MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2018.08

Bridge Repairs
Dennett Road Overpass Mile 0.6
Snow Fence Installation
Wilson Road Underpass Mile 2.0
Wearing Surface Repairs
York River Bridge Mile 5.2

Questions will be accepted until 12:00 PM on February 14, 2018.

As-Built plans have been posted on the MTA website for the Contract 2018.08.

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

NOTICE TO CONTRACTORS

Notice to Contractors Sheet N-1 is deleted and replaced with sheet N-1 (Revised 2/9/18). The Bid Opening date was corrected.

PROPOSAL

Proposal Sheet P-7 is deleted and replaced with sheet P-7 (Revised 2/9/18). The Quantity of item 652.35 was changed and costs were inserted for item 652.45 and 652.451.

PLANS

Plan Sheet 2 of 40, "Estimated Quantities" is deleted and replaced in its entirety with the attached revised sheet 2.

Plan Sheet 12 of 40, "Maintenance of Traffic Phase II" is deleted and replaced in its entirety with the attached revised sheet 12.

Plan Sheets 15 and 16 of 40, "Maintenance of Traffic Sign Summary 1 of 2" and "Maintenance of Traffic Sign Summary 2 of 2" are deleted and replaced with the attached revised sheets 15 and 16.

Plan Sheet 17 of 40, "General Plan" is deleted and replaced in its entirety with the attached revised sheet 17.

Plan Sheet 24 of 40, "Joint Details Sheet 2 of 2" is deleted and replaced in its entirety with the attached revised sheet 24.

SPECIFICATIONS

Special Provision 104.3.8 Wage Rates and Labor Laws: sheet SP-3 is deleted and replaced with revised sheet SP-3 (Revised 2/9/18) and SP-3a (Revised 2/9/18).

Special Provision 504 Repair of Damaged Girders: sheets SP-25 to SP-26 are deleted and replaced with revised sheets SP-25 (Revised 2/9/18) to SP-26 (Revised 2/9/18).

Special Provision 506 Zinc Rich Coating System - Shop Applied: sheet SP-27 is deleted and replaced with revised sheet SP-27 (Revised 2/9/18).

Special Provision 520 Expansion Devices – Non-Modular: sheets SP-47 to SP-52 are deleted and replaced with revised sheets SP-47 (Revised 2/9/18) to SP-52 (Revised 2/9/18).

Special Provision 523 Temporary Concrete Barrier Type I - Supplied by Authority: sheets SP-53 to SP-54 are deleted and replaced with revised sheets SP-53 (Revised 2/9/18) to SP-54 (Revised 2/9/18).

Special Provision 526 Temporary Concrete Barrier Type I - Supplied by Authority: sheets SP-57 to SP-60 are deleted and replaced with revised sheets SP-57 (Revised 2/9/18) to SP-60 (Revised 2/9/18).

QUESTIONS

The following are questions asked and comments made at the pre-bid meeting held on February 8, 2018, or were submitted to the Maine Turnpike Authority in writing. The answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Are the drums required on this project different from normal drums on MTA projects?

Answer: Yes. The retro-reflective bands are required to be 6" wide, which is wider than the bands on typical drums. These wider bands have been used on a couple of other MTA projects in the past.

Question 2: Can the MTA clarify the delineators and barrier markers required in SP 526?

Answer: Yes. The orange panel on the blunt end of panels (mentioned at the top of SP-59) will be removed from the specification. "Big Dog" barrier markers will be used in place of standard delineators on top of all barrier on this project. Please see the attached revised sheets SP-57 through SP-60.

Question 3: What is the 506 Zinc Rich Coating System – Shop Applied specification used for in this contract?

Answer: Nothing. That specification was included in error. Sheet SP-27 is deleted in this addendum.

Question 4: Is there a pay item for Temporary Shielding?

Answer: No. Temporary shielding is not anticipated to be required in this project, but the specification is included for Contractor convenience. If it is used on this project, it is incidental to related contracts as stated on sheet SP-56.

Question 5: Where is the overhead deck repair anticipated on these bridges? Is there potential for that to end up as full-depth concrete deck repair, getting into the membrane and pavement above?

Answer: The majority of overhead deck repair identified was beneath the joint between the two adjacent superstructures. There is no pavement or membrane above this area of the decks.

Question 6: What are the jacking loads for resetting the bearings?

Answer: Jacking loads have been added to special provision 523. Please see the attached revised sheets SP-53 through SP-54.

Question 7: Is a detail needed showing the rocker bearing work?

Answer: No. Rocker bearing work is limited to jacking, removing the existing welds attaching the rocker sole plate to the girder, resetting the bearing, welding the sole plate back in place, and retouching the painting using a 2-coat system as specified in Special

Provision 506. Details of the rocker bearing are included in the existing as-built plans, which will be posted on the MTA website.

Question 8: There is limited time for removal and installation of the joints in the southbound temporary lane closures at Dennett Road. Can this work be done over multiple nights with temporary pavement used in between?

Answer: Yes. Temporary pavement can be used to allow traffic over the joint before work is completed.

Question 9: The flagger quantity appears low.

Answer: Much of the work at Dennett Road can be completed without flaggers; there is enough pavement width to allow traffic to be shifted significantly without closing a lane.

Question 10: How is the joint removal and the new concrete paid for at the joint repair locations on Dennett Road?

Answer: Existing joint removal and concrete repair and leveling is incidental to the expansion joint item. At northbound Abutment 1, the top of the backwall is being reconstructed; that work is paid for as specified in Note 5 on Plan Sheet 24, "Joint Details Sheet 2 of 2". Please see the attached revised sheets SP-47 and SP-52 clarifying payment.

Question 11: Can the end date of joint work at the York River Bridges be extended to be in line with the end date for the sealing work at the York River Bridges?

Answer: No. The end date of the joint work is based on curing times and temperatures as well as lane closure restrictions. A single lane closure with two lanes shifting into the shoulder will be required on the northbound roadway for up to three days. These extended duration lane closures are not allowed to be in place after June 15.

Question 12: What does the joint repair at the York River Bridges entail? Is there a sawcut?

Answer: The joint repairs work does not require a sawcut. An updated repair procedure will be provided in Addendum #2.

Question 13: Does the broadcast sealant need a 24 hour cure before traffic can drive on it?

Answer: The required cure time will be dependent on the material selected and the temperature at the time of placement. The Contractor's proposed material shall be selected to accommodate lane closure restrictions.

ATTACHMENTS

- Notice to Contractors Sheets (1 page)
- Proposal Sheets (1 page)
- Plan Sheets (6 pages)
- Specifications (17 pages)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Sign-In Sheet (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 thirty-six (36).

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

February 9, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

_____
Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

NOTICE TO CONTRACTORS

Sealed Proposals will be received by the Maine Turnpike Authority for:

CONTRACT 2018.08

BRIDGE REPAIRS
DENNETT ROAD OVERPASS MILE 0.6
SNOW FENCE INSTALLATION
WILSON ROAD UNDERPASS MILE 2.0
WEARING SURFACE REPAIRS
YORK RIVER BRIDGE MILE 5.2

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 February 20, 2018 at which time and place the Proposals will be publicly opened and read. Bids will be accepted from Contractors **prequalified** by the Maine Department of Transportation for Bridge Construction Projects. All other bids may be rejected. This Project includes a wage determination developed by the State of Maine Department of Labor.

The work consists of general repairs and modifications to the Dennett Road Overpass Bridge, installation of snow fence on the Wilson Road Underpass Bridge, and wearing surface repairs on the York River Bridge on the Maine Turnpike in the Towns of Kittery and York, Maine. The work on the Dennett Road Bridge includes mill and fill bridge pavement, concrete fascia and overhang repairs, bridge joint modifications and replacement, concrete end post modifications, concrete substructure modifications and repairs, approach paving, guardrail and bridge rail modifications, concrete median barrier installation, snow fence installation, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

Plans and Contract Documents may be examined by prospective Bidders weekdays between 8:00 a.m. and 4:30 p.m. at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine. **The half size Plans** and Contract Documents may be obtained from the Authority upon payment of One Hundred ($100.00) Dollars for each set, which payment will not be returned. Checks shall be made payable to: Maine Turnpike Authority. The Plans and Contract Documents may also be downloaded from a link on our website at http://www.maineturnpike.com/project-and-planning/Construction-Contracts.aspx.

For general information regarding Bidding and Contracting procedures, contact Nate Carll, Purchasing Manager, at (207)482-8115. For information regarding Schedule of Items, plan holders list and bid results, visit our website at **http://www.maineturnpike.com/project-and-planning/Construction-Contracts.aspx** . For Project specific information, fax all questions to Nate Carll, Purchasing Manager, at (207) 871-7739 or email ncarll@maineturnpike.com. Responses will not be prepared for questions received by telephone. Bidders shall not contact any other Authority

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
				BROUGHT FORWARD:			
652.30	FLASHING ARROW BOARD	Each	9				
652.312	TYPE III BARRICADE	Each	10				
652.33	DRUM	Each	600				
652.34	CONE	Each	200				
652.35	CONSTRUCTION SIGNS	Square Foot	3,660				
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	Lump Sum	1				
652.38	FLAGGERS	Hour	290				
652.410	PORTABLE - CHANGEABLE MESSAGE SIGN	Each	3				
652.45	TRUCK MOUNTED ATTENUATOR	Cal. Day	95	200	00	19000	00
652.451	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	Cal. Day	115	75	00	8625	00
659.10	MOBILIZATION	Lump Sum	1				
				TOTAL:			

