

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2024.06

BRIDGE REPAIRS

YORK INTERCHANGE UNDERPASS (MM 6.80)

FLETCHER STREET/ROUTE 35 UNDERPASS (MM 25.30)

General

A pre-bid meeting was held on May 7, 2024. The pre-bid meeting agenda, presentation and sign-in sheet are attached to this addendum. **All questions must be submitted by 5:00pm on Tuesday May 14, 2024 to be considered.**

Questions:

The following are questions asked at the pre-bid meeting or submitted to the Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: What is the total closure period allowed for the work at the York Interchange Underpass?

Response: *The total duration of all lane closures in each direction shall not exceed twenty-eight (28) consecutive calendar days. The total duration of all lane closures shall not exceed fifty-six (56) consecutive calendar days.*

Question 2: Why is an accelerating admixture required for the AAA concrete at only one bridge?

Response: *This requirement has been changed so that an accelerating admixture is required for both bridges.*

Question 3: Will traffic officers for the Fletcher Street/Route 35 Underpass be State police or local police?

Response: *The traffic officers item has been changed to flaggers. Traffic signals will be turned off during flagging operations and coordinated through the Turnpike and the Town of Kennebunk. Any fees associated with the Kennebunk Police Department shall be paid directly by the Turnpike. Updates to the contract book and proposal sheets and to reflect this change will be issued with the final addendum.*

Make the following changes to the bid documents:

In the Contract Documents, Special Provisions, Page SP - 10, Section 107.4.6 Prosecution of Work **DELETE** the first bullet under “The following restrictions shall be applied to the work at the York Interchange Underpass” and **REPLACE** it with “The total duration of all lane closures in each direction shall not exceed twenty-eight (28) consecutive calendar days. The total duration of all lane closures shall not exceed fifty-six (56) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day

that any lane closures are in place in excess of twenty-eight (28) consecutive calendar days in each direction”.

In the Contract Documents, Special Provisions, Page SP - 33, Section 518 – Structural Concrete Repair (Abutment Repairs) **REPLACE** subsection 518.02 Repair Materials with “New concrete shall be Class AAA concrete in accordance with Supplemental Specification Section 502 except that the concrete shall include an accelerating admixture allowing it to reach 80% of the design compression strength within 7 days of placement.”

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

Attachments

- Pre-Bid Agenda (4 pages)
- Pre-Bid Presentation (19 pages)
- Pre-Bid Sign-In Sheet (1 page)

The total number of pages included with this addendum is twenty-six (26).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nate Carll, Purchasing Department, (207) 871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-5 of the bid package.

Business Name

Print Name and Title

Signature

Date

May 10, 2024

Very truly yours,

MAINE TURNPIKE AUTHORITY

Purchasing Manager
Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2024.06

BRIDGE REPAIRS

YORK INTERCHANGE UNDERPASS (MM 6.80) FLETCHER STREET/ROUTE 35 UNDERPASS (MM 25.30)

May 7, 2024 1:00 PM

1) Location:

The general limits of work are as shown in the Contract Plans. The York Interchange Underpass is located at Mile 6.80 of the Maine Turnpike. The Fletcher Street/Route 35 Underpass is located at Mile 25.30 of the Maine Turnpike.

2) General Description:

The work consists of bridge repairs at two locations. At the York Interchange Underpass in the Town of York, the work generally consists of bridge and approach mill and overlay paving, bridge joint modifications, and miscellaneous superstructure repairs. At the Fletcher Street/Route 35 Underpass in the Town of Kennebunk, the work generally consists of bridge and approach mill and overlay paving, bridge joint repairs, sidewalk repairs, and miscellaneous superstructure repairs. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) Bid opening is May 21, 2024 at 11:00 A.M. at MTA headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department, 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, at (207) 871-7739 (fax) or email ncarll@maineturnpike.com.
- d) All questions must be submitted by 5:00pm on Tuesday May 14, 2024 to be considered.

