	HMA Grading	Item Number	Total Thickness	No. of Layers	Complimentary Notes
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Emergency Vehicle Ramps

Wearing	12.5mm	403.208	2.0"	1	B,C-2,E,J,L,N
Intermediate	12.5mm	403.213	2.0"	1	B,C-2,E,J,L,N
Base	12.5mm	403.213	1.5"	1	B,C-2,E,J,L,N
Shim	4.75mm	403.212	½"	1	B,C-2,E,J,L,N

Southbound Pavement Widening

Wearing	12.5mm	403.208	1.5"	1	B,C-2,E,J,L,N
Intermediate	12.5mm	403.213	1.5"	1	B,C-2,E,J,L,N
Base	19.0mm	403.207	2.5"	1	B,C-2,E,J,L,N
Base	19.0mm	403.207	4.5"	1	B,C-2,E,J,L,N

COMPLEMENTARY NOTES

- A. The required PGAB for this mixture shall be **64E-28**.
- B. The required PGAB for this mixture shall be **64-28**.
- C. A maximum of 15 percent RAP may be used.
- C-2 A maximum of 20 percent RAP may be used.
- D. RAP may not be used.
- E. The Maine DOT will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**. (N design) Minimum and Maximum PGAB content shall not apply.
- F. The MTA will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 10 to <30 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**. (N design)
- G. A material transfer vehicle (MTV) shall be used for the placement of Hot Mix Asphalt wearing surface on all roadways including acceleration and deceleration lanes and all ramps.
- H. Joints shall be constructed as the "notched wedge" type in accordance with Subsection 401.17.
- I. Joint density will be measured in accordance with Subsection 401.165.
- J. Tack coat shall be applied between all layers of pavement at a rate of 0.04 G/SY.
- K. PGAB shall conform to the provisions of 403.02 – Polymer Modified PGAB for HMA
- L. The contractor shall furnish a quality control technician equipped with an approved densometer to ensure density requirements are met.
- M. Hydrated Lime shall be incorporated into the mixture.

SPECIAL PROVISIONSECTION 409BITUMINOUS TACK COAT409.02 Bituminous Material

This Subsection is deleted and replaced with the following:

Bituminous material shall conform to the Specifications for Emulsified Asphalt RS-1 or RS-1h, of the AASHTO Designation M-140.

409.05 Equipment

Add “or as determined by the Resident”, after the words “gal/yd²” in the fourth line of the second paragraph of this Subsection.

409.06 Preparation of Surface

The following paragraph is added:

All existing pavement and shoulder areas on which bituminous concrete mixtures are to be placed shall receive a tack coat. The surface area where the tack coat is to be applied shall be dry and cleaned of all dirt, sand, and loose material. Cleaning shall be accomplished by use of revolving brooms or mechanical sweepers. Undesirable material not removed by the above means shall be cleaned by hand sweeping or scraping, or a combination of both. Small areas otherwise inaccessible may be swept with hand brooms. The tack coat shall be applied only when the existing surface is dry.

409.08 Method of Measurement

The following paragraphs are added:

Measurement will be based on delivery slips made out in duplicate by the Contractor and signed by the Resident, or his representative, at the point of delivery. One of these slips shall be retained by the Resident and one by the Contractor. Delivery slips shall be furnished by the Contractor and shall provide space for identifying the vehicle and driver, for stating the volume of material carried, the source of the material, the date, and the Resident or his representative's signature.

Material included in the delivery slips and not used or rejected shall be deducted from the amount being measured for payment. Each day's delivery slips shall be reconciled by the Contractor and the Resident within 24-hours.

Cleaning of the surface area where tack coat is to be applied shall be incidental to Item 409.15, Bituminous Tack Coat - Applied.

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2018.16

EMERGENCY VEHICLE RAMPS
BLACKSTRAP ROAD UNDERPASS

MILE 52.0

June 12, 2018, 11:00 AM

1. Location:

The general limits of work are as shown in the contract plans.