ITEM NO.	ITEM DESCRIPTION	UNIT	DENNETT RD. QUANTITY	WILSON ST. QUANTITY	YORK RIVER BRIDGE	TOTAL QUANTITY
202.121	REMOVING EXISTING CONCRETE (5 CY)	LS	1	-	-	1
202.17	REMOVING EXISTING STRUCTURAL CONCRETE (1 CY)	LS	1	-	-	1
202.202	REMOVING PAVEMENT SURFACE	SY	895	-	-	895
202.203	PAVEMENT BUTT JOINTS	SY	30	-	-	30
202.206	REMOVING RUMBLE STRIPS	LF	2350	-	-	2,350
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	25	-	-	25
403.2081	HOT MIX ASPHALT, 12.5MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	TON	74	-	-	74
403.210	HOT MIX ASPHALT, 9.5MM NOMINAL MAXIMUM SIZE	TON	25	-	-	25
403.211	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SHIMMING)	TON	25	-	-	25
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	TON	8	-	-	8
409.15	BITUMINOUS TACK COAT, APPLIED	GAL	72	-	-	72
502.21	STRUCTURAL CONCRETE ABUTMENTS AND RETAINING WALLS	CY	6	-	-	6
503.14	EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	LB	1500	-	-	1,500
503.15	EPOXY-COATED REINFORCING STEEL, PLACING	LB	1500	-	-	1,500
504.801	STRUCTURAL STEEL REPAIR	LS	1	-	-	1
506.9103	ZINC-RICH PROTECTIVE COATING SYSTEM	LS	1	-	-	1
507.095	ALUMINUM BRIDGE RAILING - SPLICE MODIFICATION	EA	4	-	-	4
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES	SY	770	-	-	770
515.203	BROADCAST SEALANT FOR CONCRETE SURFACES	SY	-	-	8600	8,600
518.10	ABUTMENT REPAIRS	SF	440	-	-	440
518.39	GRANITE CURB JOINT MORTAR AND BEDDING MORTAR REPAIR	LF	20	-	-	20
518.40	EPOXY INJECTION CRACK REPAIR	LF	45	-	150	195
518.41	LONGITUDINAL JOINT REPAIR	LF	-	-	2400	2,400
518.70	REPAIR OF OVERHEAD SURFACES <8 INCHES	SF	275	-	-	275
518.75	FASCIA AND OVERHANG REPAIRS	SF	50	-	-	50
520.232	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	LF	226	-	-	226
520.234	EXPANSION DEVICE - MULTI-DIRECTIONAL STRUCTURAL SEAL	LF	97	-	-	97
520.251	EXPANSION DEVICE - BONDED SILICONE-AND-FOAM HYBRID JOINT SEAL	LF	9	-	-	9
523.5211	BEARING REHABILITATION, ROCKER BEARINGS	EA	21	-	-	21
526.306	TEMPORARY CONCRETE BARRIER, TYPE 1 - SUPPLIED BY AUTHORITY	LS	1		-	1
526.351	MEDIAN BARRIER TYPE 1 - PRECAST	LF	60	-	-	60
526.3515	MEDIAN BARRIER TYPE 1 - CAST-IN-PLACE	LF	102	-	-	102
526.361	MEDIAN BARRIER TYPE 1 - PRECAST	EA	2	-	-	2
527.341	WORK ZONE CRASH CUSHIONS - TL-3	UNIT	2	1	-	3
603.159	12" CULVERT PIPE OPTION III	LF	8	-	-	8
603.199	24" CULVERT PIPE OPTION III	LF	6	-	-	6
604.09	CATCH BASIN TYPE B1	EA	2	-	-	2
604.246	CATCH BASIN TYPE F5	EA	2	-	-	2
605.11	12" UNDERDRAIN TYPE C	LF	43	-	-	43

ITEM NO.	ITEM DESCRIPTION	UNIT	DENNETT RD. QUANTITY	WILSON ST. QUANTITY	YORK RIVER BRIDGE	TOTAL QUANTITY
606.1723	BRIDGE TRANSITION - TYPE III	EA	4	-	-	4
606.1724	BRIDGE TRANSITION - TYPE III, MODIFIED	EA	2	-	-	2
606.278	TERMINAL END - ANCHORED END	EA	2	-	-	2
606.352	REFLECTORIZED BEAM GUARDRAIL DELINEATOR	EA	155	-	-	155
606.356	UNDERDRAIN DELINEATOR POST	EA	2	-	-	2
606.3605	REMOVE, MODIFY AND RESET, SINGLE RAIL	LF	130	-	-	130
606.3606	REMOVE, MODIFY AND RESET, DOUBLE RAIL	LF	50	-	-	50
606.3621	GUARDRAIL ADJUST, SINGLE RAIL	LF	250	-	-	250
607.431	SNOW FENCE	LF	460	-	-	460
609.191	CONCRETE CURB TYPE 2	LF	72	-	-	72
627.18	12" SOLID WHITE PAVEMENT MARKING LINE	LF	320	-	-	320
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	6100	-	-	6,100
627.77	REMOVING PAVEMENT MARKINGS	SF	3300	-	-	3,300
627.78	TEMPORARY PAVEMENT MARKING LINE WHITE OR YELLOW	LF	10600	-	-	10,600
627.812	TEMPORARY RAISED PAVEMENT MARKERS	EA	5400	-	-	5,400
629.05	HAND LABOR , STRAIGHT TIME	HR	-	-	20	20
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	-	-	20	20
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	-	-	20	20
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	-	-	10	10
652.30	FLASHING ARROW BOARD	EA	3	2	4	9
652.312	TYPE III BARRICADE	EA	10	-	-	10
652.33	DRUM	EA	170	200	230	600
652.34	CONE	EA	100	100	-	200
652.35	CONSTRUCTION SIGNS	SF	1950	940	770	3,660
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	0.49	0.30	.21	1
652.38	FLAGGERS	HR	230	60	-	290
652.410	PORTABLE - CHANGEABLE MESSAGE SIGN	EA	1	-	2	3
652.45	TRUCK MOUNTED ATTENUATOR	CD	50	-	45	95
652.451	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	CD	50	20	45	115
659.10	MOBILIZATION	LS	0.64	0.07	0.29	1

Date:2/9/2018

Filename: ...\MSTA\002a_Quantities.dgn

Scale: NOT TO SCALE

No.	Revision	By	Date
1	Update sign quantities, remove stray text	DSM	2/18

Designed by: T.Y.LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Heath Cowan

	By	Date		By	Date
Designed	BLT	1/2018	Checked	DSM	1/2018
Drawn	BLT	1/2018	In Charge of	DSM	1/2018

T.Y. Lin International
12 Northbrook Drive
Building A, Suite One
Falmouth, Maine 04105
TEL: (207) 781-4721
FAX: (207) 781-4753

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

BRIDGE REPAIRS
DENNETT ROAD OVERPASS

QUANTITIES

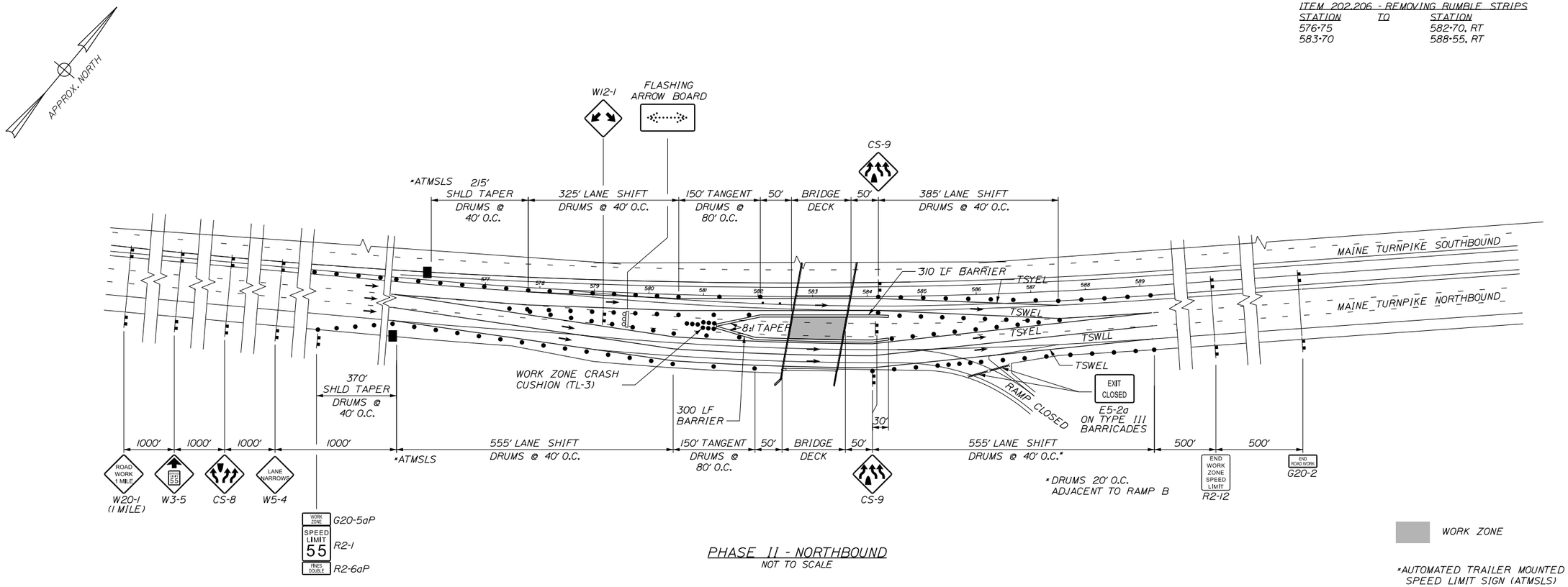
CONTRACT:2018.08

SHEET NUMBER: QT-01
Addendum 1 (Page 8 of 36)
2 OF 40

Date:2/9/2018

ITEM 202.206 - REMOVING RUMBLE STRIPS

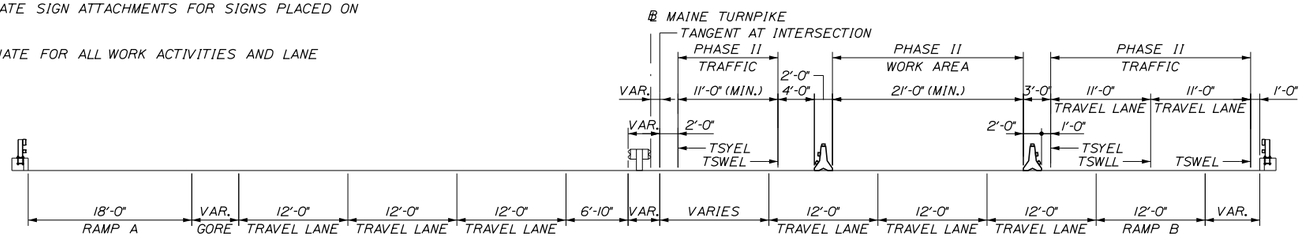
STATION	TO	STATION
576+75		582+70, RT
583+70		588+55, RT



PHASE II - NORTHBOUND
NOT TO SCALE

NOTES:

1. CONTRACTOR SHALL PROVIDE ALTERNATE SIGN ATTACHMENTS FOR SIGNS PLACED ON THE PISCATIQUA RIVER BRIDGE.
2. WORK ZONES SHOWN ARE NOT ADEQUATE FOR ALL WORK ACTIVITIES AND LANE CLOSURES MAY BE NECESSARY.
3. ALL STATIONS ARE APPROXIMATE.