4) Notification:

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

5) Construction Schedule/Prosecution of Work:

- a) MTA Board is scheduled to consider the Contract Award on May 23, 2024.
- b) At York Interchange Underpass and Fletcher Street/Route 35 Underpass:
 - i) All work shall be substantially complete by October 31, 2025.
 - ii) All work shall be completed on or before November 21, 2025.

- c) Substantially complete shall be defined as:
 - i) All bridge repair work at all locations required by the Contract that requires shoulder and/or lane closures.
 - ii) All roads fully opened to two-way traffic including shoulders, surface pavement and pavement markings.
 - iii) Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.
 - d) The following restrictions shall be applied to the work at the York Interchange Underpass:
 - i) The Contractor shall be allowed to close each lane for a maximum of twenty-eight (28) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that each lane is closed in excess of twenty-eight (28) consecutive calendar days.
 - ii) The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.
 - e) The following restrictions shall be applied to the work at the Fletcher Street/Route 35 Underpass:
 - i) Lanes on Fletcher Street/Route 35 shall not be closed until 8:00 p.m. and shall be reopened the following day by 6:00 a.m. Supplemental liquidated damages of \$500 per hour shall be assessed for each hour that any lane is closed past 6:00 a.m. each day.
 - ii) The Contractor shall close each lane on Fletcher Street/Route 35 for a maximum of ten nights per lane. The maximum ten nights of closures per lane are not required to be consecutive nights.
 - iii) The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.
- 6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
- a) Heavy and Bridge wages for York County are included in the Contract Book.
- 7) Utility Coordination (Special Provision 104.4.6)
- a) Existing utilities were not located for this project.
 - b) The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
 - c) Utility adjustments are not anticipated as part of this project. If any unexpected utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.
- 8) Cooperation With Other Contractors (Special Provision 104.4.7)
- a) MTA Contract 2024.01 – Pavement Rehabilitation – Exits 1, 2, 3 & MM 1.3 to MM 6.8
 - b) MTA Contract 2024.10 – Roadside Clearing MM 25.8 to MM 32.0
 - c) MTA Contract 2025.XX - Roadside Clearing Mile MM 19 to MM 25 (NB & SB)
 - d) MTA Contract 2024.XX – Mainline Pavement Rehabilitation MM 13.3 to MM 15.2 & MM 20.0 to MM 23.3
 - e) MTA Contract 2025.XX – Mainline Pavement Rehabilitation MM 15.2 to MM 20.0
- 9) Lead Paint (Special Provision 105.2.4.2)
- a) The Contractor shall note that the existing bridge structures may contain lead based paint. The Contractor shall institute every precaution when working with materials coated with lead based paints.

10) Permit Requirements (Special Provisions 105.8.2 and 105.8.3)

- a) The Project is subject to the Stormwater Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection (Stormwater MOA).
- b) 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).
- c) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

11) General Requirements

- a) U-Turns at toll plazas and median openings not allowed. (Supplemental Specification 105.5.1)
- 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 vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
- d) Class III safety vests must be worn at all times.

12) Traffic Control (Special Provision Section 652):

- a) Special Provision Section 652 replaces the MaineDOT Standard Specification 2014 Edition and MTA 2016 Supplemental Specification Section 652.
- b) Substantive revisions have been bolded in the 652 SP.
- c) Contractor is responsible for supplying all traffic control devices.
- d) Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a 24-hour a day, seven days per week responsibility. Contractor shall inspect devices as required.
- e) Temporary detours, lane closures and construction phasing shall be established and maintained at all times in accordance with the details shown on the Plans and the requirements of the Special Provisions.
 - i) A truck mounted attenuator shall be utilized for all lane closures on the Turnpike mainline, shall be utilized for all temporary shoulder closures (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and other construction operations where workers are exposed to traffic and not protected by positive means.
 - ii) A truck mounted attenuator shall be utilized for all work completed behind guardrail if that work is being completed within the deflection zone of the guardrail (within four feet behind the guardrail post).
 - iii) Automated trailer mounted speed limit signs shall only be used when a work zone speed limit is in place and shall be required when the work zone speed limit is active.
 - iv) Truck mounted attenuators and automated trailer mounted speed limit signs are incidental to Item 652.361, Maintenance of Traffic Control Devices.
- f) Turnpike lane closures
 - i) One lane of traffic flowing in each direction at all times. Minimum traveling width of 14' required unless otherwise shown in the Plans.