2. General Description:

The work consists of constructing two Emergency Vehicle Ramps from Blackstrap Road to the Maine Turnpike in the Town of Falmouth, Maine. The work includes excavation, roadway gravels and pavement, guardrail, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3. Bid Questions:

- a. All bid and contractual questions shall be directed to Nate Carll, Purchasing Manager at Phone No. (207) 482-8115.
- b. All questions on plans and specifications shall be in writing and shall faxed or emailed to Nate Carll of the Maine Turnpike Authority. Fax No. (207) 871-7739, email: ncarll@maineturnpike.com.

4. Notification:

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

5. Contract Specifications

- a. The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices.
- b. The Maine Turnpike Supplemental Specifications are additions and alternations to the 2014 Maine Department of Transportation Standard Specifications.

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

7. Hauling of Materials and Equipment – General Requirements (Supplemental Specification 105.5.1)

U-Turns at toll plazas and median openings not allowed.

8. Permit Requirements (Special Provision 105.8.2)

- a. The Project is being constructed under MaineDEP NRPA Permit by Rule Section 11 and USACOE Programmatic General Permit, Category 2.
 - b. The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
 - c. This Project is also subject to the requirements of the Maine Pollutant Discharge and Elimination System (MPDES) General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4). See **Appendix C** of the Specifications for MS4 Stormwater Awareness Plan and MS4 Targeted BMP Adoption Plan.
 - d. A Notice of Intent (NOI) will be submitted by the Authority to the DEP for coverage under the Maine Construction General Permit (MCGP). Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
 - e. Limit of Disturbance Plan shall be submitted prior to any disturbance.
 - f. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
 - g. The Project will be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue.
9. Traffic Control (Supplemental Specification and Special Provision Section 652):
- a. All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.
 - b. All vehicles used on the Project shall be equipped with amber flashing beacons in accordance with the Supplemental Specification 652.3.4. The requirements for flashing beacons has been revised and should be reviewed.
 - c. Lane closures shall be removed if work requiring the lane closure is not ongoing unless included in the Contract as a long-term traffic control requirement or approved by the Resident.
 - d. The Contractor is responsible for supplying, inspecting and maintaining traffic control devices in accordance with the project specifications. Contractor is subject to Penalty Damages for violation(s) per Supplemental Specification 652 and Special Provision 652.
 - e. All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes speed limit signs when the work zone speed is in effect.
 - f. All traffic control devices shall be NCHRP 350 compliant. 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.

Project Specific Items

10. Bid Opening

- a. Opening: June 21, 2018 at 10:00 A.M. at MTA Headquarters 2360 Congress Street, Portland

11. Construction Schedule/Prosecution of Work:

- a. June 28, 2017 – MTA Board to consider Contract Award
- b. November 2, 2018 – Substantial Completion.
- c. May 31, 2019 – Contract Completion Date

12. Cooperation With Other Contractors (Special Provision 104.4.7):

Within the vicinity of Blackstrap Road Underpass project, the following contracts are considered adjacent:

- a. MaineDOT Contract – Blackstrap Road Bridge over Presumpscot River

13. Substantial Completion

- a. All work shall be substantially complete as noted in the Construction Schedule above.
- b. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.7.2 or as modified by the Special Provisions, shall be assessed for each calendar day that substantial completion is not achieved.

14. Specific Contract Items

- a. Section 104.4.6 Utility Coordination
 - i. The southbound emergency vehicle ramp is being constructed along part of the CMP substation access road and beneath high voltage transmission lines. The Contractor is required to provide MTA and CMP with 10 working days notice before work commences.
- b. Section 203 – Excavation and Embankment
 - i. The project includes constructing three separate ‘tree berms’ adjacent to the southbound Emergency Vehicle Ramp. The final size and location of these berms will be determined in the field. Surplus excavation is estimated for embankment construction
- c. Section 652 – Maintenance of Traffic
 - i. Both northbound and southbound emergency vehicle ramps require maintenance of traffic along on-ramps to the Turnpike mainline. Ramps shall NOT be closed at any time. Northbound lane closures are not allowed. There are specific requirements for shifting ramp traffic and for temporary southbound mainline lane closures. Contractor should review thoroughly.

15. Questions