PHASE II
DENNETT ROAD BRIDGE DECK CROSS SECTION
NOT TO SCALE
(LOOKING NORTHBOUND)

Filename: ...\HIGHWAY\MSTA\MOT-Phase2a.dgn

Scale: NOT TO SCALE			
No.	Revision	By	Date
1	Deleted barrier marker note	JRH	2/9/18

Designed by: T.Y.LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Heath Cowan

	By	Date		By	Date
Designed	DWB	10/2017	Checked	JRH	10/2017
Drawn	TSK	10/2017	In Charge of	DSM	1/2018

T.Y. Lin International
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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

BRIDGE REPAIRS
DENNETT ROAD OVERPASS

MAINTENANCE OF TRAFFIC PHASE II

CONTRACT:2018.08

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	BORDER RADIUS	AREA IN SQUARE FEET	NOTES
CS-1	48"	48"	EXPECT STOPPED TRAFFIC	6" 6" 6"	4" 4"		8	ORANGE	BLACK		16.00 (128)	
CS-2	102"	18"	VIA EXIT 2	10" EM	4" 4"		2	ORANGE	BLACK		12.75 (25.5)	NO BORDER
CS-3	168"	42"	EXIT CLOSED	15" E	13.5" 13.5"		2	ORANGE	BLACK		49 (98)	
CS-5	48"	78"	I-95 SB EXIT 1 ON RAMP CLOSED USE EXIT 2	8D 8D 8D 8D 8D 8D	5 4 4 4 4 4 5		3	ORANGE	BLACK		26.00 (78)	
CS-8	48"	48"					2	ORANGE	BLACK		16.00 (32)	
CS-9	48"	48"					3	ORANGE	BLACK		16.00 (48)	
CS-10	48"	48"	TRUCKS ENTERING	7" 7"	6"		1	ORANGE	BLACK		16.00 (16)	
D3-1	48"	12"	Dennett Rd	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 & 2012 SUPPLEMENT			4	ORANGE	BLACK		4.00 (16)	
E5-2a	48"	36"	EXIT CLOSED				6	ORANGE	BLACK		12.00 (72)	
G20-2	48" 36"	24" 18"	END ROAD WORK				12 4	ORANGE	BLACK		8.00 (96) 4.50 (18)	

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT / VERTICAL SPACING / ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	BORDER RADIUS	AREA IN SQUARE FEET	NOTES
G20-5aP	48"	24"	WORK ZONE	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 & 2012 SUPPLEMENT	14	ORANGE	BLACK		8.00 (112)	
M1-1	24"	24"	INTERSTATE 95		5	RED/ BLUE	WHITE		4.00 (20)	
M3-1	24"	12"	SOUTH		5	WHITE	BLACK		2.00 (10)	
M4-5	24"	12"	TO		5	WHITE	BLACK		2.00 (10)	
M4-8	24"	12"	DETOUR		9	WHITE	BLACK		2.00 (18)	
M4-8a	24"	18"	END DETOUR		1	ORANGE	BLACK		3.00 (3)	
M4-9 (LEFT) (RIGHT)	30"	24"	DETOUR →		1 2	ORANGE	BLACK		5.00 (5) (10)	
M4-9 (SR)	30"	24"	DETOUR ↗		1	ORANGE	BLACK		5.00 (5)	
M6-1 (LEFT) (RIGHT)	30"	24"	→		4 2	WHITE	BLACK		5.00 (20) (10)	
M6-2 (LEFT) (RIGHT)	30"	24"	↗		1 1	WHITE	BLACK		5.00 (5) (5)	
M6-3	30"	24"	↑		1	ORANGE	BLACK		5.00 (5)	
R1-2	36"	36"	YIELD		1	WHITE	RED		3.90 (3.9)	
R2-1	48"	60"	SPEED LIMIT 55		14	WHITE	BLACK		20.00 (280)	
R2-6aP	48"	24"	FINES DOUBLE		14	WHITE	BLACK		8.00 (112)	
R2-12	36"	54"	END WORK ZONE SPEED LIMIT		12	WHITE	BLACK		13.5 (162)	
R11-2	48"	30"	ROAD CLOSED		1	WHITE	BLACK		10 (30)	

Date:2/9/2018

Filename: ...\XXXa_MOT_Sign_Summary_01.dgn

Scale: NOT TO SCALE

No.	Revision	By	Date
1	UPDATED SIGN QUANTITIES	JTR	2/9/18

Designed by: T-Y LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Heath Cowan

	By	Date		By	Date
Designed	TSK	10/2017	Checked	JRH	1/2018
Drawn	JTR	10/2017	In Charge of	DSM	1/2018

T.Y. Lin International
12 Northbrook Drive
Building A, Suite One
Falmouth, Maine 04105
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FAX: (207) 781-4753

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

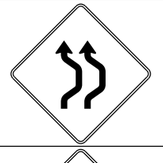
MTA PROJECT MANAGER: Ralph C. Norwood, IV

BRIDGE REPAIRS
DENNETT ROAD OVERPASS
MAINTENANCE OF TRAFFIC SIGN SUMMARY 1 OF 2

CONTRACT:2018.08

SHEET NUMBER: MT-12

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	BORDER RADIUS	AREA IN SQUARE FEET	NOTES
W3-2	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 & 2012 SUPPLEMENT			1	ORANGE	BLACK		16.00 (16)	
W3-4	48"	48"					8 (1)	ORANGE	BLACK		16.00 (128) (1)	
W3-5	48"	48"					12	ORANGE	BLACK		16.00 (192)	
W4-2 (LEFT) (RIGHT)	48"	48"					22 (1) 18	ORANGE	BLACK		16.00 (352) (288) (1)	
W5-4	48"	48"					2	ORANGE	BLACK		16.00 (32)	
W7-3aP	36"	30"					4 (1)	ORANGE	BLACK		7.50 (30) (1)	
W12-1	48"	48"					1 (1)	ORANGE	BLACK		16.00 (16) (1)	
W20-1 (1 MILE) (AHEAD)	48" 48"	48" 48"					12 (10) (1)	ORANGE	BLACK		16.00 (192) (160) (1)	
(AHEAD)	36"	36"					4				9.00 (36)	

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND BORDER	BORDER RADIUS	AREA IN SQUARE FEET	NOTES
W20-5 (LEFT) (RIGHT)	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2009 & 2012 SUPPLEMENT			4 4 (1)	ORANGE	BLACK		16.00 (64) (64) (1)	
W20-5a (LEFT) (RIGHT)	48"	48"					10 8 (1)	ORANGE	BLACK		16.00 (160) (128) (1)	
W20-4	36"	36"					4	ORANGE	BLACK		9.00 (36)	
W20-7a	36"	36"					4	ORANGE	BLACK		9.00 (36)	
W21-5	48"	48"					1	ORANGE	BLACK		16.00 (16)	
W21-5a (RIGHT) (LEFT)	48"	48"					1 2 (1)	ORANGE	BLACK		16.00 (16) (32) (1)	
W21-5b (RIGHT) (LEFT)	48"	48"					1 2 (1)	ORANGE	BLACK		16.00 (16) (32) (1)	
W24-1a (LEFT) (RIGHT)	48"	48"					2 2	ORANGE	BLACK		16.00 (32) (32)	
W24-1b (LEFT) (RIGHT)	48"	48"					2 2	ORANGE	BLACK		16.00 (32) (32)	

Date:2/9/2018

Filename: ...\XXXa_MOT_Sign_Summary_01.dgn

Scale: NOT TO SCALE

No.	Revision	By	Date
1	UPDATED SIGN QUANTITIES	JTR	2/9/18

Designed by: T.Y.LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Heath Cowan

	By	Date		By	Date
Designed	TSK	10/2017	Checked	JRH	1/2018
Drawn	JTR	10/2017	In Charge of	DSM	1/2018

T.Y. Lin International
12 Northbrook Drive
Building A, Suite One
Falmouth, Maine 04105
TEL: (207) 781-4721
FAX: (207) 781-4753

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

BRIDGE REPAIRS
DENNETT ROAD OVERPASS
MAINTENANCE OF TRAFFIC
SIGN SUMMARY 2 OF 2

CONTRACT:2018.08

SHEET NUMBER: MT-13

Date:2/9/2018

CB2
STA. 582+14.93, 6.78' LT
CB TYPE BI
RIM = 72.22
24" INV. IN = 63.60 (EXISTING)
24" INV. OUT = 63.60

PI
STA. 582+14.87, 0.47' RT TO
STA. 582+14.92, 4.78' LT
INSTALL 24" x 5.3'
CULVERT PIPE OPT. III

CBI
STA. 582+14.86, 2.47' RT
CB TYPE BI
RIM = 71.91
6" INV. IN = UNKNOWN
12" INV. IN = 66.75
24" INV. OUT = 63.53
24" INV. OUT = 63.53 (EXISTING)