- ii) All lane closures require the approval of the Resident. The Resident is required to submit a request to MTA for lane closures by noon on Thursday for lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly. Requests are subject to approval by MTA.
- iii) Supplemental liquidated damages shall be assessed at \$1,000 per minute for every minute that a temporary lane closure is in place outside of the allowable times.
- g) All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- h) All temporary striping, including covering existing striping with blackout tape, shall be incidental to Item 652.361, Maintenance of Traffic Control Devices.
- i) Traffic control devices shall be NCHRP 350 compliant. All traffic control devices shall meet MASH guidelines if the date of manufacture was after December 31, 2019.

13) Specific Contract Items:

- a) Elastomeric Concrete Headers shall be paid under Item 518.86 Elastomeric Concrete Header Repair. Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with Supplemental Specification Section 518 and as directed by the Resident. If repairs to the top of the backwall or end of the deck are needed, the Contractor shall repair with elastomeric concrete and repairs shall be paid under Item 518.864 Elastomeric Concrete Header Repair. If repair depth is greater than 3” below the header, the repairs may be done with AAA concrete at the direction of the Resident and paid under Item 518.101, Abutment Repairs. Abutment Repair quantity is based on an average depth of 3” for additional repairs below the elastomeric header.

14) Questions:



**Maine
Turnpike
Authority**

MTA Contract 2024.06



Bridge Repairs

York Interchange Underpass
Fletcher Street/Route 35 Underpass

Pre-Bid Conference

May 7, 2024

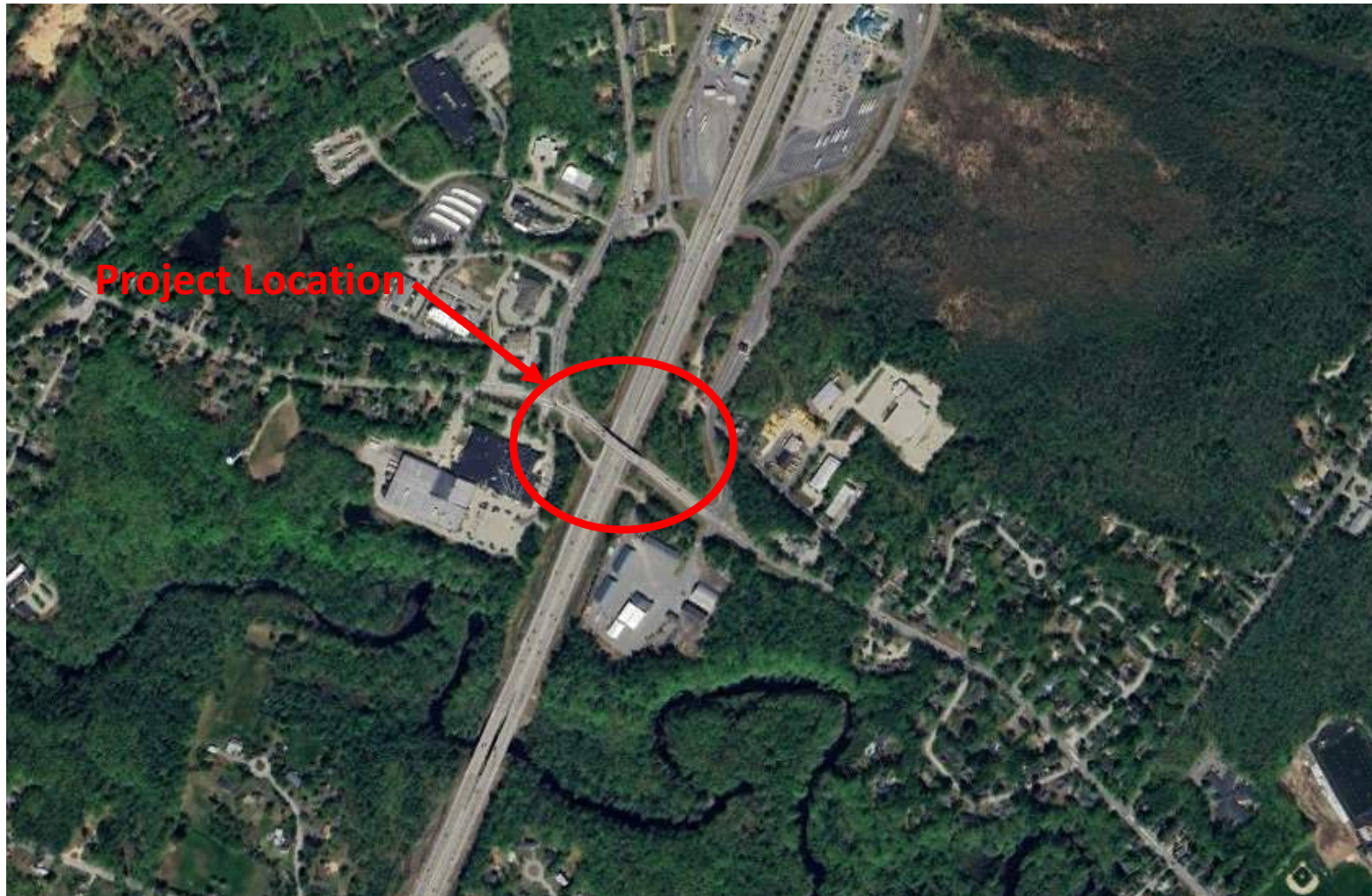


1) Location – York Interchange Underpass (6.80)