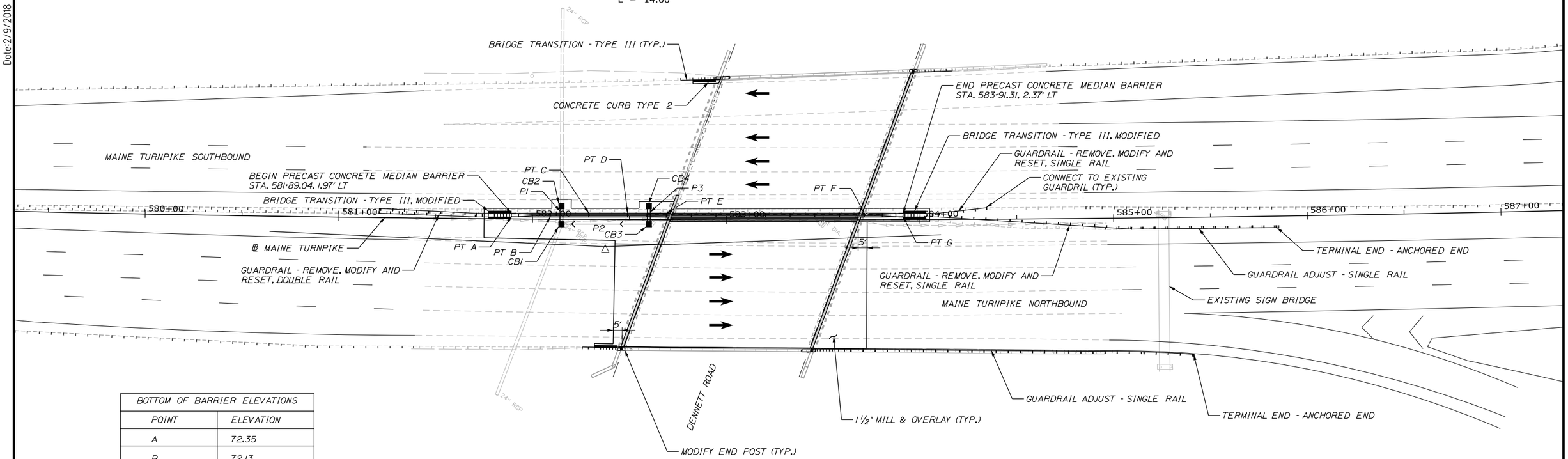
P2
STA. 582+16.86, 2.46' RT TO
STA. 582+159.00, 2.25' RT
INSTALL 12" x 42.2'
UNDERDRAIN TYPE C

CB3
STA. 582+60.00, 2.24' RT
CB TYPE F5
RIM = 71.19
12" INV. IN = 67.25
12" INV. OUT = 67.19

P3
STA. 582+60.00, 1.24' RT TO
STA. 582+60.00, 6.01' LT
INSTALL 12" x 7.3'
CULVERT PIPE OPT. III

CB4
STA. 582+60.00, 7.01' LT
CB TYPE F5
RIM = 71.33
12" INV. OUT = 67.33

CURVE DATA
PI = 582+37.98
D = 0°20'00.0"
Δ = 4°37'25.0" Lt.
R = 17188.73'
L = 1387.08'
T = 693.92'
E = 14.00'



BOTTOM OF BARRIER ELEVATIONS	
POINT	ELEVATION
A	72.35
B	72.13
C	71.79
D	71.49
E	71.18
F	69.59
G	69.29

NOTES:

1. ALL STATIONING IS APPROXIMATE.
2. BARRIER ELEVATIONS NOTED ARE AT BOTTOM OF BARRIER AT ENDS OF EACH SECTION.
3. A COATING OF HOT RUBBERIZED ASPHALT (ASTM D6690, TYPE IV) SHALL BE APPLIED ON ALL SURFACE PAVEMENT JOINTS.
1. 4. REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO NEW DRAINAGE STRUCURE ITEMS.

ITEM 606.1724 - BRIDGE TRANSITION - TYPE III, MODIFIED

STATION	OFFSET	TO	STATION	OFFSET
581+71	2' LT		581+89	2' LT
583+91	2' LT		584+09	2' LT

ITEM 606.1723 - BRIDGE TRANSITION - TYPE III

STATION	OFFSET	TO	STATION	OFFSET
582+26	66' RT		582+46	66' RT
582+76	72' LT		582+97	72' LT
583+44	67' RT		583+64	67' RT
583+97	76' LT		584+17	77' LT

ITEM 606.278 - TERMINAL END - ANCHORED END

STATION	OFFSET	TO	STATION	OFFSET
585+28	70' RT		585+41	71' RT
585+72	6' RT		585+84	6' RT

ITEM 606.3605 - REMOVE, MODIFY AND RESET, SINGLE RAIL

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
584+09	3' LT		584+34	4' LT	25'
584+09	1' LT		585+09	6' RT	100'

ITEM 606.3606 - REMOVE, MODIFY AND RESET, DOUBLE RAIL

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
581+21	3' LT		581+71	2' LT	50'

ITEM 606.3621 - GUARDRAIL ADJUST - SINGLE RAIL

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
583+64	67' RT		585+28	70' RT	165'
585+09	6' RT		585+72	6' RT	63'

609.191 - CONCRETE CURB TYPE 2

STATION	OFFSET	TO	STATION	OFFSET	LENGTH
581+77	3' LT		581+89	3' LT	12'
581+77	1' LT		581+89	1' LT	12'
582+32	66' RT		582+44	66' RT	12'
582+83	72' LT		582+95	72' LT	12'
583+91	3' LT		584+03	3' LT	12'
583+91	1' LT		584+03	1' LT	12'

Scale: 1" = 25'

Designed by: T.Y. LIN INTERNATIONAL

No.	Revision	By	Date
1	Added Note	JRH	2/9/18

CONSULTANT PROJECT MANAGER: Heath Cowan

	By	Date		By	Date
Designed	JRH	12/2017	Checked	DSM	12/2017
Drawn	TSK	12/2017	In Charge of	DSM	1/2018

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

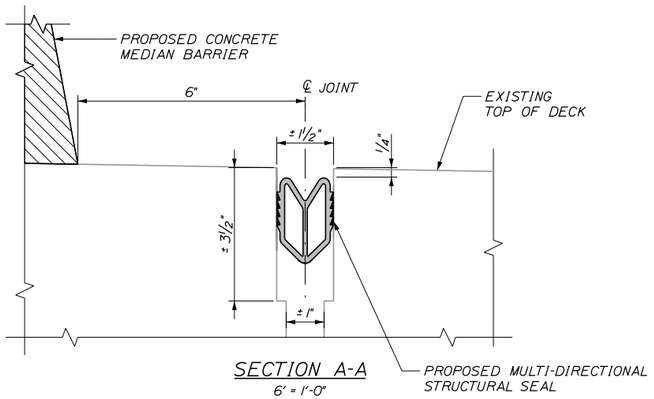
BRIDGE REPAIRS
DENNETT ROAD OVERPASS

GENERAL PLAN

CONTRACT:2018.08

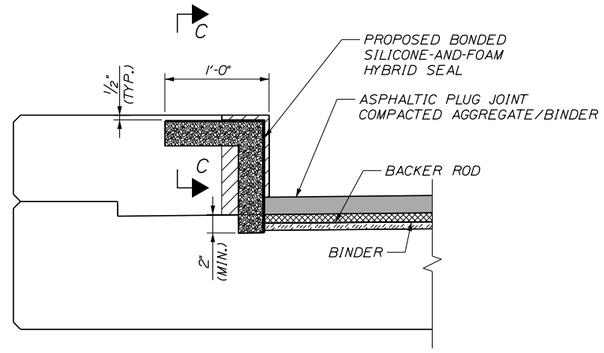
SHEET NUMBER: GP-01

Filename: ...\HIGHWAY\MSTA\XXX_HDPlan_01.dgn



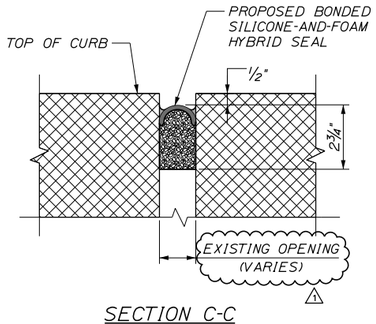
SECTION A-A

6" = 1'-0"



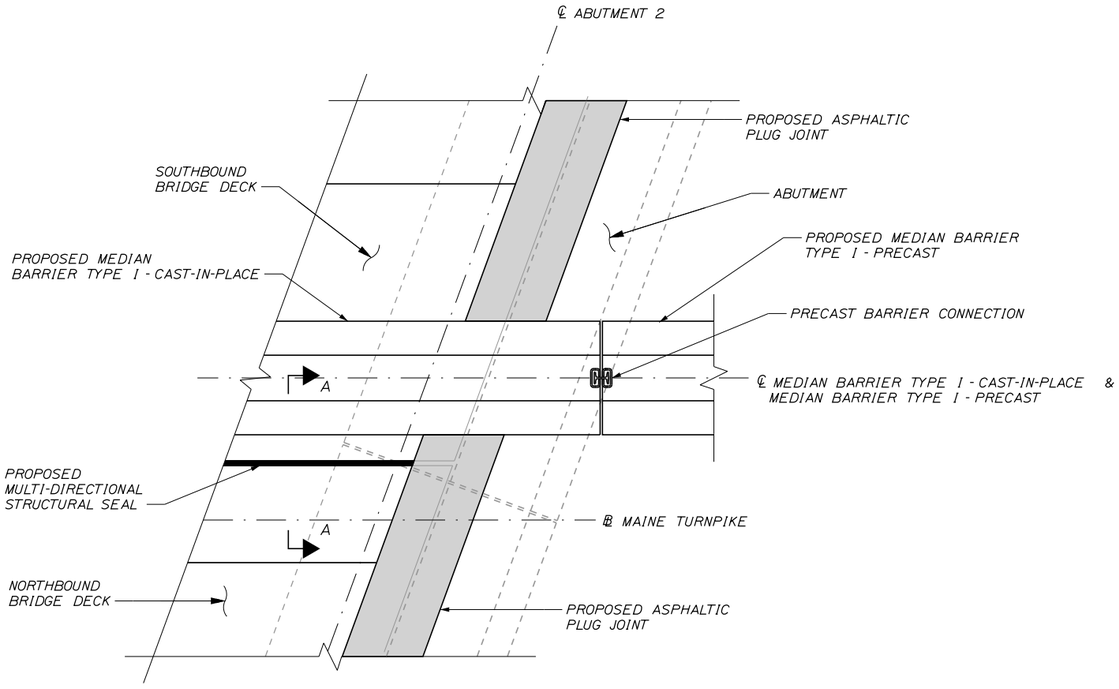
JOINT DETAIL AT CURB

NOT TO SCALE



SECTION C-C

NOT TO SCALE



END OF DECK PLAN @ MEDIAN

SCALE: ¾" = 1'-0"

(ABUTMENT 2 SHOWN, ABUTMENT 1 SIMILAR)

NOTES: ⚠1

1. EXISTING JOINT REMOVAL, CONCRETE REPAIR & LEVELING ON TOP OF DECK AT JOINT SHALL BE INCIDENTAL TO ITEM 520.232, "EXPANSION DEVICE - ASPHALTIC PLUG JOINT". ALL REPAIRS SHALL BE COMPLETED IN ACCORDANCE WITH SPECIFICATIONS SECTION 518.
2. CONCRETE REPAIR ON UNDERSIDE OF DECK SHALL BE PAID FOR AS ITEM 518.70, "REPAIR OF OVERHEAD SURFACES < 8 INCH".
3. REINFORCEMENT NOT SHOWN FOR CLARITY.
4. INSTALL SILICONE-AND-FOAM HYBRID SEAL IN CURB PRIOR TO ASPHALTIC PLUG JOINT INSTALLATION.
5. ABUTMENT 1 BACKWALL RECONSTRUCTION SHALL BE PAID FOR UNDER ITEMS 202.121, 502.21, 503.14, AND 503.15.

Date:2/9/2018

Filename: ...\XXXa_Expansion Joint_2.dgn

Scale: AS NOTED

No.	Revision	By	Date
1	Joint notes and annotation	DSM	2/18

Designed by: T-Y LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Heath Cowan

	By	Date		By	Date
Designed	DSM	10/2017	Checked	BLT	12/2017
Drawn	SAM	10/2017	In Charge of	DSM	1/2018

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Falmouth, Maine 04105
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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

BRIDGE REPAIRS
DENNETT ROAD OVERPASS

JOINT DETAILS SHEET 2 OF 2

CONTRACT:2018.08

SHEET NUMBER: S-03

THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE CONSTRUCTION SITE

State of Maine
Department of Labor
Bureau of Labor Standards
Augusta, Maine 04333-0045
Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid to laborers and workers employed on the below titled project.

Title of Project --------2018.08-Bridge Repairs, Dennett Rd, Wilson Rd, York River-HI

Location of Project --Kittery and York, York County

2018 Fair Minimum Wage Rates
Highway & Earth York County

Occupation Title	Minimum Wage	Minimum Benefit	Total	Occupation Title	Minimum Wage	Minimum Benefit	Total
Asphalt Raker	$16.00	$0.44	$16.44	Ironworker – Ornamental	$23.13	$4.80	$27.93
Backhoe Loader Operator	$20.00	$2.23	$22.23	Ironworker - Reinforcing	$24.79	$10.60	$35.39
Boom Truck (Truck Crane) Operator	$21.66	$6.86	$28.52	Ironworker - Structural	$21.80	$4.88	$26.68
Bulldozer Operator	$22.00	44.17	$26.17	Laborer (Includes Helper-Tender)	$14.50	$0.94	$15.44
Carpenter	$21.00	$2.36	$23.36	Laborer - Skilled	$17.00	$2.24	$19.24
Cement Mason/Finisher	$17.00	$0.56	$17.56	Line Erector-Power/Cable Splicer	$26.00	$7.59	$33.59
Crane Operator =>15 Tons)	$26.00	$5.97	$31.97	Loader Operator - Front-End	$19.25	$3.37	$22.62
Crusher Plant Operator	$17.50	$2.01	$19.51	Mechanic- Maintenance	$21.00	$3.15	$24.15
Diver	$28.50	$1.48	$29.98	Painter	$17.00	$0.00	$17.00
Driller -Rock	$18.38	$2.60	$20.98	Paver Operator	$18.38	$1.73	$20.11
Earth Auger Operator	$22.97	$6.17	$29.14	Pipelayer	$18.00	$3.16	$21.16
Electrician - Licensed	$26.00	$4.67	$30.67	Pump Installer	$21.00	$3.73	$24.73
Electrician Helper/Cable Puller (Licensed)	$17.00	$2.84	$19.84	Reclaimer Operator	$19.13	$2.98	$22.11
Elevator Constructor/Installer	$19.25	$1.62	$20.87	Roller Operator - Earth	$16.00	$1.89	$17.89
Excavator Operator	$21.13	$3.36	$24.49	Roller Operator - Pavement	$18.03	$2.19	$20.22
Fence Setter	$17.25	$1.72	$18.97	Screed/Wheelman	$18.60	$3.68	$22.28
Flagger	$12.00	$0.00	$12.00	Truck Driver - Light	$17.83	$3.74	$21.57
Grader/Scraper Operator	$21.33	$5.65	$26.98	Truck Driver - Medium	$18.00	$1.89	$19.89
Highway Worker/Guardrail Installer	$16.50	$0.79	$17.29	Truck Driver - Heavy	$16.38	$1.61	$17.99
Hot Top Plant Operator	$23.00	$3.90	$26.90	Truck Driver - Tractor Trailer	$19.00	$3.18	$22.18

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at $50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates.

Determination No: **HI-045-2018**

A true copy

Filing Date: **February 1, 2018**

Attest: Scott R. Cotnoir

Scott A. Cotnoir
Wage & Hour Director

Expiration Date: **12-31-2018**

BLS(Highway & Earth York)

THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE CONSTRUCTION SITE

State of Maine
Department of Labor
Bureau of Labor Standards
Augusta, Maine 04333-0045
Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid to laborers and workers employed on the below titled project.

Title of Project --------2018.08-Bridge Repairs, Dennett Rd, Wilson Rd, York River
Location of Project --Kittery and York, York County

2018 Fair Minimum Wage Rates
Heavy & Bridge York County

Occupation Title	Minimum Wage	Minimum Benefit	Total	Occupation Title	Minimum Wage	Minimum Benefit	Total
Backhoe Loader Operator	$20.00	$2.16	$22.16	Laborer (Includes Helper-Tender)	$16.50	$1.63	$18.13
Boom Truck (Truck Crane) Operator	$21.66	$6.86	$28.52	Laborer - Skilled	$21.00	$4.15	$25.15
Bricklayer	$24.00	$3.99	$27.99	Line Erector-Power/Cable Splicer	$25.75	$7.36	$33.11
Bulldozer Operator	$20.00	$4.06	$24.06	Loader Operator - Front-End	$21.00	$3.21	$24.21
Carpenter	$24.31	$10.58	$34.89	Mechanic- Maintenance	$20.00	$5.72	$25.72
Carpenter - Rough	$20.94	$4.46	$25.40	Mechanic- Refrigeration	$24.88	$4.76	$29.64
Cement Mason/Finisher	$17.00	$0.56	$17.56	Millwright	$29.90	$23.69	$53.59
Communication Equipment Installer	$20.00	$1.85	$21.85	Painter	$22.00	$3.06	$25.06
Comm Transmission Erector Microwave & Cell	$19.00	$3.57	$22.57	Paver Operator	$20.00	$3.78	$23.78
Crane Operator =>15 Tons)	$29.00	$10.84	$39.84	Pile Driver Operator	$25.00	$11.13	$36.13
Crusher Plant Operator	$17.75	$2.48	$20.23	Pipe/Steam/Sprinkler Fitter	$22.25	$8.62	$30.87
Diver	$32.00	$0.00	$32.00	Pipelayer	$28.00	$12.54	$40.54
Driller -Rock	$18.38	$2.60	$20.98	Pump Installer	$21.00	$3.73	$24.73
Earth Auger Operator	$23.76	$6.31	$30.07	Reclaimer Operator	$18.50	$2.85	$21.35
Electrician - Licensed	$30.07	$17.09	$47.16	Rigger	$20.00	$6.12	$26.12
Electrician Helper/Cable Puller (Licensed)	$27.00	$12.01	$39.01	Roller Operator - Earth	$15.88	$1.76	$17.64
Excavator Operator	$23.25	$3.71	$26.96	Roller Operator - Pavement	$18.30	$1.64	$19.94
Fence Setter	$16.00	$1.17	$17.17	Truck Driver - Light	$18.15	$2.88	$21.03
Flagger	$12.00	$0.00	$12.00	Truck Driver - Medium	$17.75	$1.82	$19.57
Grader/Scraper Operator	$21.33	$5.13	$26.46	Truck Driver - Heavy	$19.00	$3.19	$22.19
HVAC (Heat-Vent-Air Conditioning)	$23.00	$3.05	$26.05	Truck Driver - Tractor Trailer	$20.50	$5.46	$25.96
Ironworker – Ornimental	$22.48	$4.85	$27.70				
Ironworker - Reinforcing	$26.20	$12.15	$38.35				
Ironworker - Structural	$23.00	$6.26	$29.26				

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at $50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates.

Determination No: **HB-018-2018**

A true copy

Filing Date: **February 1, 2018**

Attest: Scott A. Cotnoir

Scott A. Cotnoir
Wage & Hour Director

Expiration Date: **12-31-2018**

BLS(Heavy & Bridge York)

SPECIAL PROVISION

SECTION 504

STRUCTURAL STEEL

(Repair of Damaged Girders)

504.01 Description

The following paragraphs are added:

This work includes structural steel repairs to existing girders at the Dennett Road Overpass Bridge on the Maine Turnpike as shown on the Plans and in accordance with this specification.

The proposed repairs include grinding gouges on the bottom flanges of two girders as shown on the Plans.

All repair work shall be performed in accordance with Plans, these Specifications and the November 2014 MaineDOT Standard Specifications.

This work shall also consist of removing lead based paint adjacent to the repair areas. Areas of paint removal at each repair area shall be touched-up after repairs in accordance with Special Provision 506.

This work also includes providing the Authority, or its duly authorized representatives, reasonable access to the damaged girders for the purposes of inspection, testing, and observation as requested.