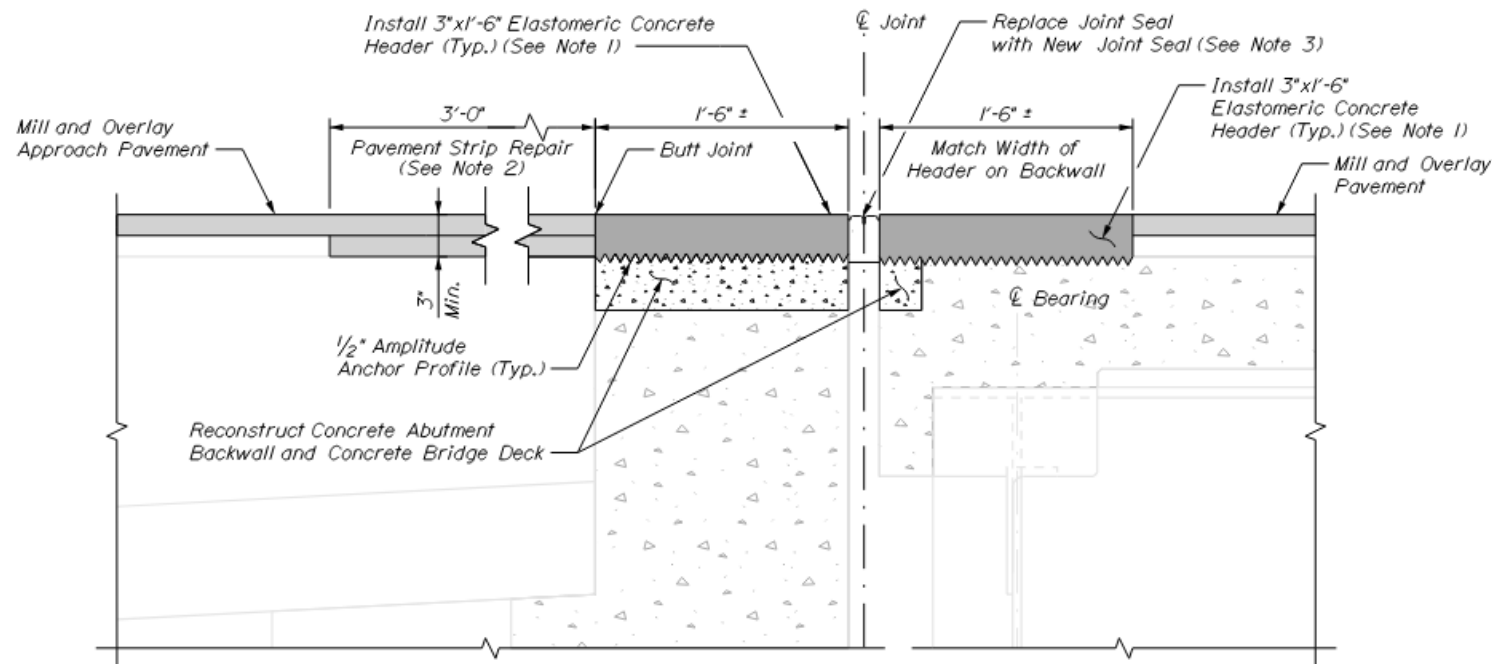


1) Location – Fletcher Street/Route 35 Underpass (25.30)



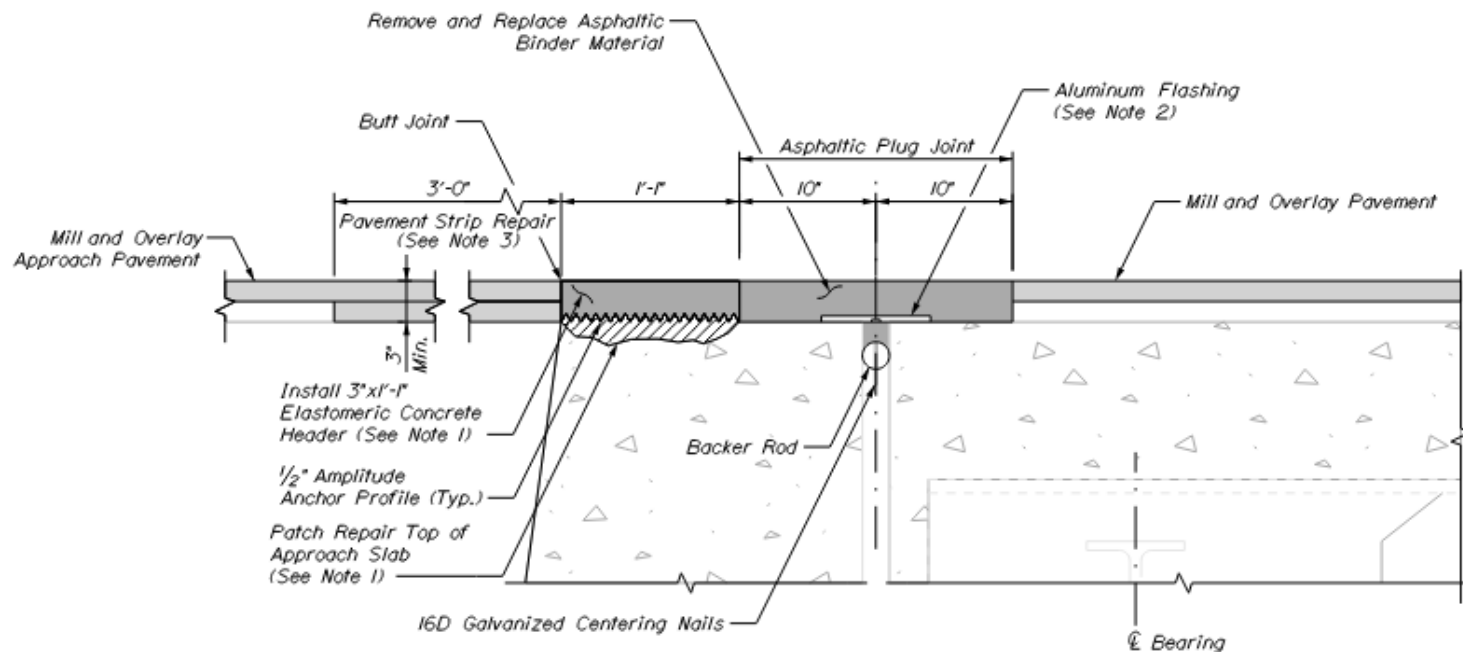
2) General Description

- At the York Interchange Underpass, the work includes:
 - Pavement mill and overlay
 - Joint modifications and header installations
 - Miscellaneous superstructure repairs