504.011 Construction Requirements

Prior to any beam repairs, remove paint system on the girder where grinding will be performed to a minimum of six (6) inches around the area of grinding. Removal of lead based paint shall be in accordance with Subsection 105.2, Health and Safety. The Contractor shall submit a lead based paint removal plan to the Resident for approval prior to the start of the work.

Nicks, gouges and scrapes shall be ground smooth. Repairs that require removal of more than 1/8 inch of the thickness of a cross-sectional element require the Resident's approval. Any cracks discovered before or during the repair shall be brought to the attention of the Resident. Final grinding shall be done in the longitudinal direction of the beam. Visual inspection shall be performed on all gouge repairs by the Authority's representative prior to painting.

All surfaces of the existing steel girders where paint is removed for welding, bearing cleaning, bearing rehabilitation, and bearing installation, shall be painted to the requirements of Special Provision 506 Painting Structural Steel, upon completion of the work.

504.65 Method of Measurement

The following paragraph is added:

Structural Steel Repairs will be measured as one lump sum complete and accepted.

504.65 Basis of Payment

The following paragraphs are added:

Structural Steel Repairs will be paid for at the contract lump sum price which will include paint removal and preparation of the area to be ground, grinding, labor, material, tools, lead paint removal and disposal, inspection access and all incidentals necessary to accomplish the work.

Payment will be made under:

Pay Item		Pay Unit
504.801	Structural Steel Repairs	Lump Sum

SPECIAL PROVISION

SECTION 506

SHOP APPLIED PROTECTIVE COATING - STEEL

(Zinc Rich Coating System – Shop Applied)

[SECTION DELETED]

SPECIAL PROVISION

SECTION 520

EXPANSION DEVICES – NON-MODULAR

(Asphaltic Plug Joint)
(Bonded Silicone-and-Foam Hybrid Seal)
(Multi-Directional Structural Seal)

Section 520, Expansion Devices, Non-Modular, is deleted in its entirety and replaced with the following:

520.01 Description

This work consists of furnishing and installing asphaltic plug joint systems at the location(s) shown on the Plans, in accordance with these Specifications or as directed by the Resident. This work shall include furnishing, installation and removal of any bond breaking materials used to prevent asphalt pavement layers from adhering to any waterproofing membrane and any temporary header(s) installed with the intent to form the asphaltic plug joint channel, and any preparation required for the installation of the asphaltic plug joint.

This work shall also include removal of the existing joints, including joint armor and concrete, to the limits shown on the plan. Removal shall be completed in accordance with Specification Section 202. This work shall also include concrete patching and/or leveling to prepare the concrete surface for joint installation. This work shall be completed in accordance with Specification Section 518.

This work shall also include furnishing and installing a bonded silicone-and-foam hybrid seal at the locations shown on the Plans, in accordance with these Specifications or as directed by the Resident.

This work shall also consist of furnishing and installing a multi-directional structural seal in the longitudinal joint along the median of the bridge, in accordance with these Specifications or as directed by the Resident.

This work shall also include having the approved manufacturer provide a qualified technical representative(s) to supervise the installation of the joint systems and seals. The representative(s) shall instruct, train and supervise the Contractor's personnel in the proper methods of installation. All costs associated with this service shall be included in the unit price of the work.

Bridging plates for asphaltic plug joint systems shall only be used when shown on the Contract Plans.

520.02 Submittals

Prior to construction, the Contractor shall submit the following to the Resident for review and approval:

(a) Complete and detailed Shop Drawings of asphaltic plug joint system. Shop Drawing shall include information covering materials, their properties, installation procedures, storage and handling requirements, and Materials Safety Data Sheets.

(b) The resume of the manufacturer's technical representative, which shall include the representative's experience installing the asphaltic plug joint system along with the names and telephone numbers of contact persons for recent projects where technical assistance was provided.

(c) Certified test reports of the asphaltic binder, closed cell foam backer rod and the plastic compound.

(d) Certificates of Compliance for bridging plates, centering nails, and aggregate.

520.03 Materials

Asphaltic Plug Joint

The asphaltic plug joints shall consist of a system including bridge joint binder material, aggregate, backer rod, elastomeric concrete header material and polysulfide joint sealant conforming to the details and dimensions shown on the Plans, in accordance with these Specifications and as directed by the Resident. Bridging plates shall only be used when shown on the Contract Plans.

The following system is acceptable for use as asphaltic plug joints:

Thorma-Joint
Dynamic Surface Application, Ltd.
373 Village Road
Pennsdale, PA 17756

Materials which are incorporated in or used in conjunction with approved asphaltic plug joint systems are as follows:

(a) Asphaltic Binder:

Binder shall meet or exceed requirements of AASHTO M301 (ASTM D3405) and consist of hot applied, thermoplastic polymeric modified asphalt with the following properties when tested in accordance with the following ASTM methods:

PROPERTY	REQUIREMENT	TEST METHOD
Softening Point, °F	180 min.	ASTM D36
Tensile Adhesion @ 77°F, %	800 min.	ASTM D3583

Ductility @ 77°F, inch	16 min.	ASTM D113
Penetration, 0.1 mm 77°F, 150 g, 5 s 0°F, 200 g, 60 s	 90 max. 10 max.	ASTM D3407
Flow 5 hrs @ 140°F, mm	3.0 max.	ASTM D3407
Bond @ -20°F	pass 3 cycles	ASTM D3407
Resilience @ 77°F, %	60 min.	ASTM D3407
Asphalt Compatibility @ 140°F	pass	ASTM D3407
Recommended Pouring Temperature, °F	380 to 390	
Safe Heating Temperature, °F	410	

(b) Backer Rod:

Backer rod shall be a cylindrical closed cell expanded polyethylene foam rod, with a diameter of 150 percent of joint opening width, capable of withstanding the temperature of the hot binder materials and meeting the manufacturer's requirements, or the following properties, whichever is more stringent:

PROPERTY	REQUIREMENT	TEST METHOD
Density, lb/ft^3	2.0 min.	ASTM D1622
Tensile Strength, psi	25 min.	ASTM D1623
Water Absorption, % of wt.	1.0 max.	ASTM C509

(c) Bridging Plate:

Bridging Plate shall be either Plate Steel or Aluminum Flashing as specified on the plans.

Plate Steel Bridging Plates shall be fabricated from ASTM A36 steel, shall be a minimum of 1/4 inch thick and shall be galvanized. Holes for centering nails shall be located approximately one foot on center along the centerline of plates.

Aluminum Flashing Bridging Plates shall be rust-free roll aluminum. The aluminum flashing shall be a minimum of 6” wide and have a minimum thickness of 0.02 inches.

(d) Centering Nail:

Nail shall be 16d or larger and hot dip galvanized in accordance with ASTM A153.

(e) Aggregates:

Aggregate shall be crushed, double-washed and dried, igneous rock and meeting the manufacturer's gradation. This aggregate shall also be used for top dressing on the finished joints.

(f) Plastic Compound:

Plastic compound used for repairing overcuts in bituminous concrete overlays shall be a two-component liquid with a synthetic resin base. It shall have a minimum viscosity of 3,500 cps at 77°F and a maximum viscosity of 65,000 cps at 25°F. The plastic compound shall be cured by the addition of a specific hardener. Sufficient hardener shall be used to cure the plastic compound in approximately 30 minutes at 77°F. It shall have sufficient strength and resiliency to withstand stresses set up by vibration, expansion and contraction due to temperature changes. It shall also be resistant to most chemicals and solvents, including most salts, acids, and hydrocarbons.

Bonded Silicone-and-Foam Hybrid Seal

Materials for bonded silicone-and-foam hybrid seals shall meet the material requirements of Expansion Device - Compression Seal specified in this Subsection except the joint shall be an EMSEAL Bridge Expansion Joint System (BEJS) seal (bonded silicone and foam hybrid seals are not covered on the Maine Department of Transportation Qualified Products List).

Multi-Directional Structural Seal

Materials for multi-directional structural seal shall meet the material requirements of Expansion Device - Compression Seal specified in this Subsection except the joint shall be a Jeene W series seal manufactured by Watson Bowman Acme Corporation (multi-directional structural seals are not covered on the Maine Department of Transportation Qualified Products List).

520.04 Installations

Asphaltic plug joint system shall be installed in accordance with manufacturer's latest instructions and specifications. Manufacturer's representatives shall be present during the entire installation to ensure satisfactory results are obtained.

Asphaltic plug joint system shall allow total joint movement for up to two inches. The installation shall be centered over the expansion joint gap as indicated on the Plans. It shall not be installed when ambient or substrate temperatures are below 40°F, when rain is imminent, or in other environmental conditions disapproved by the Resident. The area shall be free of any dirt, dust, moisture, petroleum or solvents that might contaminate the joint materials or reduce the bond of the joint system to the substrate or vertical faces. The use of compressed air and heat may be required to dry the area before installing the joint system.

The asphalt pavement layers shall be removed to the required dimensions shown on the plans. The asphalt pavement shall be sawcut to a depth that will not damage the waterproofing membrane, but permit the removal of the asphalt pavement layer. The pavement layer shall be removed in a manner that will not damage the waterproofing membrane. Bond breakers such as interlayers and fabrics, or temporary header(s) may be used as required to protect the waterproofing membrane from damage. The method of attaching any temporary header(s) to the concrete deck shall be approved by the Resident. The use of a temporary header shall not be allowed if it will need to be anchored into a precast prestressed concrete member. Should a concrete leveling course be required before installing the bridging plates, and the membrane layer

is removed in the process, it shall be replaced before the asphaltic plug joint system is installed. Vertical surfaces of the asphalt pavement layers shall be cleaned to remove all water, dust, or other contaminates.

Backer rods shall be installed in expansion joint openings at a minimum of one inch depth as indicated on the Plans.

The bonded silicone-and-foam hybrid seal shall be installed in the curb and median barrier joint openings and allowed to cure in accordance with manufacturer specifications prior to the application of any binder to the Asphaltic Plug Joint. The joint openings shall be fully cleaned and prepared according to the manufacturer's recommendations. The Asphaltic Plug Joint shall be tanked with binder after the installation of these joint seals.