2) General Description (Cont'd)

- At the Fletcher Street/Route 35 Underpass, the work includes:
 - Pavement mill and overlay
 - Sidewalk repairs
 - Asphaltic plug joint replacement and header installations
 - Miscellaneous superstructure repairs





3) Bid

- **Bid opening:** May 21, 2024, at 11:00 A.M.
- All **bid & contractual questions** direct to Purchasing Dept.
 - Ph#: (207) 482-8115
- All **plan & spec questions** submit in writing directed to Nate Carll, Purchasing Manager
 - Fax: (207) 871-7739
 - Email: ncarll@maineturnpike.com
- All questions **must be submitted** by 5:00 pm on Tuesday May 14, 2024



4) Notification

- Contractor shall **notify and obtain approval** from the Authority (Steve Tartre) **prior to visiting the Project site** for field inspection.
 - Ph#: (207) 482-8144
 - email: startre@maineturnpike.com



5) Construction Schedule/Prosecution of Work

- MTA Board is scheduled to consider the **Contract Award on May 23, 2024.**

- At the York Interchange Underpass and Fletcher Street/Route 35 Underpass:
 - Substantial completion: **October 31, 2025**
 - All work complete: **November 21, 2025**



5) Construction Schedule/Prosecution of Work (Cont'd)

- At the York Interchange Underpass:
 - The Contractor shall be allowed to close each lane for a maximum of twenty-eight (28) consecutive calendar days.
 - The proposed overlay pavement shall be paced within fourteen days of the milling of existing pavement.

- At the Fletcher Street/Route 35 Underpass:
 - Lanes on Fletcher Street/Route 35 shall not be closed until 8:00 p.m. and shall be reopened the following day by 6:00 a.m.
 - The Contractor shall close each lane on Fletcher Street/Route 35 for a maximum of ten nights per lane. The maximum ten nights of closures per lane are not required to be consecutive nights.
 - The proposed overlay pavement shall be paced within fourteen days of the milling of existing pavement.



6) Maine Department of Labor – Fair Hourly Wages

- Included Wage Rates:
 - York County

7) Utility Coordination

- Existing utilities were not located for this project.
- The Contractor shall **contact Dig Safe** and any non-member utility operators through **OK-TO-DIG prior to any work.**
- If any **unexpected utility relocations** become necessary, they will be scheduled **in compliance with Section 104** of the Standard Specifications and will be **done by the utilities** in conjunction with the work by the Contractor.



8) Cooperation With Other Contractors

- **MTA Contract 2024.01** - Pavement Rehabilitation (Exits 1, 2, 3 & MM 1.3 to MM 6.8)
- **MTA Contract 2024.10** - Roadside Clearing (MM 25.8 to MM 32.0)
- **MTA Contract 2025.XX** - Roadside Clearing (MM 19 to MM 25 (NB & SB))
- **MTA Contract 2024.XX** - Mainline Pavement Rehabilitation (MM 13.3 to MM 15.2 & MM 20.0 to MM 23.3)
- **MTA Contract 2025.XX** - Mainline Pavement Rehabilitation (MM 15.2 to MM 20.0)

9) Lead Paint

- The Contractor shall note that the **existing bridge structures may contain lead-based paint**. The Contractor shall **institute every precaution** when working with materials coated with lead-based paints.



10) Permit Requirements

- The Project is subject to the **Stormwater Memorandum of Agreement for Stormwater Management** Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection.
- 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).
- **Compliance with the erosion and sedimentation control** requirements outlined in this Contract is required by the Contractor.



11) General Requirements

- **U-Turns** at toll plazas and median openings **not allowed**.
- **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.
- **All vehicles** used on the Project, including concrete delivery trucks, shall be **equipped with amber flashing beacons** in accordance with Supplemental Specification 652.3.4.
- **Class III safety vests** must be worn at all times.



12) Traffic Control (Special Provision Section 652)

- SP 652 **replaces** the MaineDOT Standard Specs 2014 Edition and MTA 2016 Supplemental Specs.
- Substantive **revisions have been bolded** in the 652 SP.
- Contractor is responsible for supplying all traffic control devices.
- Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a **24-hour a day, seven days per week** responsibility. Contractor shall inspect devices as required.



12) Traffic Control (Special Provision Section 652)

- Temporary detours, lane closures and construction phasing shall be established and **maintained at all times**.
 - **A truck mounted attenuator** shall be utilized for **all lane closures** on the Turnpike mainline, shall be utilized for **all temporary shoulder closures** (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and other construction operations where workers are exposed to traffic and not protected by positive means.
 - **A truck mounted attenuator** shall be utilized for **all work completed behind guardrail** if that work is being completed **within the deflection zone** of the guardrail (within four feet behind the guardrail post).
 - **Automated trailer mounted speed limit signs** shall only be used when a work zone speed limit is in place and shall be required when the work zone speed limit is active.
 - Truck mounted attenuators and automated trailer mounted speed limit signs are incidental to Item 652.361, Maintenance of Traffic Control Devices.



12) Traffic Control (Special Provision Section 652)

- Turnpike Lane closures
 - **One lane of traffic flowing** in each direction at all times. **Minimum traveling width of 14'** required unless otherwise shown in the Plans.
 - All lane **closures require the approval of the Resident**. The Resident is required to submit a request to MTA for lane closures by **noon on Thursday** for lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly. Requests are subject to approval by MTA.
 - **Supplemental liquidated damages** shall be assessed at **\$1,000 per minute** for every minute that a temporary lane closure is in place outside of the allowable times.



12) Traffic Control (Special Provision Section 652)

- All signs, which do not apply to current construction activity, **shall be 100% covered or removed** in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- All **temporary striping, including covering existing striping with blackout tape**, shall be incidental to Item 652.361, Maintenance of Traffic Control Devices.
- Traffic control devices **shall be NCHRP 350 compliant**. All traffic control devices **shall meet MASH guidelines** if the date of manufacture was **after December 31, 2019**.



13) Specific Contract Items

- Elastomeric Concrete Headers shall be paid under Item 518.86 Elastomeric Concrete Header Repair. Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete. If repairs to the top of the backwall or end of the deck are needed, the Contractor shall repair with elastomeric concrete and repairs shall be paid under Item 518.864 Elastomeric Concrete Header Repair. If repair depth is greater than 3" below the header, the repairs may be done with AAA concrete at the direction of the Resident and paid under Item 518.101, Abutment Repairs. Abutment Repair quantity is based on an average depth of 3" for additional repairs below the elastomeric header.



**Maine
Turnpike
Authority**

MTA Contract 2024.06



Questions?

Bridge Repairs - Various Locations

PREBID MEETING 1:00PM MAY 7, 2024 - ATTENDENCE SHEET

NAME	COMPANY	EMAIL	PHONE
Mackenzie Bowe	VHB	MBowe@VHB.com	207-889-3147
Heather Hayes	VHB	hhayes@vha.com	207-576-6744
RYAN BARNES	MTA	rbarnes@MAINE.TURNPIKE.COM	207-671-8426
GREG SCOTT	SCC	gscott207@gmail.com	632-0521
Jamie Mason	MTA	Jmason@maineturnpike.com	482-8172
Sam Bloniasz	CPM	sam@cpmconstructors.com	207-272-8093
Peter Coleman	CPM	pcoleman@cpmconstructors.com	207-599-1825
Steve Tantro	MTA	Stantro@maineturnpike.com	831-5614
Matt Callahan	Glidden Ex Paving	matt@gliddenpaving.com	856-9990
KRISTI VAN BOYEN	MTA	kvandoyen@maineturnpike.com	482-8113
Nate Carrll	MTA	ncarrll@maineturnpike.com	492-8115