Binder shall be heated to a safe temperature as recommended by manufacturer. Heating kettles shall be equipped with continuous agitation system, temperature controller, calibrated thermometer and double steel jacket with an oil layer in between, to prevent scorching of the binder. During application, the temperature of binder shall be maintained at a minimum of 350°F. It shall be poured into expansion joint openings until it runs over edges.

If called for on the plans the bridging plates, whether fabricated from steel plate or aluminum flashing, shall be placed from curb to curb on the roadway portion of expansion joints. Plates shall be centered over joint openings. Centering nails shall be placed in pre-drilled holes and hammered in to secure plates.

Once the bridging plates are installed, liquid asphalt binder shall be poured and leveled over the bridging plates and adjacent membrane surfaces in a manner that ensures full coverage. Areas with excessive application, such as pooling of liquid, should be removed or dispersed along the joint area.

Aggregate shall be heated in a rotating drum mixer to a minimum of 350°F or as recommended by the Engineer. The thermoplastic polymeric modified asphalt Binder shall be added to the mixer to pre-coat aggregates.

Coated aggregate shall be placed into blockouts in layers as recommended by the manufacturer. Blockouts shall be overfilled with coated aggregate as required to compensate for compaction. Equipment for compaction shall be as recommended by the manufacturer. Additional thermoplastic polymeric modified asphalt binder shall be screeded over the compacted joint to fill any surface voids.

Top dressing aggregate shall be applied per the manufacturer's recommendation.

Plastic compound shall be used for repairing overcuts in bituminous concrete. Cleaning, mixing and application shall be in conformance to the manufacturer's instructions.

Vehicular traffic may pass over finished joints two-hours after compaction or as recommended by the manufacturer.

The multi-directional structural seal shall be installed in accordance with the manufacturer's recommendations. Air pressurization of the seal is required when bonding the seal in place.

520.05 Method of Measurement

Asphaltic Plug Joint system will be measured by the linear foot along the top surface of installed joints to the limits as shown on the Plan. Preparation of surfaces for the proposed joint system including cutting, grinding and cleaning, will not be measured separately for payment, but shall be incidental to the Asphaltic Plug Joint pay item.

Bonded Silicone-and-Foam Hybrid Seal will be measured by the linear foot along the top surface of the installed seal horizontally and vertically to the limits shown on the plans. Preparation of surfaces for the proposed seal including cutting, grinding and cleaning, will not be measured separately for payment, but shall be incidental to the Bonded Silicone-and-Foam Hybrid Seal pay item.

Multi-Directional Structural Seal will be measured by the linear foot along the top surface of the installed seal horizontally to the limits shown on the plans. Preparation of surfaces for the proposed seal including cutting, grinding and cleaning, will not be measured separately for payment, but shall be incidental to the Multi-Directional Structural Seal pay item.

520.06 Basis of Payment

Asphaltic Plug Joint will be paid for at the Contract unit price per linear foot which price shall be full compensation for all labor, materials, equipment and incidentals required for furnishing and installing the Asphaltic Plug Joint, existing joint removal, and concrete repair, as shown on the Plans, in accordance with these Specifications or as approved by the Resident.

Bonded Silicone-and-Foam Hybrid Seal will be paid for at the Contract unit price per linear foot which price shall be full compensation for all labor, materials, equipment and incidentals required for furnishing and installing the Bonded Silicone-and-Foam Hybrid Seal as shown on the Plans, in accordance with these Specifications or as approved by the Resident.

Multi-Directional Structural Seal will be paid for at the Contract unit price per linear foot which price shall be full compensation for all labor, materials, equipment and incidentals required for furnishing and installing the Multi-Directional Structural Seal as shown on the Plans, in accordance with these Specifications or as approved by the Resident.

Payment will be made under:

Pay Item		Pay Unit
520.232	Expansion Device – Asphaltic Plug Joint	Linear Foot
520.233	Expansion Device – Bonded Silicone-and-Foam Hybrid Seal	Linear Foot
520.234	Expansion Device – Multi-Directional Structural Seal	Linear Foot

SPECIAL PROVISION

SECTION 523

BEARINGS

(Bearing Rehabilitation, Steel Rocker)

523.01 Description

The following paragraphs are added:

This work shall consist of jacking and resetting the existing steel rocker expansion bearings at an appropriate orientation and cleaning debris on and around the bearings to the satisfaction of the Resident.

This work shall also consist of removing all lead based paint that will be disturbed by the jacking and resetting of the existing steel rocker bearings. Areas of paint removal shall be repaired following completion of the bearing rehabilitation.

523.05 Fabrication

The following paragraphs are added:

Removal of lead based paint shall be in accordance with Subsection 105.2, Health and Safety. The Contractor shall submit a lead based paint removal plan to the Resident for approval prior to the start of the work.

All surfaces of the existing steel girders and existing bearings where paint is removed for welding, bearing cleaning, bearing rehabilitation, and bearing installation, shall be painted to the requirements of Special Provision 506 Painting Structural Steel, upon completion of the work.

523.09 Installation of Bearings

The following paragraph is added:

Once reset is complete and the bearing is in its proper position, the soleplate shall be re-welded to the girder.

The following Subsection is added:

523.0901 Jacking and Temporary Structural Support

The Contractor shall provide a jacking system and a temporary support system with the capacity of at least 150% of the design reactions provided in the table below. Jacking shall be kept to the minimum needed to reset the rocker, about 1/8 inch if only jacking one girder, or 1/4 inch if all girders jacked simultaneously.

	Dead Load	Live Load
Service Reaction (Per Bearing)	55 kips	100 kips

The Contractor shall make provisions to prevent longitudinal and transverse movement of the superstructure and twisting of the stringers during the jacking operations and while the deck is temporarily supported. These provisions shall be submitted to the Resident for approval.

The Contractor may support the jacking systems and temporary structural support systems off the top of abutment seats, footings, or Contractor-furnished blocking systems. The proposed anchorage system shall not be supported primarily from the face of abutment. Bracing shall be provided to maintain the superstructure in a stable condition during the jacking operations.

Working Drawings with design calculations showing the method the Contractor chooses to raise, temporarily support, and brace the superstructures shall be stamped by a Professional Engineer registered in the State of Maine, and shall be submitted to the Resident for approval.

523.50 Method of Measurement

The following sentences are added:

Bearing Rehabilitation, Rocker Bearings will be measured for payment by the actual number of existing bearings rehabilitated in accordance with the Plans and Specifications.

523.51 Basis of Payment

The following paragraphs are added:

Bearing Rehabilitation, Rocker Bearings will be paid for at the contract unit price each, which will be full compensation for all materials, equipment, labor and incidentals required to inspect and rehabilitate the existing bearings to remain including, but not limited to, the jacking system and temporary support system.

All materials, equipment, labor and incidentals required for preparing the existing steel girders to receive the rehabilitated existing bearings including, but not limited to, lead paint removal and field repair of existing paint shall be incidental to the related Contract Items.

Payment will be made under:

Pay Item		Pay Unit
523.5211	Bearing Rehabilitation, Rocker Bearings	Each

SPECIAL PROVISION

SECTION 526

CONCRETE BARRIER

(Temporary Concrete Barrier Type I - Supplied by Authority)

526.01 Description

The following paragraphs are added:

This work shall consist of loading, transporting, setting, resetting, removing, transporting and stacking Temporary Concrete Barrier Type I – Supplied by Authority. The barrier shall have attachments allowing individual sections to be connected into a continuous barrier.

The work also includes supplying connecting pins and furnishing, installing, and mounting and maintaining retro-reflective delineators and barrier markers, per Subsection 526.02 and 526.03.

Concrete barriers supplied by Authority shall be available at the following location(s):

Maintenance Area	Linear Feet of Barrier
York Maintenance Area Mile 10.0 Southbound	1450

Upon substantial completion of work, the Contractor shall remove and transport the barrier back to its maintenance area of origin. All barrier shall be returned, sorted and stacked according to type in locations directed by the project Resident or maintenance area foreman.

526.02 Materials

The following paragraphs are added:

f. Delineators shall be bi-directional with a minimum effective reflective area of eight square inches as approved by the Resident. The reflectors shall be methyl methacrylate and the housing of acrylonitrile butadiene styrene. Color shall be in accordance with the MUTCD.

g. Temporary barrier markers shall be "Big Dog” barrier markers manufactured by Custom Products Corporation, or approved equal. Markers shall be bi-directional with a minimum effective reflective area of 96 square inches (48 square inches each side) as approved by the Resident. The reflectors shall meet MUTCD reflectivity requirements and shall be orange in color.

526.021 Acceptance

The Resident shall have the authority to accept or reject all Temporary Concrete Barrier Type I – Supplied by Authority used on the Project that does not meet the requirements of this specification

526.03 Construction Requirements

The following paragraphs are added:

The Contractor shall notify the Resident prior to the scheduled pick-up and delivery of concrete barrier. No barrier shall be removed from or stacked at the Turnpike Maintenance Area without approval of the Resident.

The Contractor shall move and place barrier-utilizing methods that will not damage the barrier. Barrier that is damaged by the Contractor by failing to use proper methods shall be replaced by the Contractor at no additional cost to the Maine Turnpike Authority.

Concrete barrier supplied by the Authority consists of several different styles. Not all barriers may be compatible. The Contractor shall utilize caution when setting barrier to use identical barrier types as adjacent barrier. Non-compatible barrier that cannot be attached together shall be overlapped by a minimum of 10 feet with the blunt end on the non-traffic side of the barrier. This work will not be measured separately for payment, but shall be incidental to the concrete barrier.

Concrete barrier placed at roadway low points shall be shimmed on 1" by 2" by 2' long wood planks to allow drainage to pass under the barrier. In addition, the Resident may direct the Contractor to shim the concrete barrier at other locations to provide for proper roadway drainage. All labor, material, and equipment necessary to shim the barrier will not be measured separately for payment, but shall be incidental to the Concrete Barrier.

The removal of concrete barrier from adjacent to the travel lane may be conducted without a lane closure if it is accomplished in accordance with the following requirements:

1. Barrier is removed from the trailing end and the workmen and equipment involved in the operation are always behind the barrier. No workmen or equipment shall enter the travel lane.
2. Barrier shall be dragged away from the travel lane to at least a 30-degree angle by the use of a cable.
3. Barrier shall be lifted no more than six inches while within 10 feet of the travel lane.

Retro-Reflective Delineators shall be mounted as follows:

1. One on the traffic side of every barrier used in a taper.
2. One on the traffic side of every other barrier at regularly spaced intervals and locations.
3. Delineators shall be installed on both sides of the barrier if barrier is used to separate opposing traffic.
4. Delineators shall be physically adhered so as to withstand the force of throw from a snow plow.

5. If more than 25% of delineators in any 50 foot section of barrier fall off for any reason, the Contractor will be responsible for reinstalling all the delineators in that run at that their own cost.
6. Contractor is required to submit the installation method for review and approval to the Resident.

Temporary barrier markers shall be mounted as follows:

1. One on top of each barrier.
2. Delineators shall be physically adhered so as to withstand the force of throw from a snow plow.
3. If more than 25% of delineators in any 50 foot section of barrier fall off for any reason, the Contractor will be responsible for reinstalling all the delineators in that run at their own cost.
4. Contractor is required to submit the installation method for review and approval to the Resident.

526.04 Method of Measurement

The following paragraphs are added:

Temporary Concrete Barrier Type I – Supplied by Authority shall be measured for payment by the lump sum.

The loading, transporting, setting, resetting, removing, transporting, sorting and stacking of the barrier, the furnishing, installation and maintenance of the barrier delineators, and furnishing and installing connector pins will not be measured separately for payment, but shall be incidental to the cost of the Barrier. Temporary storage of Concrete Barrier between construction phases, if required, will not be measured separately for payment, but shall be incidental to the cost of the Barrier. All equipment required to load, unload, transport and stack Concrete Barrier shall be supplied by the Contractor.

Any Barrier lost or damaged by the Contractor shall be replaced by the Contractor at no additional cost to the Authority.

526.05 Basis of Payment

The fifth paragraph is deleted and not replaced.

The following paragraphs are added:

Temporary Concrete Barrier Type I – Supplied by Authority will be paid for at the Contract lump sum price, complete in place. Such payment shall be full compensation for loading, transporting, setting, resetting, temporary storage, removing, transporting and stacking at the area designated, furnishing all materials, including retro-reflective delineators and temporary barrier markers, and all other incidentals necessary to complete the work. Temporary Concrete Barrier Type I – Supplied by Authority and all connecting pins shall remain the property of the Authority, and shall be returned to the Turnpike Maintenance Area as designated in Subsection 526.01.

Payment of Concrete Barrier shall be based on a percentage of the work accomplished during that pay period.

Payment will be made under:

Pay Item		Pay Unit
526.306	Temporary Concrete Barrier, Type I – Supplied by Authority	Lump Sum

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2018.08

Bridge Repairs
Dennett Road Overpass Mile 0.6
Snow Fence Installation
Wilson Road Underpass Mile 2.0
Wearing Surface Repairs
York River Bridge Mile 5.2

February 8, 2018

1. Location:

   The general limits of work are as shown in the contract plans. The Dennett Road Overpass is located at Mile 0.6 of the Maine Turnpike in Kittery, about 0.25 miles north of the end of the Portsmouth/Kittery Piscataqua River Bridge. The Wilson Road Underpass is located at Mile 2.0 of the Maine Turnpike in Kittery. The York River Bridges are located at Mile 5.2 of the Maine Turnpike in York.

2. General Description:

   The work on the Dennett Road Overpass Bridge includes mill and fill bridge pavement, concrete fascia and overhang repairs, bridge joint modifications and replacement, concrete end post modifications, concrete substructure modifications and repairs, approach paving, guardrail and bridge rail modifications, concrete median barrier installation, snow fence installation, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

   At Wilson Road Underpass, the work consists of snow fence installation and associated maintenance of traffic.

   At the York River Bridges, the work consists of wearing surface repairs, application of a broadcast sealant to the wearing surface, and associated maintenance of traffic.

3. Bid:

   a. Bid opening: **February 20, 2018 at 11:00 AM** at the MTA Administration Building, 2360 Congress Street, Portland. (This was incorrectly listed in one place in the bid documents and this will be corrected by addendum.)

   b. All bid and contractual questions shall be directed to Nate Carll, Purchasing Manager, at Phone No. (207) 482-8115.

c. All questions on plans and specifications shall be in writing and shall be faxed or emailed to Nate Carll, Purchasing Manager, at Fax No. (207) 871-7739 or email ncarll@maineturnpike.com.

4. Notification:

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 (207) 482-8144 or startre@maineturnpike.com.

5. Contract Specifications:

a. The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices. Contractor is to review updated Supplemental Specifications.

b. The Maine Turnpike Authority 2016 Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. They are available online at http://www.maineturnpike.com/Projects-Planning/Construction-Contracts.aspx

6. Construction Schedule/Substantial Completion/Prosecution of Work:

a. February 22, 2018 – MTA Board to consider Contract Award

b. June 15, 2018 – Mainline Turnpike longitudinal joint and crack repair work at the York River Bridges shall be completed. Supplemental Liquidated damages in accordance with Subsection 107.8 shall apply for this date.

c. August 1, 2018 – Mainline Turnpike broadcast sealing work at the York River Bridges shall be completed. Supplemental Liquidated damages in accordance with Subsection 107.8 shall apply for this date.

d. June 22, 2018 –Work at the Dennett Road Overpass Bridge and Wilson Street Underpass Bridge shall be substantially completed. Substantial completion at these sites is defined by the Authority as following:

- The following bridge repairs shall be complete: bridge joints, bridge rail, snow fence, surface pavement, end posts, and guardrail installation including attachments.
- Dennett Road Overpass and Wilson Street Underpass are fully opened to traffic including shoulders, guardrail, surface pavement and signage.
- The entrance and exit ramps have been reopened to traffic.
- All bearing work is complete.

Supplemental Liquidated damages in accordance with Subsection 107.8 shall apply for this date.

e. August 31, 2018 – Contract Completion Date

f. All bearing work must be completed prior to the installation of the Asphalt Plug Joints.

g. The Contractor will be allowed to close Exit 1 southbound on ramp for a maximum of twenty-eight (28) calendar days. The Contractor shall schedule their work to complete the end post work on the southbound Dennett Road Overpass Bridge during this closure period. Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that ramp closure extends beyond the allowed maximum.

h. 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 maintenance of traffic is set up. The intent of this specification is to minimize the amount of time for impacts to traffic on the mainline Turnpike, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge and ramps as prescribed by the project's Substantial Completion date.

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

   Contract will include Highway & Earthwork and Heavy & Bridge wage rates. The Wage Rate Determination **will be issued by addendum.**

8. Utility Coordination (Special Provision 104.4.6)

   There is no utility relocation work scheduled or anticipated by the utility owners in this contract.

   The Contractor is made aware that electrical power for overhead lighting of the ramps is attached to the existing Dennett Road Overpass Bridge abutments and superstructure and will need to remain in service. Any damage done to this service will be repaired by the Contractor at their expense.

9. Cooperation with Other Contractors (Special Provision 104.4.7)

   Adjacent contracts currently scheduled for the 2018 construction season include:

   MTA Contract 2018.04 – Bridge Painting; includes Mile 6.2

10. Permit Requirements (Special Provision 105.8.2)

    a. The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.

    b. Limit of Disturbance Plan shall be submitted prior to any disturbance.

    c. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

    d. The Project shall be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue.

11. General 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. 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.

    d. All vehicles used on the Project shall be equipped with amber flashing beacons in accordance with the Special Provision 652.3.4.

12. Traffic Control (Supplemental Specification and Special Provision Section 652)

    a. 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.

    b. All traffic control devices shall be NCHRP 350 compliant.

    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. All signs that 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.

    e. Bridge work directly over traffic or within six feet of a travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure.

    f. Dennett Road: Two lanes of traffic shall be maintained except for overhead bridge work. Alternating one-way traffic on Dennett Road shall be maintained with flaggers during all occurrences of overhead work.

    g. Wilson Road: Temporary lane closures will be allowed during the installation of the snow fences. Alternating one-way traffic on Wilson Road shall be maintained with flaggers.

    h. Exit 1 (at Dennett Road): The Exit 1 off ramp will be closed during all Dennett Road Overpass work and the Exit 1 on ramp will be closed during reconstruction of the bridge endposts as outlined in Subsection 107.4.6. The Contractor shall notify the Resident/Authority two weeks prior to the closure. A temporary detour shall be established and maintained at all times in accordance with the detour plans shown in the Plans.

i. Maintenance of traffic plans have been developed for the work on the Dennett Road Bridge. The intent of these plans is to keep traffic moving continuously during the required rehabilitation work at the bridge. The construction phasing shall be as shown in the Plans.

j. Allowable lane closure tables for the Mainline Maine Turnpike for the Dennett Road and Wilson Road locations may be found in Special Provision 652.

k. Allowable lane closure tables for the Mainline Maine Turnpike for the York River location may be found in Special Provision 652.

13. Specific Contract Items:

a. Automated Trailer Mounted Speed Limit signs are being included for mainline lane closures.

b. Drums for this project shall have 6-inch-wide retroreflective bands.

c. Median barrier is being installed at the Dennett Road Underpass Bridge. The median barrier on the bridge will be cast-in-place. Median barrier on the approaches will be precast.

d. For the split traffic condition at Dennett Road, a retro-reflective orange delineator shall be mounted on blunt end of temporary concrete barriers immediately behind the work zone crash cushion, covering entire blunt end.

14. Questions?

MAINE TURNPIKE

TYLIN INTERNATIONAL

CONTRACT 2018.08 **PRE-BID CONFERENCE** **FEBRUARY 8, 2018**

Bridge Repairs - Dennett Road Overpass Mile 0.6
Snow Fence Installation - Wilson Road Underpass Mile 2.0
Wearing Surface Repairs - York River Bridge Mile 5.2

Please Print **SIGN-IN SHEET**

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